



HUNGARORING

12 – 13 June 2021

From	FIA Race Director	Document N°	02
To	All Officials, All Teams	Date	31 May 2021
		Time	12:00

Title	Race Directors´ Briefing Notes V1
Description	Briefing Notes Hungaroring
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Michal MAREK
FIA Race Director

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BRIEFING NOTES VERSION 1

PART A: SPECIFIC EVENT NOTES

1. OFFICIALS OF THE COMPETITION

Chairman of the Panel of the Stewards:	Mr Walter JOBST (AUT)
2 nd International Steward:	Mr Peter OORD (NLD)
ASN Steward:	Mr Lajos HERCZEG (HUN)
Clerk of the Course:	Mr Péter FALUVÉGI (HUN)
FIA Race Director:	Mr Michal MAREK (CZE)
FIA Series Development Co-ordinator:	Mr Anthony IDDON (GBR)
FIA Technical Delegate:	Mr Carlos BARROS (PRT)
Assistant to the FIA Technical Delegate:	Mr Zoltán BALLA (HUN)
FIA electronics:	Mr Clément CLERK (FRA)
Speed Control:	Mr Federico PANCINO (ITA)
FIA Sporting Coordinators:	Mr Marek NAWARECKI (POL)
	Mr Sina AMIRDIVANI (CHE)

2. CHANGES TO THE CIRCUIT FROM LAST FIA ETRC EVENT

2.1 New penalty marker in apex T7.

3. CIRCUIT MAIN DATA:

- 3.1 Lap length centre line is 4,381 meters.
- 3.2 Race direction is clockwise.
- 3.3 Distance between start and control (finish) line is offset - 40 meters.
- 3.4 Red flag line is the Safety car line 1.
- 3.5 Pole position is on the right hand side.
- 3.6 Pit entry is on the right hand side after T13.
- 3.7 Official notice board is virtual.
- 3.8 Parc Fermé location is in each team marquees.
- 3.9 Fire point is on the right hand side in the beginning of the pit lane.
- 3.10 Race Director's signalling place is on the right hand side up to the Control line.
- 3.11 Accesses for mechanics to the grid are opening in the pit wall next to P6 and in the back of the grid.

4. FIRE EXTINGUISHER AROUND THE TRACK

4.1 Indicated by white board with red "F" letter.

5. PRE-GRID AREA AND TRACK ENTRY

- 5.1 5 minutes before the beginning of each session will be opened the pre-grid area, which is on the LHS of the pit building paddock side.
- 5.2 All trucks will enter the pit lane by the turning to the right and proceed slowly to the pit exit.

6. LEAVING THE TRACK TO THE PADDOCK

6.1 After chequered flag drivers have one cooling lap.

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- 6.2 In the end of this cooling lap will enter the pit lane and enter the paddock through the gate on the RHS in the beginning of the pit lane.
- 6.3 Trucks, which do not participate in the Superpole session and are stationary in the pit lane in the QP chequered flag time, will remain in their position in the working lane until the end of the Superpole. Parc Fermé conditions apply for them from QP chequered flag time until the end of Parc Fermé.

- 7. PARC FERMÉ**
 - 7.1 Parc Fermé during this event will be organised by each team in their designated area in the paddock.
 - 7.2 FIA Technical Delegate may select some drivers/trucks to enter the scrutineering bay for the technical checks.
 - 7.3 No work may from the chequered flag time until the end of Parc Fermé period may be carried out without prior approval of the FIA Technical Delegate or scrutineers.
 - 7.4 Each team is required to create a space of 1 metre around a truck once it enters the teams designated area (preferably by erecting a fence/rope) and it is forbidden for any team member to enter this area or touch the truck in any way.
 - 7.5 It is allowed to briefly to download the data. Once downloaded that person must leave the “fenced” area/area around the truck.

- 8. PODIUM CEREMONY**
 - 8.1 Podium ceremony will take a place in the origin ceremony place up to the pit garages.
 - 8.2 After the races first 3 drivers of overall classification and first 3 drivers of Goodyear Cup will stop under the podium and take participation by the ceremony.
 - 8.3 Mechanics are allowed to replace the drivers and safely, under the supervision of the marshal reversing in the pit lane and continue to the Parc Fermé.

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PART B: 2021 SEASON – GENERAL NOTES

9. DRIVERS' EQUIPMENT

9.1 Drivers must wear appropriate clothing/safety equipment from leaving the paddock until they exit the truck.

10. FIA MEASURING DEVICES

10.1 Any equipment fitted by the FIA or its representatives for the verification of any technical or other points including instruments or equipment for the measurement should not in any way be tampered with and may only be accessed by the FIA officials.

