



2022 SPIELBERG EVENT

7 to 10 July 2022

From	The FIA Formula 2 Race Director	Document	2
To	All Teams, All Officials	Date	07 July 2022
		Time	13:32

Title 22 Spielberg Event Notes
Description 22 Spielberg Event Notes
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Gwen Bourcier

The FIA Formula 2 Race Director

SPIELBERG EVENT

07 JULY TO 10 JULY 2022

From	The FIA Formula 2 Race Director	Document	02
To	FIA Formula 2 Teams and Officials / The Stewards	Date	7 July 2022
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EVENT NOTES

General Instructions

- 1) **Pit lane map.**
 - 1.1. Safety Car lines.
 - 1.2. The location of the pit entry and the pit exit.
 - 1.3. Designated garage areas.
 - 1.4. Safety Car position for first lap and rest of race.
 - 1.5. Blue flag marshal at the pit exit.
 - 1.6. Track light panels displaying pit entry status.
- 2) **Pre / Post Session - Race Procedure from support paddock to F1 pit lane.**
 - 2.1. 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.
 - 2.2. A detailed description and further information of this procedure (pit lane order and timing) are described in the attached document – F2 Event Procedures.
- 3) **Tyre Schedule**
 - 3.1. Refer to attached document – F2 Tyre Schedule.
- 4) **Pirelli Event Preview**
 - 4.1. With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.
- 5) **Pit Stop Position**
 - 5.1. Refer to attached document – F2 Pit Stop Position
- 6) **Track Light Panels**
 - 6.1. 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.
- 7) **Lines or bollards at the Pit Entry and Pit Exit**
 - 7.1. 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.
- 8) **Track Limits**
 - 8.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.
- 9) **Start Lights**
 - 9.1. When the red start lights are illuminated all cars shall immediately reduce speed and proceed slowly back to the pit lane.
- 10) **Drivers leaving their pit stop position in the pit lane**

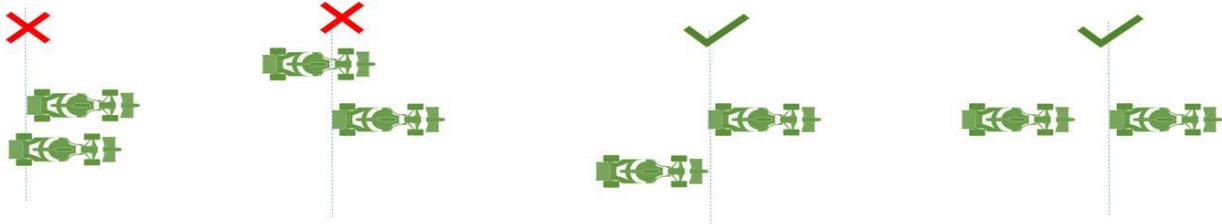
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- 10.1.** For safety reasons, during practice and qualifying drivers must not do burn outs from their pit stop position, for the avoidance of doubt this also applies when the pit exit is open for reconnaissance laps.
 - 10.2.** It is not permitted 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.
 - 10.3.** 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.
 - 10.4.** 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.
- 11) Observing yellow flags during free practice and qualifying**
- 11.1.** 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.
 - 11.2.** 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.
 - 11.3.** 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.
- 12) Lapping during the race**
- 12.1.** 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.
- 13) Mandatory Pit Stop**
- 13.1.** 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).
 - 13.2.** 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.
- 14) Safety Car Procedure**
- 14.1.** 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.(...)

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15) Finishing the race

15.1. For the purposes of finishing the Race, pursuant to Article 44.1 of the FIA Formula 2 Sporting Regulations, the “Line” referred to will be the Control Line on the track and not the Pit Lane.

16) Fuel pressure release in parc fermé

16.1. 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.

16.2. 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.

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

Event Specific Instructions

17) Changes to the circuit

17.1. A new chicane has been installed for MotoGP on the left and right of the circuit between T1 and T2 however no changes have been made to the configuration of the Formula 1 track itself.

18) Fire extinguishers around the circuit

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

19) Places to remove cars from the track

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

20) Places where drivers may leave the track

20.1. 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.

21) Track light panel displaying pit entry status

21.1. Light panels 14/15 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.

21.2. Light panels 14/15 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

22) DRS

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22.1. 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:

- a) DRS Activation 1: Panels 3, 4, 5, 6
- b) DRS Activation 2: Panels 7, 8, 9
- c) DRS Activation 3: Panels 16, 1, 2

23) Pit Lane

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

24) Pit Lane Barriers

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

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

25) Track Limits Turn 10

25.1. Each time a driver fails to negotiate with the exit of turn 10, will result in that lap time and the immediately following lap time being invalidated by the Stewards.

