



2023 SPIELBERG EVENT

29 June to 2 July 2023

From	The FIA Formula 3 Race Director	Document	4
To	All Teams, All Officials	Date	29 June 2023
		Time	16:00

Title 2023 F3 Spielberg Event Notes
Description 2023 F3 Spielberg Event Notes
Enclosed 2023 F3 Spielberg Event Notes.pdf

Claro Ziegahn

The FIA Formula 3 Race Director

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EVENT NOTES

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, travel tyres can 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

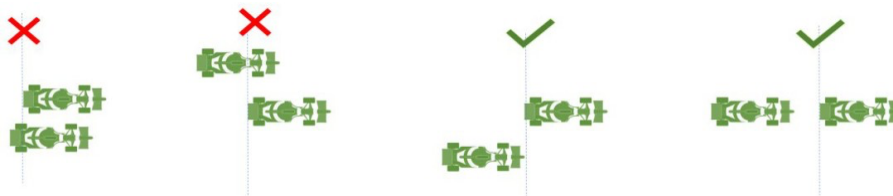
8.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the 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 2nd 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
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. VAR	6. Prema Racing
2. Hitech Pulse Eight	7. PHM Racing by Charouz
3. MP Motorsport	8. Jenzer Motorsport
4. ART Grand Prix	9. Campos Racing
5. Trident	10. Rodin Carlin

Team trolleys will reach the pit lane via the slope by the F2/F3 Hospitality units, turning left along the roadway behind the F1 paddock and continuing to the far end which leads to the pit lane access point. The top of this slope is quite steep, for both directions, so teams should take extra care and give enough space to each other to avoid problems.

Team personnel are permitted to travel to and from the F1 pit lane via scooters which are only permitted to be used in the Paddock for this purpose. Any scooters used for the journey to the F1 Pit Lane must be parked on the paddock side of gate 6. For safety reasons, scooters used for the procedure above must be used in a safe manner that does not compromise the safety of others, it is also compulsory to wear a helmet when riding the scooter.

Race cars will reach the pit lane under power. They will be pushed to the far end of the support paddock nearest to the F1 car park where they will line up in front of the slope leading to the track access gate. Marshals will be there to organize movements. Once trolleys are installed in the pit lane, cars will be released onto the track to go directly into the pit lane.

Return to Support Race Pit Lane

Team vehicles will leave the F1 pit lane by moving to the far exit of the pit lane and follow the roadway back to the paddock.

At the end of the **practice session** after taking the chequered flag, drivers may complete the lap to the F1 grid and carry out a practice start, or enter the pit lane. Following the practice start, cars must continue to turn 8 where they must leave the track into the support paddock. Any cars in the pit lane must follow the last car of the practice starts and leave the track at turn 8.

At the end of the **qualifying session** after taking the chequered flag, cars will slow down and continue to turn 8 where they must leave the track into the support paddock parc fermé. Any cars in the F1 pit lane at the time of the chequered flag must go on track to drive back to turn 8 and into the parc fermé.

At the end of **both races** after taking the chequered flag, cars must slow down and continue to turn 8 where they must leave the track to enter the support paddock parc fermé. The podium cars must stay in front of the field and complete to the F1 pit lane for the podium presentation where they will be under parc fermé conditions. The three podium cars will be under parc fermé conditions and be returned to the support race paddock by recovery trucks.

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
Trolleys move to pit lane entrance	09:20
Trolley released to F1 pits	approx. 09:35
Race cars released to F1 pits	approx. 09:45

Friday – Qualifying (15:00 – 15:30)

Trolleys ready to depart	14:15
Trolleys move to pit lane entrance	14:25
Trolley released to F1 pits	approx. 14:40
Race cars released to F1 pits	approx. 14:50

