



2022 SILVERSTONE EVENT

30 June to 3 July 2022

From	The FIA Formula 2 Race Director	Document	2
To	All Teams, All Officials	Date	30 June 2022
		Time	14:44

Title Event Notes

Description Event Notes

Enclosed Event notes completed v1.pdf

Rui Marques

The FIA Formula 2 Race Director

SILVERSTONE EVENT

1 TO 3 JULY 2022

From	The FIA Formula 2 Race Director	Document	2
To	FIA Formula 2 Teams and Officials / The Stewards	Date	30 July 2022
		Time	14.40

Event Notes

General Instructions.

1) Matters arising from the Baku Event.

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.

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 (pit Lane order and timing) are described in the attached document – F2 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) Start Lights

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

7) Track light panel displaying pit entry status.

- 7.1 Light panels 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.
- 7.2 Light panels 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.

8) Drivers leaving their pit stop position in the pit lane.

- 8.1 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.
- 8.2 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.
- 8.3 For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.
- 8.4 For reasons of safety and sporting equity, drivers must not drive through other team's pit bay after being released from their pit stop position.

9) Fuel pressure release in parc fermé.

- 9.1 For safety reasons, teams are authorised 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 authorised to attach fans to the car in the parc fermé.
- 9.2 When the cars are in the parc fermé, this person must request prior authorisation from the FIA Technical Delegate on site and is only authorized to perform the action specified above.
- 9.3 This person will not count as far as Article 21.5 of the 2022 FIA F2 Sporting Regulations is concerned (team personnel limitation).

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 this means 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) Changes to the circuit.

- The national pitlane debris fence has been extended
- Armco between the track and the national pitlane has been repositioned closer to the pitlane to provide clear vision for motorcycles
- Debris fence installed on drivers right at the entry, and on drivers left on the exit of T3
- The complete runoff areas at T9 and T15 have been resurfaced with old drains removed/replaced

- The section of concrete past the Vallengunga kerbs on the exit of T14 will be painted green
- Combination kerb shortened at T16 to reduce the possibility of vehicles launching
- 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
- New bridge over the start/finish straight above pole position
- New tyre barrier fitted between exit of T8 onto national straight driver left until TSP10 (single row vertical tyres with belting FIM spec)
- Tyres have been replaced on the exit of T4, T9 and T14 and the tyre barrier extended on the exit of T17 for the Historic layout
- Removed old drains on the straight between T5 and T6
- Light Panels moved up to comply with minimum height requirements.

13) Pit Lane

13.1 The pit lane speed limit is 60 km/h for the entire event.

14) Pit lane Barriers.

14.1 F1 Teams have been instructed to ensure their barriers are no more than one meter from the garages.

14.2 F2 Teams and Trolleys will be released into the pit lane no earlier than 20 minutes prior to the pit lane opening.

15) Mandatory Pit Stop

15.1 The mandatory pit stop may not be carried out until the driver has completed lap 6 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).

15.2 In case of the Safety Car being deployed through the pit lane and entering the pit lane on lap 6, mandatory pit stops will only be considered valid if a car enters pit lane on the following lap.

16) DRS

Detection will be automatically disabled in each individual zone if any of the light panels in that particular zone are displaying yellow. The zones and corresponding light panels are as follows:

- DRS Activation 1: Panels 5, 6, 7
- DRS Activation 2: Panels 13, 14, 15

17) Practice starts.

Described in the attached document – F2 Event Procedures.

17.1) 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 F2 support pit lane, proceed to the grid and make a practice start.

17.2) 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.

17.3) 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.

17.4) 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 F2 support pit lane.

18) Lines or bollards at the Pit Entry and Pit Exit.

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.

19) Track Limits.

In accordance with the provisions of Article 27.3, the white lines define the track edges.

20) Fire extinguishers around the circuit.

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

21) Places to remove cars from the track.

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

22) Places where drivers may leave the track

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

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.

23) Removing cars from the grid.

