



FIA CENTRAL EUROPEAN ZONE CHAMPIONSHIP

2023 LAPTIMING CUP, HUNGARORING

28-30 April 2023

From	Mr. Tamás Kocsik (HUN), <i>Clerk of Course</i> Mr. Roland Nagy (HUN), <i>Sporting Advisor</i>	Date	28 April 2023
		Time	19:00
To	All teams		

Title Clerk of Course Briefing Notes

Description Briefing Notes

Enclosed

Tamás Kocsik

Clerk of Course

Roland Nagy

Sporting Advisor

BRIEFING NOTES

General Instructions

1) Circuit map

- 1.1 See attached drawing: *Appendix 1.1 General layout*
- 1.2 Signaling and observation post
- 1.3 Timing Sectors
- 1.4 Track elevation

2) Pit lane map

- 2.1 See attached drawing: *Appendix 2.1 Starting straight and Pit lane*
- 2.2 Safety Car lines
- 2.3 The location of the pit lane entry and the pit lane exit
- 2.4 Blue flag marshal at the pit exit
- 2.5 Marshal location with Arrow board to show drivers drive to the Pit lane

3) Time schedule

- 3.1 See the attached document: *Appendix 3.1 Timetable*

4) Observing yellow flags

- 4.1 Double waved: The racing line can be blocked or officials can be inside the first line of protection. On practice and qualifying sessions any drivers passing through double waved yellow flags sector must reduce speed significantly and prepare to change direction or stop. It must be clear that he has not attempted to set a meaningful lap time and abandon the lap time. On race any driver that enter a double waved yellow flag sector must reduce speed to prepare changing direction to avoid the danger on the track or can stop if necessary.
- 4.2 Single waved: Drivers should reduce their speed and prepare to change direction. The driver has to brake earlier or accelerate less effective in the yellow flag sector.
- 4.3 Overtake any racecar under yellow flag conditions is forbidden except any other much slower driven cars that has technical or tyre problems.

5) In and out laps on qualifying and reconnaissance laps

5.1 In order to avoid any accident or blocking other participants any drivers should not drive unnecessary slow.

6) Practice starts

6.1 See the attached drawing: *Appendix 6.1 Practice start*

6.2 *Practice starts may only be carried out at the Pit lane exit on right hand side anytime when the Pit lane exit is open for the corresponding category for any session.*

6.3 *Cars may not stop at the fast lane anytime when the pit exit is open except for safety reason.*

7) Lines or kerbs at the Pit Entry and Pit Exit

7.1 See the attached drawing: *Appendix 7.1 Pit Lane Entry and Exit*

7.2 Drivers must keep right of the solid white at the pit lane exit when leaving the pits. No part of any car leaving the pits may cross this line.

7.3 Drivers must keep right of the solid white line at the Pit lane entry when entering the pits.

8) Track Limits

8.1 See attached drawing: *Appendix 8.1. Track Limits*

8.2 Track Limits means a driver leaves the track and gain advantage.

8.3 Turn 4 – Exit

a. See attached drawing: *Appendix 8.3. Track Limits T4*

b. A lap time achieved during any practice session or qualifying by leaving the track and cutting behind the red and white kerbs with 4 wheels on the exit of Turn 4, will result in that lap time being invalidated.

8.4 Turn 6 – Apex, Turn 6 – Exit and Turn 7 – Apex

a. See attached drawing: *Appendix 8.4 Track Limits T6-7*

b. A lap time achieved during any practice session or qualifying by leaving the track and cutting behind the white lines on the exit of Turn 6 or cutting the apex at Turn 6 or Turn 7, will result in that lap time being invalidated.

8.5 Turn 11 – Exit

a. See attached drawing: *Appendix 8.5. Track Limits T11*

- b. A lap time achieved during any practice session or qualifying by leaving the track and cutting behind the red and white kerbs with 4 wheels on the exit of Turn 11, will result in that lap time being invalidated.

