



2025 BUDAPEST EVENT

31 July to 3 August 2025

From The FIA Formula 2 Race Director

To All Teams, All Officials

Document 3

Date 31 July 2025

Time 15:16

Title F2 Budapest Event Notes 2025 v1

Description F2 Budapest Event Notes 2025 v1

Enclosed F2 Budapest Event Notes 2025 v1.pdf

Simon Gnana-Pragasam

The FIA Formula 2 Race Director

From: The FIA Formula 2 Race Director

Document: 3

To: FIA Formula 2 Teams and Officials
The Stewards

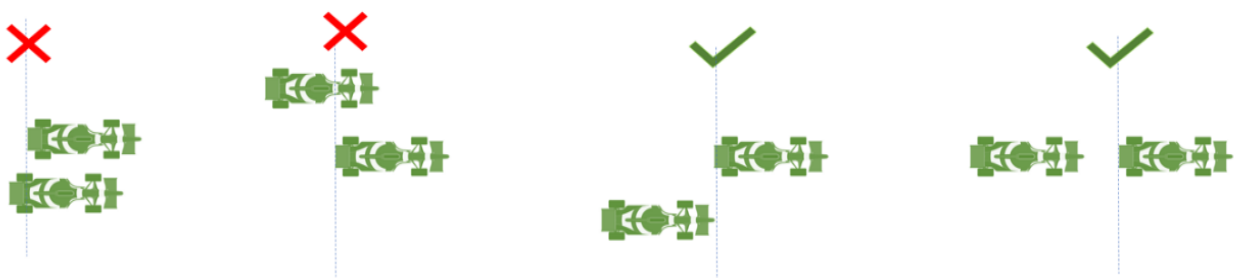
Date: 31 July 2025

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Race Director's Event Notes - General Instructions and Information

1. **Pit Lane map** – see separate document, to be published.
 - 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.
 - 1.7. Pit Stop Position.
2. **Pirelli Event Preview.**
 - 2.1. With reference to Article 10.4.3 (e) of the Technical Regulations see the attached document provided by the official tyre supplier.
3. **Pre & Post Session / Race Procedure from support paddock to F1 Pit Lane**
 - 3.1. For the transfer procedures from the support Pit Lane to the F1 Pit Lane, prior to all sessions and races, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations can be used.
 - 3.2. A detailed description and further information of this procedure (Pit Lane order and timings) are described in the attached document – F2 Pit Procedures.
4. **Wheel/Tyre Protocols**
 - 4.1. Refer to attached document – F2 Tyre Schedule **to follow in v2**
 - 4.2. Refer to attached document – Race Director's Communications – Tyres and Pit Stop Procedures
 - 4.3. In accordance with Article 37.4 of the Sporting Regulations, "fully fitted" means that all work relating to the wheels, including checking the torque of the wheel nuts, must be completed before the three-minute signal. Tyre pressure checks are permitted until team personnel are required to be clear of the grid.
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. **Pit Lane Safety (see F2 Sporting Regulations Article 28.14)**
 - 6.1. For safety reasons, during practice and qualifying drivers must not do burnouts 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 burnouts or clutch bite points checks in the paddock, support Pit Lane, garage areas and in the Pit Lane at any time during the Competition.
 - 6.3. For safety reasons, 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 safety reasons and sporting equity, drivers must not drive through another team's pit bay at any time.
 - 6.5. At no time may wheel nuts be left on the ground in the Pit Lane.
7. **Fuel pressure release in Parc Fermé (see F2 Sporting Regulations Article 45).**
 - 7.1. For safety reasons, Competitors are authorised to appoint one team member to release the pressure inside the fuel cell when the cars return after each session. In addition, they are authorized to attach fans to the car in the Parc Fermé.
 - 7.2. When the cars are in the Parc Fermé, this team member must request authorisation to the FIA Technical Delegate on site and they are only authorized to perform the action specified above.

