



# 2023 MONACO EVENT

24 to 28 May 2023

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	2
<b>To</b>	All Teams, All Officials	<b>Date</b>	24 May 2023
		<b>Time</b>	16:04

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**Title** Event Notes  
**Description** Event Notes  
**Enclosed** Event Notes Combined.pdf

**Rui Marques**

**The FIA Formula 2 Race Director**

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	2
<b>To</b>	FIA Formula 2 Teams and Officials / The Stewards	<b>Date</b>	24 May 2023
		<b>Time</b>	15.50

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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. 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. Transfer 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 – F2 Event Procedures.

#### **4. Track light panels.**

- 4.1. 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. Drivers leaving their pit stop position in the pit lane.**

- 5.1. 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.
- 5.2. It is not permitted to do burn outs or clutch bite points checks in the paddock, support paddock, garage areas and in the pit lane at any time during the Event.
- 5.3. 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.
- 5.4. 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.

#### **5.5. No wheel nuts should be left on the ground at all times.**

#### **6. Fuel pressure release in parc fermé.**

- 6.1. 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.
- 6.2. 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.
- 6.3. This person will not count as far as Article 21.5 of the 2022 FIA F2 Sporting Regulations is concerned (team personnel limitation).

## 7. Observing yellow flags during free practice and qualifying.

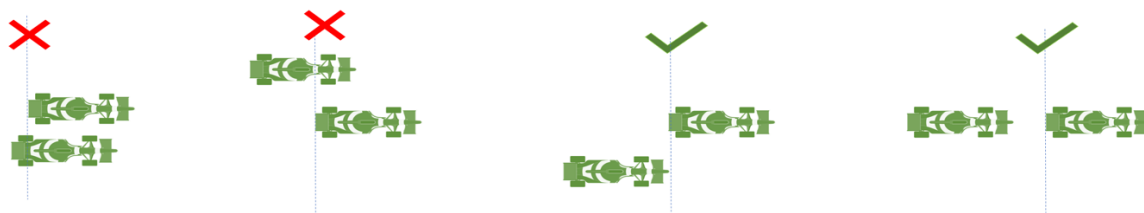
- 7.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 7.2.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

- 8.1. 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.
- 8.2. 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.
- 8.3. 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.

## 9. Safety Car Procedure

- 9.1. 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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## 10. Teams Guests

- 10.1. 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

### **11. Changes to the circuit.**

- 11.1. New asphalt paving between entry Turn 19 and exit Turn 1.
- 11.2. New asphalt paving between exit Turn 8 and exit from the tunnel, and new asphalt paving at the entry of Turn 10.
- 11.3. New asphalt paving between entry Turn 15 and exit Turn 17.

### **12. Pit Lane**

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

### **13. Pit lane Barriers.**

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

### **14. DRS**

- 14.1. 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:

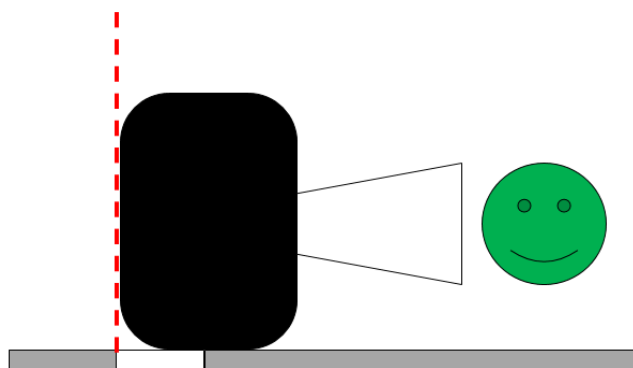
- 14.1.1. DRS Activation 1: Panels 19, 1, 2.