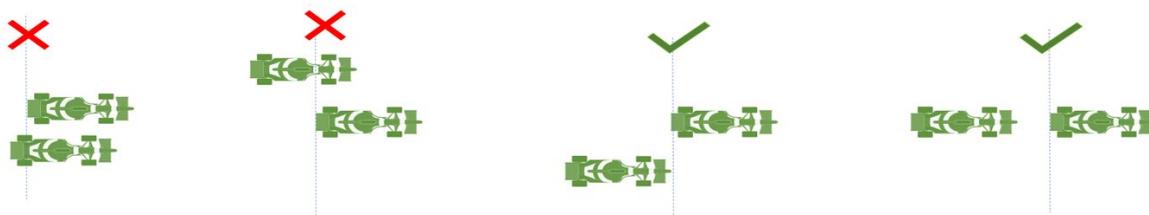
23.1 Through the two gates in the pit wall adjacent to grid position 1 and 12.

24) Car number light panels for the start.

24.1 On the right-hand side of the grid.

25) 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.(...)



26) Suspending a Race.

27) In case of a race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

28) End of practice procedure.

Described in the attached document – F2 Event Procedures.

29) End of qualifying procedure.

Described in the attached document – F2 Event Procedures

30) Post-race procedures.

Described in the attached document – F2 Event Procedures

Any other business.

Rui Marques

Race Director

FIA Formula 2 Championship

F2 PROCEDURES

1. General

- 1.1 The series weighing platform will be positioned in the F2 technical area garage in the support race pit lane throughout the event.
- 1.2 The series portable weighing equipment will be sited in the F1 pit lane during qualifying and the races.
- 1.3 Pit stops are not permitted in the support race pit lane during practice/qualifying and races.
- 1.4 Cars recovered by breakdowns will be returned to the gate at the side of the Race Control building next to the FIA F2 Technical area.
- 1.5 For all sessions a course car will lead the race cars on track from the support pit lane exit to the F1 pit lane.
- 1.6 The procedure for teams and equipment from the assembly area to the F1 pit lane will be the same for all sessions. Teams should assemble in their F1 garage order.
- 1.7 A minibus will be provided to transport Team personnel who started cars in the support pit lane to the F1 pit lane and for the return journey to the Support Paddock.

A truck will also be provided to transport starting equipment to and from the F1 pit lane.

Teams are permitted to allow their team personnel who start cars in the Support Pit Lane to use scooters to travel to and from the F1 pit lane. Teams must ensure any team personnel using a scooter for this purpose must comply with all requirements of Article 1.8 and 1.9 below.

- 1.8 Scooters are not permitted to be used in the paddock at any time and may only to be used by the team personnel who started cars in the support pit lane for the journey to and from the F1 Lane during the F2 transfer procedures.

For safety reasons, Scooters used for the procedure above must comply with speed restrictions and be used in a safe manner that does not compromise the safety of others, it is compulsory to wear a helmet when riding the scooter.

- 1.9 At the Start of all sessions, When each mechanic has started their team's cars in the support race pit lane and those cars have left the support race pit lane, the mechanic should proceed **immediately** to the designated area as shown on the attached plan, where they will place their starters /equipment on the Truck dedicated for this purpose, **mechanics should then board the minibus at the same location for the journey to the F1 pit lane.**

For safety reasons, team personnel that started cars in the support pit lane that decide to use a scooter to travel to the F1 pit lane, must place their starter on the designated truck and then follow the truck to the F1 pit lane. Any Scooters used for travel to the F1 pit lane must be parked in the designated area at the Wing.

- 1.10 Any cars in the F1 pit lane at the end of all sessions that cannot be driven back to the support race pit lane will be returned by breakdown.

- 1.11 At the end of all track sessions, team trolleys will proceed along the F1 pit lane then turn right after the last garage, through the gates and re-join the service road leading back to the Support Paddock.
- 1.12 At the end of all track sessions, the mechanics with Scooters should collect their Scooters from the parking area and then follow the team trolleys to the support race paddock.

