



2023 MONZA EVENT

31 August to 3 September 2023

From	The FIA Formula 2 Race Director	Document	3
To	All Teams, All Officials	Date	31 August 2023
		Time	15:41

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

Rui Marques

The FIA Formula 2 Race Director

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To	FIA Formula 2 Teams and Officials / The Stewards	Date	31 August 2023
		Time	15.35

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.
- 1.7. Pit Stop Position.

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. During the practice sessions, for the transfer procedures from the endurance 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. 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 must 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 2023 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 / End of VSC period**
- 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.(...).
- 9.2. 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.
- 9.3. The positioning of the cars in both procedures (Safety Car and VSC) must comply with the below drawing:



- 9.4. To reduce the risk of an incident at the restart, weaving is not permitted from Light Panel 15 (before turn 11) and until the driver passes the line.



Figure 1 - Light panel 15

10. Wet tyres

- 10.1. No more than two sets of wet tyres may be fitted at any time.
- 10.2. Stripping one set of wet tyres to get the “third” set of wet tyres mounted cannot be done before the end of qualifying.

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.

- 12.1. Removal of speed bumps at Turn 4 – Turn 5.
- 12.2. Removal of speed bumps at Turn 8.
- 12.3. Removal of the first speed bumps at Turn 10.

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 3 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 particular zone are displaying yellow. The zones and corresponding light panels are as follows:
 - 15.1.1. DRS Activation 1: Panels 9, 10, 11, 12, 13
 - 15.1.2. DRS Activation 2: Panels 1, 2, 3

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16. Practice starts.

- 16.1. During Free Practice session, practice starts may be only carried out on the RHS after the end of the Pit Wall but before the first dotted white line across the of pit exit.
- 16.2. During the time the pit exit is open for the race, practice starts may be carried out after the end of the pit wall but before the second dotted white line across the pit exit.
- 16.3. During this time any driver passing a car which has stopped to carry out a practice start may cross the white line that is referred to in 17.1 below.
- 16.4. 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).
- 16.5. 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.

