



2025 IMOLA EVENT

15 - 18 May 2025

From	The FIA Formula 3 Race Director	Document	7
To	All Teams, All Officials	Date	16 May 2025
		Time	08:10

Title F3 Imola Event Notes 2025 v2
Description Various updates to Event Notes
Enclosed F3 Imola Event Notes 2025 v2.pdf

Simon Gnana-Pragasam

The FIA Formula 3 Race Director

From: The FIA Formula 3 Race Director	Document: 07
To: FIA Formula 3 Teams and Officials The Stewards	Date: 16 May 2025
	Time: 07: 50

Race Director's Event Notes - General Instructions and Information v2 – changes in light blue

1. **Pit Lane map attached**
 - 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.
 - 1.7. Pit Stop Position.

2. **Pirelli Event Preview**
 - 2.1. With reference to Article 10.4 (e) of the Technical Regulations see the attached document provided by the official tyre supplier.

3. **Pre & Post Session / Race Procedure from support paddock to F1 Pit Lane**
 - 3.1. 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.
 - 3.2. A detailed description and further information of this procedure (Pit Lane order and timing) are described in the attached document – F3 Pit Procedures

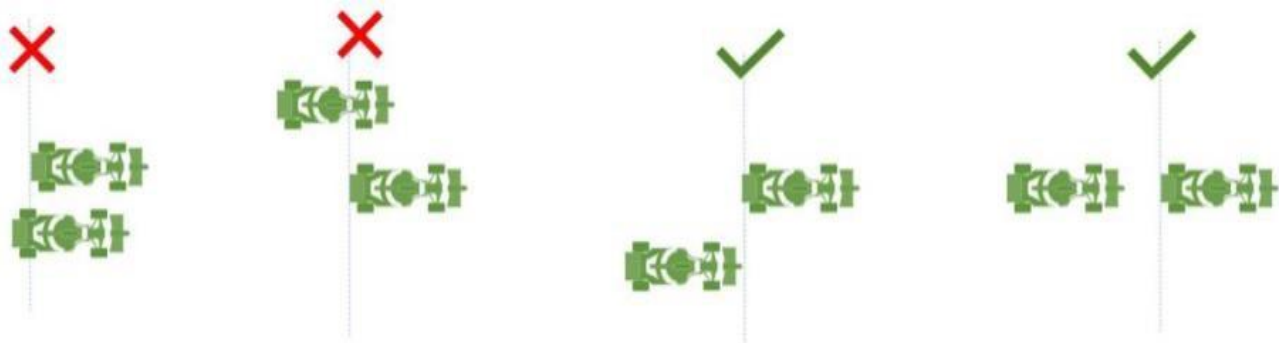
4. **Tyre Parc Fermé**
 - 4.1. Refer to attached document – F3 Tyre Parc Fermé [attached](#)

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.
 - 5.2. In case of an incident, the yellow and double yellow light panels will be mirrored on the following panels:
 - Panel 9 mirrors Panel 10

6. **Pit Lane Safety (see F3 Sporting Regulations Article 28.14)**
 - 6.1. For safety reasons, during practice and qualifying drivers must not do burnouts from their pit stop position, for the avoidance of doubt this also applies when the Pit Exit is open for reconnaissance laps.
 - 6.2. It is not permitted to do burnouts or clutch bite points checks in the paddock, support Pit Lane, garage areas and in the Pit Lane at any time during the Competition.
 - 6.3. For safety reasons, 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.
 - 6.4. For safety reasons and sporting equity, drivers must not drive through another team's pit bay at any time.
 - 6.5. At no time may wheel nuts be left on the ground in the Pit Lane.

7. **Fuel pressure release in Parc Fermé (see F3 Sporting Regulations Article 45).**
 - 7.1. For safety reasons, Competitors are authorised to appoint one team member to release the pressure inside the fuel cell when the cars return after each session. In addition, they are authorized to attach fans to the car in the Parc Fermé.
 - 7.2. When the cars are in the Parc Fermé, this team member must request authorisation to the FIA Technical Delegate on site and they are only authorized to perform the action specified above.