2. Practice - Friday (10.45 - 11.30 hours)

- 2.1 **10.00** hours team personnel and equipment should assemble at the paddock exit as shown on the attached plan.
- 2.2 **10.05** hours team personnel and equipment will be led by a vehicle via a designated route to the holding area sited on the service road to the right of the F1 Paddock.
- 2.3 **10.25** hours team personnel and equipment will be released from the holding area and proceed to the F1 pit lane, then turn left into the fast lane and continue to their allocated pit positions.
- 2.4 **10.35** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.
- 2.5 At the end of the session after taking the chequered flag, drivers may complete the lap to the F1 grid and carry out a practice start, following the practice start, cars should continue to turn 8 where the must leave the track into the support race pit lane.

Practice starts are only permitted as above and must not be carried out at any other time or on any other part of the track, pit lane, or pit exit.

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

3. Qualifying - Friday (17:30 – 18:00)

- 3.1 **16.35** hours team personnel and equipment should assemble at the paddock exit as shown on the attached plan.
- 3.2 **16.50** hours team personnel and equipment will be led by a vehicle via a designated route to the holding area.
- 3.3 **17.10** hours team personnel and equipment will be released from the holding area and proceed to the F1 pit lane.
- 3.4 **17.20** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.
- 3.5 At the end of the session after taking the chequered flag, cars will slow down and continue to the support race pit lane parc fermé, any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the support race pit lane parc fermé.

4. Race 1 - Saturday (17:00 to 17.50) - Pit Lane opens at 16.45

- 4.1 **16.00** hours team personnel and equipment should assemble at paddock exit on the attached plan.
- 4.2 **16.05** hours team personnel and equipment will be led by a vehicle via a designated route to the holding area.
- 4.3 **16.25** hours team personnel and equipment will be released from the holding area and proceed to the F1 pit lane.
- 4.4 **16.35** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.