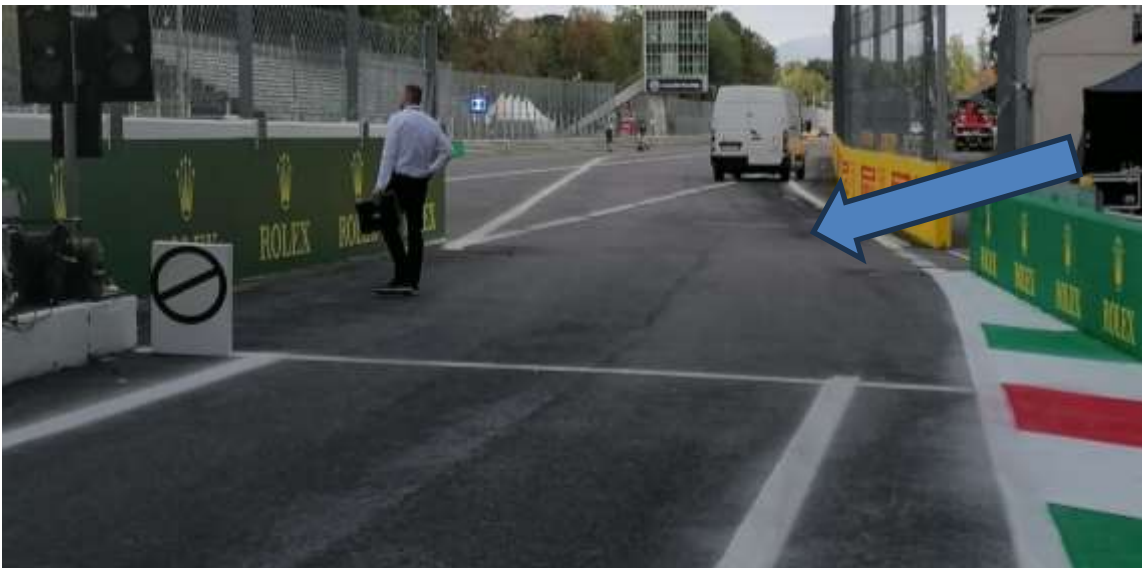


Figure 2 Practice Start – Practice

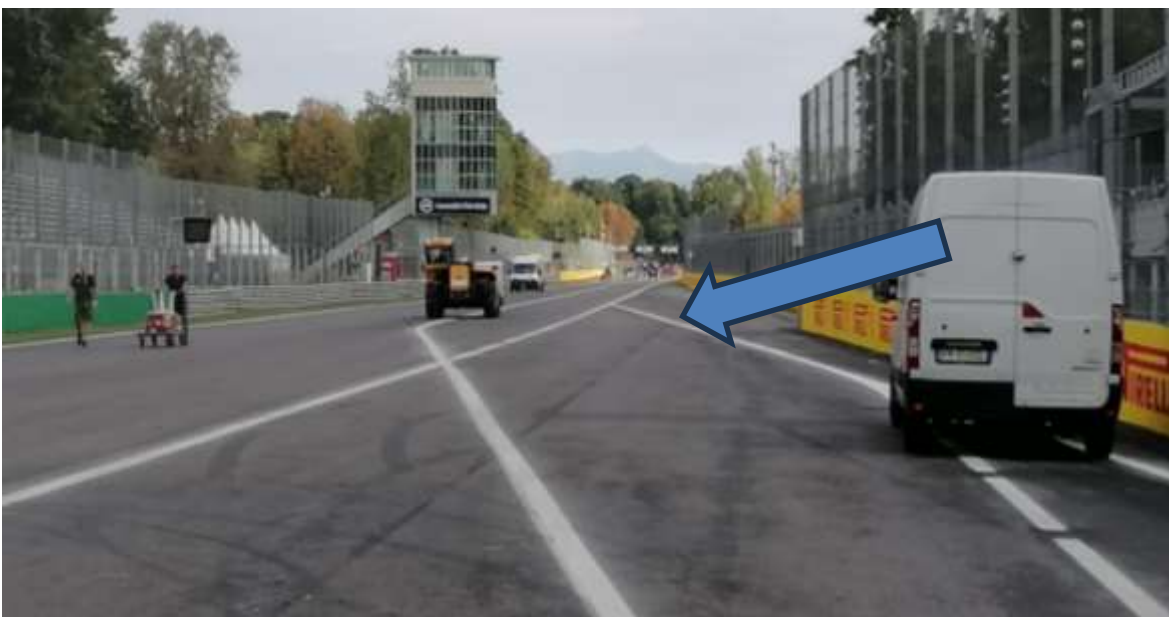
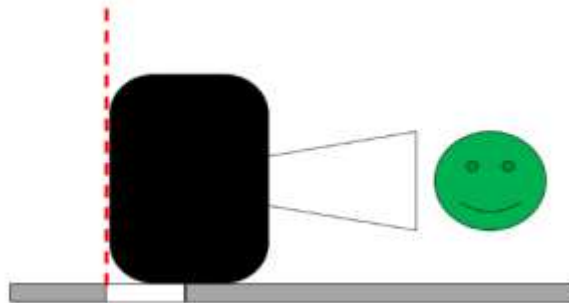


Figure 3 Practice Start - Starting Procedure

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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.



18. Reconnaissance Laps

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

19. Track Limits.

- 19.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.
- 19.2. 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.
- 19.3. The fourth and following offences will be reported to the stewards, regardless of having displayed the warning flag to the driver beforehand.



Figure 4 - Track limits start/finish

20. Escape Road at Turn 1 – Turn 2

- 20.1. Four rows of polystyrene blocks have been placed in the escape road at the first chicane. In order to ensure the cars are able to re-join the track safely any driver using the escape road must go around the end of each of these rows and re-join the track at the end of the escape road. Drivers may only use the grass if it is clearly unavoidable.