26) Practice Starts

26.1. 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. ALL cars on the track when the chequered flag is shown must complete the lap to either the F1 Pit lane or the F1 grid. Drivers on the F1 grid can carry out a practice start, following the practice start, cars should continue to turn 8 where they must leave the track to go into the support paddock. Any cars in the F1 pitlane will be directed onto the circuit to return to the support paddock after the last car has left the F1 grid.

26.2. 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.

26.3. 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.

26.4. 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 paddock.

27) Car number light panels for the start

27.1. On the right-hand side of the grid.

28) Removing cars from the grid

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

29) Suspending a race

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



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Paddock Departure and Return – Trolley and Race Cars

Team trolleys will reach the pit lane via the slope by the F2/F3 Hospitality units, turning left along the roadway behind the F1 paddock and continuing to the far end which leads to the pit lane access point.

Please leave the paddock in Opposite - F1 pit lane order:

- | | |
|----------------------|---------------------------|
| 1. DAMS | 7. VIRTUOSI |
| 2. CAMPOS RACING | 8. PREMA RACING |
| 3. MP MOTORSPORT | 9. VAR |
| 4. ART GRAND PRIX | 10. CHAROUZ RACING SYSTEM |
| 5. HITECH GRAND PRIX | 11. TRIDENT |
| 6. CARLIN | |

A one-way system will operate for end of sessions, trolleys will exit by the far end of the pit lane and return back up the same paddock slope as on departure.

The top of this slope is quite steep, for both directions, so teams should take extra care and give enough space to each other to avoid problems. Unfortunately, there is no satisfactory alternative route that can be used for the trolley movement.

Team personnel responsible for starting cars in the paddock assembly area prior to the cars leaving the paddock to go on track to the pit lane for the start of sessions are permitted to use Scooters to travel to and from the F1 Pit Lane, for the avoidance of doubt Scooters are only permitted to be used in the Paddock for this purpose, any Scooters used for the journey to the F1 Pit Lane must be parked on the paddock side of gate 6.

For safety reasons, Scooters used for the procedure above must be used in a safe manner that does not compromise the safety of others, it is also compulsory to wear a helmet when riding the scooters.

In addition, the circuit is supplying a dedicated van to take personnel and starting devices from the paddock assembly area to the pit entry.

Race cars will reach the pit lane under power. They will be pushed to the far end of the support paddock nearest the F1 car park where they will line up in front of the slope leading to the track access gate (Gate 26 – facing Marshal Post 21). Marshals will be there to organise movements. Once trolleys are installed in the pit lane, cars will be released onto the track.

At the end of the **practice 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 they must leave the track into the support paddock. Any driver not taking part into the practice starts should first rejoin the pit lane. Once practice starts will be over, these cars will be released at pit exit to rejoin the support paddock at T8.

At the end of the **qualifying session** after taking the chequered flag, cars will slow down and continue to turn 8 where they must leave the track into the support paddock 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 paddock parc fermé.

At the end of both races 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 paddock 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 paddock. The three podium cars will be under parc fermé conditions and be returned to the support race paddock by recovery truck.

Pit Lane procedures 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.	10:20
Trolleys leave the paddock to holding area.	10:30
Trolleys released to F1 Pit Lane.	10:45
Race cars released to F1 Pit Lane.	10:55

Friday Qualifying (15:55 - 16:25)

Trolleys loaded and ready to depart.	15:10
Trolleys leave the paddock to holding area.	15:20
Trolleys released to F1 Pit Lane.	15:35
Race cars released to F1 Pit Lane.	15:45

Saturday Sprint Race (Pit Lane Open 17:40)

