



2023 BUDAPEST EVENT

20 to 23 July 2023

From	The FIA Formula 3 Race Director	Document	8
To	All Teams, All Officials	Date	20 July 2023
		Time	18:10

Title 2023 F3 Budapest Event Notes V2

Description Pit Lane Map added

Enclosed 2023 F3 Budapest Event Notes V2.pdf

Claro Ziegahn

The FIA Formula 3 Race Director

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Event Notes V2

Changes in light blue. All other pages from V1 which are not included here remain in full force and effect.

General Instructions

1) Pit lane map

- 1.1. Safety Car lines.
- 1.2. The location of the pit entry and the pit exit.
- 1.3. Designated garage areas.
- 1.4. Safety Car position for first lap and rest of race.
- 1.5. Blue flag marshal at the pit exit.
- 1.6. Track light panels displaying pit entry status.

2) Pre & Post Session / Race Procedure from support paddock to F1 pit lane

- 2.1. For the transfer procedures from the support paddock to the F1 pitlane, prior to all sessions and races, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations, may be used.
- 2.2. A detailed description and further information of this procedure (pit lane order and timing) are described in the attached document – F3 Event Procedures

3) Tyre Schedule

- 3.1. Refer to attached document – F3 Tyre Schedule.

4) Pirelli Event Preview

- 4.1. With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.

5) Track Light Panels

- 5.1. The FIA track light panels have been installed in the positions shown on the circuit map. In accordance with Appendix H to the ISC the light signals have the same meaning as flag signals.

6) Drivers leaving their pit stop position in the pit lane

- 6.1. For safety reasons, during practice and qualifying drivers must not do burn outs from their pit stop position, for the avoidance of doubt this also applies when the pit exit is open for reconnaissance laps.
- 6.2. It is not permitted to do burn outs or clutch bite points checks in the paddock, garage areas and in the pit lane at any time during the Event.
- 6.3. For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.
- 6.4. For reasons of safety and sporting equity, drivers must not drive through other team's pit bay after being released from their pit stop position.

7) Observing yellow flags during free practice and qualifying

- 7.1. Single waved: Drivers reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.

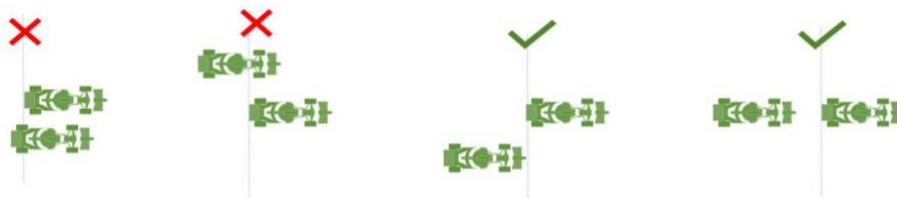
- 7.2. Double waved: Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the stewards to be satisfied that any such driver has complied with these requirements it must be clear that the driver has not attempted to set a meaningful lap time. Furthermore, during free practice and qualifying any driver in a double yellow sector will have that lap time cancelled.

8) Lapping during the race

- 8.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags. As it was at the end of last season the system will be set to give a pre-warning when the faster car is within 3.0s of the car about to be lapped, this should be used by the team of the slower car to warn their driver he is soon going to be lapped and that allowing the faster car through should be considered a priority. When the faster car is within 1.2s of the car about to be lapped blue flags will be shown to the slower car (in addition to blue light panels, blue cockpit lights and a message on the timing monitors) and the driver must allow the following driver to overtake at the first available opportunity. It should be noted that the aim of using F1MS is ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

9) Safety Car Procedure

- 9.1. Art. 40.13 (...) In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart. (...)



- 9.2. To reduce the risk of an incident at the restart, weaving is not permitted between turn 13 and until the driver passes the line.

