



## 2020 BUDAPEST EVENT

16 to 19 July 2020

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**From** The FIA Formula 3 Race Director

**To** All Teams, All Officials

**Document** 6

**Date** 16 July 2020

**Time** 14:55

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**Title** Event Notes v1

**Description** Event Notes v1

**Enclosed** F3 Event Notes Hungary V1.pdf

**Silvia Bellot**

**The FIA Formula 3 Race Director**

# BUDAPEST EVENT

16 TO 19 JULY 2020

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<b>To</b>	FIA Formula 3 Teams and Officials / The Stewards	<b>Date</b>	16 July 2020
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## **EVENT NOTES** **General Instructions**

### **1) Matters arising from the Styrian Event**

#### **2) Pit lane map**

- 2.1 Safety Car lines.
- 2.2 The location of the pit entry and the pit exit.
- 2.3 Designated garage areas.
- 2.4 Safety Car position for first lap and rest of race.
- 2.5 Blue flag marshal at the pit exit.
- 2.6 Track light panels displaying pit entry status.

#### **3) Pirelli Event Preview**

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

#### **4) Track light panels**

- 4.1 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.

#### **5) Drivers leaving their pit stop position in the pit lane**

- 5.1 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.
- 5.2 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.

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### 6) Observing yellow flags during free practice and qualifying

6.1 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 he has not attempted to set a meaningful lap time, for practical purposes this means the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).

6.2 Single waved: Drivers should 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.

Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

### 7) Lapping during the race

7.1 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.



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## Event Specific Instructions

### **8) Changes to the circuit**

- 8.1 All markings on the track, including the track edges, are painted with a genuine non-slip paint.
- 8.2 The guardrail in the corner of the run-off areas around Turn 1, Turn 5 and Turn 9 has been realigned.
- 8.3 Additional debris fencing has been installed to protect marshal posts.

### **9) Formula 1**

- 9.1 F1 Teams have been asked to keep their barriers no more than two meters from the garages during all support race practice sessions and races.

### **10) Practice starts**

- 10.1 Practice starts may only be carried out at the pit exit on the right-hand side and, for the avoidance of doubt, this includes any time the pit exit is open for the race.
- 10.2 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).

### **11) Lines or bollards at the Pit Entry and Pit Exit**

- 11.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the right of the solid white line at the pit exit when leaving the pits. No part of any car leaving the pits may cross this line.
- 11.2 For safety reasons drivers must keep to the right of the bollard the pit entry when they are entering the pits.
- 11.3 Except in the cases of force majeure (accepted as such by the Stewards), the crossing by any part of the car, in any direction, of the red and white painted area between the pit entry and the track, by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.
- 11.4 The dotted white line across the pit exit is the track edge.

### **12) Track Limits**

#### **12.1 Turn 4 – Exit**

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red and white kerb on the exit of Turn 4, will result in that lap time being invalidated by the stewards.

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### 12.2 Turn 11 – Exit

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red and white kerb on the exit of Turn 11, will result in that lap time being invalidated by the stewards.

### 12.3 Turn 12 – Exit

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red and white kerb on the exit of Turn 12, will result in that lap time being invalidated by the stewards.

### 12.4 General - Turn 4 Exit, Turn 11 Exit and Turn 12 Exit

- a) Each time any car passes behind the red and white exit kerb, teams will be informed via the official messaging system.
- b) On the third occasion of a driver cutting behind the red and white exit kerb at Turns 4, 11 and 12 during the race, he will be shown a black and white flag, any further cutting will then be reported to the stewards. For the avoidance of doubt this means a total of three occasions combined not three at each corner.
- c) In all cases detailed above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.
- d) The above requirements will not automatically apply to any driver who is judged to have been forced off the track, each such case will be judged individually.

### 13) Turn 6 and 7

Any driver that uses the escape road at turn 6 and re-joins the track at the exit of turn 7, who is considered to have gained an advantage by doing so will be reported to the Stewards.

### 14) Fire extinguishers around the circuit

- 14.1 Indicated by small white boards with a red letter 'F'.

