



2024 IMOLA EVENT

16 to 19 May 2024

From	The FIA Formula 2 Race Director	Document	21
To	All Teams, All Officials	Date	18 May 2024
		Time	09:16

Title F2 Event Notes V3
Description F2 Event Notes V3
Enclosed Event Notes Combined V3.pdf

Rui Marques

The FIA Formula 2 Race Director



IMOLA EVENT

16 – 19 May 2024



From: The FIA Formula 2 Race Director	Document: 21
To: FIA Formula 2 Teams and Officials / The Stewards	Date: 18 May 2024
	Time: 09.10

General Instructions (V3) (changes in light blue)

1. Pit lane map (to be released in version 2)

- 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 10.4.3 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 pit lane to the F1 pit lane, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations can be used.
- 3.2. A detailed description and further information of this procedure (pit Lane order and timing) are described in the attached document – F2 Event Procedures.

4. Tyre Schedule

- 4.1. Refer to attached document – F2 Tyre Schedule.

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

- 6.1. 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.
- 6.2. It is not permitted to do burn outs or clutch bite points checks in the paddock, support pit lane, garage areas and in the pit lane at any time during the Event.
- 6.3. 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.
- 6.4. 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.
- 6.5. No wheel nuts must be left on the ground at all times.

7. Fuel pressure release in parc fermé.

- 7.1. 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.

- 7.2. 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.
- 7.3. This person will not count as far as Article 21.5 of the FIA F2 Sporting Regulations is concerned (team personnel limitation).

8. Observing yellow flags during free practice and qualifying.

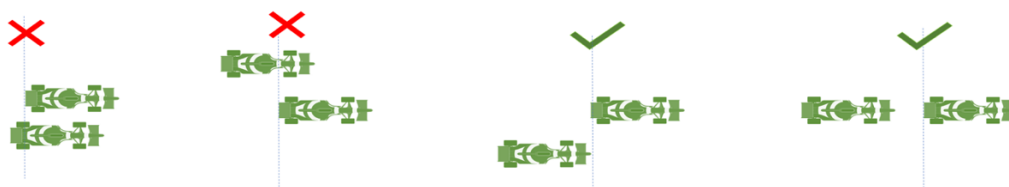
- 8.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. 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 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.
- 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 to 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

- 10.1. 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.(...)
- 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:





IMOLA EVENT

16 – 19 May 2024



10.4. To reduce the risk of an incident at the restart, weaving is not permitted from the entrance of Turn 17 until the driver passes the 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.

- New double kerb installed in Turn 2 on LHS.
- New double kerb installed in Turn 3 on RHS.
- New double kerb installed in Turn 4 on LHS.
- New double kerb installed in Turn 5 on LHS.
- New double kerb installed in Turn 6 on RHS.
- At the beginning of the kerb in Turn 6 on RHS an asphalt patch has been installed to remove the step between kerb and verge.
- Between Turn 7 and Turn 8 on RHS two drain covers have been replaced with a French drain.
- New double kerb installed in Turn 9 on LHS.
- Reduction of the asphalt run-off in the exit of Turn 9 on RHS.
- New double kerb installed in Turn 11 on RHS.
- New double kerb installed in Turn 12 on RHS.
- Reduction of the asphalt run-off between Turn 12 and Turn 13 on LHS.
- New double kerb installed at the exit of Turn 15 on RHS.
- Reduction of the asphalt run-off in Turn 15 on RHS.
- New double kerb installed in Turn 19 on LHS.
- **Widening of the white line at the following section of the track:**
 - ○ Turn 6 exit
 - ○ Turn 9 to 10
 - ○ Turn 12 exit
 - ○ Turn 14 apex
 - ○ Turn 15 exit
 - ○ Turn 17 exit
 - ○ Turn 18 exit

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. 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:
a) DRS Activation 1: Panels 19, 1, 2, 3, 4

16. Practice starts

16.1. Practice starts may only be carried out on the right-hand side before the pit exit lights.



Figure 1 Practice Starts

16.2. For the time the pit exit is open for the race, practice starts may be carried out after the pit exit where a box is painted.

