



2023 BUDAPEST EVENT

20 to 23 July 2023

From	The FIA Formula 2 Race Director	Document	5
To	All Teams, All Officials	Date	20 July 2023
		Time	16:19

Title Event Notes
Description Event Notes
Enclosed Event Notes V1 combined.pdf

Rui Marques

The FIA Formula 2 Race Director

20 TO 23 JULY 2023

From	The FIA Formula 2 Race Director	Document	5
To	FIA Formula 2 Teams and Officials / The Stewards	Date	20 July 2023
		Time	15.55

Event Notes

General Instructions.

1. Pit lane map (to be provided in a V2 Event Notes)

- 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. Pirelli Event Preview.

- 2.1. With reference to Article 12.9 of the Technical Regulations see the attached document provided by the official tyre supplier.

3. Transfer Procedure from support paddock to F1 pit lane.

- 3.1. 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.
- 3.2. A detailed description and further information of this procedure (pit Lane order and timing) are described in the attached document – F2 Event Procedures.

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, support paddock, garage areas and in the pit lane at any time during the Event.
- 5.3. 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.
- 5.4. 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.
- 5.5. No wheel nuts should be left on the ground at all times.

6. Fuel pressure release in parc fermé.

- 6.1. 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.
- 6.2. 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.
- 6.3. This person will not count as far as Article 21.5 of the 2022 FIA F2 Sporting Regulations is concerned (team

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personnel limitation).

7. Observing yellow flags during free practice and qualifying.

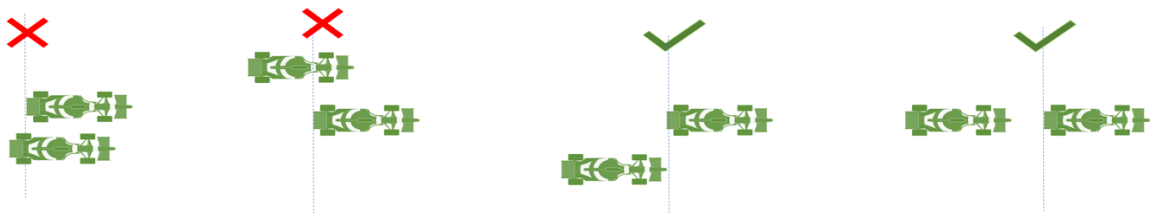
- 7.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 7.2. 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 he has not attempted to set a meaningful lap time, for practical purposes this means any driver in a double yellow sector, will have that lap time deleted.

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.
- 8.2. 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.
- 8.3. 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. Teams Guests

- 10.1. 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.

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Event Specific Instructions

11. Changes to the circuit.

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

12. Pit Lane

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

13. Pit lane Barriers.

- 13.1. F1 Teams have been instructed to ensure their barriers are no more than 3 meters from the garages.

14. DRS

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:

- 14.1. DRS Activation 1: Panels 19, 1, 2, 3
- 14.2. DRS Activation 2: Panels 3, 4, 5
- 14.3. 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. The use of the pit entry cannot be detected cleanly, so it is the driver's responsibility not to activate the system.

15. Practice starts.

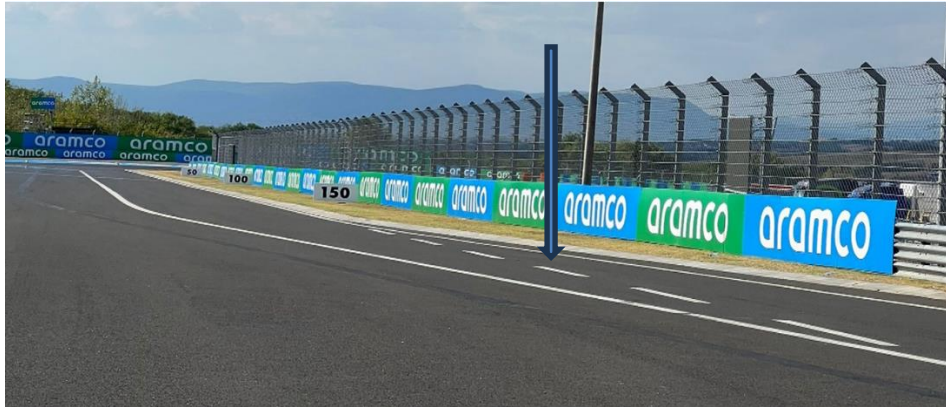
- 15.1. Practice starts may only be carried out at pit exit on the right-hand side before the end of the pit wall. For the avoidance of doubt, this includes any time the pit exit is open for the race. Drivers must leave adequate room on their left for another driver to pass.
- 15.2. For reasons of safety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