### **15. Practice starts.**

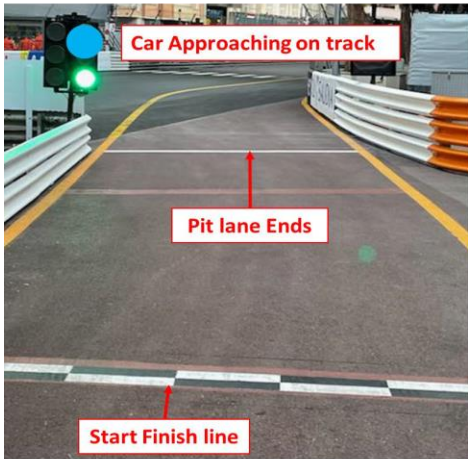
- 15.1. No practice starts may be carried out at the end of the pit lane.
- 15.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason.
- 15.3. Practice starts may only be carried out on the track at the end of free practice session. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and carry out a practice start.
- 15.4. All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, 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.
- 15.5. 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 starts will be immediately terminated.
- 15.6. After making the practice start all cars will return to the pit lane stay in the fast lane, NO tyre changes and follow the course car to the paddock.

### **16. Lines at the Pit Entry and Pit Exit**

- 16.1. 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 (yellow line).



## LEAVING THE PITS





16.2. Pit exit road blocked arrows.



16.3. Cars on track. Information of cars pit out.



**17. Reconnaissance Laps**

17.1. Drivers are allowed to do a maximum of two reconnaissance laps. For clarity, this means a driver must not exiting the pit lane more than two times before the start of the formation lap.