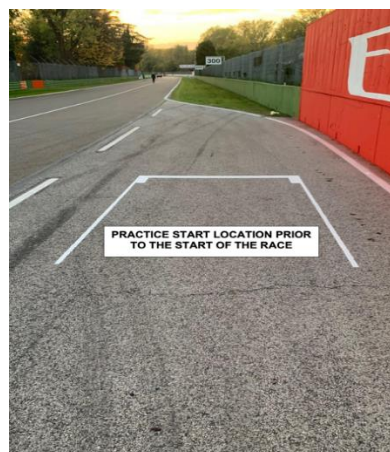


Figure 2 Practice Starts (During Starting Procedure)

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).

17. Lines or bollards 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.

17.2. Additionally, drivers must keep to the right of the bollard at the pit entry when they are entering the pits.



Figure 3 Bollard at Pit Entry

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

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

19. Fire extinguishers around the circuit.

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

20. Places to remove cars from the track.

20.1. Indicated fluorescent orange panels/paintings on the barriers.

21. Removing cars from the grid.

21.1. Through the gate in the pit wall adjacent to grid positions 11 and 32.

22. Car number light panels for the start

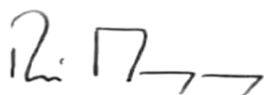
22.1. On the right-hand side of the grid.

23. Suspending a Race.

23.1. In case of a race suspension, cars will be stopped in fast lane of the F1 pits in the vicinity of the start tower.

24. General – End of races

24.1. The three podium cars should stay in front of the field and enter the F1 pitlane. They will be under parc fermé conditions and be pushed back to the support pit lane.



Rui Marques
Race Director
FIA Formula 2 Championship

2024 EMILIA ROMAGNA GRAND PRIX

PIT LANE DRAWING

16 May 2024
V1



Pit Lane Ends



Collection Point



Pit Lane Starts

Pit Entry Status Panels

18

19



SC2 Line

FIA Safety & Medical Car

Pole LHS

F1 GARAGES



SC1 Line

32	31	30	29	28	27		26	25	24	23	22	21		20	19	18	17	16	15		14	13	12		11	10	9		8	7	6	5	4	3	2	1	C	B	A		
HAAS	HAAS	HAAS	SAUBER	SAUBER	SAUBER		RACING BULLS	RACING BULLS	RACING BULLS	WILLIAMS	WILLIAMS	WILLIAMS		ALPINE	ALPINE	ALPINE	ASTON MARTIN	ASTON MARTIN	ASTON MARTIN		MCLAREN	MCLAREN	MCLAREN		SCUDERIA FERRARI	SCUDERIA FERRARI	SCUDERIA FERRARI		MERCEDES AMG	MERCEDES AMG	MERCEDES AMG	RED BULL RACING	RED BULL RACING	RED BULL RACING	FOM	FOM	FIA	FIA	FIA		
RODIN	PREMA			ART			AIX			TRIDENT			CAMPOS			HITECH			VAR			MP			INVICTA			DAMS			DESIGNATED										

FAST LANE

Paddock departures and Return – Trolleys and Cars

Departure from Support Race Pit Lane

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. Rodin Motorsport	7. Hitech Pulse-Eight
2. Prema Racing	8. VAR
3. ART Grand Prix	9. MP Motorsport
4. AIX Racing	10. Invicta Racing
5. Trident	11. DAMS Lucas Oil
6. Campos Racing	

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 leave the support paddock by the gate at the end of the paddock (near the F2/F3 hospitality) under power to proceed to the F1 pit lane.

NOTE: Race Cars should leave the support paddock in Team order.

Return to Support Race Pit Lane

Teams and trolleys will leave the F1 pit lane via the pit entry, turning left at the end of the building. They will enter the support paddock by the gate at the left-hand side before the service road in the above team order (Rodin Motorsport first and DAMS Lucas Oil last).

At the end of the practice and qualifying sessions, after taking the chequered flag, all cars should progressively slow down to go on the pit entry road in a single file to enter the gate before the pit building. Cars will enter the support paddock by the gate at the left-hand side before the service road and go to parc ferme.

At the end of both races after taking the chequered flag, all cars should progressively slow down to go on the pit entry road in a single file to enter the gate before the pit building, enter the support paddock by the gate at the left-hand side before the service road and go to parc ferme.

