



2022 IMOLA EVENT

21 to 24 April 2022

From	The FIA Formula 2 Race Director	Document	32
To	All Teams, All Officials	Date	24 April 2022
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Title Event Notes V3
Description Event Notes V3
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The FIA Formula 2 Race Director

From	The FIA Formula 2 Race Director	Document	32
To	All Teams, All Officials	Date	24 April 2022
		Time	08:34

Event Notes **V3**

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 6 laps on track.

For the avoidance of doubt the sixth lap must be completed by crossing the Control Line on track (driving across the starting grid).

20.2 **All laps driven through the pit lane will count to the minimum number of laps to complete before the mandatory pit stop. The sixth lap must be completed by crossing the Control Line on track except in the case of the Safety Car being deployed through the pit lane on that lap, in which case all cars will be required to follow the Safety Car.**

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.(...)



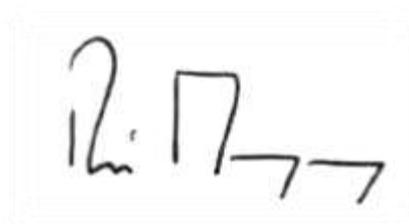
29) Fuel pressure release in parc fermé

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



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