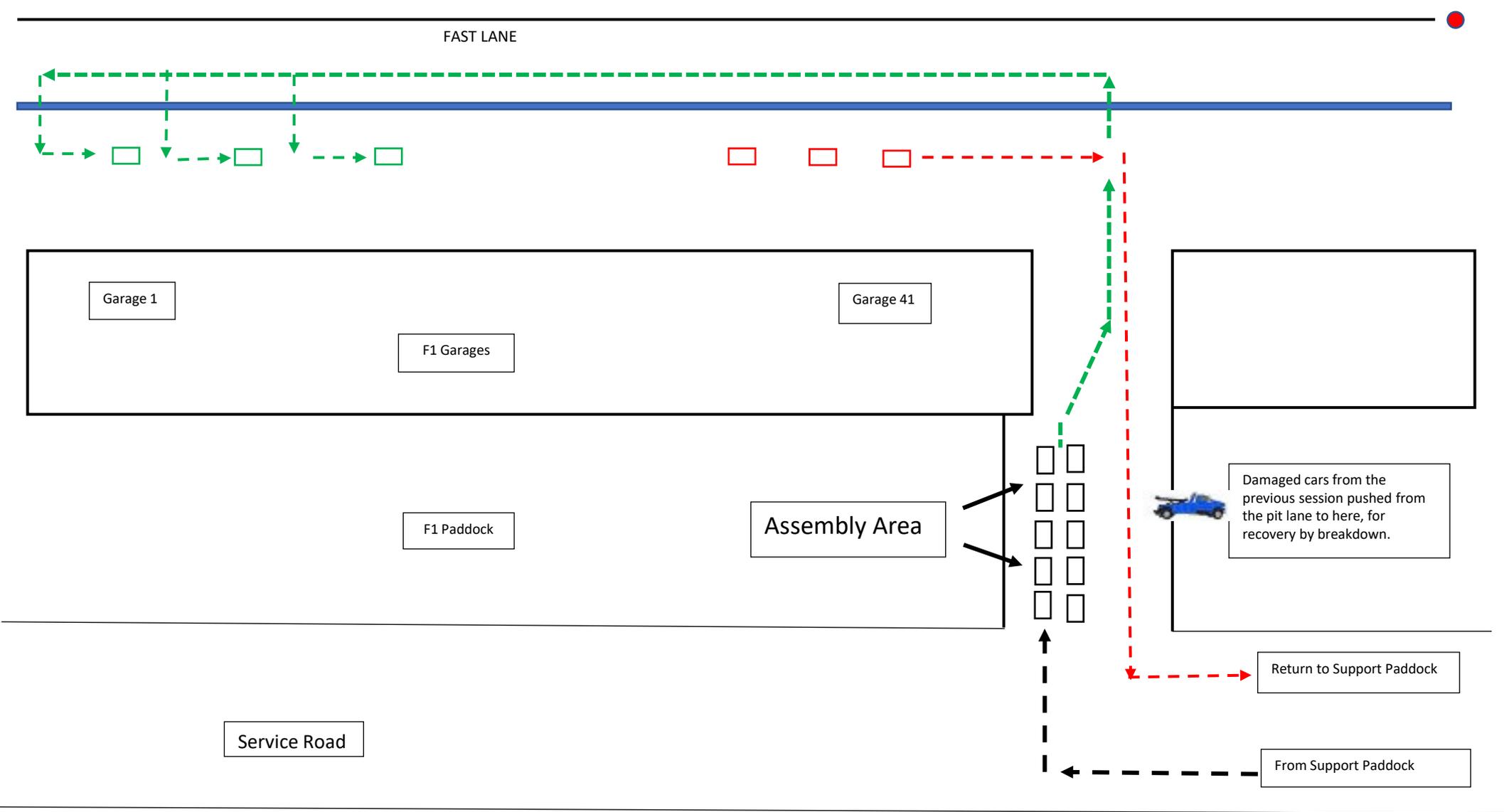
- 4.5 At the end of Race 1 after taking the chequered flag, cars should slow down, the first 3 cars should complete the lap to the F1 pit lane for the podium presentation, all other cars on track having taken the chequered flag should continue to turn 8 where they must leave the track into the support race pit lane and go directly to the F2 weighing and parc fermé area.

Any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the F2 weighing area in the support race pit lane. The three podium cars will be under parc fermé conditions and be returned to the support race pit lane by recovery truck.

5. Race 2 – Sunday (10.05 to 11.10) - Pit Lane opens at 09.50

- 5.1 **09.05** hours team personnel and equipment should assemble at the paddock exit as shown on the attached plan.
- 5.2 **09.10** hours team personnel and equipment will be led by a vehicle via a designated route to the holding area.
- 5.3 **09.30** hours team personnel and equipment will be released from the holding area to the F1 Pit Lane.
- 5.4 **09.40** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.
- 5.5 At the end of Race 2 after taking the chequered flag, cars should slow down, the first 3 cars should complete the lap to the F1 pit lane for the podium presentation, all other cars on track having taken the chequered flag should continue to turn 8 where they must leave the track into the support race pit lane and go directly to the F2 weighing and parc fermé area. Any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the F2 weighing area in the support race pit lane. The three podium cars will be under parc fermé conditions and returned to the support race pit lane by recovery truck.

