



# 2023 SPIELBERG EVENT

29 June to 2 July 2023

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<b>From</b>	The FIA Formula 3 Race Director	<b>Document</b>	7
<b>To</b>	All Teams, All Officials	<b>Date</b>	29 June 2023
		<b>Time</b>	18:50

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**Title** 2023 F3 Spielberg Event Notes V2

**Description** Changes in 2.1

**Enclosed** 2023 F3 Spielberg Event Notes V2.pdf

**Claro Ziegahn**

**The FIA Formula 3 Race Director**

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## EVENT NOTES V2

### 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

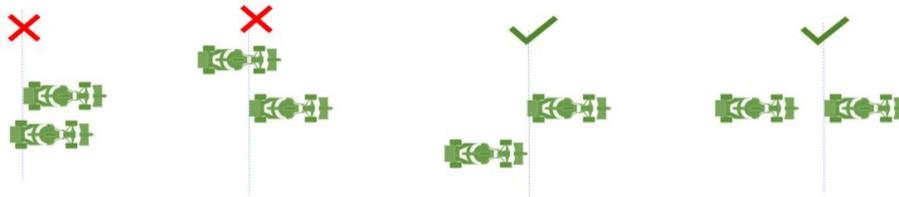
satisfied that any such driver has complied with these requirements it must be clear that the driver has not attempted to set a meaningful lap time. Furthermore, during free practice and qualifying any driver in a double yellow sector will have that lap time cancelled.

## 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 8 and 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 authorisation 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**

- New verges between Turn 2 and Turn 3 on both sides, same width as before.
- Verge behind 2<sup>nd</sup> kerb shortened at the apex of Turn 8 on RHS.
- Temporary kerbs at Turn 8 on RHS have been removed.

### **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 long fluorescent orange panels/paintings on the barriers.

### **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.

### **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. Additionally, each time a driver fails to negotiate with the exit of turn 10, will result in that lap time and the immediately following lap time being invalidated by the Stewards.

### **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 3, 4, 5, 6
  - b) DRS Activation 2: Panels 7, 8, 9
  - c) DRS Activation 3: Panels 16, 1, 2

### **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 two meters from the red line under the frontal garage shutter.

### **20) Practice Starts**

- 20.1. No practice starts may be carried out at the pit exit.
- 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.
- 20.3. Practice starts may be carried out on the track at the end of the free practice session. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and carry out a practice start.
- 20.4. Any cars in the F1 pit lane after the practice session has finished will not be released from pit exit until all cars on track have carried out their practice starts.
- 20.5. All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.
- 20.6. If any driver appears to be disregarding any of the above a red flag will be displayed and the possibility to carry out any further starts will be immediately terminated.
- 20.7. All cars having carried out their practice start and any cars being released from the pit exit must continue to turn 8 and leave the track to go into the support paddock.

**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. Cars will be removed through the two gates in the pit wall adjacent to grid position 1 and 12.

**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.

**25) VSC Test**

25.1. Two VSC tests will take place: before the free practice when cars are travelling from the support paddock to the F1 pit lane and after the practice starts when cars are returning to the support paddock.

Claro Ziegahn  
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