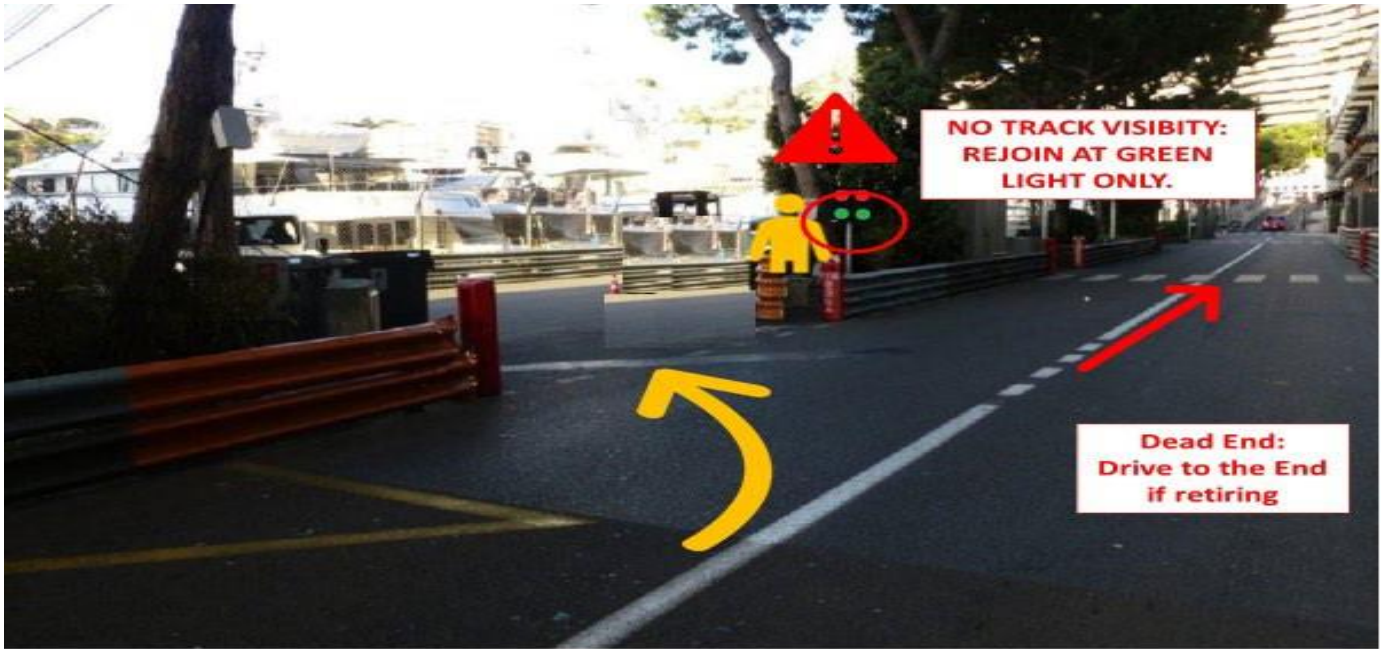
**18. Track Limits.**

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 with the track limits, this will result in that lap time being invalidated by the Stewards.

**19. Turn 10-11 Escape Road**

19.1. If a car uses the escape road at Turn 10-11 (Chicane), the driver may re-join the track only when the lights, operated the marshal on the spot, are turned to green.



**20. Fire extinguishers around the circuit.**

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

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

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

**22. Removing cars from the grid.**

22.1. Through the pit lane exit.

**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 a race suspension, cars will be stopped in the fast lane of the pit. The first car must stop at the end of the last garage, rather than going to the pit exit lights.

Rui Marques

Race Director  
FIA Formula 2 Championship

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**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	7. DAMS
2. Campos Racing	8. Hitech Pulse-Eight
3. VAR	9. Prema Racing
4. Trident	10. ART Grand Prix
5. PHM Racing by Charouz	11. Rodin Carlin
6. Invicta Virtuosi Racing	

Trolleys will proceed to the pit lane first once released by the marshals.

Cars will be pushed to the holding point and exit the support paddock in the above orders. They will then proceed downhill without power but with a mechanic (or driver) at the wheel to steer the car. Please ensure your mechanic or driver is ready in the car in order not to hold up the queue or delay others from reaching the F1 Pit Lane. Once the first cars have been pushed down hill, please keep the flow going. Teams are reminded that no personnel may ‘ride’ on the cars at all times.

Team members must be ready near the pit entry to assist in pushing the cars forward from the start of the F1 Pit Lane to their designated team garage position. This is to avoid a ‘traffic jam’ which may hold up proceeding and be a danger to others in the pit lane.

**Return to Support Race Pit Lane**

Teams and trolleys will leave the F1 Pit Lane as soon as all race cars have cleared the F1 Pit Lane. At pit exit, teams will turn sharp left and proceed on track in the opposite race direction towards pit entry and back up the hill to the support paddock. The way will be marked by traffic cones.

At the end of the practice session and after the practice start, all cars should complete the lap and enter the F1 Pit Lane to proceed directly to pit exit. The pit exit light will turn green for the cars to proceed at slow speed behind the course car to exit the track after Turn 18. No tyres change allowed.

At the end of the qualifying session, after taking the chequered flag, all cars should complete the lap and enter the F1 Pit Lane. Cars will be allowed to change tyres if necessary. The pit exit light will turn green for the cars to proceed at slow speed behind the course car to exit the track after Turn 18 where they will stop in parc ferme. Qualifying tyres must then be re-fitted to those cars selected by the FIA Technical Delegate.

At the end of both races, after taking the chequered flag, the top 3 cars will complete the lap and stop at the start line in front of the Royal Box for the podium ceremony. Cars will be lifted onto flatbed after the podium ceremony to be returned to support paddock parc ferme.

All other cars will return to the F1 Pit Lane where they will be release back on track behind a course car before the commencement of the podium ceremony and leave the track at Turn 18 to stop in parc ferme.

All cars WILL NOT be permitted to change tyres.