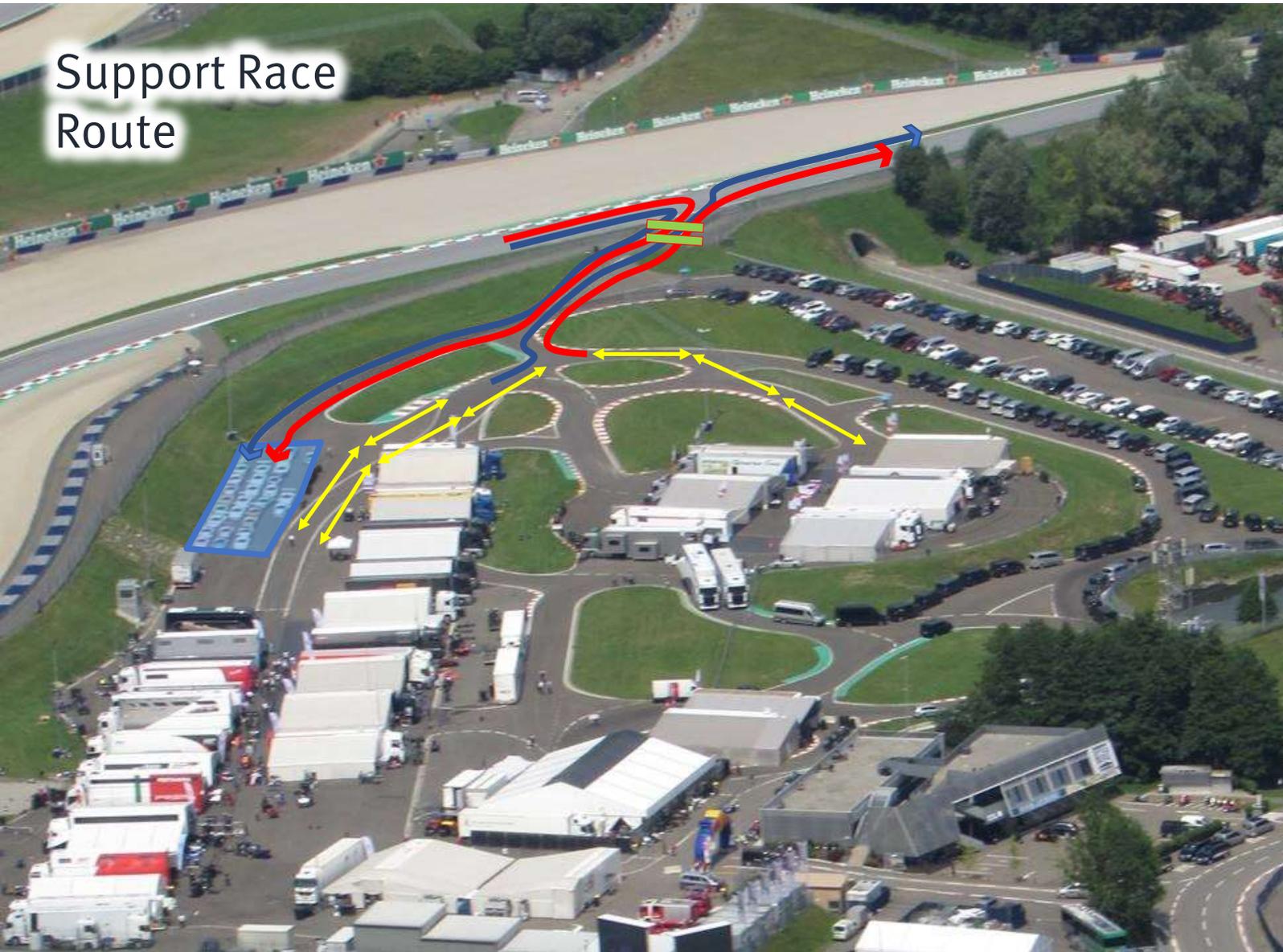
Trolleys loaded and ready to depart.	16:55
Trolleys leave the paddock to holding area.	17:05
Trolleys released to F1 Pit Lane.	17:20
Race cars released to F1 Pit Lane.	17:30

Sunday Feature Race (Pit Lane Open 09:50)

Trolleys loaded and ready to depart.	09:05
Trolleys leave the paddock to holding area.	9:15
Trolleys released to F1 Pit Lane.	9:30
Race cars released to F1 Pit Lane.	9:40

Gwen Bourcier
Race Director
FIA F2 Championship

Support Race Route



-  Route F2 / F3
-  Route Porsche Cup
-  Arrangement of 10 cars (about 50 for F2 / F3 and about 30 for Porsche)
-  Parc Ferme
-  Gate #26

Trolley Route



N Trolley route Entry

N Trolley route Exit

|| Gate #6

|| Gate #26

|| Gate #7

Trolley Route



 Trolley route Entry

 Trolley route Exit

 Gate #6

 Gate #26

 Gate #7

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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 07th July

15:30 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

18:30 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 08th July

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 09th July

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 10th 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

Grand Prix of Austria 08-10/07/22 (22F2R08SPI)