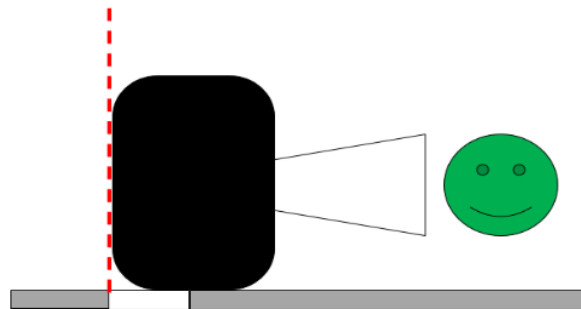
16. Lines at the Pit Entry and Pit Exit

- 16.1. 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.
- 16.2. The dotted white line at pit exit is the track edge.

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- 16.3. Drivers leaving the track to enter the pit entry road, must pass on the right-hand side of the bollard place on SC Line 1.



17. Reconnaissance Laps

- 17.1. 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 start of the formation lap.

18. Track Limits.

- 18.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.
- 18.2. 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.
- 18.3. The fourth and following offences will be reported to the stewards, regardless of having displayed the warning flag to the driver beforehand.

19. Fire extinguishers around the circuit.

- 19.1. Indicated by white boards with a red fire extinguisher image attached to the debris fences and barriers.

20. Places to remove cars from the track.

- 20.1. Indicated fluorescent orange panels/paintings on the barriers.

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21. Removing cars from the grid.

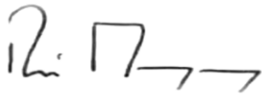
21.1. Through the gates in the pit wall adjacent to grid positions 6 and 18.

22. Car number light panels for the start

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

23. Suspending a Race.

23.1. In case of a race suspension, cars will be stopped in the fast lane of the pit.



Rui Marques
Race Director
FIA Formula 2 Championship

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. DAMS	7. Campos Racing
2. Hitech Pulse-Eight	8. VAR
3. Prema Racing	9. Trident
4. ART Grand Prix	10. PHM Racing by Charouz
5. Rodin Carlin	11. Invicta Virtuosi Racing
6. MP Motorsport	

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.

A shuttle service will be provided for the mechanics with starter motors to transfer them to the F1 pit lane as soon as all cars have departed from the support paddock.

Race cars must be pushed to the paddock entrance and lined up in F1 pit lane order. All cars will start 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 pits lane.

Return to Support Race Pit Lane

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 (11:05 – 11:50)

Trolleys ready to depart	10:20
Trolley released to F1 pits	approx. 10:50
Race cars released to F1 pits	approx. 10:55

Friday – Qualifying (16:00 – 16:30)

Trolleys ready to depart	15:15
Trolley released to F1 pits	approx. 15:45
Race cars released to F1 pits	approx. 15:50