11. OFFICIAL CAMERAS

11.1 These will be supplied by the promoter. Competitors are reminded that it is forbidden to interfere with or open these instruments. The contents are the property of the FIA.

12. STANDARD START PROCEDURE

12.1 Start procedure – countdown

- a) 20 min before the start – pre grid and pit lane open
- b) 10 min before the start – pit lane close, all team mechanical staff and officials allowed on the grid
- c) 5 min before the start – grid access closed, competitors not on the grid at this point must enter and start from the pit lane
- d) 3 min before the start
- e) 1 min before the start – all team mechanical staff must clear the grid

12.2 Pace truck and green flag lap:

- a) The Pace Truck will lead the grid on the green flag lap. Pole position truck must maintain a position of not more than 20 meters behind the pace truck and all other trucks must maintain a position not more than 5 trucks lengths from the row in front.
- b) Drivers must keep station according to the dummy grid spacing during the green flag lap.
- c) At the end of this lap (provided the Race Director is happy with the formation of the grid – if not, the pace truck will continue for a further lap) the pace truck will enter the pit lane.
- d) Speed during the green flag lap and prior the start signal should be a minimum of 50 kph and a maximum 70 kph. The Race Director may change the minimum speed according to the circuit and weather conditions. The pace truck will extinguish its flashing yellow lights and the pole man will control the speed from that moment.
- e) Accelerating or slowing down before the start signal will be considered as a false start and will be penalise accordingly.
- f) Signal to the start when all red lights are turned to GREEN.
- g) Drivers must not cross the white lines delineating the track limits with any part of the truck until after the race start and until they pass the end of the pit wall unless otherwise published.
- h) No person is allowed in the pit wall at the race start and during first 2 laps of the race.

13. WET START PROCEDURE

13.1 In the event of a wet track the Race Director reserves the right to declare a wet race and the start procedure will be as follows:

- a) The Pace Truck will start with competitors behind and complete the normal green flag lap.
- b) At the end of the green flag lap, if the Race Director considers it is safe to continue racing, the Pace Truck will extinguish its yellow lights and enter the pit lane, the yellow flags/yellow lights will be displayed. For a race distance purposes this will be the first racing lap, OVERTAKING IS STRICTLY FORBIDDEN, pole man takes control of the speed.
- c) If at the end of this lap the Race Director is happy with track conditions, the green light will be shown at the control line and green flag waved on all marshal posts after the control line and racing will commence FROM THIS POINT OVERTAKING BEFORE THE CONTROL LINE IS FORBIDDEN.

14. PENALTY MARKERS

14.1 Any truck, that touches marker and/or gain an advantage, will be reported to the Race Control.

14.2 Any driver, who consistently crosses the white line with more than 2 wheels, will be reported to the Race Control.

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14.3 A driver gaining an advantage by corner cutting, will be reported to the Race Control. This also includes crossing the white line at a point where a penalty marker has been removed or is damaged.

14.4 Warnings will be displayed on the live timing and team managers will be informed by radio which will have the same effect as flag signals.

15. RED FLAG SITUATION

15.1 When the red flag is shown, be prepared to stop as there is great danger on the track and proceed slowly on the instructions of the marshals.

15.2 During the practice the trucks will reduce immediately their speed (maximum speed is 70 kph) and will drive to the pit lane with extreme caution.

15.3 During the race the trucks will reduce immediately their speed (maximum speed is 70 kph) and will stop at the red flag line. Parc Fermé conditions will apply in race stop situation when less than 2 full laps have been completed and also when the race is stopped but less than 75% race duration has been completed. The only exceptions are when the Technical Delegate authorizes as specified in Appendix L, Chapter IV to the FIA ISC.

16. INCIDENTS/PENALTIES

16.1 Drive-Through Penalty

a) The driver must enter the pit lane and re-join the race without stopping.

b) From the time the Stewards or Race Director notify a driver (on the monitors or in writing) of a drive-through penalty, the driver and his truck may not cross the Control Line more than twice (2) before entering the pit lane.

c) The Control Line is the Finish line, a single line which crosses the track and extends across the pit lane at the same point on the circuit.

d) A drive-through penalty cannot be taken on the final lap of the race.

