



2022 ZANDVOORT EVENT

1 to 4 September 2022

From	The FIA Formula 2 Race Director	Document	8
To	All Teams, All Officials	Date	02 September 2022
		Time	08:26

Title Event Notes V2
Description Event Notes V2
Enclosed Event Notes V2 completed.pdf

Rui Marques

The FIA Formula 2 Race Director

ZANDVOORT EVENT

2 TO 4 SEPTEMBER 2022

From	The FIA Formula 2 Race Director	Document	8
To	FIA Formula 2 Teams and Officials / The Stewards	Date	2 September 2022
		Time	08.15

Event Notes V2

[\(changes in blue\)](#)

General Instructions.

1. Matters arising from the Spa Francorchamps 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. 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, drivers must not drive side by side with another car.

7.4. 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.

8. Fuel pressure release in parc fermé.

8.1. 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.

8.2. 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.

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

9. Observing yellow flags during free practice and qualifying.

9.1. 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.

9.2. 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.

9.3. 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.

10. Lapping during the race.

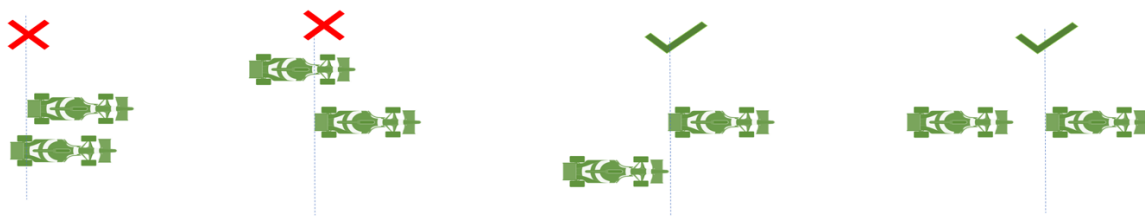
10.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.

10.2. 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.

10.3. 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.

11. Safety Car Procedure

11.1. 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.(...)



12. Teams Guests

12.1. 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

13. Track light panel displaying pit entry status.

- 13.1. Light panels 18 and 19 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.
- 13.2. Light panels 18 and 19 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

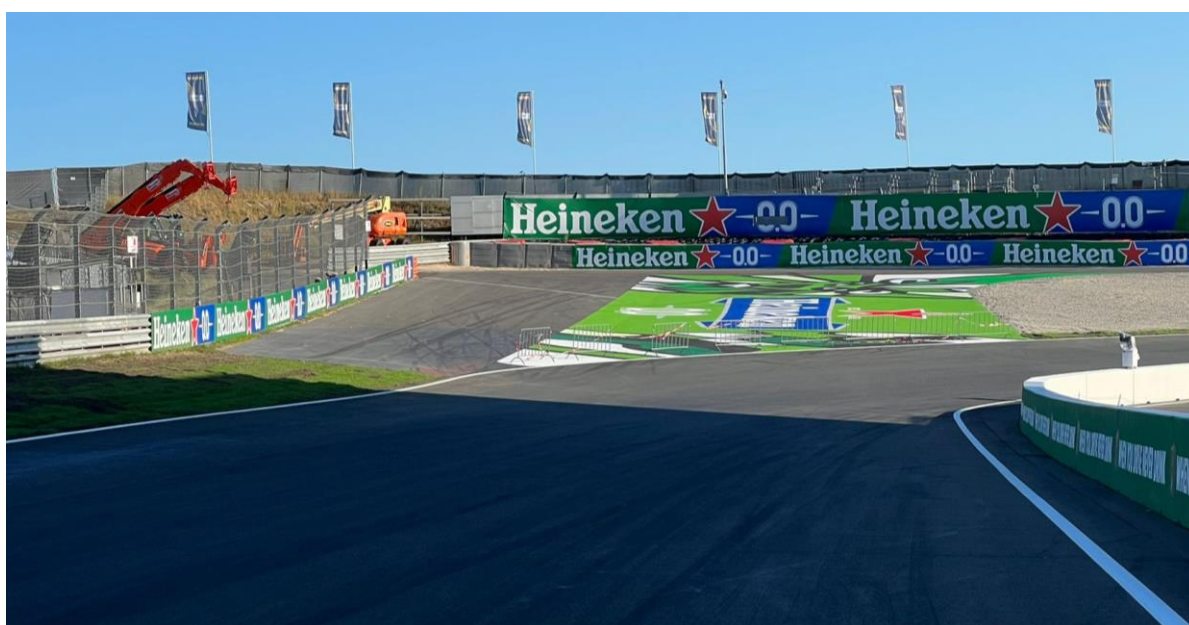
14. Changes to the circuit.