- 7.3. Competitors are authorised to appoint one operational staff member to download data in Parc Fermé. When the cars are in the Parc Fermé, this operational staff member must request authorisation to the FIA Technical Delegate on site and they are only authorized to perform the action specified above.
8. **Observing yellow flags during free practice and qualifying.**
- 8.1. 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.
- 8.2. 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.
- 8.3. Double Waved during VSC or SC: Any driver passing through a double waved yellow marshalling sector, in addition to the requirement in 8.2 above, must remain positive of the delta time in the sector concerned.
9. **Lapping during the race.**
- 9.1. 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.
- 9.2. 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.
- 9.3. It should be noted that the aim of using F1MS is to ensure consistent application of the rules, additional instructions may also be given by race control when necessary.
10. **Safety Car Procedure / End of VSC period (see F2 Sporting Regulations Articles 40 & 41)**
- 10.1. 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.
- 10.2. At the end of each VSC procedure, Drivers must follow their delta time until the “VSC” on the FIA Light panels have changed to green.
- 10.3. The positioning of the cars in both procedures (Safety Car and VSC) must comply with the below drawing:



- 10.4. To reduce the risk of an incident at the restart, weaving is not permitted from the gantry on the approach to Turn 13 until the control line:



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.

- Main straight resurfaced
- Pit lane resurfaced
- Blue line added at turns 2, 3, 7, 13, 14
- Blue line adjusted turns 1, 5

13. Pit Lane

- 13.1. The Pit Lane speed limit is 60 km/h for the entire event.

14. Pit lane Barriers.

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

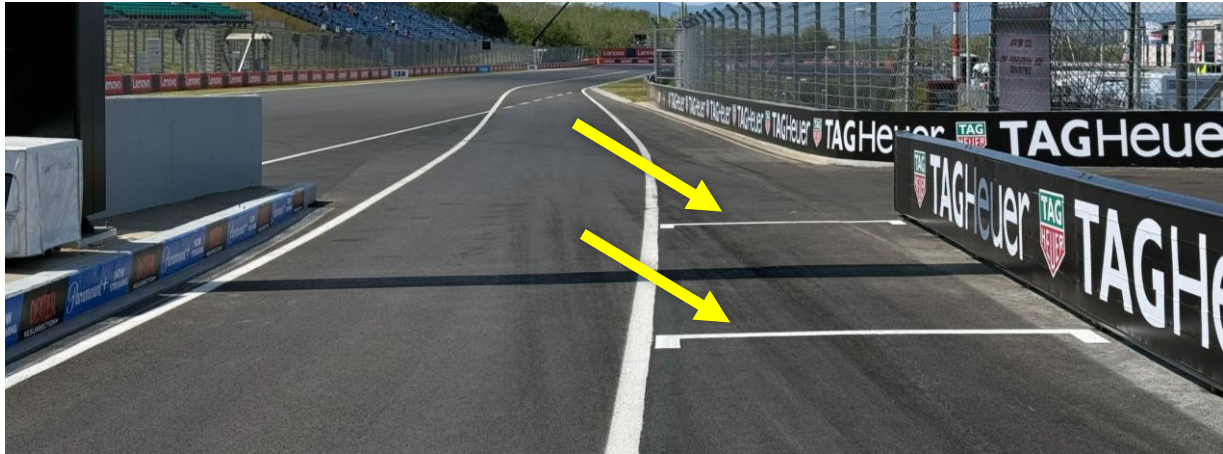
15. DRS

- 15.1. During all sessions, DRS Detection will be fully disabled automatically if any of the light panels in any activation zone are displaying yellow. The corresponding light panels are as follows:
- Panels 19, 1, 2, 3, 4, 5, 6
- 15.2. During the races, DRS may not be used if a driver enters the pit entry (Activation Zone 1) and rejoins the track from the pit lane (Activation Zone 2). According to Art. 21.4 of the Sporting Regulations, the sole purpose of driver adjustable bodywork 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.