17. FULL COURSE YELLOW

17.1 In certain circumstances and in the interest of the safety a full course yellow (FCY) may be used.

17.2 The radio/timing monitors will announce that FCY period will begin in 15 seconds.

17.3 5 seconds later the FCY boards will be displayed on each flag marshal posts and OVERTAKING IS FORBIDDEN from that moment.

17.4 10 seconds later yellow flags waved will be displayed and the maximum 70 kph speed limit during the FCY period and no overtaking will be applied.

17.5 Yellow flags will be displayed until the Race Director is happy with the situation on the track. Timing systems will not be stopped.

17.6 Deliberate slow driving will be reported to the Stewards.

17.7 It is not permitted to enter the pit lane unless for repairs and drive through penalties cannot be taken until a green situation is restored.

17.8 When the FCY situation finishes, the FCY boards and yellow flags will be withdrawn and immediately replaced by green flags. The green flags will be displayed at the same moment at ALL posts around the track. At this moment racing will recommence and overtaking will be permitted.

18. DRIVING BEHAVIOR

18.1 Blue Flags will be used for overtaking during the practice sessions and lapping during the races.

18.2 If a driver is involved in an accident, and feels OK, signal to the marshals a thumb up. If driver has any problems getting out of the truck or suspect he/she has any injury, wait for the rescue team.

18.3 If your truck is damaged or broken down, pull off the circuit in safe location, do not continue round the circuit causing damage or spilling fluid which will affect the support races and the timetable.

18.4 Drivers must use the track at all times.

18.5 The white lines defining the track edges are considered to be part of the track, the kerbs are not. A driver will be judged to have left the track if no part of the truck remains in contact with the track.

18.6 Should a truck leave the track for any reason, the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.

18.7 It is the responsibility of the competitor to release his truck after a pit stop only when it is safe to do so. Trucks in the fast lane have priority over the ones leaving the inner lane.

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- 18.8 More than one change of direction to defend a position is not permitted.
- 18.9 Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one trucks width between his own truck and the edge of the track on the approach to the corner.

19. OBSERVING YELLOW FLAGS

- 19.1 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. Drivers should not overtake any truck in a single waved yellow marshalling sector unless it is clear that a truck is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.
- 19.2 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 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).

20. PIT LANE SPEED LIMIT

- 20.1 The pit lane speed limit is in accordance with the Art. 16.2. FIA ETRC Sporting regulations 60 kph for the duration of the Event.

21. LINES OR BOLLARD AT THE PIT ENTRY AND PIT EXIT

- 21.1 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 truck leaving the pits may cross this line.
- 21.2 For safety reasons, drivers must keep to the right of the solid white line at the pit entry/red bollard.

22. FIRE POINT

- 22.1 In case of expected fire of your truck do not continue to the pit lane and stop in the fire point.

23. PADDOCK SAFETY

- 23.1 Traffic in the paddock creates potential danger for all people walking or working in the paddock.
- 23.2 All driving in the paddock shall be as safe as possible, this is a priority.
- 23.3 Maximum speed is limited to 15 kph.
- 23.4 A racing truck may only be driven by the driver or team member holding the relevant drivers' licence.
- 23.5 Whenever a truck is manoeuvring in or out of his work area or into pre-grid or out of Parc Fermé at least 2 mechanics should be with the truck and be positioned in one front and one behind to ensure no pedestrians or obstacles are in danger or in the way. This includes any reversing or forward movement.

24. COVID-19 RESTRICTIONS (HIGHLIGHT)

- 24.1 Only 3 team members plus driver allowed on the grid.
- 24.2 No limit of the numbers in the pit lane, but the social distance required.
- 24.3 In case of any work inside the cab, the mouth and nose and eye protection must be worn.
- 24.4 FFP2 masks during all the time of the event recommended, any mouth and nose protection mandatory.
- 24.5 There will not be the TV monitors in the pit lane installed. The timekeeping is providing live timing and pit lane messaging service on <http://wige-livetiming.de/etrc.html>.

25. JURIDICAL DEPOSITS AND FEES

- 25.1 In accordance to the FIA ISC Art. 13.4.2, each protest must be accompanied by a deposit of € 500.00.
- 25.2 Amount of the appeal deposit: € 3,000 (according to the Judicial and Disciplinary Rules of the FIA).