Ends



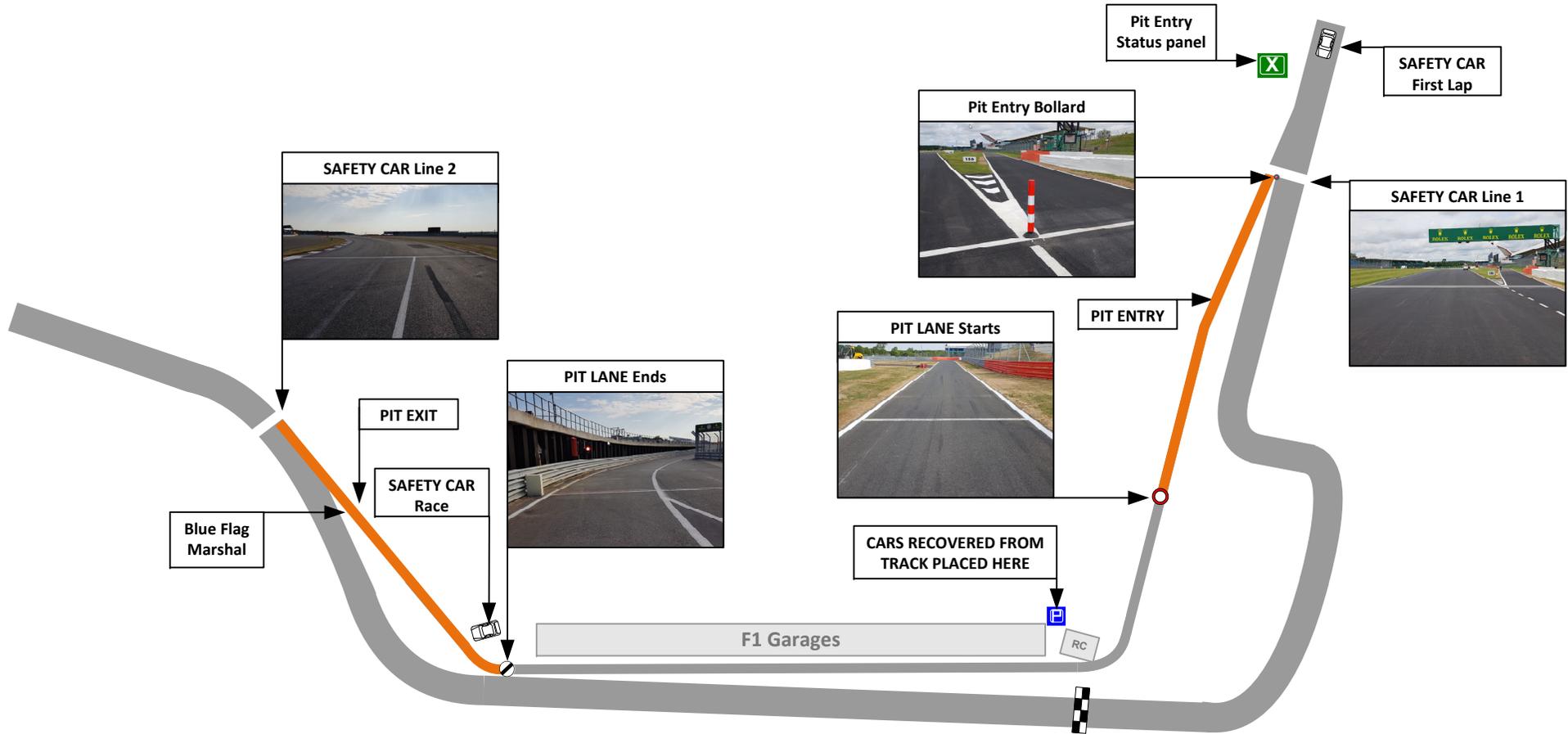
Teams and trolleys **IN** using the fast lane only, the order must be garage 1 first garage 41 last.



Previous session **OUT**, single file using the inner lane only, the order must be garage 41 first.



Scooter Parking



41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	09	08	07	06	05	04	03	02	01
FOM VIP	Hot Laps	Aston Martin	Aston Martin	Aston Martin	Williams	Williams	Williams	Alpine	Alpine	Alpine	McLaren	McLaren	McLaren	Ferrari	Ferrari	Ferrari	Ferrari	Red Bull	Red Bull	Red Bull	Red Bull	Mercedes	Mercedes	Mercedes	Mercedes	AlphaTauri	AlphaTauri	AlphaTauri	Haas	Haas	Haas	Alfa Romeo	Alfa Romeo	Alfa Romeo	FIA	FIA	FIA	FIA	FOM	FOM
Charouz		Trident		DAMS			Campos		MP		ART		Hitech			Carlin		Virtuosi			Prema		VAR		Designated Garage Areas															
FAST LANE															FAST LANE																									
Team Personnel (Race Start ONLY)															Pole Position					Control Line																				

