



2022 IMOLA EVENT

21 to 24 April 2022

From	The FIA Formula 2 Race Director	Document	3
To	All Teams, All Officials	Date	21 April 2022
		Time	16:24

Title Event Notes

Description Event Notes

Enclosed 2022 F2 Imola Event Notes Attachements.pdf

Rui Marques

The FIA Formula 2 Race Director

From	The FIA Formula 2 Race Director	Document	3
To	All Teams, All Officials	Date	21 April 2022
		Time	16:15

Event Notes

1) Matters arising from previous event

1.1 Safety Car Procedure

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 (panels 18 & 19).

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) Transfer Procedure from support paddock to F1 pit lane

4.1 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.

4.2 A detailed description and further information of this procedure (a.o. pit lane order and timing) are described in the appendix.

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) Track light panels displaying pit entry status

6.1 The light panels 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.

6.2 The light panels indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

7) Drivers leaving their pit stop position in the pit lane

- 7.1 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.
- 7.2 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.
- 7.3 For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible. They must not drive side by side with another car.
- 7.4 For reasons of safety and sporting equity, drivers must not drive through other teams' pit bay after being released from their pit stop position.

8) Observing yellow flags during free practice and qualifying

- 8.1 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).
- 8.2 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.

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. 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. Event Specific Instructions

10) Changes to the circuit

- 10.1 This is a new circuit for the series. The changes are in reference to the 2021 F1 event.
- 10.2 A bollard has been installed behind the combination kerb in turn 14.
- 10.3 The double kerb at the exit of turn 19 has been extended.

11) Formula 1

- 11.1 F1 teams have been asked to keep their barriers no more than four meters from the garages during all support series' practice sessions and races.
- 11.2 F2 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

12) Practice starts

- 12.1 Practice start will be allowed during all sessions and the starting procedure at the pit exit on the right hand side before the pit exit lights.
- 12.2 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).
- 12.3 For reasons of safety and sporting equity, at any time the pit exit is open and when practice starts are permitted to be carried out, any car 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.

13) Lines or bollards at the Pit Entry and Pit Exit

- 13.1 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.
- 13.2 For safety reasons, drivers must keep to the right of the bollard immediately at the pit entry when they are entering the pits.
- 13.3 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 green 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.

14) Track Limits

- 14.1 Drivers are reminded of the provisions of Article 27.3 of the Sporting Regulations.
- 14.2 If a driver exceeds the track limit in turn 19, the lap times of the current and the following lap will be deleted.

15) Driving Standards during practice and qualifying.

- 15.1 Drivers who unnecessarily impede or hinder drivers on hot laps, usually, but not exclusively, by weaving excessively while on a preparation lap may be reported to the stewards.

16) DRS

- 16.1 DRS Detection will be automatically disabled globally if any of the light panels in a DRS zone are displaying yellow. The zones and corresponding light panels are as follows:
 - 16.1.1 Zone 1: Panels 19, 1, 2, 3, 4

17) Fire extinguishers around the circuit.

- 17.1 Indicated by small orange boards with a white boards with a fire extinguisher picture on the barriers and debris fences.

18) Places where drivers may leave the track

18.1 Indicated by fluorescent orange panels on the barriers (2 meters)

18.2 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.

18.3 Should a car stop on the track during a session, the driver must keep all their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

19) Removing cars from the grid

19.1 Through the gate in the pit wall adjacent to grid position 14.

20) Mandatory Pit Stop

20.1 The mandatory pit stop may not be carried out until the driver has completed six laps on track.

21) Race suspension

21.1 In case of a race suspension, cars will be stopped in the fast lane in the vicinity of the start tower.

22) Car number light panels for the start

22.1 On the right-hand side of the grid.

23) End of practice procedure

23.1 After taking the chequered flag, all cars enter pit lane turn right at the gate just before the pit building, turn right and go to the paddock using the service road. Follow marshals instructions.

24) End of qualifying procedure

24.1 After taking the chequered flag, all cars enter pit lane turn right at the gate just before the pit building, turn right and go to the parc ferme at the service road. Technical delegate will select the cars to be scrutineering. Follow marshals instructions.

25) Post-race procedures

25.1 After taking the chequered flag, slow down progressively, the first 3 cars continue to the F1 Pit Lane for the Podium procedure, all other cars turn at the gate just before the pit building, turn right and go to the parc ferme at the service road. Technical delegate will select the cars to be scrutineering. Follow marshals instructions.

25.2 Following the podium presentation, the first 3 cars will be returned to the scrutineering bay being push back by the teams. Follow marshals instructions.