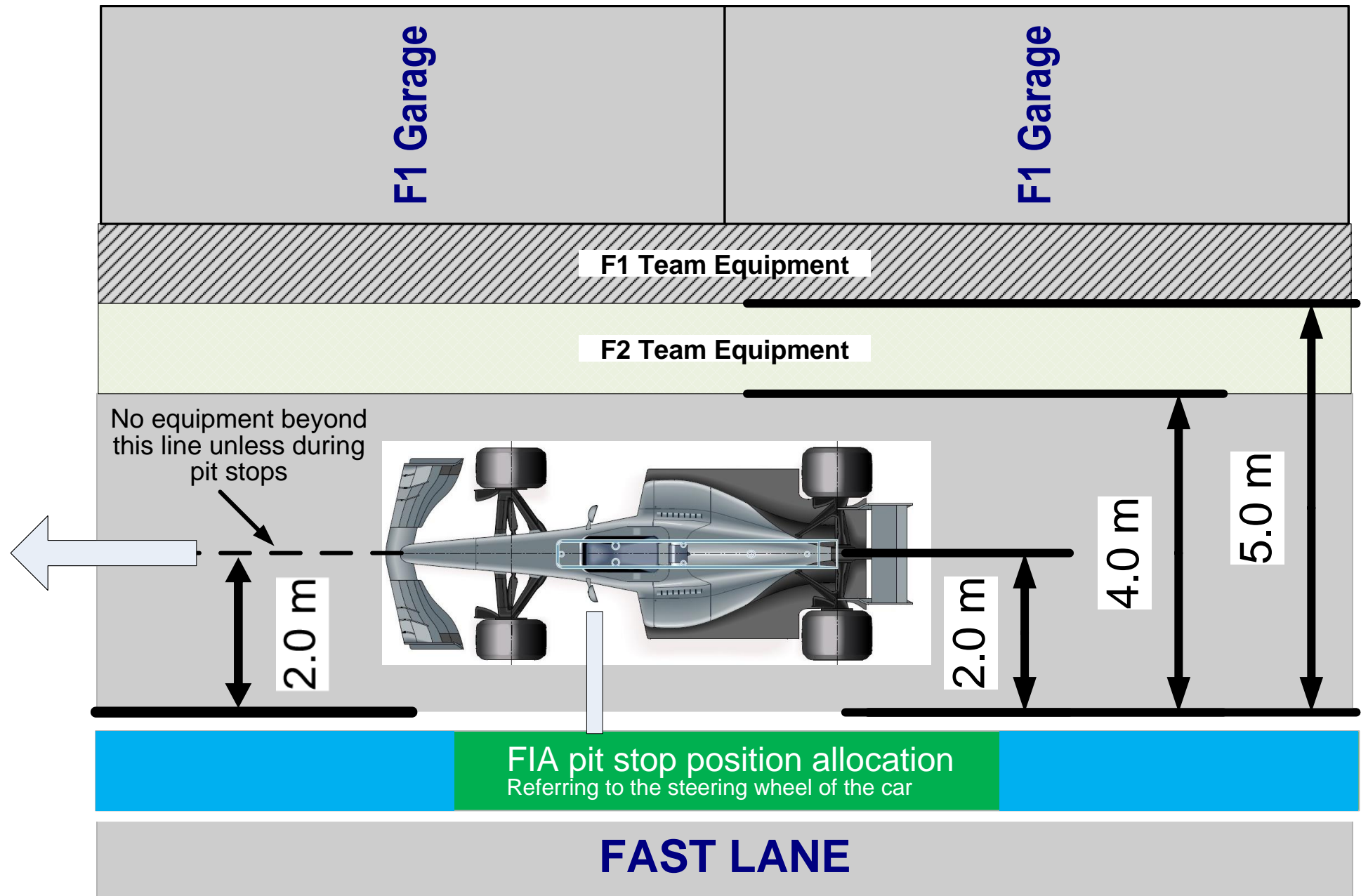
Saturday – Race 1 (pit lane open 14:00)

Trolleys ready to depart	13:15
Trolley released to F1 pits	approx. 13:45
Race cars released to F1 pits	approx. 13:50

Sunday – Race 2 (pit lane open 09:50)

Trolleys ready to depart	09:05
Trolley released to F1 pits	approx. 09:35
Race cars released to F1 pits	approx. 09:40

Rui Marques
The FIA Formula 2 Race Director



BUDAPEST EVENT

20TH – 23RD JULY 2023

TYRE SCHEDULE

(ART. 24.6. 2023 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated next to the Pirelli service area
- No wet tyres and **NO Tyre Trollies** 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