SILVERSTONE EVENT

30TH JUNE TO 03RD JULY 2022

TYRE SCHEDULE

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

- The Formula 2 tyre parc fermé is situated next to the Pirelli Service Area
- 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 30th June

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

18:00 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 01st July

08:15 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 02nd July

14:15 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2 h after end of car Parc fermé

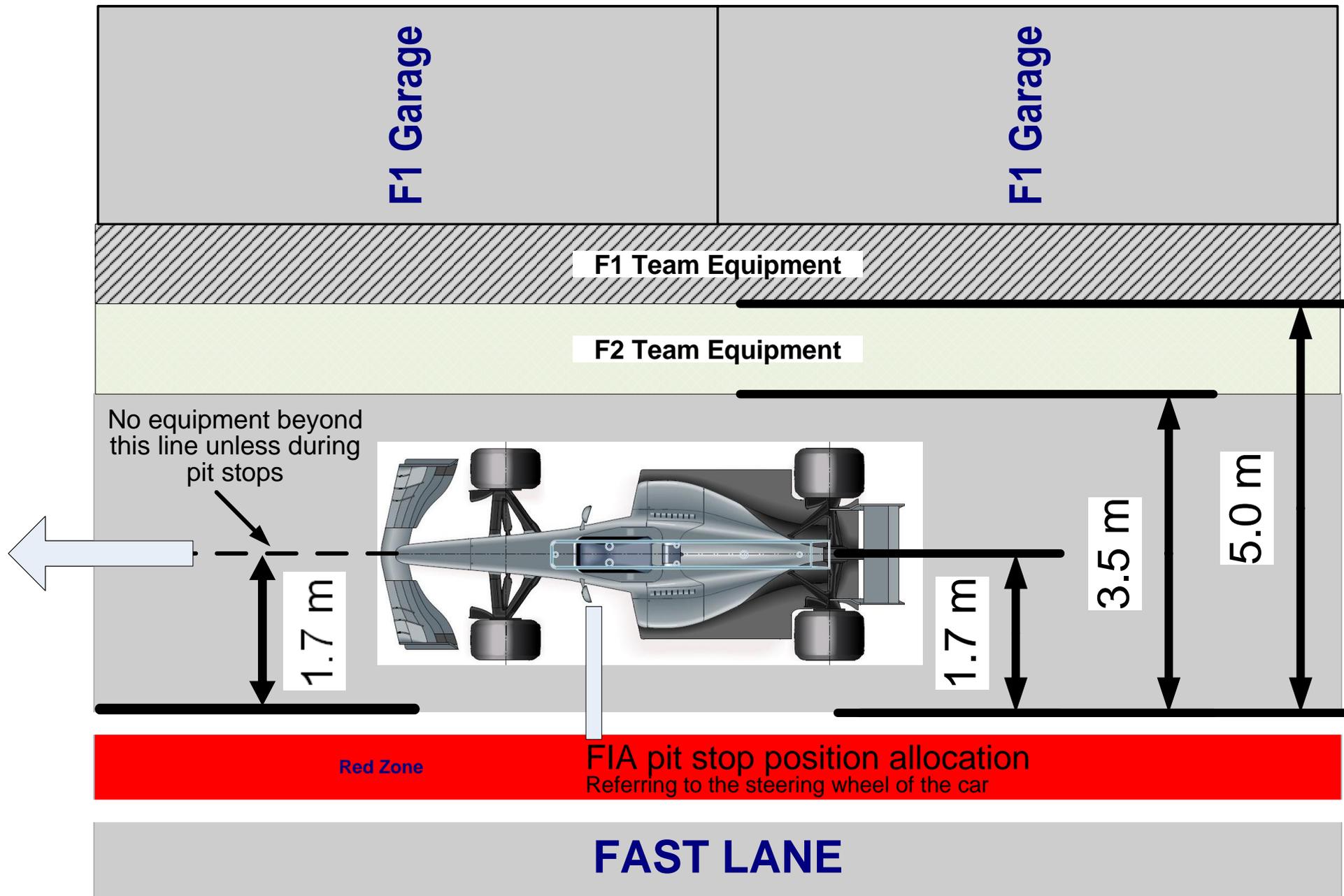
All dry NEW and all USED tyres must be deposited in the FIA Formula 2 tyre parc fermé