- 14.1. No changes from 2021 F3 event.

15. Escape roads at turns 1, 8 & 11

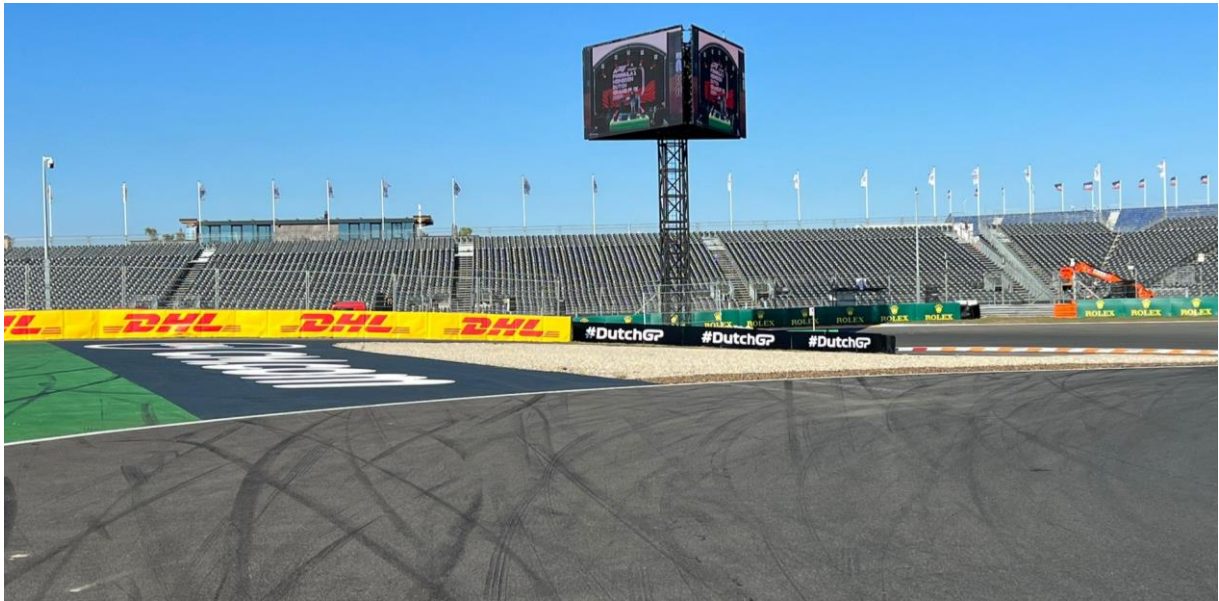
- 15.1. If a driver overshoots the corner at the above-mentioned turns, there is a small road along the front of the tyre barrier which leads back onto the track, please ensure you use this when necessary and then re-join the track in a safe manner without gaining a lasting advantage.

Turn 1



Turn 8





16. Pit Lane

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

17. Pit lane Barriers.

17.1. F1 Teams have been instructed to ensure their barriers are no more than three meters from the garages.

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

18. Mandatory Pit Stop

18.1. The mandatory pit stop may not be carried out until the driver has completed lap 6 on track.

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

18.3. 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.

19. DRS

19.1. **DRS Activation 2 for F2 starts after T14 (which will be different to F1).** Additional DRS board [with F2 and F3 branding](#) will be in place



19.2. 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:

19.2.1. DRS Activation 1: Panels 13, 14 & 15

19.2.2. DRS Activation 2: Panels 19, 1 & 2

20. Practice starts.

20.1. 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 having crossed the finish line at the end of the practice session 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, and then continue to turn 14 where they must leave the track to go into the support paddock.

20.2. 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.

20.3. 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 for all cars.

20.4. Any cars in the pit lane after the practice session has finished will not be released from pit exit until cars on track have carried out their practice starts. Car released from the pit exit must continue to turn 14 and leave the track to go into the support paddock.