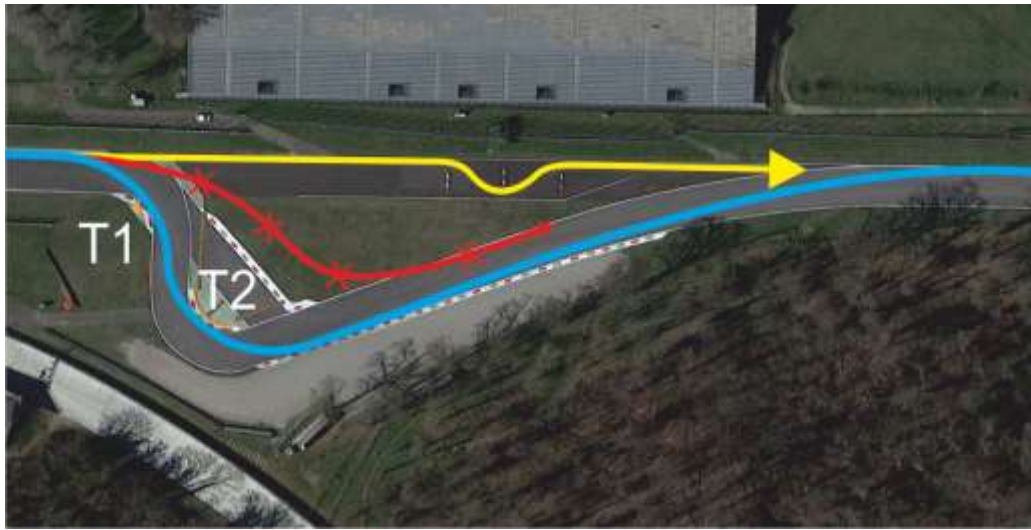


Figure 5- Escape Road T1-T2

21. Escape Road at Turn 5

- 21.1. Any driver going straight and who misses the shaded area before the apex kerb of second chicane must stay to the right of the yellow line and the bollard, he may re-join the track at the far end of the asphalt run-off area after the exit of Turn 5.

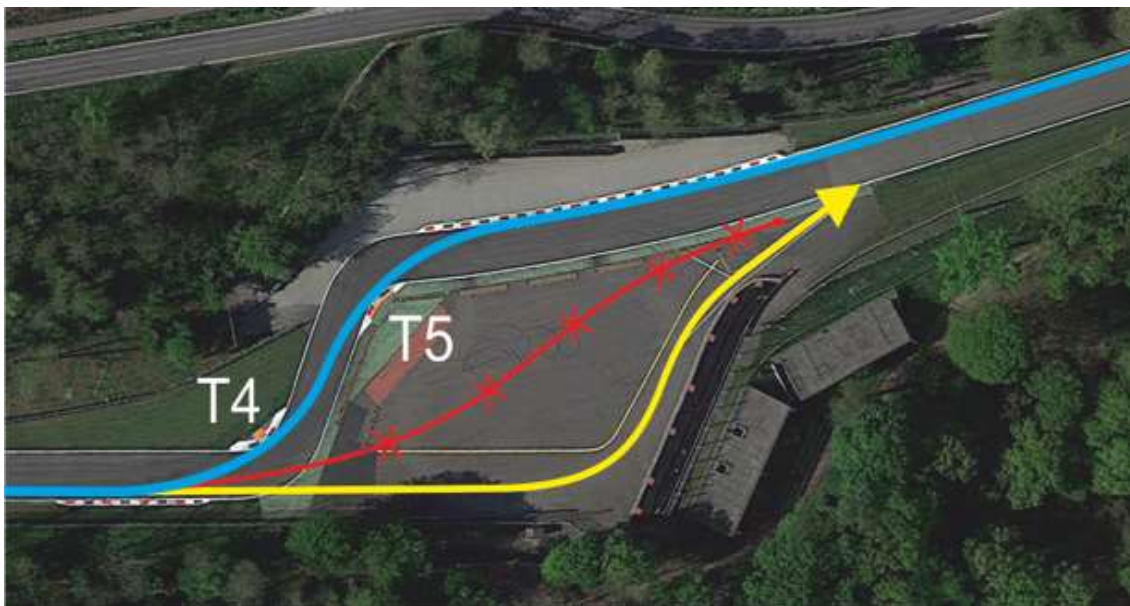


Figure 6 Turn 1 Escape Road T4-T5

22. Fire extinguishers around the circuit.

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

23. Places to remove cars from the track.

- 23.1. Indicated fluorescent orange panels/paintings on the barriers. ideally drivers should try to stop on the right-hand side of the track.

24. Removing cars from the grid.

- 24.1. Cars may be removed from the grid through the gates adjacent to grid position 6 and through pit exit.

25. Car number light panels for the start

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

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26. Suspending a Race.