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	13.0	12.0
Wet	13.0	12.0

	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 %

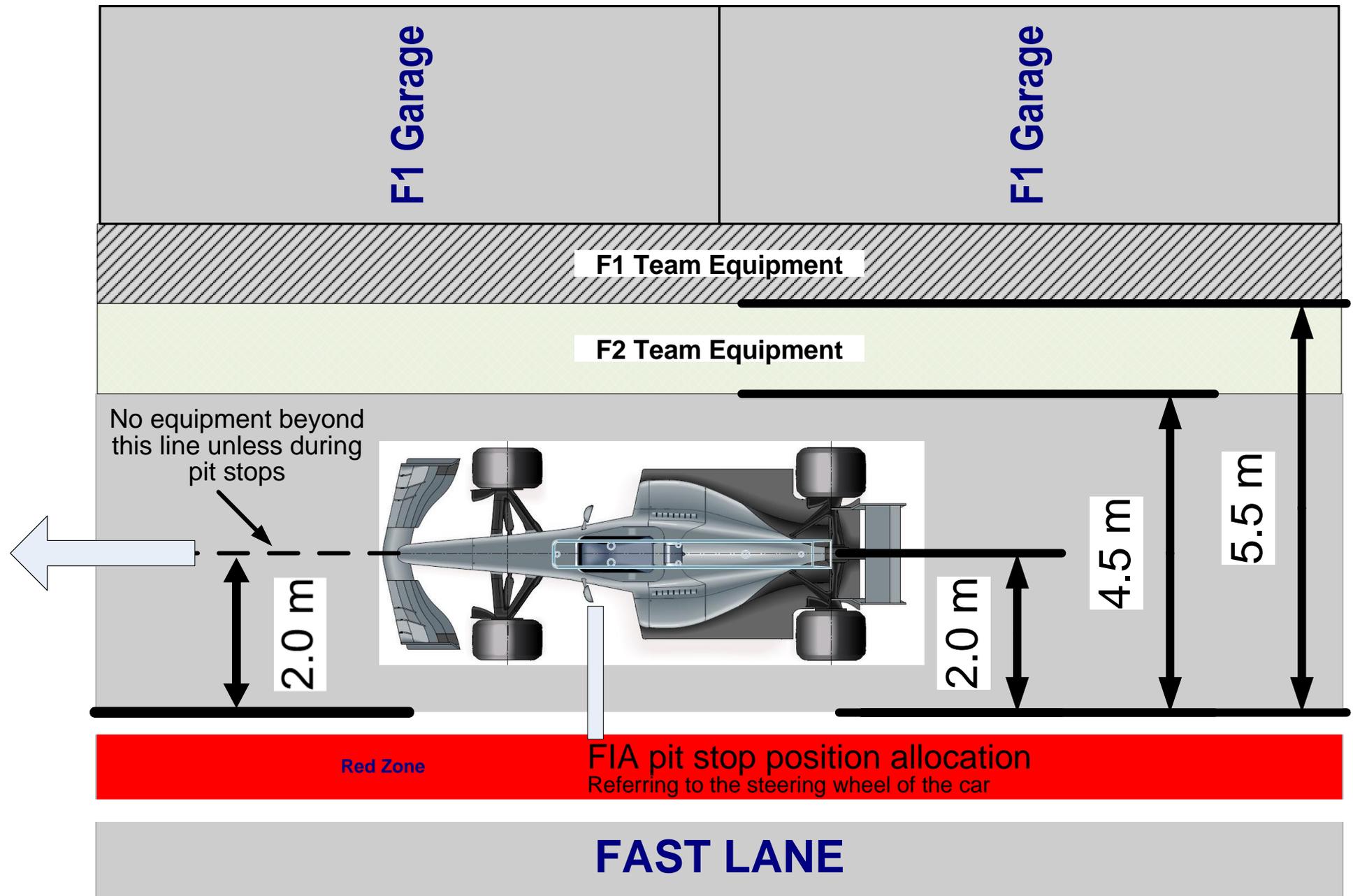
GENERAL NOTES

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 Austria (R08SPI) to the next race event. Pirelli to transport mounted Wet units.



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Race Directors Communication

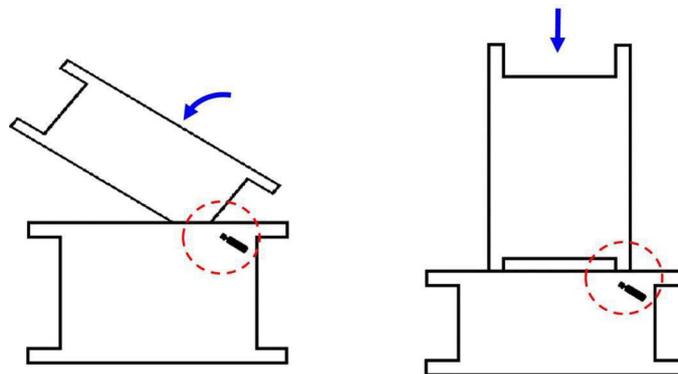
Following various discussions regarding the Pit Stop Regulations for the 2022 FIA Formula 2 Championship, we hereby provide the clarification below:

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:



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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.

Gwen Bourcier
Race Director
FIA Formula 2 Championship