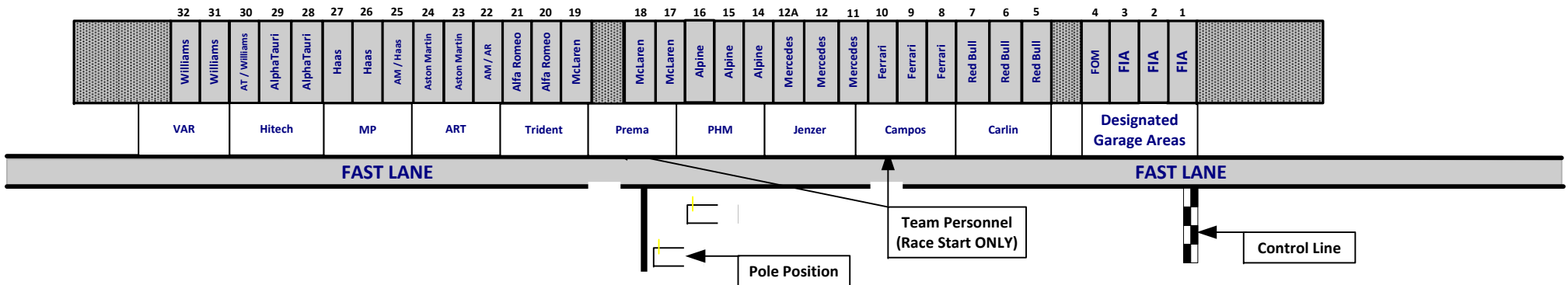
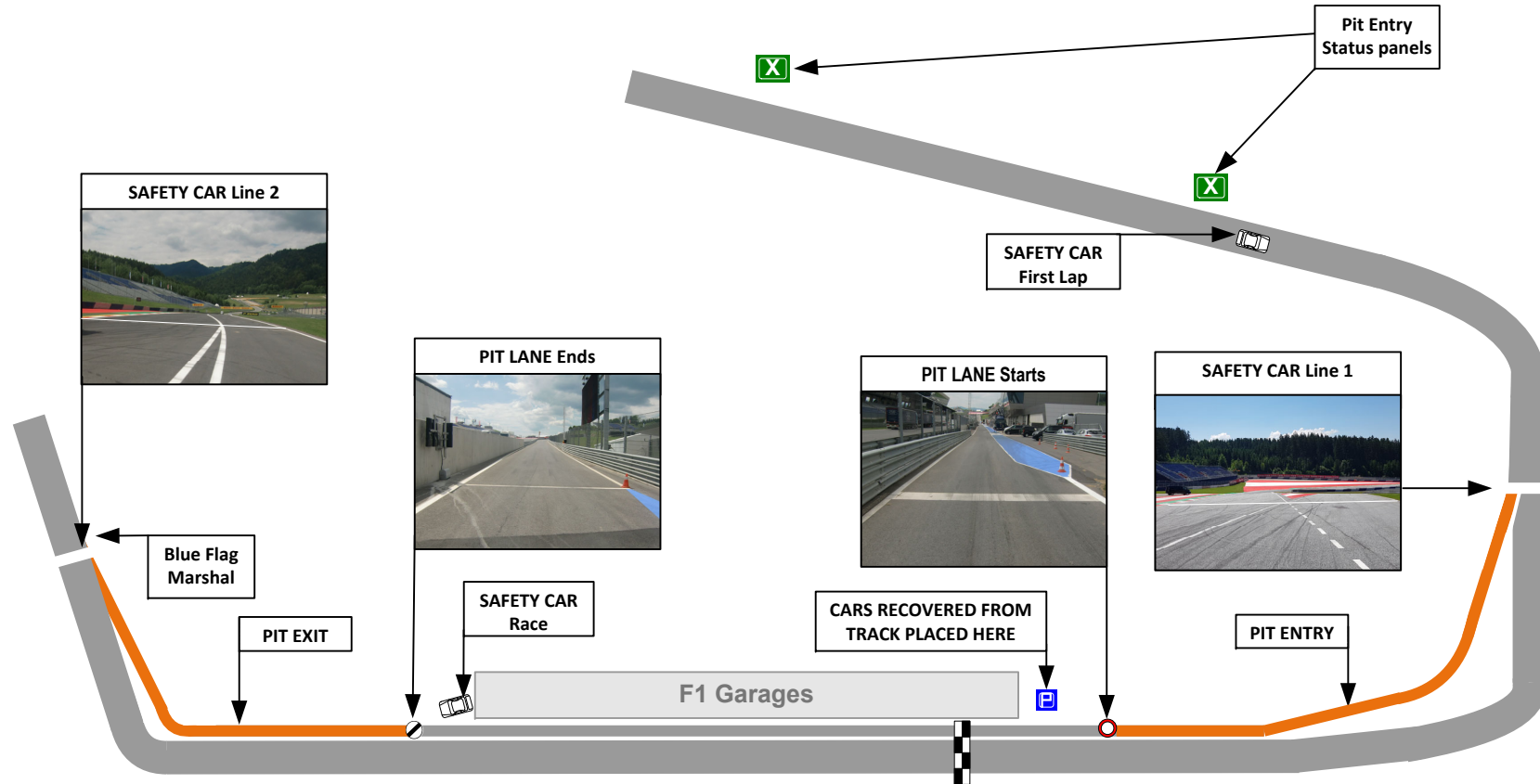
Saturday – Race 1 (pit lane open 09:45)

Trolleys ready to depart	09:00
Trolleys move to pit lane entrance	09:10
Trolley released to F1 pits	approx. 09:25
Race cars released to F1 pits	approx. 09:35

Sunday – Race 2 (pit lane open 08:10)

Trolleys ready to depart	07:25
Trolleys move to pit lane entrance	07:35
Trolley released to F1 pits	approx. 07:50
Race cars released to F1 pits	approx. 08:00

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The FIA Formula 3 Race Director



SPIELBERG EVENT

29TH JUNE – 02ND 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 29th June

12:45 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 30th June

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 01st July

07:45 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 02nd 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 Austria 30/06-02/07/23 (23F3R06SPI)

Compound	FL	FR	RL	RR
Soft	SB4	SB4	SB5	SB5
Wet	SB6	SB7	SB8	SB9

Carryover
Hard

Minimum Pressure, Camber limits, Wear Life

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



FP & Q	FE Camber Limit -4.75°		RE Camber Limit -3°	FP & Q
Race	-4.25°		-3°	Race
	Avg wear @15 Laps Soft 22 %		Avg wear @15 Laps 20 %	

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 28/06.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area by 07:30 for initial fitting on 29/06.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are advised all **Wet** tyres are scheduled to be stripped at the end of the Austria event. Rims will be returned to teams for onward transport.
- 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.