26.1. In case of a race suspension, cars will be stopped in the fast lane of the pit.

27. General – End of session/races

27.1. To avoid incidents when cars are leaving the track at Turn 10 to return to the paddock after the end of track sessions, there must be “No Overtaking after Turn 8”.

27.2. The three podium cars must stay in front of the field and stop near the podium. They will be under parc fermé conditions and be returned to the support paddock.



Rui Marques
Race Director
FIA Formula 2 Championship



MONZA - EVENT

31 AUGUST TO 03 SEPTEMBER 2023

Paddock Departure and Return – Trolley and Race Cars

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

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

Trolleys will exit the Support paddock and turn right onto the main road keeping to the right-hand side, space is restricted in the exit area, so it may be a tight turn.

Continue straight on through the Control gate into the public merchandising area. Please be careful of traffic and pedestrians! After the gate, turn left into the road (by the “Club House Automobile Club Milano” building) which takes you to the rear of the F1 Paddock and ahead to the pit lane access.

Teams should turn their trolleys around in the pits, ready to exit through the same route as they arrived.

Race cars: Once trolleys have left the awnings, cars may be pushed towards the track access gate at the rear of the paddock, from where they will be released by marshals to be driven on track to the pit lane.

Mechanics who stay behind until race cars have been released onto the track will be allowed to reach the pit lane via the passage beside the Medical Centre.

Return to Support Paddock

Teams exit through the same route as they arrived.

At the end of the practice and qualifying session, after taking the chequered flag cars must continue to turn 10 where they must leave the track to go into the support paddock parc fermé area.

At the end of both races after taking the chequered flag, the podium cars must complete the lap to the pit lane for the podium presentation. All other cars must continue to turn 10 where they must leave the track to go into the support paddock parc fermé area. The three podium cars must stay in front of the field and will be under parc fermé conditions to be pushed back the same route as the trolleys via the pit exit.

All cars in the pit lane at the end of each session must go back on track and continue to turn 10 where they must leave the track to go into the support paddock parc fermé area.

Local marshals will be in control of trolley and race car movements so please follow their instructions.

Pit Lane procedure times.

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

Friday – Practice (11.05 – 11.50)

Trolleys loaded and ready to depart	10.35
Trolleys released to F1 Pit Lane.	approx. 10.40
Race cars released to F1 Pit Lane.	approx. 10.55

Friday – Qualifying (16.00 – 16.30)

Trolleys loaded and ready to depart	15.30
Trolleys released to F1 pits	approx. 15.35
Race cars released to F1 pits	approx. 15.50

Saturday – Sprint Race (pit lane open 14.00)

Trolleys loaded and ready to depart	13.30
Trolleys released to F1 pits	approx. 13.35
Race cars released to F1 pits	approx. 13.50

Sunday – Feature Race (pit lane open 09.40)

Trolleys loaded and ready to depart	09.10
Trolleys released to F1 pits	approx. 09.15
Race cars released to F1 pits	approx. 09.30

Teams and Trolleys to and from the F1 Pit Lane.