10) Fuel pressure release in parc fermé

- 10.1. For safety reasons, teams are authorised to appoint one person specifically in order to release the pressure inside the fuel cell when the cars return after each session. In addition, teams are authorised to attach fans to the car in the parc fermé.
- 10.2. When the cars are in the parc fermé, this person must request prior authorization from the FIA Technical Delegate on site and is only authorized to perform the action specified above.
- 10.3. This person will not count as far as Article 21.5 of the 2023 FIA F3 Sporting Regulations is concerned (team personnel limitation)

11) Teams Guests

- 11.1. Teams are reminded that guests are included in the category of participants as defined in Article 20 of the International Sporting Code. At the same time, Article 9.15 from the International Sporting Code states that the competitor is responsible for all acts or omissions on the part of any person to whom the competitor has allowed access to the reserved area. The pit lane and the grid are reserved areas.

Event Specific Instructions

12) Changes to the circuit

- 12.1. New tyre barriers on RHS in Turn 2.
- 12.2. Guardrail replaced with concrete barrier and debris fence at RHS in Turn 2.

13) Fire extinguishers around the circuit

- 13.1. Indicated by white boards with a red fire extinguisher attached to the debris fences.

14) Places to remove cars from the track

- 14.1. Indicated by orange panels on the barriers. If it is safe to do so, ideally drivers should try to stop on the right-hand side of the track.

15) Lines or bollards at the Pit Entry and Pit Exit

- 15.1. In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.
- 15.2. The dotted white lines across the pit exit is the track edge.
- 15.3. Drivers leaving the track to enter the pit entry road, must pass on the right-hand side of the bollard placed on SC line 1.

16) Track Limits

- 16.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.
- 16.2. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards.
- 16.3. The fourth and following offences will be reported to the stewards, regardless of having displayed the warning flag to the driver beforehand.

17) DRS

- 17.1. DRS Detection will be automatically disabled in each individual zone if any of the light panels in that particular zone are displaying yellow. The zones and corresponding light panels are as follows:
 - a) DRS Activation 1: Panels 19, 1, 2, 3
 - b) DRS Activation 2: Panels 3, 4, 5
- 17.2. During the races, DRS may not be used if a driver enters the pit entry (Activation Zone 1) and re-enters the track from pit lane (Activation Zone 2). According to art. 21.4 of the sporting regulations, the sole purpose of driver adjustable bodywork (better known as DRS) is to improve overtaking opportunities during the race. It is the driver's responsibility not to activate the system.

18) Pit Lane

- 18.1. The pit lane speed limit is 60 km/h for the entire event.

19) Pit Lane Barriers

- 19.1. F1 Teams have been instructed to ensure their barriers are no more than three meters from the garages.

20) Practice Starts

- 20.1. Practice starts may only be carried out on the right-hand side before the end of the pit wall. For the avoidance of doubt, this includes any time the pit exit is open for the race. Drivers must leave adequate room on their left for another driver to pass.
- 20.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

21) Reconnaissance Laps

- 21.1. Drivers are allowed to do a maximum of two reconnaissance laps. For clarity, this means a driver must not exit the pit lane more than two times before the formation lap.

22) Car number light panels for the start

22.1. On the right-hand side of the grid.

23) Removing cars from the grid

23.1. Through the two gates in the pit wall adjacent to grid position 6 and 18.

23.2. The pit lane has a small ramp down from the track which may result in cars grounding when pushed off the grid. It is therefore important that someone from your team is present, close to the gate nearest your grid positions, to assist marshals if a car must be pushed off the grid after the start of the formation lap or after the start of the race.

24) Suspending a Race

24.1. In case of race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

Claro Ziegahn
The FIA Formula 3 Race Director

Paddock departures and Return – Trolleys and Cars

Departure from Support Race Pit Lane

Teams have been allocated in the correct order for entry into the F1 pit lane, so please keep to this order for each transfer:

1. MP Motorsport	6. Jenzer Motorsport
2. ART Grand Prix	7. Campos Racing
3. Trident	8. Rodin Carlin
4. Prema Racing	9. VAR
5. PHM Racing by Charouz	10. Hitech Pulse Eight

Team trolleys and personnel should leave the paddock and turn left to proceed to the gate at the top of the slope and stop at the gate, leaving a clear passage on one side for emergency vehicles. When given instructions by the marshals, they should go on track and enter the F1 pit lane.