8.6 General – Turn 4 Exit, Turn 6 Apex, Turn 6 Exit, Turn 7 Apex and Turn 11

- a. Each time when a car passes behind the track edges marked with white solid line the teams will be informed via the timing screens.
- b. This do not apply to a driver who is forced off the track.
- c. When a driver leaves the track and try to rejoin, he must do it across the designated area with gain no advantage with the maneuver See attached drawing: *Appendix 8.6 Rejoin at T4*

9) Fire extinguishers around the track

- 9.1 There are minimum two hand held extinguishers loaded with foam at each marshal posts.
- 9.2 There are five rescue cars with big amount of extinguishers at the start of the Pit Lane, at the connection road between T2 and T13, at T4, T9 and T11.
- 9.3 There are a Firefighter crew at the indicated Refuel zone on endurance.

10) Places to remove cars from the track

- 10.1 Openings on the first line of protection indicated by fluorescent orange painting on the barriers and guardrails.
- 10.2 Drivers must stop the car on the safest reachable position if necessary close to an opening described in 10.1. It is recommended they do so on the right hand side of the track between Turn 2 and Turn 13 or left hand side at Turn 1 as cars then be recovered more easily and brought back to the pits.

11) Starting procedures

- 11.1. The Pit Lane exit is green for reconnaissance laps for 5 minutes.
 - a. Before the Swift Cup Europe race sessions the cars leave their paddock directly to the grid. There is not reconnaissance laps before Swift Cup races.
See the attached drawing: *Appendix 11.1.a & b Suzuki procedures*
- 11.2. The countdown to the formation lap starts when the pit lane exit closes with 5 minutes board except the endurance when the countdown starts 5 minutes later when the pit lane closes.

11.3. The count down boards are the following in order: 5, 3, 1 MIN and 15 SEC.

11.4. Rolling start

- a. All races start with rolling start for categories:
 - i. HC Cat. I+2000, FIA CEZ TC+2000, FIA CEZ D4 GT, D5 Eset Cup GT
 - ii. HC, FIA CEZ Endurance for Touring cars, ESET Cup Series
- b. Pole Position for rolling start is on right hand side.
- c. The grid is 2 by 2 formation.
- d. When countdown ends and the green flag is waved and the green lights are illuminated at the starting line drivers complete a formation lap behind the Leading Car.
- e. In the formation lap drivers must maintain the starting order, overtake is forbidden except to gain back the starting position when started later but not the all cars passed the driver. If all the cars passed him, he will start from the end of the field, his place kept empty.
- f. From exit of Turn 11 the drivers must start to take the formation.
- g. When the Clerk of Course finds the formation perfect, he orders the Leading Car back to the pit.
- h. The starting signal is all red lights are extinguished and all green lights are illuminated.
- i. If extra formation lap is needed the red lights will stay on and yellow flashing lights will illuminate at the starting lights. A "NEW FORMATION LAP" board will be shown at the starting line. In this case all drivers must complete a new formation lap behind the Leading car, or if the Leading car entered the pit already behind the driver in pole position. In this case he must keep the speed of the leading car in the previous lap.

11.5. Sanding start

- a. All races start with standing start for categories:
 - i. HC Cat. I-2000, FIA CEZ TC-2000, TWC1 (Clio), TWC5 (Mazda) X
 - ii. HC Cat. II, FIA CEZ D2 Formula cars -2000 ccm
 - iii. FIA CEZ TWC4 (Twingo Cup)
 - iv. TCR Eastern Europe
 - v. ACCR Czech Formula
 - vi. Swift Cup Europe
- b. Pole Position for rolling start is on left hand side.
- c. The grid is 1 by 1 staggered formation.

- d. When countdown ends and the green flag is waved and the green lights are illuminated at the starting line drivers complete a formation lap and stop on their grid.
- e. In the formation lap drivers must maintain the starting order, overtake is forbidden except to gain back the starting position when started later but not the all cars passed the driver. If all the cars passed him, he will start from the end of the field, his place kept empty
- f. When the grid is completed 5 SEC board will shown on the starting line indicate the starting lights will illuminate in five seconds.
- g. The starting signal is all red lights are extinguished.
- h. If new formation lap is needed the red lights will stay on and yellow flashing lights will illuminate at the starting lights. A "EXTRA FORMATION LAP" board will be shown at the starting line. In this case all drivers must complete a new formation lap and return their designated grid position.