16. Practice starts

- 16.1. Practice starts may only be carried out from the marked boxes on the right-hand side after the pit exit lights (for the avoidance of doubt, this includes any time the Pit Exit is open for the races). Drivers must leave adequate room on their left for another driver to pass.
- 16.2. 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).
- 16.3. For reasons of safety and sporting equity, at any time the Pit Exit is open and practice starts are permitted to be carried out, any driver who wishes to perform a practice start must form up in a line and leave in the

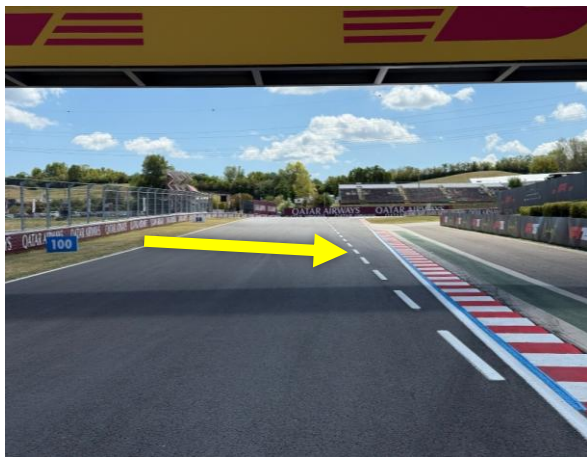
order they got there unless another car is unduly delayed.



Practice start boxes - *photo to be updated*

17. Lines at the Pit Entry and Pit Exit.

- 17.1. 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.
- 17.2. The dotted white lines across Pit Entry and Pit Exit mark the track edge line.

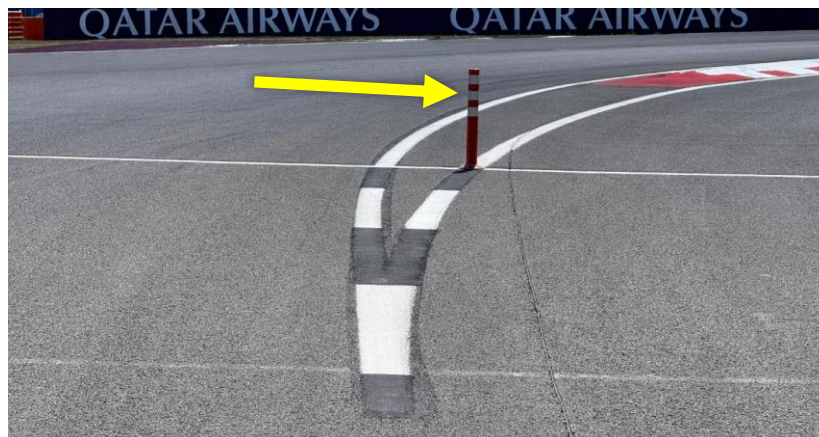


Pit Entry



Pit Exit

- 17.3. For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.



- 17.4. For safety reasons, overtaking is not allowed at the pit entry road after crossing Safety Car Line 1, unless in exceptional circumstances e.g. a slow car with an obvious mechanical problem.

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. For infringements at the entry or exit of Turn 14, the immediately following lap will also be invalidated.
- 18.3. The fourth and following offences will be reported to the Stewards, regardless of the warning flag having been displayed to the driver beforehand.

19. Practice and Qualifying etiquette

In accordance with Arts. 27.4 and 31.6 of the F2 Sporting Regulations, drivers not on a fast lap must make all efforts to keep off the racing line. At no point during Practice/Qualifying should drivers remain side by side. When drivers are on the racing line, they must ensure that they are travelling at a speed sufficient to not unnecessarily impede any driver on/starting a fast lap.

Additionally, any driver moving slowly on the racing line may be considered to be potentially dangerous to any car that is either approaching quickly or in line behind them. Any driver who is caught by another driver after the location indicated below may be reported to the Stewards.