26) Parc Fermé

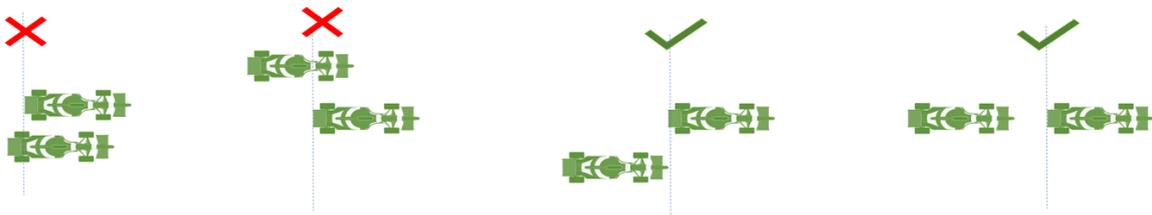
26.1 The Parc Fermé will be at the service road coming out from the track.

27) Formation. Lap

27.1 To avoid any unnecessary delays at the Start, drivers should keep the formation as tight as possible, do not create a big gap to the car in front

28) Safety Car Procedure

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.(...)



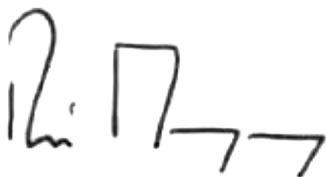
29) Fuel pressure release in parc fermé

29.1 For safety reasons, teams are authorized 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 authorized to attach fans to the car in the parc fermé.

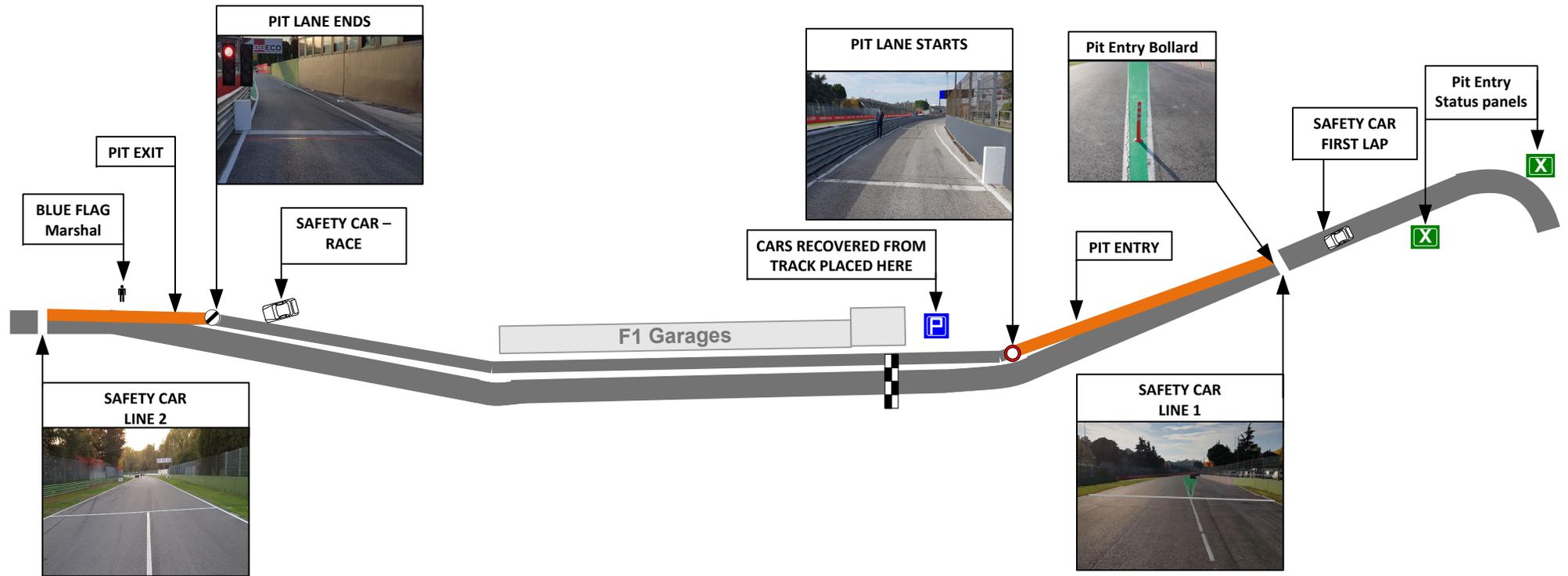
29.2 When the cars are in the parc fermé, this person must request prior authorization from the FIA Technical Delegate on site and is only authorized to perform the action specified above.