Race cars must be pushed to the paddock entrance and lined up in F1 pit lane order. All cars will be started from here with drivers installed. When given instructions by the marshals, they should leave the paddock and turn right and move down the service road to join the track at Turn 2 and then proceed on track to the F1 pit lane.

Return to Support Paddock

Teams and trolleys will leave the pit lane at pit exit onto the track and enter the support paddock at turn 2.

At the end of the **practice session**, after taking the chequered flag, drivers must continue to turn 13 where they must leave the track to go into the support paddock.

At the end of the **qualifying session**, after taking the chequered flag, drivers must continue to turn 13 where they must leave the track to go into the support paddock parc fermé area.

At the end of **both races** after taking the chequered flag, the podium cars should stay in front of the field and complete the lap to the F1 pit lane for the podium presentation. All other cars must continue to turn 13 where they must leave the track to go into the support paddock parc fermé area. The three podium cars will be under parc fermé conditions and be returned to the support race paddock by recovery truck.

For all sessions, any cars in the F1 pit lane at the time of the chequered flag must be driven back to the support paddock parc ferme area.

Pit Lane Procedures Times

Local marshals will be in control of trolley and race car movements so please follow their instructions. The timings below are approximate and for guidance only:

Friday – Practice (09:55 – 10:40)

Trolleys ready to depart	09:10
Trolley released to F1 pits	approx. 09:40
Race cars released to F1 pits	approx. 09:45

Friday – Qualifying (15:05 – 15:35)

Trolleys ready to depart	14:20
Trolley released to F1 pits	approx. 14:50
Race cars released to F1 pits	approx. 14:55

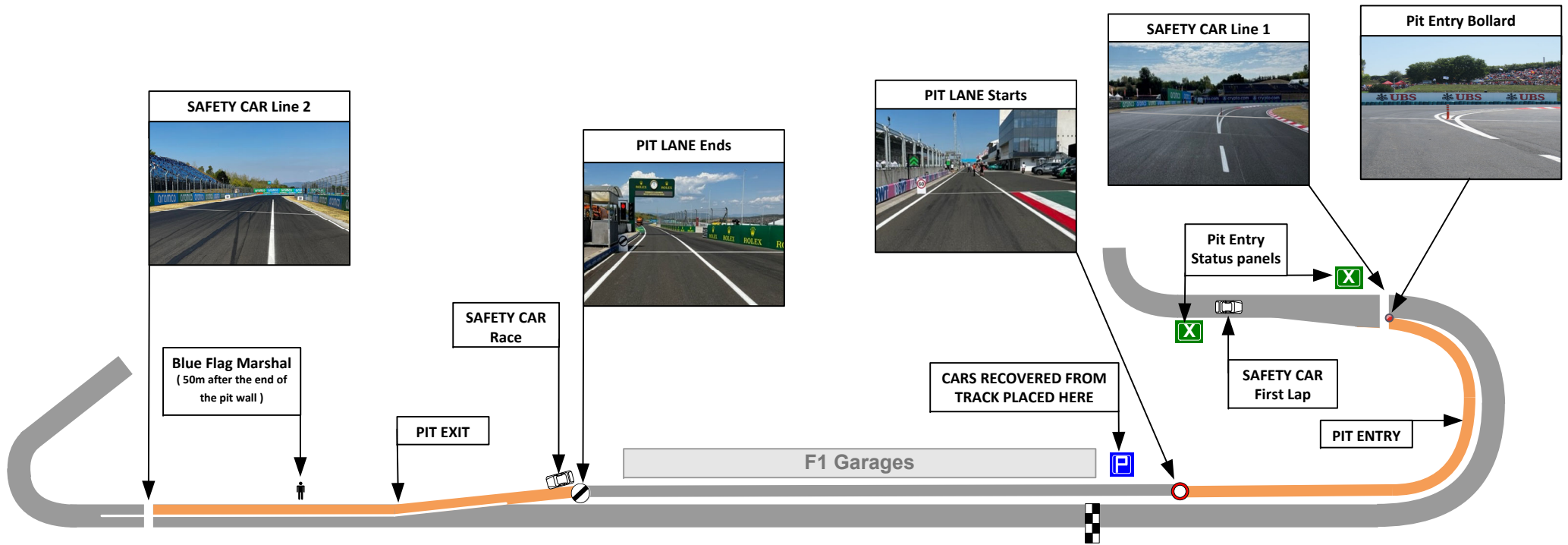
Saturday – Race 1 (pit lane open 09:35)