**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:

**Thursday – Practice (15:00 – 15:45)**

Trolleys loaded and ready to depart	14:00
Trolleys released to F1 pits	approx. 14:25
Race cars released to F1 pits	approx. 14:30

**Friday – Qualifying (15:10 – 15:50)**

Trolleys loaded and ready to depart	14:10
Trolleys released to F1 pits	approx. 14:40
Race cars released to F1 pits	approx. 14:45

**Saturday – Race 1 (pit lane open 14:00)**

Trolleys loaded and ready to depart	13:00
Trolleys released to F1 pits	approx. 13:40
Race cars released to F1 pits	approx. 13:45

**Sunday – Race 2 (pit lane open 09:25)**

Trolleys loaded and ready to depart	08:35
Trolleys released to F1 pits	approx. 08:55
Race cars released to F1 pits	approx. 09:00

Rui Marques  
The FIA Formula 2 Race Director

# MONACO EVENT

25<sup>TH</sup> – 28<sup>TH</sup> MAY 2023

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## TYRE SCHEDULE

### (ART. 24.6. 2023 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
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#### Wednesday 24<sup>th</sup> May

**13:30** 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

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#### Thursday 25<sup>th</sup> May

**12:30** All teams tyres will be released from the FIA Formula 2 tyre parc fermé

**17:45** All dry NEW and all USED tyres must be deposited in the FIA Formula 2 tyre parc fermé

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#### Friday 26<sup>th</sup> May

**12:40** 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

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#### Saturday 27<sup>th</sup> 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

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#### Sunday 28<sup>th</sup> May

**06:55** 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

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FIA Technical Delegate.

Florian Bartsch.

Issue: 1

24.05.2023

**Race Director's Communications**

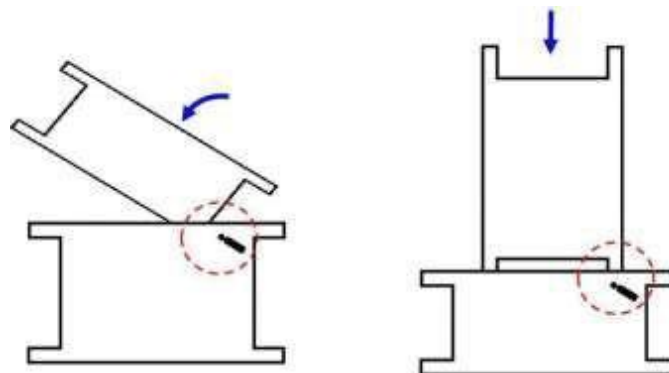
Following various discussions regarding the Pit Stop Regulations for the 2023 FIA Formula 2 Championship, we hereby provide the clarification below:

**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:



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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.

Rui Marques  
Race Director  
FIA Formula 2 Championship




**Grand Prix of Monaco 25-28/05/23 (23F3R04MNC)**

Compound	FL	FR	RL	RR
<b>Soft</b>	SB4	SB4	SB5	SB5
<b>Wet</b>	SB6	SB7	SB8	SB9

<b>Carryover</b>
<b>MEDIUM</b>

**Minimum Pressure, Camber limits, Wear Life**

	Front (psi)	Rear (psi)
<b>Slicks</b>	13.0	13.0
<b>Wet</b>	13.0	12.0



<b>FE Camber Limit</b>	<b>-4.75°</b>	<b>RE Camber Limit</b>	<b>-3°</b>
FP & Q		FP & Q	
<b>Race</b>	<b>-4.25°</b>	<b>Race</b>	<b>-3°</b>
	Avg wear @15 Laps	Avg wear @15 Laps	
<b>Soft</b>	<b>N/A %</b>	<b>N/A %</b>	

**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.
- 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 to present **Wet** rims to the Pirelli Service Area by 13:00 for initial fitting on 23/05.
- Teams are kindly asked to present **Slick** rims to the Pirelli Service Area by 07:30 for initial fitting on 24/05.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are advised **unused Wet tyres from the Monaco race will be retained for R05 Barcelona race.**
- Teams are reminded, a balancer will be made available to check rims for damage until the last tyre is stripped on the final day. Please make use of this to check rims before the next event.