For clarity, from the exit of Turn 13, cars on the racing line must be at full pace:



20. Fire extinguishers around the circuit.

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

21. Places to remove cars from the track.

- 21.1. Indicated by fluorescent orange panels/paint on the barriers.

22. Removing cars from the grid.

- 22.1. Through the gates in the pit wall adjacent to grid positions 6 and 18. Should a car be recovered using the gate at position 18, for safety reasons team personnel are not allowed beyond the speed limit line in the pit lane when retrieving the car.

23. Car number light panels for the start

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

24. Race Suspension

- 24.1. In case of race suspension, cars will be stopped in the fast lane of the F1 Pit Lane, in front of the pit exit lights.

25. **End of Session Procedures**

- 25.1. At the end of the **practice and qualifying sessions** after taking the chequered flag, drivers must leave the track via the exit at Turn 13. Any cars in the F1 Pit Lane will be released as soon as possible, to leave the track via the exit at Turn 13. Drivers must follow marshals' instructions.
- 25.2. At the end of both **races**, after taking the chequered flag all cars should progressively slow down, and the podium cars should stay in front of the field, continuing to the F1 Pit Lane for the podium presentation (where they will be under Parc Fermé conditions). All other cars must leave via the exit at Turn 13. Drivers must follow marshals' instructions.
- 25.3. Cars in the F1 Pit Lane at the end of a session will be released to go on track and leave via the exit at Turn 13.

26. **VSC Test**

- 26.1. A VSC test will take place at the beginning of the practice session. All cars must leave the Pit Lane immediately after the Pit Exit is opened, to take part in the VSC test.



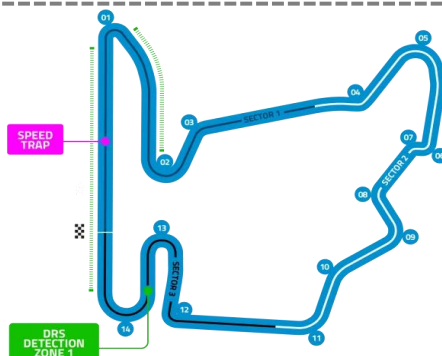
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Race Director
FIA Formula 2 Championship

In accordance with Articles 12.9. and 12.10. of the F2 Technical Regulations, this document contains the prescriptions for the operation of tyres during the following event.

Document Version 1, Issue A

Grand Prix of Hungary - 01/08/25 - (25F2R10BUD)

Circuit Layout



Please note, track map is from the official Formula website and for display purposes only.

Compounds Selection

Compound	FL	FR	RL	RR
Medium	F2L	F2L	R2L	R2L
Soft	F2U	F2U	R2U	R2U
Wet	16W	17W	18W	19W

Sets Available
3
2
3

Prescriptions and Wear Life

Minimum pressures (psi)

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

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -2°

Race -2°



Front Camber Limits

-4.25° **FP & Q**

-4° **Race**

Wear (from 23R10BUD Race)

Medium	29 %	18 %	Medium
	Rear avg @ 15 Laps	Front avg @ 15 Laps	
Soft	28 %	17 %	Soft

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 event in accordance with the FIA F2 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 (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.
- A balancer will be made available until the last tyre is stripped on the final day, to check rims for damage.

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

3rd Wet set trial procedure remains in place:

- You can provide wet tyres to be replaced before race 1 any time after qualifying, up to the curfew the same day. These will be fitted in the morning **before** race 1. Please place these wets around the fitting area where instructed.
- Sets provided the morning before race 1, will not be fitted until **after** race 1. These sets will be considered returned and **will not** be rebalanced.
- A deadline will be sent in the scrutineering group for requesting the set change after race 1. Please inform Pirelli within this time limit for set changes after race 1. Requests after this will not be possible to complete.

F2 Paddock Departure and Return – Trolleys and Cars

Please refer to the map on page 3.