12) Lapping during the Race

- 12.1. The driver who caught by another car about to lap him. The caught driver must allow the faster driver past at the first available opportunity.

13) Safety Car

- 13.1. See attached drawing: *Appendix 13.1. Safety Car procedure*
- 13.2. On the decision of the Clerk of the Course, the safety car may be brought into operation to neutralize a race if competitors or officials are in immediate physical danger but the circumstances.
- 13.3. When the order is given to deploy the safety car, all marshal posts will display waved yellow flags and "SC" boards and the yellow flashing lights at the starting line will be luminated, for the duration of the intervention.
- 13.4. The safety car will start from the pit lane with its orange lights illuminated and will join the track. Driver who approach the safety car that leaves the Pit Lane may overtake him until the safety car crosses the Safety Car line 2.
- 13.5. The Clerk of Course may order the Safety Car to drive through the Pit Lane with flashing lights than the drivers must follow him through. The Board with black arrow at marshal post 24 helps the drivers to inform about the procedure.
- 13.6. When the Clerk of the Course calls in the Safety Car, "SAFETY CAR IN THIS LAP" message will appear on timing screens. The Safety Car's orange lights will extinguish

after T11. At this point the race leader may dictate the pace and if necessary, fall more than five car lengths behind the Safety Car.

- 13.7. As the safety car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Finish Line. Overtake only allowed from the Finish Line.

14) Red Flag

- 14.1. On qualifying, when the Clerk of Course ordered red flag, all cars have to enter the Pit Lane with decreased speed. Cars may stop in the Inner Lane, stopping in the fast lane is forbidden.
- 14.2. On races, when the Clerk of Course ordered red flag, all cars have stop at the Red Flag Line (Starting Line) at the starting straight. In some cases for example when the starting straight is blocked the Clerk of Course can decide to bring cars back directly to the Pit Lane. This indicated with a board with arrow at marshal post 24. In this case the cars must stop at the Fast Lane.
- 14.3. Resuming the race will be behind the Safety Car if possible.

15) Endurance

- 14.1. Obligatory pit stops must begin between the 25th and the 35th minutes of the racing time. This period will be indicated with "PIT WINDOW OPEN" board at the Finish Line and same message on the timing screens. After 34' 59" the board and the message will be changed to "PIT WINDOW CLOSED".
- 14.2. The Obligatory pit stop duration must be minimum 120 sec.
- 14.3. Exceptionally slow driving or stopping in the fast lane shall be prohibited.
- 14.4. The obligatory pit stop cannot be carried out when the safety car is deployed or when the race is suspended. In this case it will be decision of the Clerk of the Course to extend "window" for the obligatory pit stop. This extension will last 5 minutes. This extension will be communicated via the timing screens and boards at the Finish Line.
- 14.5. Refueling is only allowed in the special area in front of garage 55-59. See attached drawing: *Appendix 14.5. Refueling Zone.*

16) Post-race Parc Fermé

- 16.1. All cars must enter the pit lane and should be driven directly to the parc fermé designated next to the Main building. No work can be carried on cars until the stewards released the cars except for the scrutineers.

17) Protest

17.1. Protest must be lodged in accordance with ISC. The time to submit a protest is maximum 30 minutes after the preliminary results were published. The amount is 150.000 HUF for general and 100.000 HUF for technical protest.

Tamás Kocsik

Roland Nagy

Appendix 1.1 General layout

Appendix 2.1 Starting straight and Pit lane

Appendix 2.4 Pit Lane Exit Blue Flag

Appendix 3.1 Timetable

Appendix 6.1 Practice start

Appendix 7.1 Pit Lane Entry and Exit

Appendix 8.1 Track Limits

Appendix 8.3 Track Limits T4

Appendix 8.4 Track Limits T6-7

Appendix 8.5 Track Limits T11

Appendix 8.6 Rejoin at T4

Appendix 11.1.a & b Suzuki procedures

Appendix 11.4.h Starting lights

Appendix 13.1 Safety Car procedure

Appendix 14.5 Refueling Zone