Trolleys ready to depart	08:50
Trolley released to F1 pits	approx. 09:20
Race cars released to F1 pits	approx. 09:25

Sunday – Race 2 (pit lane open 08:10)

Trolleys ready to depart	07:25
Trolley released to F1 pits	approx. 07:55
Race cars released to F1 pits	approx. 08:00

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59	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6
Apex (Movie)	Apex (Movie)	Apex (Movie)	Apex (Movie)	Williams	Williams	Williams	Williams	Williams	AlphaTauri	AlphaTauri	AlphaTauri	AlphaTauri	AlphaTauri	Haas	Haas	Haas	Haas	Haas	Aston Martin	Aston Martin	Aston Martin	Aston Martin	Aston Martin	Alfa Romeo	Alfa Romeo	Alfa Romeo	Alfa Romeo	Alfa Romeo	McLaren	McLaren	McLaren	McLaren	McLaren	Alpine	Alpine	Alpine	Alpine	Mercedes	Mercedes	Mercedes	Mercedes	Mercedes	Ferrari	Ferrari	Ferrari	Ferrari	Ferrari	Red Bull	Red Bull	Red Bull	Red Bull	Red Bull	
Designated Garage Areas		MP	ART			Trident			Prema			PHM			Jenzer			Campos			Carlin			VAR			Hitech																										
FAST LANE																								FAST LANE																													
																								Pole Position																											Control Line		

BUDAPEST EVENT

20TH – 23RD JULY 2023

TYRE SCHEDULE

(ART. 24.6. 2023 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated at the Pirelli service area
- No wet tyres will be allowed in the tyre parc fermé
- Wet tyres remain in possession of teams
- All tyres in the possession of teams must be visible to the Scrutineers at all times during the event
- The tyre pressure and temperature master gauge is available at the FIA F2 weigh platform area

Thursday 20th July

13:30 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

17:00 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 21st July

07:55 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All dry NEW and all USED tyres must be deposited in the FIA Formula 3 tyre parc fermé

Saturday 22nd July

07:35 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All dry NEW and all USED tyres must be deposited in the FIA Formula 3 tyre parc fermé

Sunday 23rd July

06:10 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All tyres must be returned to the Pirelli service area

Grand Prix of Hungary 21-23/07/23 (23F3R08BUD)

Compound	FL	FR	RL	RR
Medium	SB2	SB2	SB3	SB3
Wet	SB6	SB7	SB8	SB9

Carryover
Not Applicable

Minimum Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	13.0	12.0
Wet	13.0	12.0

	FE Camber Limit	RE Camber Limit	
FP & Q	-4.75°	-3°	FP & Q
Race	-4.25°	-3°	Race



	Avg wear @15 Laps	(2021)	Avg wear @15 Laps
Medium	13 %		45 %

GENERAL NOTES

Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- Minimum tyre pressure
- Static Camber
- Tyre allocation and Tyre swapping

Tyre Notes

- Not permitted to switch tyres from their allocated position.
- Do not subject tyres to large deformation or impact.
- Revised prescriptions could be issued at any time during the weekend in accordance with the FIA F3 Sporting Regulations.
- Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area.
- Teams are kindly asked present **Wet** rims to the Pirelli Service Area by 13:00 for initial fitting on 19/07.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area by 07:30 for initial fitting on 20/07.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are reminded, a balancer will be made available to check rims for damage until the last tyre is stripped on the final day. Please make use of this to check rims before the next event.