### 15) Places to remove cars from the track

- 15.1 Indicated by fluorescent orange panels on the barriers.
- 15.2 Should a car stop on the track during a session, the driver must keep all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.
- 15.3 If a driver has a choice where to stop during a session, it is recommended they do so on the right hand side of the track as cars may then be recovered more easily and brought back to the pits.

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### 16) Removing cars from the grid

- 16.1 Two gates in the pit wall, the first is adjacent to grid position 4 and the second adjacent to grid position 18.
- 16.2 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 with a jack if a car has to be pushed off the grid after the start of the formation lap or after the start of the race.

### 17) Car number light panels for the start

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

### 18) Track light panel displaying pit entry status

- 18.1 The light panels **17 and 18** indicated on the pit lane map will display a flashing yellow arrow if cars are required to use the pit lane once the Safety Car has been deployed during the race.
- 18.2 The light panels **17 and 18** indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

### 19) End of practice procedure

- 19.1 After taking the chequered flag drivers should slow down progressively, continue to turn 13, leave the track on the right and return to the F3 paddock. For safety reasons drivers must not overtake after turn 2.
- 19.2 Any cars in the pit lane at the end of practice sessions and races that can be driven will be released from the pit exit after all cars on track have taken the chequered flag, these cars should continue to turn 13 where they must leave the track and return to the paddock.
- 19.3 Any cars in the Pit Lane at the end of the sessions that are not able to be driven will be return to the paddock by breakdowns.
- 19.4 Teams and trolleys will be released from the pit exit at the end of all sessions to go on track to turn 2 where they will leave the track into the paddock.

### 20) End of qualifying procedure

- 20.1 After taking the chequered flag drivers should continue to turn 13, leave the track on the right and go directly to parc fermé.


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**21) Post-race parc fermé**

- 21.1 After taking the chequered flag cars leave the at turn 13 and go directly to parc fermé. The first three must follow the post-race procedure which will be distributed prior to the start of the race.
- 21.2 After taking the chequered flag at the end of qualifying and the races drivers should slow down progressively and for safety reasons drivers must not overtake after turn 2.

