



# 2024 IMOLA EVENT

16 to 19 May 2024

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<b>From</b>	The FIA Formula 3 Race Director	<b>Document</b>	6
<b>To</b>	All Teams, All Officials	<b>Date</b>	16 May 2024
		<b>Time</b>	15:51

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**Title** F3 Imola Event Notes v1  
**Description** F3 Imola Event Notes v1  
**Enclosed** 2024 F3 Imola Event Notes.pdf

**Rui Marques**

**The FIA Formula 3 Race Director**



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## General Instructions

### **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.

### **2) Pirelli Event Preview**

- 2.1. With reference to Article 12.9 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 Event Procedures

### **4) Tyre Schedule**

- 4.1. Refer to attached document – F3 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, 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 authorization

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 2023 FIA F3 Sporting Regulations is concerned (team personnel limitation)

### 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.

### 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. 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.
- 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

- 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:



- 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.



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## 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.

### 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.

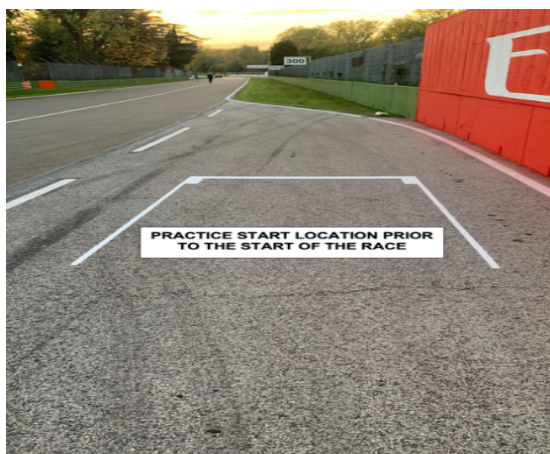


Figure 2 Practice Starts (During Starting Procedure)

- 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



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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.
- 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) Fire extinguishers around the circuit**

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

## **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 3 Championship

## 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. MP Motorsport	6. ART Grand Prix
2. Trident	7. VAR
3. Prema Racing	8. Jenzer Motorsport
4. Rodin Motorsport	9. Hitech Pulse-Eight
5. AIX Racing	10. 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 (MP Motorsport first and Campos Racing 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 (09:55 – 10:40)**

Trolleys loaded and ready to depart	09:15
Trolleys released to F1 pits	approx. 09:35
Race cars released to F1 pits	approx. 09:45

### **Friday – Qualifying (15:05 – 15:35)**

Trolleys loaded and ready to depart	14:25
Trolleys released to F1 pits	approx. 14:45
Race cars released to F1 pits	approx. 14:55

### **Saturday – Sprint Race (pit lane open 09:50)**

Trolleys loaded and ready to depart	09:10
Trolleys released to F1 pits	approx. 09:30
Race cars released to F1 pits	approx. 09:40

### **Sunday – Feature Race (pit lane open 08:15)**

Trolleys loaded and ready to depart	07:35
Trolleys released to F1 pits	approx. 07:55
Race cars released to F1 pits	approx. 08:05

Rui Marques  
FIA Formula 3 Race Director



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### TYRE SCHEDULE

(ART. 24.6. 2024 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 F2 weigh platform area

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**Thursday 16<sup>th</sup> May**

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

**17:30** All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

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**Friday 17<sup>th</sup> 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

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**Saturday 18<sup>th</sup> 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

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**Sunday 19<sup>th</sup> 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

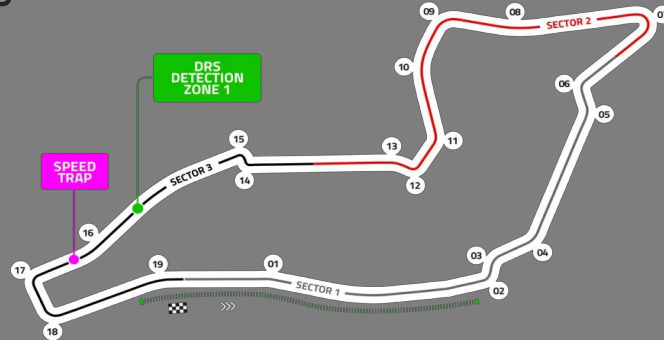
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In accordance with Articles 12.9. and 12.10. of the F3 Technical Regulations, this document contains the prescriptions for the operation of tyres during the following event.

Document Version 1, Issue A

## Grand Prix Emilia-Romagna - 17/05/24 - (24F3R03IMO)

### Circuit Layout



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

### Compounds Selection

Compound	FL	FR	RL	RR
<b>Medium</b>	SL4	SL4	SL5	SL5
<b>Wet</b>	SO0	SO1	SO2	SO3

Sets	Carry Over
<b>4</b>	N/A 1 set carried to next event
<b>2</b>	

### Prescriptions and Wear Life

#### Minimum pressures (psi)

	Rear (psi)	Front (psi)	
<b>Slicks</b>	14.0	14.0	<b>Slicks</b>
<b>Wets</b>	13.0	14.0	<b>Wets</b>

#### Minimum Cambers (degrees)

##### Rear Camber Limits

FP & Q -3°

Race -3°

##### Front Camber Limits

-4.75° FP & Q

-4.25° Race



#### Wear (from 23T03IMO Race)

<b>Medium</b>	45 %	39 %	<b>Medium</b>
	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.

- Teams are kindly asked present **Wet** rims to the Pirelli Service Area by 13:00 for initial fitting on 15/05.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area by 07:30 for initial fitting on 16/05.
- 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