



# 2022 SILVERSTONE EVENT

30 June to 3 July 2022

---

|             |                                 |                 |              |
|-------------|---------------------------------|-----------------|--------------|
| <b>From</b> | The FIA Formula 3 Race Director | <b>Document</b> | 3            |
| <b>To</b>   | All Teams, All Officials        | <b>Date</b>     | 30 June 2022 |
|             |                                 | <b>Time</b>     | 14:50        |

---

**Title** 2022 F3 Silverstone Event Notes V2  
**Description** 2022 F3 Silverstone Event Notes V2  
**Enclosed** 2022 F3 Silverstone Event Notes v2.pdf

**Claro Ziegahn**

**The FIA Formula 3 Race Director**

---

|             |                                 |                 |              |
|-------------|---------------------------------|-----------------|--------------|
| <b>From</b> | The FIA Formula 3 Race Director | <b>Document</b> | 03           |
| <b>To</b>   | All Teams, All Officials        | <b>Date</b>     | 30 June 2022 |
|             |                                 | <b>Time</b>     | 14:50        |

---

Event Notes [V2 \(Changes in blue\)](#)

**1) Matters arising from previous events**

**2) Pit lane map (attachement)**

- 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 (panel 15).

**3) Pirelli Event Preview (attachment)**

- 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 F3 support pitlane to F1 pit lane (attachement)**

- 4.1 For the transfer procedures from the F3 support pit lane 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 attached document – F3 Event Procedures.

**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 panel displaying pit entry status**

- 6.1 The light panel 16 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 panel 16 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) Start Lights**

- 7.1 When the red start lights are illuminated, all cars shall immediately reduce speed and proceed slowly back to the pit lane.

**8) DRS**

8.1 DRS Detection will be automatically disabled globally if any of the light panels in any of the zones are displaying yellow. The light panels are as follows:

DRS Activation 1: Panels 5, 6, 7

DRS Activation 2: Panels 13, 14

**9) Drivers leaving their pit stop position in the pit lane**

9.1 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.

9.2 It is not permitted to do burn outs or clutch bite points checks in the F3 support pitlane, garage areas and in the pit lane at any time during the Event.

9.3 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.

9.4 For reasons of safety and sporting equity, drivers must not drive through other teams' pit bay after being released from their pit stop position.

**10) Observing yellow flags during free practice and qualifying**

10.1 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 any driver in a double yellow sector will have that lap time deleted.

10.2 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.

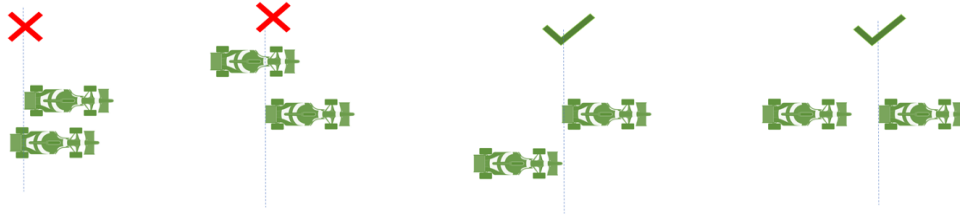
**11) Lapping during the race**

11.1 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

**12) Safety Car Restart – Reference to Article 40.13 of the Sporting Regulations**

(...) 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.(...)