Thursday 20th July

12:15 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

17:00 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 21st July

08:35 All teams tyres will be released from the FIA Formula 2 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 2 tyre parc fermé

Saturday 22nd July

11:30 All teams tyres will be released from the FIA Formula 2 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 2 tyre parc fermé

Sunday 23rd July

07:20 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

A.S.A.P after end of car Parc fermé

All tyres must be returned to the Pirelli service area

FIA Technical Delegate

Florian Bartsch

Issue: 1

20.07.2023

Grand Prix of Hungary 21-23/07/23 (23F2R10BUD)

Compound	FL	FR	RL	RR
Medium	F2M	F2M	R2M	R2M
Soft	F2S	F2S	R2S	R2S
Wet	16G	17G	18G	19G

Minimum Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	12.0	11.0
Wet	12.0	11.0

	FE Camber Limit		RE Camber Limit	
FP & Q	-4.25°		-2°	FP & Q
Race	-4°		-2°	Race

	Avg wear @15 Laps	Avg wear @15 Laps
Medium	44 %	30 %
Soft	39 %	35 %

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

- | | |
|---|--|
| <ul style="list-style-type: none"> • 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 event in accordance with the FIA F2 sporting regulations. • Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area. | <ul style="list-style-type: none"> • Teams are kindly asked to return tyres for stripping as soon as possible (in accordance with timings set by the FIA Parc Ferme event document) after the completion of Free Practice and Race Two. • 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 until the last tyre is stripped on the final day, to check rims for damage. Please make use of this to check rims are ok before the next event. |
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Race Director's Communications

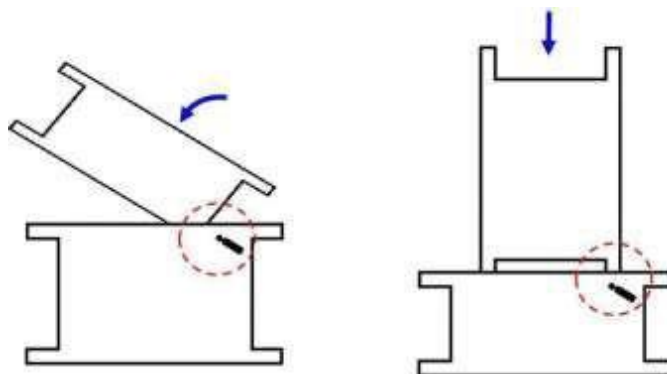
Following various discussions regarding the Pit Stop Regulations for the 2023 FIA Formula 2 Championship, we hereby provide the clarification below:

Stacking of tyres on top of each other in the pitlane

Tyres may be stacked flat on top of each other in the pitlane. Skateboards or similar devices are not considered to be tyre trolleys and are therefore forbidden.



To avoid damage to the valves, it is forbidden to stack tyres as shown below:



During each Pit Stop in Sprint Race and Feature Race, the following restrictions will apply:

1. **Tyre handling during consecutive pit stops in short time for two cars**
It is permitted to have both sets of tyres prepared in close proximity to the pit stop position. To cater for limited space in the pitlane, two tyres may be stacked flat on top of each other, only before the first pit stop.
2. **Stands for tyres during Pit Stop**
It is not permitted to use stands or similar devices for tyres during a Pit Stop. Tyres must lay flat on the ground at all times (unless a second tyre is stacked flat on top, as defined above).
3. **Tyres coming off the car during Pit Stop**
Tyres coming off the car during Pit Stops must be placed flat on the ground. Tyres rocking on their position are still considered in line with the above requirements provided they are always in a stable condition and do not change their position.
4. **Lifting jacks handling during a Pit Stop**
The lifting jacks need to be secured at all times during a Pit Stop. A lifting jack can be taken over from one mechanic to another during a Pit Stop if it remains secured at all times.
5. **General safety**
For safety reasons, mechanics running around the car or jumping over the car will be reported to the Stewards.

Rui Marques
Race Director
FIA Formula 2 Championship