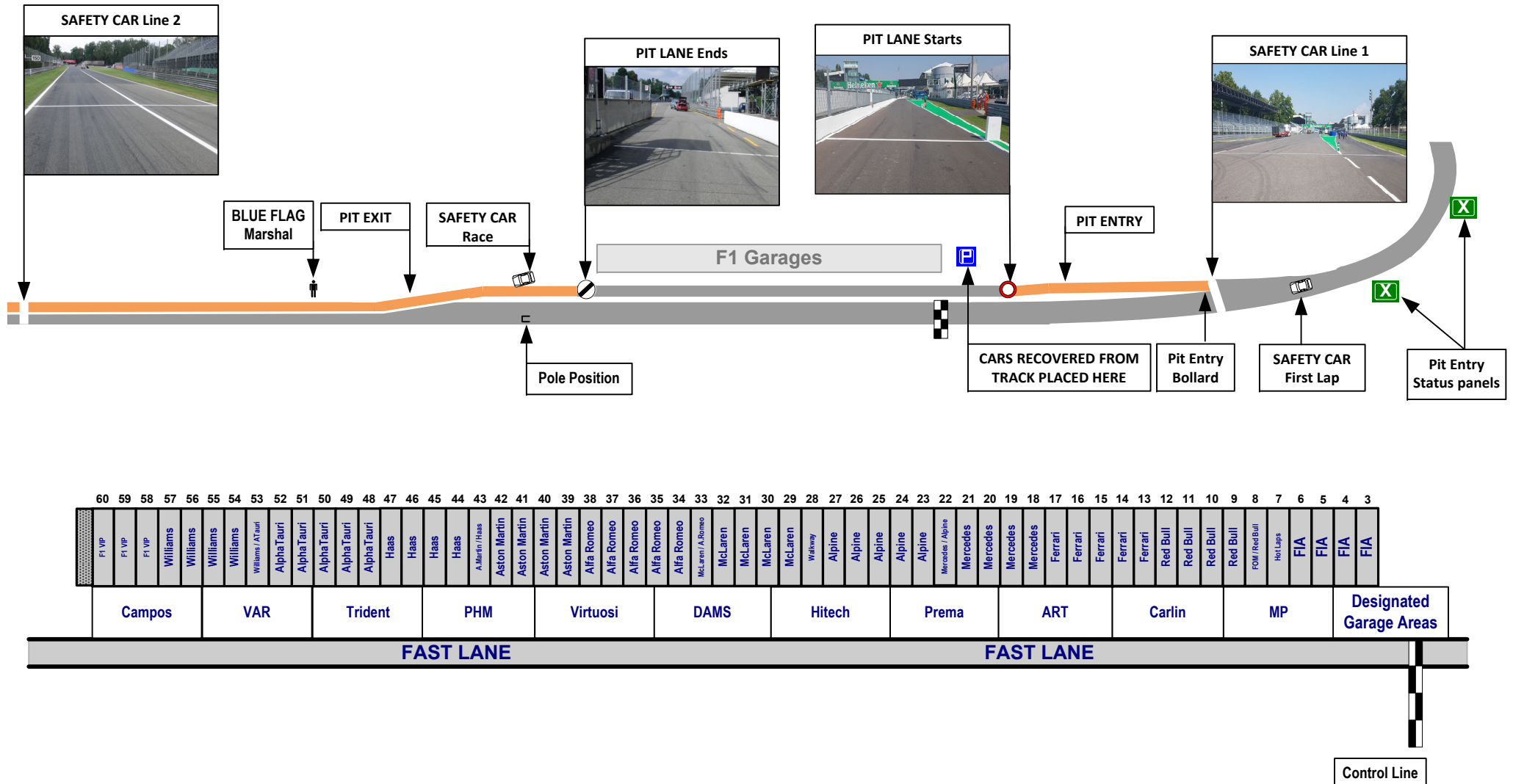


Trolleys and Team Personnel to and from the Pit Lane



Team Personnel involved with the Starting of Cars at the paddock exit





MONZA EVENT

31ST AUGUST – 03RD SEPTEMBER 2023

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
-

Thursday 31st August

12:00 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

18:00 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 01st September

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 02nd September

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 03rd September

07:10 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

A.S.A.P after end of car Parc fermé

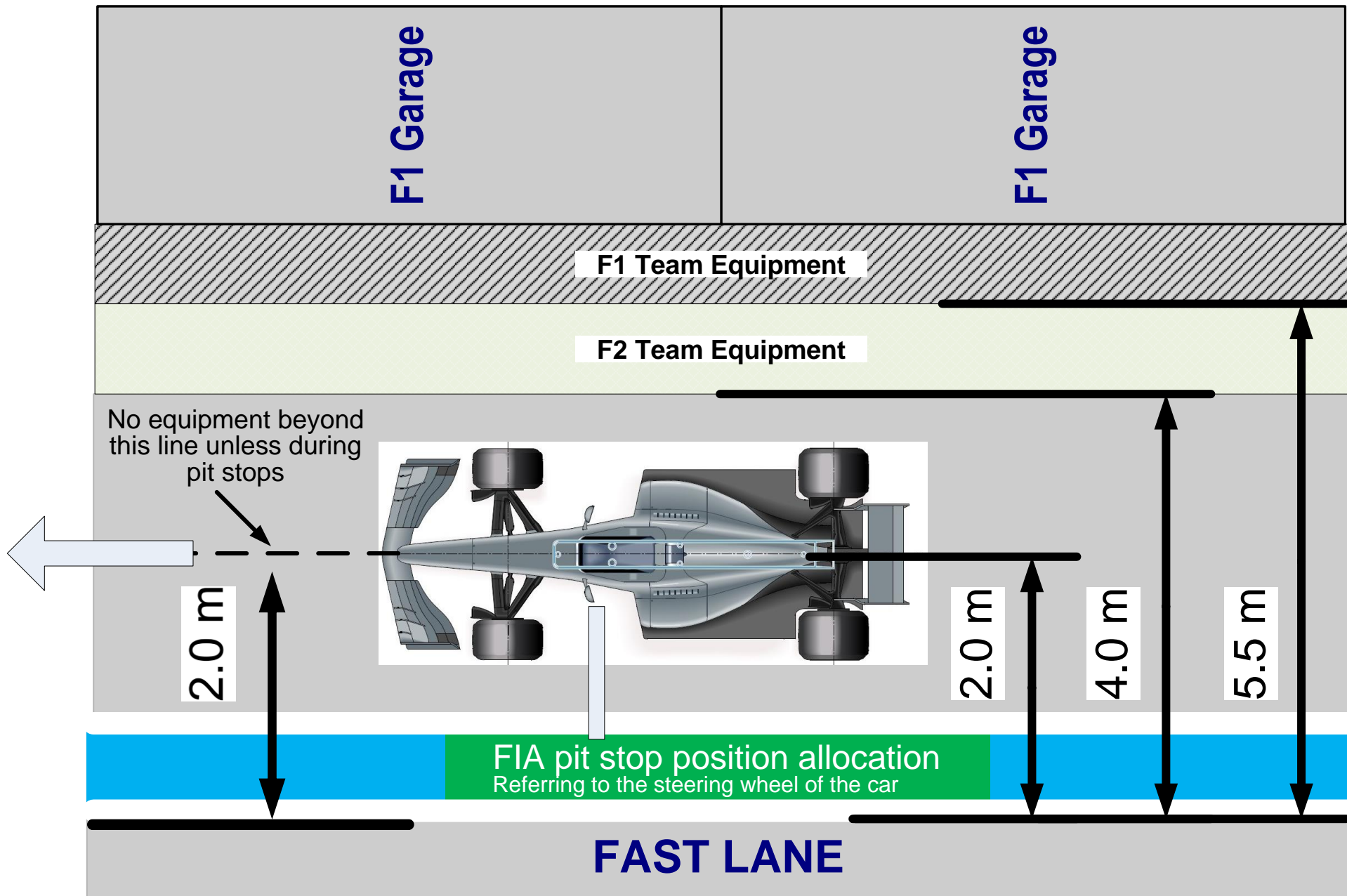