- 7.3. Competitors are authorised to appoint one operational staff member to download data in Parc Fermé. When the cars are in the Parc Fermé, this operational staff member must request authorisation to the FIA Technical Delegate on site and they are only authorized to perform the action specified above.
8. **Observing yellow flags during free practice and qualifying**
- 8.1. Single waved: Drivers 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.
- 8.2. 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 the driver has not attempted to set a meaningful lap time. Furthermore, during free practice and qualifying any driver in a double yellow sector will have that lap time cancelled.
- 8.3. Double Waved during VSC or SC: Any driver passing through a double waved yellow marshalling sector, in addition to the requirement in 8.2 above, must remain positive of the delta time in the sector concerned.
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.
- 9.2. 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.
- 9.3. 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.
10. **Safety Car Procedure / End of VSC period** (see F3 Sporting Regulations Articles 40 & 41)
- 10.1. 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.
- 10.2. At the end of each VSC procedure, Drivers must follow their delta time until the “VSC” on the FIA Light panels have changed to green.
- 10.3. The positioning of the cars in both procedures (Safety Car and VSC) must comply with the below drawing:



- 10.4. To reduce the risk of an incident at the restart, weaving is not permitted from the 100m board before Turn 18, until the control line:



11. **Teams' Guests**

- 11.1. Teams are reminded that guests are included in the category of participants as defined in Article 20 of the International Sporting Code. At the same time, Article 9.15 from the International Sporting Code states that the competitor is responsible for all acts or omissions on the part of any person to whom the competitor has allowed access to the reserved area. The Pit Lane and the grid are reserved areas.

Event-specific Instructions

12. **Changes to the circuit**

- Turn 4 apex: realign white line and blue line at the back, 1.5m from the kerb. *
- Turn 4 exit: realign white line and blue line at the back, 1.5m from the gravel.
- Turn 6 apex: realign white line and blue line at the back, 1.5m from the gravel. *
- Turn 6 exit: realign white line and blue line at the back, 1.5m from the gravel.
- Turn 7 exit: realign white line and blue line at the back, 1.5m from the grass.
- Turn 9 exit: realign white line and blue line at the back, 1.5m from the gravel.
- Turn 11 exit: realign white line and blue line at the back, 1.5m from the back of the kerb.
- Turn 12 apex: realign white line and blue line at the back, 1.5m from the back of the kerb. *
- Turn 12 exit/Turn 13 apex: realign white line and blue line at the back, 1.5m from the gravel.
- Turn 14 apex: realign white line and the bollard behind the kerb *^
- Turn 15 exit: realign white line and blue line at the back, 1.5m from the gravel.
- Turn 17 exit: realign white line and blue line at the back, 1.5m from the gravel.
- Turn 18 exit: realign white line and blue line at the back, 1.5m from the gravel.
- Turn 19 apex: realign white line to 1.5 meters from the wall.
- *Apex kerbs at Turns 4, 6, 12 and 14: white paint reinstated on kerb area
- ^Bollard location will be monitored. Standard track limit rules/penalties apply, as defined by the white line at the track edge.

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 four meters from the garages.

15. **DRS**

- 15.1. During all sessions DRS Detection will be automatically disabled in each individual zone if any of the light

panels in that zone are displaying yellow. The zones and corresponding light panels are as follows:

- DRS Activation 1: Panels 19, 1, 2, 3, 4

16. Practice starts

16.1. During Free Practice and Qualifying, practice starts may only be carried out from the marked boxes on the right-hand side, near the end of speed limit sign (for the avoidance of doubt, this does NOT include any time the Pit Exit is open for the races). Drivers must leave adequate room on their left for another driver to pass.



Pit lane practice start boxes

16.2. Before the races, practice starts may only be carried out from the marked box on the right-hand side **at the far end of pit exit** (for the avoidance of doubt, practice starts are NOT permitted here at any other time). Drivers must leave adequate room on their left for another driver to pass.



Pit exit practice start box

- 16.3. 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).
- 16.4. For reasons of safety and sporting equity, at any time the Pit Exit is open, and practice starts are permitted to be carried out, any driver 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.

17. Lines at the Pit Entry and Pit Exit.

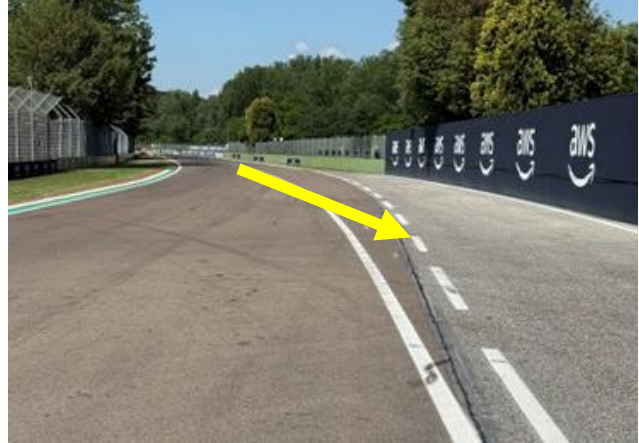
17.1. In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures

at Pit Entry and Pit Exit (white lines).