Departure from Support Race Paddock

Teams have been allocated as below in the F1 Pit Lane, starting from Pit Entry. (Note: two teams sharing the Racing Bulls pit wall):

1. MP Motorsport	7. AIX Racing
2. Hitech TGR	8. Trident
3. Prema Racing	9. Van Amersfoort Racing
4. DAMS Lucas Oil	10. Invicta Racing
5. ART Grand Prix	11. Campos Racing
6. Rodin Motorsport	

Team trolleys and personnel will leave the paddock in the REVERSE order above (Campos first, MP Motorsport last) and turn left, proceeding to the gate at the top of the slope and stopping at the gate. A clear passage must be left on one side for emergency vehicles. When instructed by the marshals, teams will go on track and enter the F1 Pit Lane.

Race cars must be pushed to the paddock entrance and lined up in the REVERSE order above (Campos first, MP Motorsport last). All cars will be started from here with drivers in the cars. When given instructions by the marshals, they will leave the paddock under power, turning right to move down the service road and proceed on track at Turn 2 to come to the F1 Pit Lane.

Return to Support Paddock

Teams and trolleys will leave the F1 Pit Lane at pit exit onto the track and enter the Support Paddock at Turn 2.

At the end of the **practice and qualifying sessions**, 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, cars should slow down progressively and continue to Turn 13 where they must leave the track to go into the Support Paddock Parc Fermé area. The podium cars should stay in front of the pack and complete the lap to the F1 Pit Lane for the podium presentation (under Parc Fermé conditions). The podium cars will be returned to the Support Paddock by recovery trucks.

Any cars in the F1 Pit Lane at the end of each session will be released on track as soon as possible, and must continue to Turn 13 where they will exit to the Support Paddock Parc Fermé area.

Pit Lane Procedure 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 loaded and ready to depart	10:25
Trolleys released to F1 pits	approx. 10:45
Race cars released to F1 pits	approx. 10:50

Friday – Qualifying (15:55 – 16:25)

Trolleys loaded and ready to depart	15:20
Trolleys released to F1 pits	approx. 15:40
Race cars released to F1 pits	approx. 15:45

Saturday – Sprint Race (Pit Lane open 14:00)

Trolleys loaded and ready to depart	13:20
Trolleys released to F1 pits	approx. 13:40
Race cars released to F1 pits	approx. 13:45

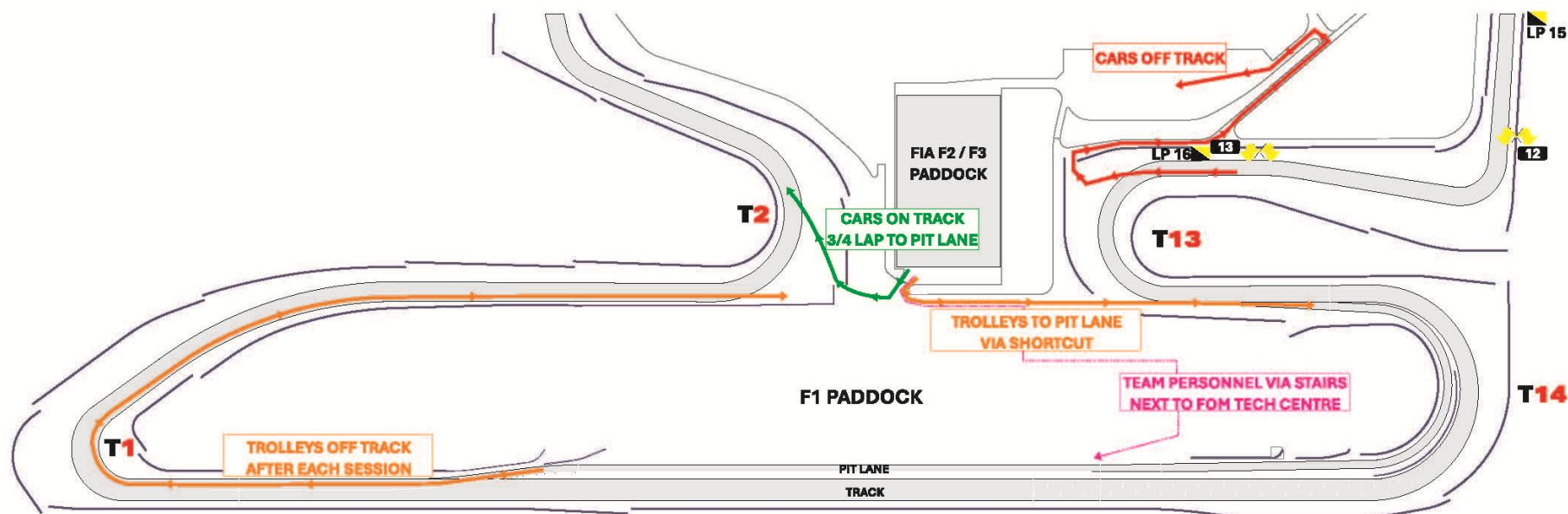
Sunday – Feature Race (Pit Lane open 09:45)