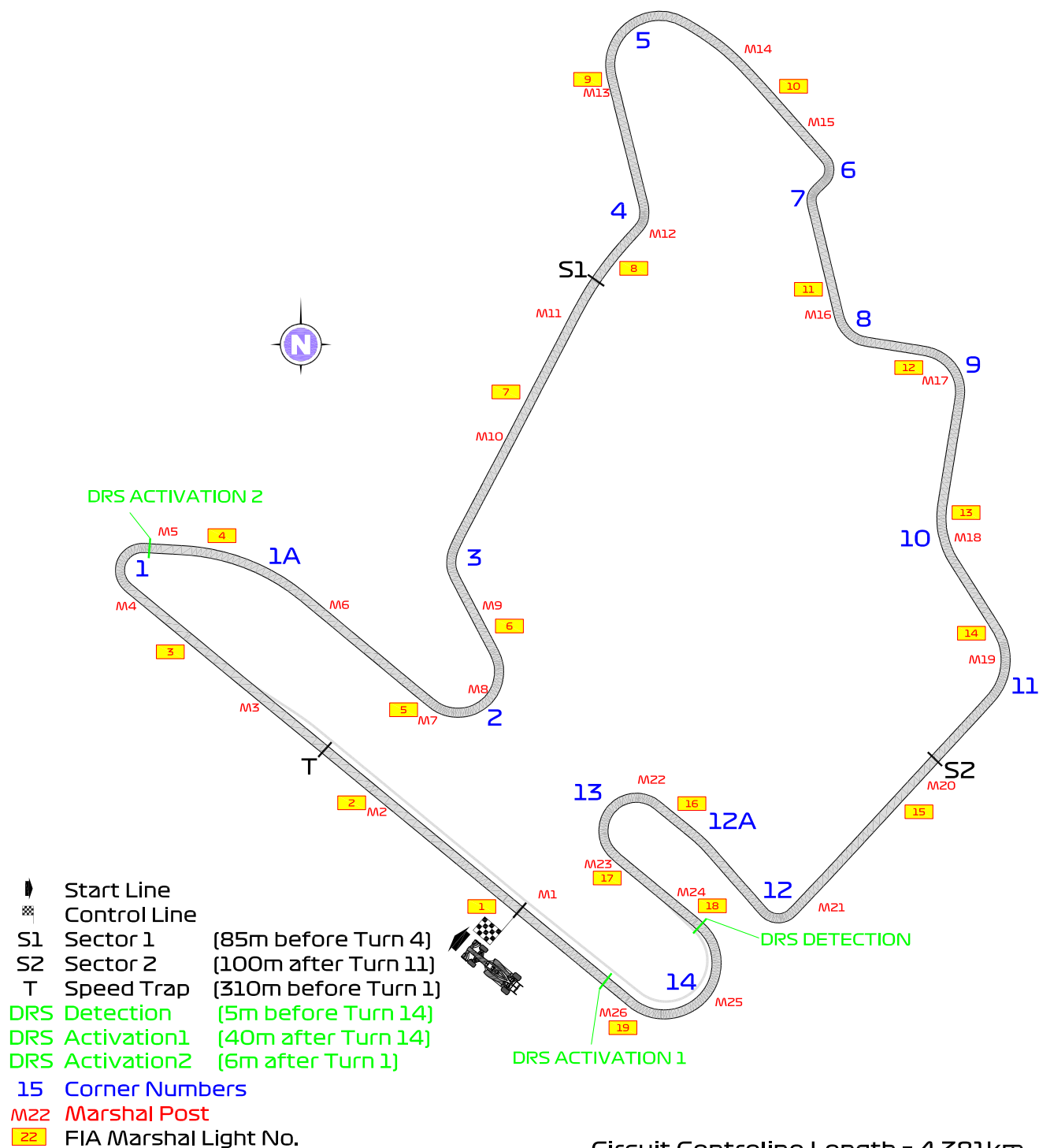
**22) Any other business**



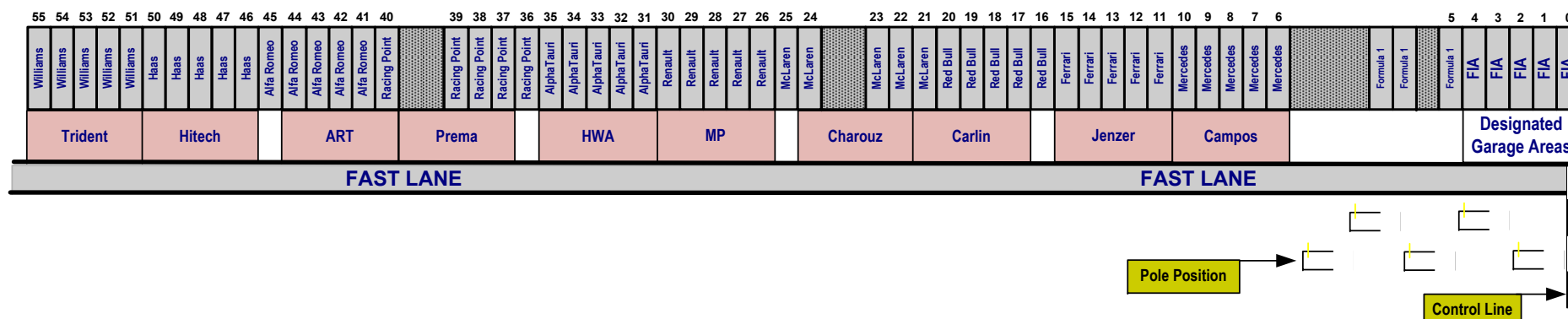
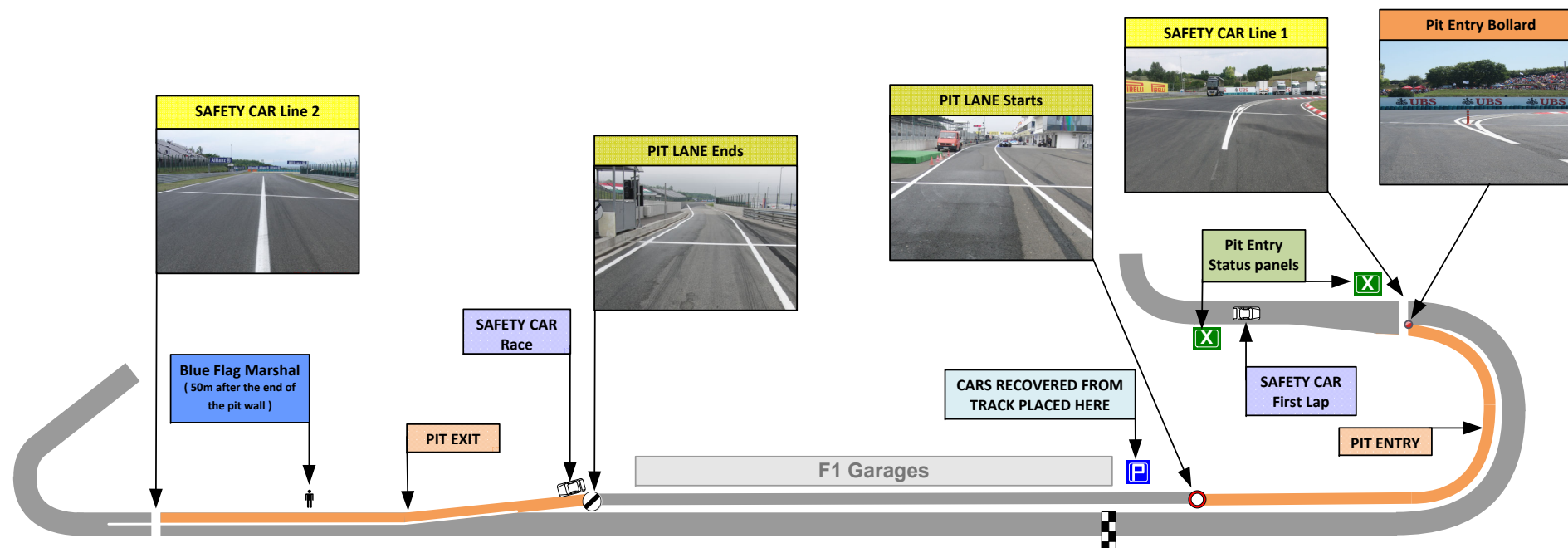
**Silvia Bellot**  
**FIA F3 Race Director**

# FORMULA 1 ARAMCO MAGYAR NAGYDÍJ 2020 - Budapest

## Circuit Map









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### Paddock Departure and Return – Trolley and Race Cars

**Team trolleys.** The route to the pit lane will be the same as in previous years, ie. out of the paddock main entrance, turn left up the slope, onto the race track and round into the pit lane.

Please leave the paddock in F1 pit lane order:

- |                      |                          |
|----------------------|--------------------------|
| 1) Trident           | 6) MP Motorsport         |
| 2) Hitech Grand Prix | 7) Charouz Racing System |
| 3) ART Grand Prix    | 8) Carlin                |
| 4) PREMA Racing      | 9) Jenzer Motorsport     |
| 5) HWA RACELAB       | 10) Campos Racing        |

The first teams will proceed to the gate at the top of the slope and stop, leaving a clear passage on one side for emergency vehicles, etc. Once the slope is full, remaining teams will wait at the paddock entrance.

**Race cars** will leave under power, turning right out of the paddock entrance and down the service road to join the track at Turn 2 and proceed to the F1 pits.

As soon as trolleys are moving onto the track, cars may be pushed forward to the paddock entrance. All cars will be started from here with drivers installed.

At the end of Track activities, after taking the chequered flag cars should continue to Turn 13 and exit the track, turn right in the service road, then left and drive in front of the Sport signage truck to return to the F3 paddock.

**Trolleys** will leave the pit lane at the exit and return to the paddock via the track and the service road. Any cars remaining stationary in the pit lane, should be driven to the exit (while the green light is displayed) and back via the service road at Turn 13.