21. Lines or bollards at the Pit Entry and Pit Exit.

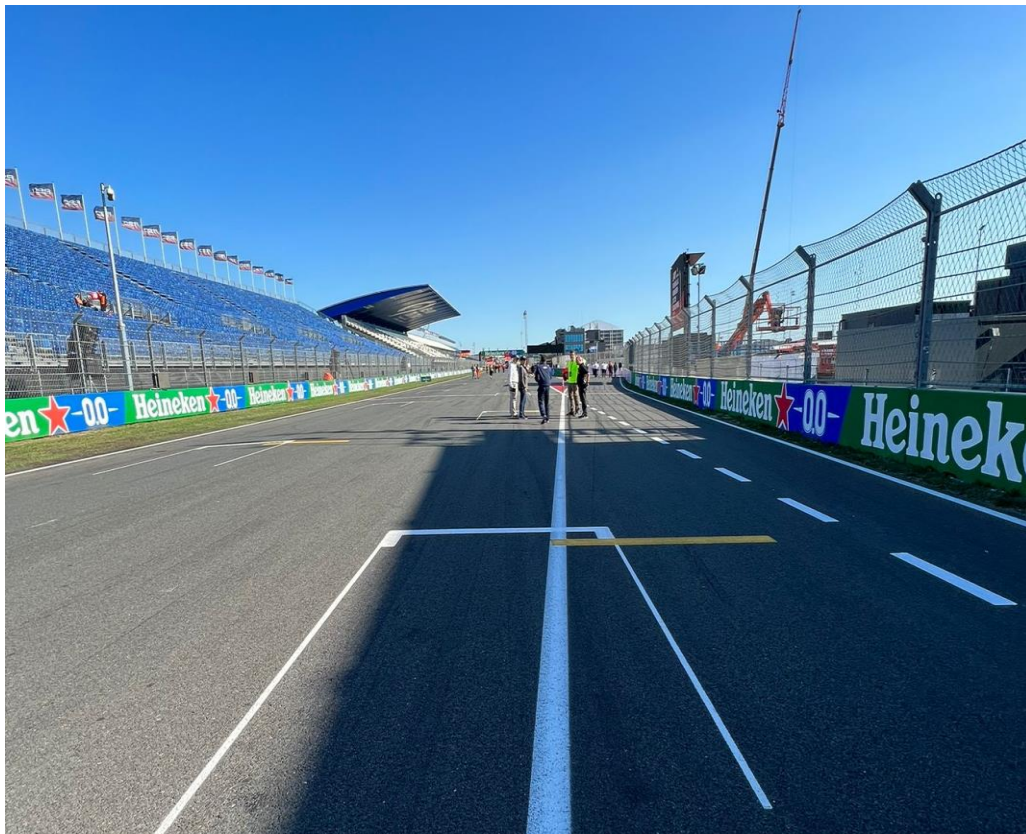
21.1. In accordance with Chapter 4, Article 4 and 5 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.