Sunday 03rd July

07:20 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



SILVERSTONE EVENT

1 TO 3 JULY 2022

Race Directors Communication

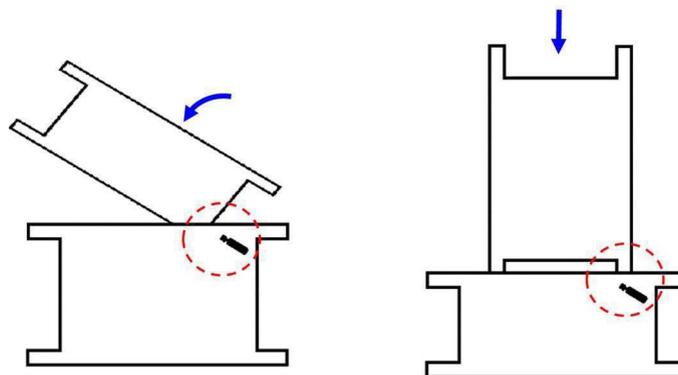
Following various discussions regarding the Pit Stop Regulations for the 2022 FIA Formula 2 Championship, we hereby provide the clarification below:

Stacking of tyres on top of each other in the pitlane

Tyres may be stacked flat on top of each other in the pitlane. Skateboards or similar devices are not considered to be tyre trolleys and are therefore forbidden.



To avoid damage to the valves, it is forbidden to stack tyres as shown below:





SILVERSTONE EVENT

1 TO 3 JULY 2022

During each Pit Stop in Sprint Race and Feature Race, the following restrictions will apply:

1. Tyre handling during consecutive pit stops in short time for two cars

It is permitted to have both sets of tyres prepared in close proximity to the pit stop position. To cater for limited space in the pitlane, two tyres may be stacked flat on top of each other, only before the first pit stop.

2. Stands for tyres during Pit Stop

It is not permitted to use stands or similar devices for tyres during a Pit Stop. Tyres must lay flat on the ground at all times (unless a second tyre is stacked flat on top, as defined above).

3. Tyres coming off the car during Pit Stop

Tyres coming off the car during Pit Stops **must be placed flat on the ground**. Tyres rocking on their position are still considered in line with the above requirements provided they are always in a stable condition and do not change their position.

4. Lifting jacks handling during a Pit Stop

The lifting jacks need to be secured at all times during a Pit Stop. A lifting jack can be taken over from one mechanic to another during a Pit Stop if it remains secured at all times.

5. General safety

For safety reasons, mechanics running around the car or jumping over the car will be reported to the Stewards.

Rui Marques
Race Director
FIA Formula 2 Championship

Grand Prix of Great Britain 01-03/07/22 (22F2R07SLV)

Compound	FL	FR	RL	RR
Hard	F2H	F2H	R2H	R2H
Soft	F2S	F2S	R2S	R2S
Wet	16G	17G	18G	19G

Minimum Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	16.0	14.0
Wet	16.0	14.0

	FE Camber Limit		RE Camber Limit	
FP & Q	-4°		-1.75°	FP & Q
Race	-3.75°		-1.75°	Race

	Avg wear @15 Laps	Avg wear @15 Laps
Hard	33 %	33 %
Soft	37 %	43 %

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

- | | |
|---|---|
| <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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 all mounted Slick/Wet units are scheduled to be stripped at the end of this (R07SLV) event. All rims will be returned to teams for onwards transport, teams to transport rims to next race event. |
|---|---|