Trolleys loaded and ready to depart	09:05
Trolleys released to F1 pits	approx. 09:25
Race cars released to F1 pits	approx. 09:30

Simon Gnana-Pragasam
Race Director
FIA Formula 2 Championship



FIA FORMULA 2 AND FIA FORMULA 3 PROCEDURES



DOUBLE YELLOW ON PANELS #15 & 16 AND ON MARSHAL POSTS 12 & 13 FOR CARS HAVING RECEIVED THE CHEQUERED FLAG.
AFTER THE RACES THE PODIUM FINISHERS ENTER THE PIT LANE.

PROCEDURE TIMINGS ARE FEATURED IN THE DETAILED TIMETABLE.
INSTRUCTIONS OF THE OFFICIALS MUST BE RESPECTED.

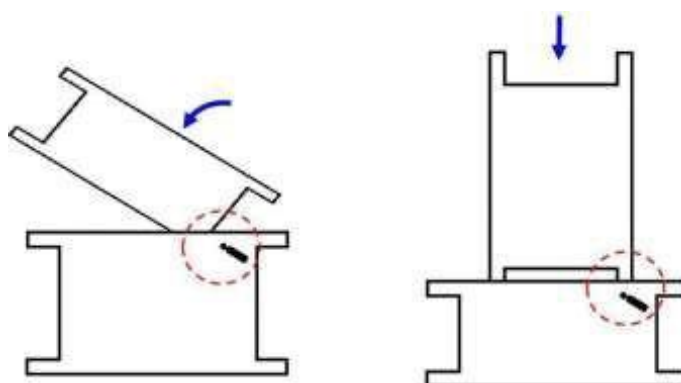
Race Director's Communication – TYRES AND PIT STOP PROCEDURES

Stacking of tyres in the pitlane

Tyres may be stacked flat on top of each other in the Pit Lane. Note, skateboards or similar devices are not considered to be tyre trolleys and are therefore forbidden.



To avoid damage to the valves, tyres must not be stacked as shown below:



During each pit stop in the Sprint Race and Feature Race, the following restrictions will apply:

1. Stands for tyres during pit stops

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 (note, in limited circumstances a second tyre may be stacked flat on top, as described in the following point).

2. Tyre handling during consecutive pit stops (for two cars) within a short time frame

It is permitted to have both sets of tyres ready in close proximity to the pit stop position. To allow for limited space in the pitlane, two tyres may be stacked flat on top of each other, but only before the first pit stop.

3. Tyres removed from a car during pit stops

Tyres coming off the car during pit stops must be placed flat on the ground. Tyres rocking in position are still considered compliant with the above requirements provided they are always in a stable condition and do not change their position.

4. Handling of lifting jacks 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.

Simon Gnana-Pragasam
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FIA Formula 2 Championship