17.2. The dotted white lines across Pit Entry and Pit Exit mark the track edge line.



Pit Entry



Pit Exit

17.3. In accordance with Chapter 4, Article 4 of Appendix L to the ISC any driver passing to the right hand side of the bollard at pit entry will be considered as entering the pit lane.



17.4. For safety reasons, overtaking is not allowed at the pit entry road after crossing Safety Car Line 1, unless in exceptional circumstances e.g. a slow car with an obvious mechanical problem.

18. **Track Limits**

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

18.2. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate the track limits will result in that lap time being invalidated by the Stewards.

18.3. The fourth and following offences will be reported to the stewards, regardless of having displayed the warning flag to the driver beforehand.

19. **Practice and Qualifying etiquette**

In accordance with Arts. 27.4 and 31.6 of the F3 Sporting Regulations, drivers not on a fast lap must make all efforts to keep off the racing line. At no point during Practice/Qualifying should drivers remain side by side. When drivers are on the racing line they must ensure that they are travelling at a speed sufficient to not unnecessarily impede any driver on/starting a fast lap.

Additionally, any driver moving slowly on the racing line may be considered to be potentially dangerous to any car that is either approaching quickly or in line behind them.

For clarity, from the 100m board before Turn 18, until the control line cars on the racing line must be at full pace:



20. **Fire extinguishers around the circuit**

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

21. **Places to remove cars from the track**

21.1. Indicated by fluorescent orange panels/paintings on the barriers.

22. **Removing cars from the grid**

22.1. Through the gates in the pit wall adjacent to grid position 14 and slightly ahead of grid position 1.

23. **Car number light panels for the start**

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

24. **Suspending a Race**

24.1. In case of race suspension, cars will be stopped in the fast lane of the F1 Pit Lane, in front of the pit exit lights.

25. **End of Session Procedures**

25.1. At the end of the **practice and qualifying** sessions, after taking the chequered flag, all cars must reduce speed and enter the pit lane, where they will leave via the gate on the right-hand side before the building, to enter the support paddock.

25.2. At the end of both **races** after taking the chequered flag, the three podium cars should stay in front of the field, return to the pit lane and stop below the podium (remaining under Parc Fermé conditions). All other cars must reduce speed and enter the pit lane, where they will leave via the gate on the right-hand side before the building, to enter the support paddock.

26. **VSC Test**

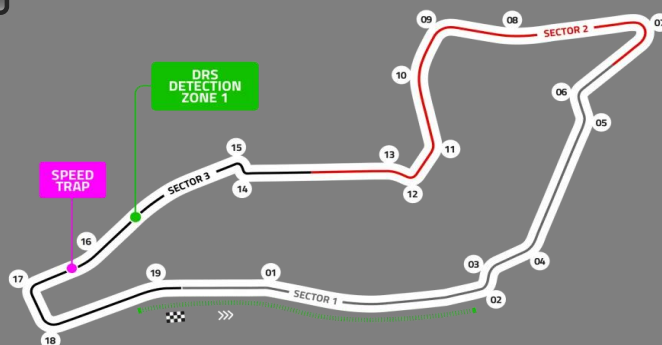
26.1. A VSC test will take place at the beginning of the practice session. All cars must leave the Pit Lane immediately after the Pit Exit is open, to take part in the VSC test.



Simon Gnana-Pragasam
Race Director
FIA Formula 3 Championship

Grand Prix Emilia-Romagna - 16/05/25 - (25F3R03IMO)

Circuit Layout



Please note, track map is from the official Formula website and for display purposes only.

Compounds Selection

Compound	FL	FR	RL	RR
Medium	SS4	SS4	SS5	SS5
Hard	SS2	SS2	SS3	SS3
Wet	TK0	TK1	ST2	ST3

Sets	Carry Over
3	Hard (New)
1	
2	

Prescriptions and Wear Life

Minimum pressures (psi)

	Rear (psi)	Front (psi)	
Slicks	14.0	14.0	Slicks
Wets	13.0	14.0	Wets

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -3°

Race -3°

Front Camber Limits

-4.75° **FP & Q**

-4.25° **Race**



Wear (from 24R03IMO Race)

Medium	43 %	47 %	Medium
	Rear avg @ 15 Laps	Front avg @ 15 Laps	

Tyre Notes

- Not permitted to switch tyres from their allocated position.
- Do not subject tyres to large deformation or impact.
- Revised prescriptions could be issued at any time during the weekend in accordance with the FIA F3 Sporting Regulations.
- Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area.
- For regulation purposes the Hard compound is considered carry over.
- Teams are kindly asked present **Wet** rims to the Pirelli Service Area, for initial fitting on 14/05.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area, for initial fitting on 15/05.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are reminded a balancer will be made available until the last tyre is stripped on the final day, to check rims for damage.