This person will not count as far as Article 21.5 of the 2022 FIA F2 Sporting Regulations is concerned (team personnel limitation).

30) Any other business



Rui Marques
The FIA Formula 2 Race Director



32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	C	B	A	
Haas	Haas	Haas	Alfa Romeo	Alfa Romeo	Alfa Romeo	Williams	Williams	Williams	Aston Martin	Aston Martin	Aston Martin	AlphaTauri	AlphaTauri	AlphaTauri	Alpine	Alpine	Alpine	McLaren	McLaren	McLaren	Ferrari	Ferrari	Ferrari	Red Bull	Red Bull	Red Bull	Mercedes	Mercedes	Mercedes	Formula 1	Formula 1	FIA	FIA	FIA	Race Control Tower
Campos		MP		ART		Hitech			Carlin		Virtuosi		Prema		VAR		Charouz		Trident		DAMS					Designated Garage Areas									
FAST LANE																	FAST LANE																		
																												Control Line							



IMOLA - EVENT

22 TO 24 APRIL 2022

Paddock Departure and Return – Trolley and Race Cars

Team trolleys: Teams have been placed in the correct order for entry into the F1 pit lane, so please keep to this order for each transfer:

- | | |
|----------------------|--------------------------|
| 1) Campos Racing | 7) Prema Racing |
| 2) MP Motorsport | 8) Van Amersfoort Racing |
| 3) ART Grand Prix | 9) Charouz Racing System |
| 4) Hitech Grand Prix | 10) Trident |
| 5) Carlin | 11) DAMS |
| 6) Virtuosi Racing | |

Trolleys will exit the paddock by the gate at the end (near F2/F3 hospitality) and line up in the service road, when released the Teams and Trolleys will go to the pit lane.

At the end of all sessions Teams and Trolleys will leave the pit lane via the **pit entry turning left and the end of the building and right at the service road gate, to enter the paddock will be by the same gate to enter the track.**

Race Cars will leave the support paddock by the gate at the end of the paddock near the F2/F3 hospitality onto the service road when released the cars will go to the pit lane.

NOTE: Race Cars should leave the support paddock in Team order (Campos Racing first.)

Pit Lane procedure times.

All timings below are approximate – please always follow the instructions of the marshals.

Friday – Practice (11.05 – 11.50)

Trolleys loaded and ready to depart.	10.30
Trolleys released to F2 paddock exit.	approx. 10.40
Trolleys released into the F1 Pit Lane.	approx. 10.45
Race cars released to F1 Pit Lane.	approx. 10.50

Friday – Qualifying (15.55 – 16.25)

Trolleys loaded and ready to depart.	15.10
Teams released to the F2 paddock exit.	approx. 15.25
Trolleys released into the F1 Pit Lane.	approx. 15.35
Race cars released to F1 Pit Lane.	approx. 15.40

Saturday – Sprint Race (Pit lane open 17.40)

Trolleys loaded and ready to depart.	approx. 16.30
Trolleys released to the F2 paddock exit.	approx. 16.45
Trolleys released into the F1 Pit Lane.	approx. 16.50
Race cars released to F1 Pit Lane.	approx. 16.55

Sunday – Feature Race (Pit lane open 10.05)

Trolleys loaded and ready to depart.	approx. 09.25
Trolleys released to F2 paddock exit	approx. 09.40
Trolleys released into the F1 Pit Lane.	approx. 09.45
Race cars released to F1 Pit Lane.	approx. 09.50

Please Note:

All end of session and end of race procedures will be defined in the Race Directors Event Notes.



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.

Rui Marques
Race Director
FIA Formula 2 Championship

IMOLA EVENT

21ST TO 24TH APRIL 2022

TYRE SCHEDULE

(ART. 24.6. 2022 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated in the Pirelli tent
- No 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

Thursday 21st April

15:00 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

19:00 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 22nd April

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 23rd April

15:10 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 24th April

07:35 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

Grand Prix of Imola 22-24/04/22 (22F2R03IMO)

Compound	FL	FR	RL	RR
Medium	F2M	F2M	R2M	R2M
SuperSoft	F2X	F2X	R2X	R2X
Wet	16G	17G	18G	19G

Minimum Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	15.0	13.0
Wet	15.0	13.0

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



	Avg wear @15 Laps	Avg wear @15 Laps
Medium	N/A %	N/A %
SuperSoft	N/A %	N/A %

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 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.
- Teams are advised that mounted Wet units will be carried over from Imola (R03IMO) to the next race event. Pirelli to transport mounted Wet units.