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

**Scooters:** There will be a platform truck service to transport the starter motors from the F3 paddock to the F1 pit lane.

Each mechanic should place his own starter on the truck to avoid any risk of contamination. Once the truck is fully loaded those mechanics/engineers involved in starting the car must get in their scooters and form a convoy behind the platform truck. The transportation of batteries in the scooters is forbidden.

At the end of the session, the starters will travel in each team trolley and the scooters will form a convoy to return to the F3 paddock via FOM area.

For safety reasons, it is compulsory to wear a helmet when riding the scooter. The speed limits need to be respected at all times on the service road.

As a reminder, the use of scooters in the paddock is prohibited, with exception of the procedure described above. When not in use, scooters need to be parked at the back of the team tent.

Please refer to the Race Director's Event Notes for any additional procedure information.



All Event attendees must adopt and promote social distancing, consistent with the local guidance and regulation, in all indoor and outdoor spaces, and as far as practically possible within the constraints of safe working practice. A separation distance of 2 meters between individuals is suggested for the definition of social distance requirements.

For the avoidance of doubt this includes at all times during any movements to the pre-grid area and whilst transiting to and from Pit Lane before and after each session.

Team Members including Drivers must remain within their defined Groups during these times.

#### **Friday – Practice (9:35 – 10:20)**

Trolleys ready to depart	09:00
Trolleys released to F1 pits	approx. 09:15
Race cars released to F1 pits	approx. 09:20
Scooters convoy to F1 pits	approx. 09:25

#### **Friday – Qualifying (14:05 – 14:35)**

Trolleys ready to depart	13:35
Trolleys released to F1 pits	approx. 13:45
Race cars released to F1 pits	approx. 13:50
Scooters convoy to F1 pits	approx. 13:55

#### **Saturday – Race 1 (pit lane open 10:10)**

Trolleys ready to depart	09:40
Trolleys released to F1 pits	approx. 09:50
Race cars released to F1 pits	approx. 09:55
Scooters convoy to F1 pits	approx. 10:00

#### **Sunday – Race 2 (pit lane open 9:30)**

Trolleys ready to depart	09:00
Trolleys released to F1 pits	approx. 09:10
Race cars released to F1 pits	approx. 09:15
Scooters convoy to F1 pits	approx. 09:20



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16<sup>TH</sup> TO 19<sup>TH</sup> JULY 2020

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### TYRE SCHEDULE

(ART. 24.6. 2020 FORMULA 3 SERIES SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated adjacent to the Pirelli service area
- No tyre trollies or 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 weigh platform area

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#### Thursday 16<sup>th</sup> July

**12:00** All teams tyres will be released from the FIA Formula 3 tyre parc fermé

**18:00** All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

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#### Friday 17<sup>th</sup> July

**07:05** 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

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#### Saturday 18<sup>th</sup> July

**07:40** 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

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#### Sunday 19<sup>th</sup> July

**07:00** All teams tyres will be released from the FIA Formula 3 tyre parc fermé

**A.S.A.P after end of car Parc fermé race TWO**

All tyres must be returned to the Pirelli service area

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FIA Technical Delegate.

Florian Bartsch.

Issue: 1

16.07.2020




### Grand Prix of Hungary 17-19/07/20 (20F3R03BUD)

Compound	FL	FR	RL	RR
Medium	PN4	PN4	PN5	PN5
WET	PB7	PB8	PN0	PN1

Carryover
HARD

### Minimum and Recommended Hot Pressure, Camber limits, Wear Life

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

	FE recommended hot pressure (psi)		RE recommended hot pressure (psi)	
	20,0		19,0	
FP + Q	FE Camber Limit -4.75°		RE Camber Limit -3°	FP + Q
RACE	-4.25°		-3°	RACE
	Avg wear @15 Laps		Avg wear @15 Laps	
	Medium 47 -%		36 -%	

### 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.
- Not permitted to mix compounds in tyre sets.
- 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 to return tyres for stripping as soon as possible after race two has finished.
- Teams are informed that nomination of a Carryover set is required from this event, for use at the next event in accordance with rule 24.1 (a) of the Sporting Regulations.