26. PIT LANE DIAGRAM

- 26.1 Pit exit white line
- 26.2 Pit entry white line/bollard
- 26.3 Location of pit entry and pit exit

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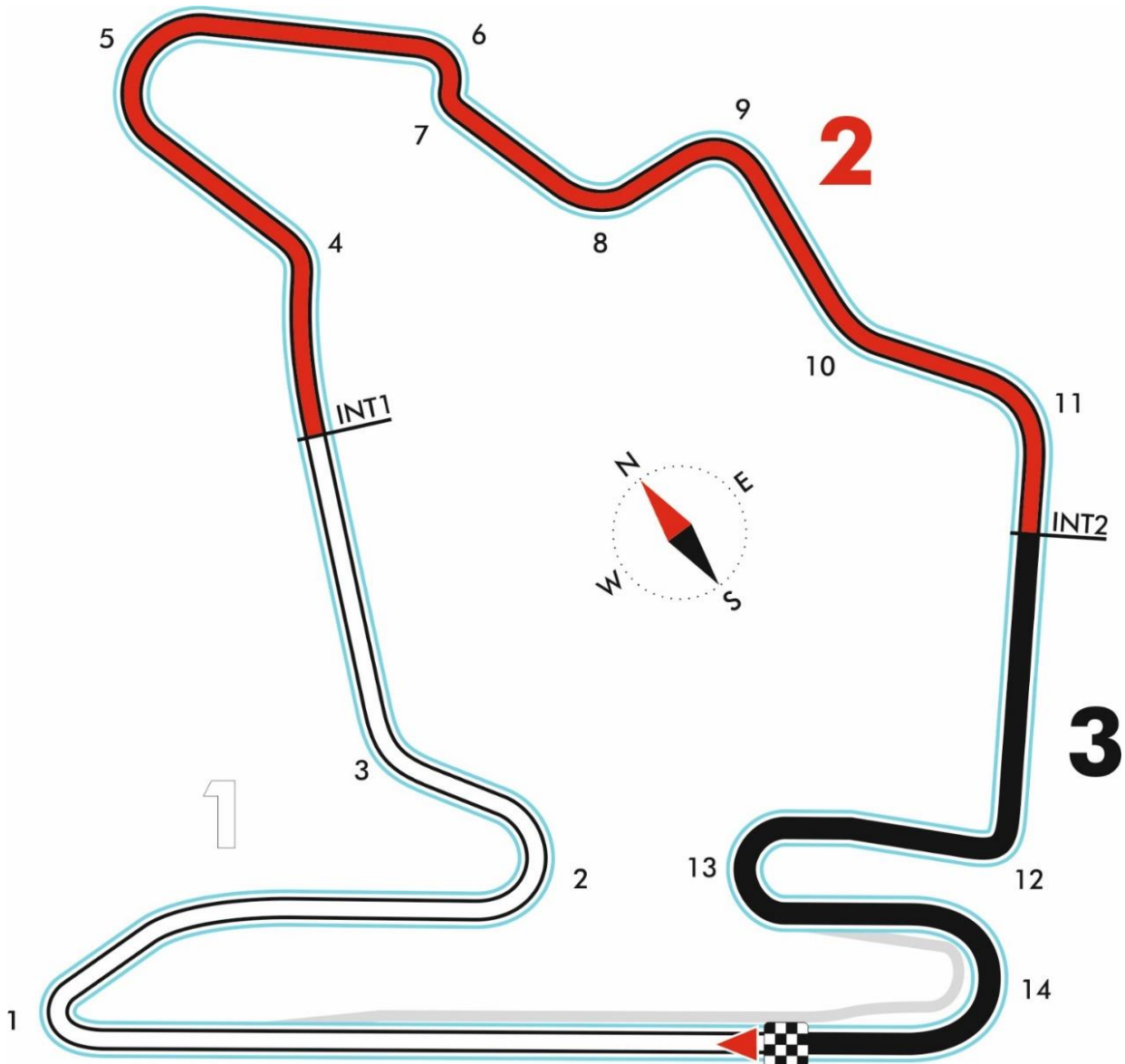
- 26.4 Location of signalling point
- 26.5 Blue flag marshal/light at the pit exit
- 26.6 Red flag line
- 26.7 Location of the fire point

27. FIA REGULATIONS

The latest regulations are available on the FIA website, including the anti-doping and anti-alcohol regulations.

Please note, these event notes are by no means comprehensive and should be read in conjunction with the FIA International Sporting Code, the FIA ETRC Sporting regulations and the Supplementary regulations for the Event. Breaching instructions given to the drivers and competitors by these event notes might be considered as a failure to follow the instructions of the relevant officials for the safe and orderly conduct of the event (Art. 12.1.1j) of the FIA ISC).

Appendix 1 – Circuit diagram



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Appendix 2 – Pit lane diagram