21.2. The dotted lines at pit exit and pit entry are the track edge.

Pit Exit



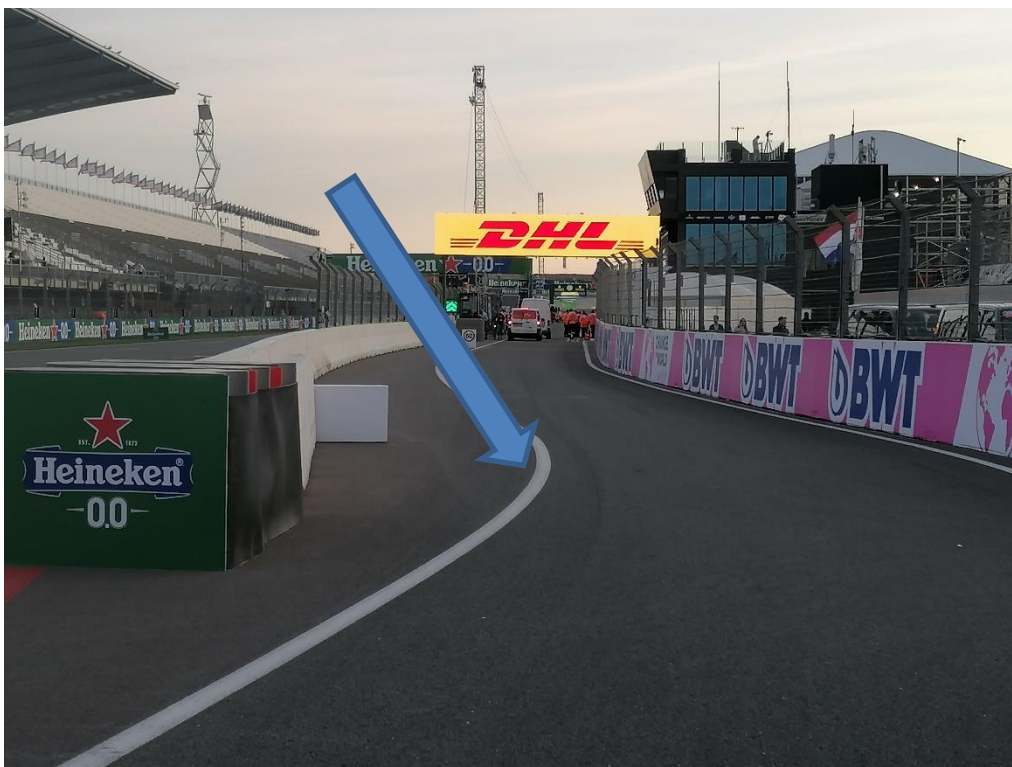
Pit Entry



21.3 Drivers must keep to the right of the bollard at the pit entry when they are entering the pits.



21.4 Once in pit lane, after the “Heineken” branding on the left hand side it is permitted to cross this white line with the left wheels



22. Track Limits.

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

23. Fire extinguishers around the circuit.

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

24. Places to remove cars from the track.

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

24.2. Overhead Cranes will be used to recover cars at Turn 3, Turn 7 and Turn 13, drivers are reminded that they must evacuate the car as soon as possible when their car is being removed from the track by a crane or JCB

24.3. 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

25. Removing cars from the grid.

25.1. Through the one gate in the pit wall located adjacent to grid position 5.

25.2. Pit entry adjacent to grid position 20.

26. Car number light panels for the start.

26.1. On the left-hand side of the grid.

27. Suspending a Race.

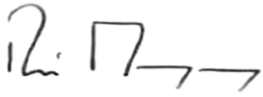
27.1. In case of a race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

28. General – End of session/races

28.1. To avoid incidents when cars are leaving the track at Turn 14 to return to the paddock after the end of track sessions, there must be “No Overtaking after Turn 13”.

28.2. The three podium cars should stay in front of the field and stop on the grid. They will be under parc fermé conditions and be returned to the support paddock.

29. Any other business.

A handwritten signature in black ink, appearing to read 'Rui Marques', with a stylized flourish at the end.

Rui Marques

Race Director

FIA Formula 2 Championship

Paddock Departure and Return – Trolley and Race Cars V2 (changes in blue)

Departure from Support Paddock

Teams have been allocated in the correct order for entry into the F1 pit lane, so please keep to this order for each transfer:

1. VAR	7. ART Grand Prix
2. Charouz Racing System	8. Hitech Grand Prix
3. Trident	9. Carlin
4. DAMS	10. Virtuosi
5. Campos Racing	11. Prema Racing
6. MP Motorsport	

Team trolleys will leave the support paddock by turning right before the support paddock entrance gate to go up the slope to enter the track. They will then turn left to enter the F1 pit lane.

Team personnel on foot must go through the tunnel when entering and exiting the F1 pit lane.

Race Cars will leave the support paddock in the above team orders using the same routes as the trolleys, going on track to directly access the F1 pit lane.

Note: Transport will not be provided for team personnel with starters, after starting their cars in the support pitlane, team personnel should take the same route as team personnel on foot.

Return to Support Paddock

Team Trolleys:

Teams and trolleys will leave the F1 pit lane via the gate after the last garage to go onto the service road and continue to the rear of the F1 paddock. They will go through the tunnel to return to the support paddock.

Race Cars:

At the end of the **practice session** after taking the chequered flag, **ALL** drivers 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 14 where they must leave the track to go into the support paddock. Any cars in the F1 pit lane will be directed onto the circuit to return to the support paddock after the last car has left the F1 grid.

At the end of the **qualifying session** after taking the chequered flag, cars will slow down and continue to turn 14 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, the podium cars should complete the lap to the F1 pit lane for the podium presentation. All other cars should progressively slow down and continue to turn 14 where they must leave the track to go to the support paddock parc fermé area. The three podium cars should stay in front of the field and stop on the F1 grid. They will be under parc fermé conditions and be pushed back to the support paddock.