The podium cars should stay in front of the field and continue to the F1 Pit Lane for the podium presentation where they will be 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 cars in the F1 pit lane at the end of each session must go on track and go on the pit entry road to enter the gate before the pit building. Cars will enter the support paddock by the gate at the left-hand side before the service road and go to parc ferme.

Pit Lane Procedures 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 (11:05 – 11:50)

Trolleys loaded and ready to depart	10:25
Trolleys released to F1 pits	approx. 10:45
Race cars released to F1 pits	approx. 10:55

Friday – Qualifying (16:00 – 16:30)

Trolleys loaded and ready to depart	15:20
Trolleys released to F1 pits	approx. 15:40
Race cars released to F1 pits	approx. 15:50

Saturday – Sprint Race (pit lane open 14:00)

Trolleys loaded and ready to depart	13:20
Trolleys released to F1 pits	approx. 13:40
Race cars released to F1 pits	approx. 13:50

Sunday – Feature Race (pit lane open 09:45)

Trolleys loaded and ready to depart	09:05
Trolleys released to F1 pits	approx. 09:25
Race cars released to F1 pits	approx. 09:35

Rui Marques
FIA Formula 2 Race Director

IMOLA EVENT

16TH TO 19TH MAY 2024

TYRE SCHEDULE

(ART. 24.6. 2024 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated in the Pirelli Service Area
- No wet tyres and no tyre trollies 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 16th May

13:15 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 17th May

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 18th May

11:30 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2 h after end of car Parc fermé

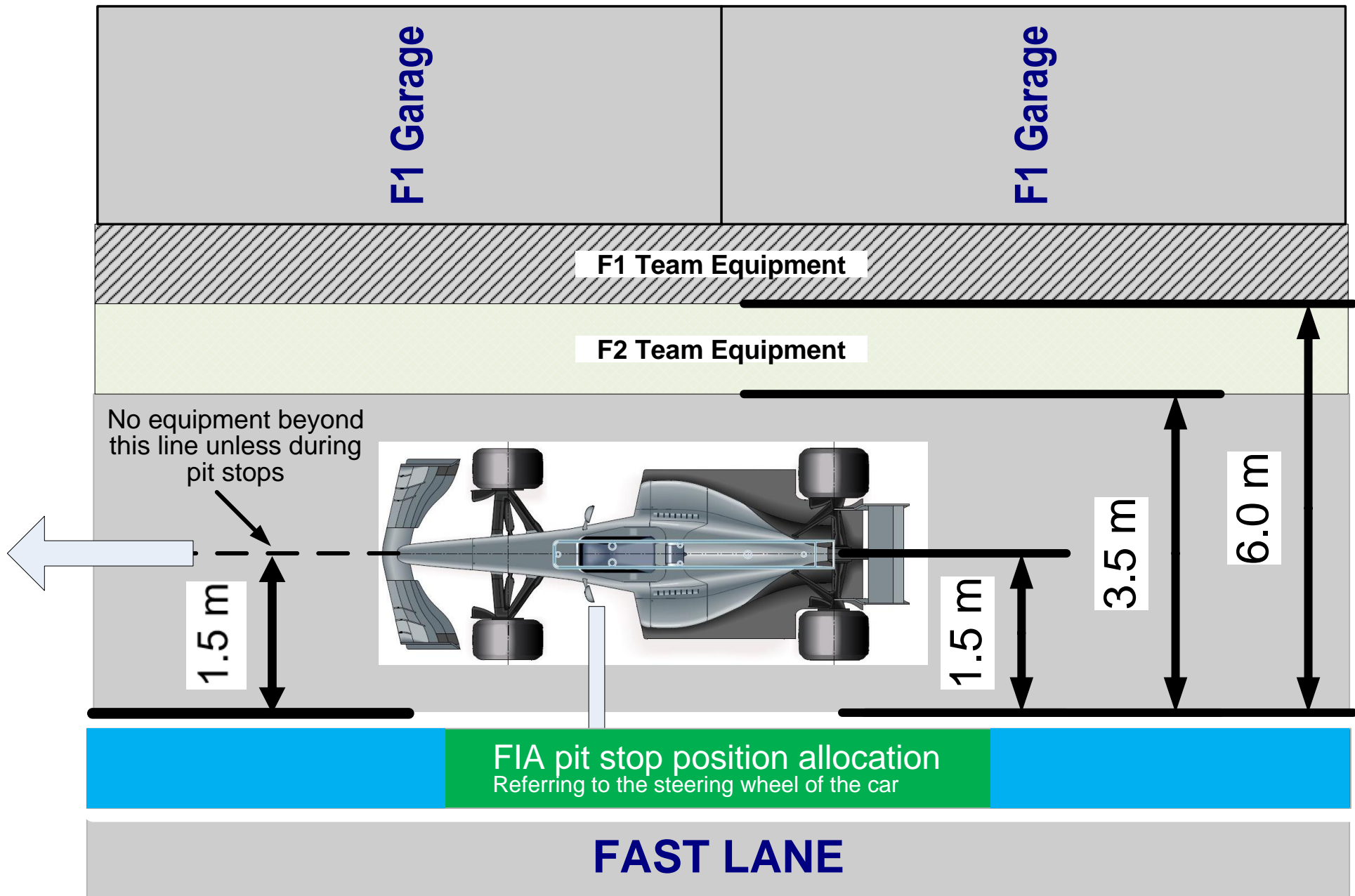
All dry NEW and all USED tyres must be deposited in the FIA Formula 2 tyre parc fermé