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
- **One set of Medium compound tyres will be carried to the next event, please leave weights on and valve cores in.**

F3 Paddock Departure and Return – Trolleys and Cars

PLEASE READ CAREFULLY - THIS PROCEDURE HAS BEEN REVISED FROM PREVIOUS IMOLA EVENTS

Departure from Support Race Pit Lane

Teams have been allocated positions in the F1 Pit Lane in the order below (starting from Pit Entry):

1. Rodin Motorsport	6. ART Grand Prix
2. AIX Racing	7. Campos Racing
3. DAMS Lucas Oil	8. Hitech TGR
4. Prema Racing	9. MP Motorsport
5. Trident	10. Van Amersfoort Racing

NOTE: Trolleys and race cars should leave the support paddock in REVERSE team order (VAR first, Rodin last) to avoid having to turn around in the Pit Lane.

Trolleys will leave the support paddock by the gate at the end of the paddock (near the F2/F3 hospitality) and line up on the service road. When released by marshals, the teams and trolleys will proceed into the F1 Pit Lane.

Race cars will line up on the lower level (on the roadway in front of the F2 awnings) and leave the support paddock by the gate closest to the Pit Lane, under power to the F1 Pit Lane.

Return to Support Paddock

Teams/trolleys will leave the F1 Pit Lane via the same gate used to enter, turning left after the last building. They will continue down the service road and enter the support paddock by the gate they used previously (near the F2/F3 hospitality). Teams should leave the Pit Lane in the above order (Rodin first and VAR last).

At the end of the **practice and qualifying** sessions, after taking the chequered flag, all cars must reduce speed and enter the pit lane, where they will leave via the gate on the right-hand side before the building, to enter the support paddock (using the same gate used to exit the paddock earlier) and Parc Fermé.

At the end of both **races** after taking the chequered flag, the three podium cars should stay in front of the field, return to the pit lane and stop below the podium (remaining under Parc Fermé conditions). Mechanics must be ready to push the podium cars back immediately via the way they entered the F1 Pit Lane. All other cars must reduce speed and enter the pit lane, where they will leave via the gate on the right-hand side before the building, to enter the support paddock (using the same gate used to exit the paddock earlier) and Parc Fermé.

All cars in the F1 Pit Lane at the end of a session will be released onto the track, then exit at the pit entry road and leave to the paddock as described above.

Continued...

START OF SESSION



END OF SESSION



Pit Lane Procedure Times

Local marshals will be in control of trolley and race car movements so please follow their instructions. The timings below are **approximate and for guidance only**:

Friday – Practice (09:55 – 10:40)

Trolleys loaded and ready to depart	09:15
Trolleys released to F1 pits	approx. 09:30
Race cars released to F1 pits	approx. 09:35

Friday – Qualifying (15:05 – 15:35)

Trolleys loaded and ready to depart	14:25
Trolleys released to F1 pits	approx. 14:40
Race cars released to F1 pits	approx. 14:45

Saturday – Sprint Race (Pit Lane open 09:50)

Trolleys loaded and ready to depart	09:10
Trolleys released to F1 pits	approx. 09:25
Race cars released to F1 pits	approx. 09:30

Sunday – Feature Race (Pit Lane open 08:15)

Trolleys loaded and ready to depart	07:35
Trolleys released to F1 pits	approx. 07:50
Race cars released to F1 pits	approx. 07:55

Simon Gnana-Pragasam
Race Director
FIA Formula 3 Championship

IMOLA EVENT

15TH – 18TH MAY 2025

TYRE SCHEDULE

(ART. 24.6. 2025 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated at 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 F3 weigh platform area

Thursday 15th May

13:30 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

18:00 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 16th May

07:55 All teams' tyres will be released from the FIA Formula 3 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 3 tyre parc fermé

Saturday 17th May

07:50 All teams' tyres will be released from the FIA Formula 3 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 3 tyre parc fermé

Sunday 18th May

06:15 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All tyres must be returned to the Pirelli service area

FIA Technical Delegate

Jana Muehlner

Issue: 1

15.05.2025