All cars in the F1 pit lane at the end of each session will be allowed to go on track to enter the support paddock parc fermé area after Turn 14.

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

Pit Lane Procedures Times

All timings below are approximate – please always follow the instructions of the marshals.

Friday – Practice (10:05 – 10:50)

Trolleys loaded and ready to depart	09:20
Trolleys released to F1 pits	approx. 09:45
Race cars released to F1 pits	approx. 09:55

Friday – Qualifying (15:00 – 15:30)

Trolleys loaded and ready to depart	14:15
Trolleys released to F1 pits	approx. 14:40
Race cars released to F1 pits	approx. 14:50

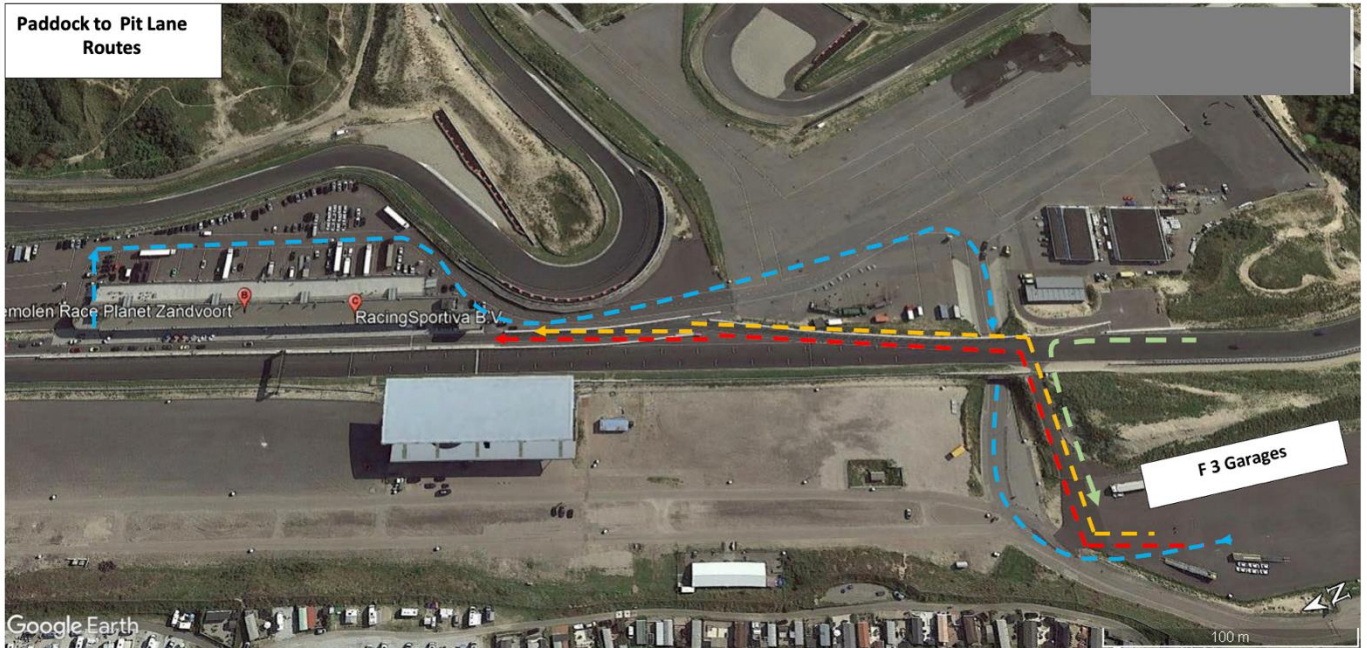
Saturday – Race 1 (pit lane open 16:45)

Trolleys loaded and ready to depart	16:00
Trolleys released to F1 pits	approx. 16:25
Race cars released to F1 pits	approx. 16:35

Sunday – Race 2 (pit lane open 10:05)

Trolleys loaded and ready to depart	09:20
Trolleys released to F1 pits	approx. 09:45
Race cars released to F1 pits	approx. 09:55

Rui Marques
The FIA Formula 2 Race Director



Team Trolleys and Race Cars movement in Support Paddock