Sunday 19th May

07:15 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



Race Director's Communications

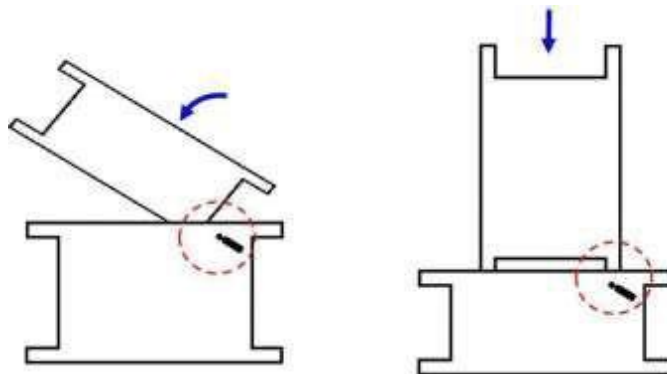
Following various discussions regarding the Pit Stop Regulations for the 2023 FIA Formula 2 Championship, we hereby provide the clarification below:

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:



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.

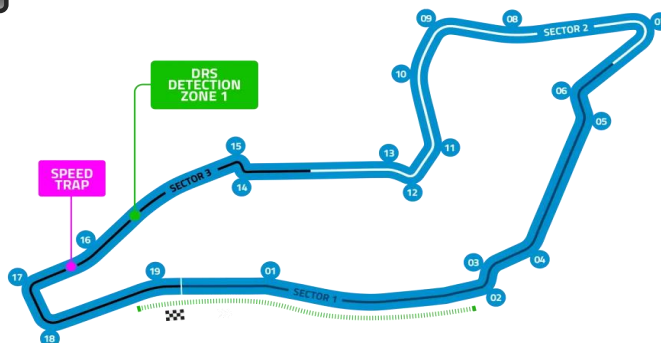
Rui Marques
Race Director
FIA Formula 2 Championship

In accordance with Articles 10.4.3 e and f of the F2 Technical Regulations, this document contains the prescriptions for the operation of tyres during the following event.

Document Version 1, Issue A

Grand Prix Emilia-Romagna - 17/05/24 - (24F2R04IMO)

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	F2B	F2B	R2B	R2B
Supersoft	F2D	F2D	R2D	R2D
Wet	16R	17R	18R	19R

Sets Available
3
2
3

Prescriptions and Wear Life

Minimum pressures (psi)

	Rear (psi)	Front (psi)	
Slicks	13.0	15.0	Slicks
Wets	13.0	15.0	Wets

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q	-2°
Race	-2°



Front Camber Limits

FP & Q	-4.25°
Race	-4°

Wear (from 22R03IMO Race)

Medium	28 %	19 %	Medium
	Rear avg @ 15 Laps	Front avg @ 15 Laps	
Supersoft	13 %	9 %	Supersoft

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.
- 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