### 13) Changes to the circuit

13.1 The changes are in reference to the 2021 F2 event.

- a) The F3 support pit lane debris fence has been extended
- b) Armco between the track and the F3 support pit lane has been repositioned closer to the pitlane to provide clear vision for motorcycles
- c) Debris fence installed on drivers right at the entry, and on drivers left on the exit of Turn 3
- d) The complete runoff areas at Turn 9 and Turn 15 have been resurfaced with old drains removed/replaced
- e) The section of concrete past the Vallelunga kerbs on the exit of Turn 14 will be painted green
- f) Combination kerb shortened at Turn 16 to reduce the possibility of vehicles launching
- g) A patch of tarmac (4m x 3m) has been laid along the start straight following a vehicle fire approx. 30m past the start line on right hand side
- h) New bridge over the start/finish straight above pole position
- i) New tyre barrier fitted between exit of Turn 8 onto national straight driver left until TSP10 (single row vertical tyres with belting FIM spec)
- j) Tyres have been replaced on the exit of Turn 4, Turn 9 and Turn 14 and the tyre barrier extended on the exit of Turn 17 for the Historic layout
- k) Removed old drains on the straight between Turn 5 and Turn 6
- l) Light Panels moved up to comply with minimum height requirements.

### 14) Formula 1 pit lane

14.1 F1 teams have been asked to keep their barriers no more than one meters from the garages during all support series' practice sessions and races.

14.2 F3 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

### 15) Practice starts

15.1 Refer to Article 2.5 of the F3 Event Procedures document.

15.2 Practice starts may only be carried out on the F1 grid at the end of the practice session, none may

be carried out in the pit exit or any other part of the track. Any cars on the track when the chequered flag is shown may then complete another lap, and instead of entering into the F3 support pit lane, proceed to the grid and make a practice start.

- 15.3 All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, drivers should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.

If any driver appears to be disregarding any of the above a Red Flag will be displayed and the possibility to carry out any further practice starts will be terminated.

- 15.4 Any cars in the F1 pit lane at the time of the chequered flag will not be released from pit exit until cars on track have carried out their practice starts, car released from the pit exit must go directly to the F3 support pit lane.

#### **16) Lines at the Pit Entry and Pit Exit**

- 16.1 In accordance with Chapter 4, Article 4 and 5 of Appendix L to the ISC, drivers must follow the procedures at pit entry and pit exit.

#### ~~17) Lines or bollards at the Pit Entry and Pit Exit~~

~~17.1 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.~~

~~17.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.~~

~~17.3 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 blue 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.~~

#### **18) Track Limits**

- 18.1 Drivers are reminded of the provisions of Article 27.3 of the Sporting Regulations.

#### **19) Drivers reducing speed when off track**

- 19.1 Any driver that leaves the track at any point, must significantly reduce his speed in order to rejoin the track a safe manner.

#### **20) Fire extinguishers around the circuit**

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

#### **21) Places where drivers may leave the track**

- 21.1 Indicated by white boards with a green “running man” image attached to the debris fences and barriers.

- 21.2 Should a car stop on the track during a session, it is recommended that the driver keeps all their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

#### **22) Places to remove cars from the track**

- 22.1 Indicated by 2m long fluorescent orange panels on the barriers.

**23) Removing cars from the grid**

23.1 Through the gates in the pit wall adjacent to grid position 1 and 12.

**24) Car number light panels for the start**

24.1 On the right-hand side of the grid.

**25) End of practice procedure**

25.1 After taking the chequered flag, continue to Turn 8 and enter the F3 support pit lane.

25.2 Drivers can follow procedures defined in article 15.2 for practice start.

25.3 All cars in the pit lane at the end of the session will be allowed to drive back to the F3 support pit lane using the track.

**26) End of qualifying procedure**

26.1 After taking the chequered flag, continue to Turn 8, enter the F3 support pit lane and go directly to Parc Fermé.

26.2 All cars in the pit lane at the end of the session will be allowed to drive back to the F3 support pit lane using the track.

**27) Post-race procedure**

27.1 Refer to Article 4.5 & 5.5 of the F3 Event Procedures document.

27.2 Drivers are reminded to follow marshals' instructions at all times.

**28) Fuel pressure release in parc fermé**

28.1 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.

28.2 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.

28.3 This person will not count as far as Article 21.5 of the 2022 FIA F3 Sporting Regulations is concerned (team personnel limitation).

**29) Any other busines**

Claro Ziegahn  
The FIA Formula 3 Race Director