All tyres must be returned to the Pirelli service area

FIA Technical Delegate

Florian Bartsch

Issue: 1

31.08.2023



MONZA EVENT

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Race Directors Communication

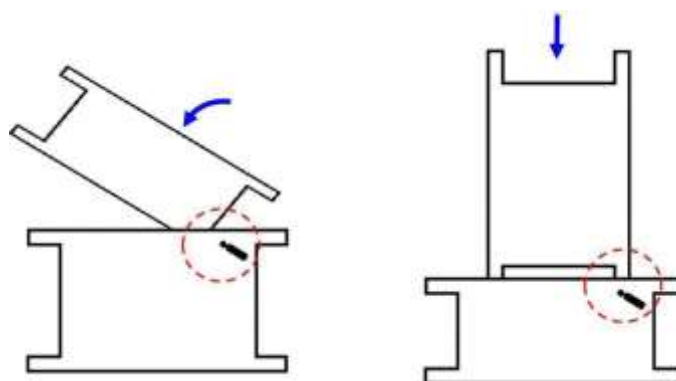
Following various discussions regarding the Pit Stop Regulations for the 2023 FIA Formula 2 Championship, we hereby provide the clarification below:

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 Italy 01-03/09/23 (23F2R13MZA)

Compound	FL	FR	RL	RR
Medium	F2M	F2M	R2M	R2M
SuperSoft	F2X	F2X	R2X	R2X
Wet	16G	17G	18G	19G

Minimum Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	16.0	14.0
Wet	16.0	14.0

	FE Camber Limit	RE Camber Limit	
FP & Q	-4°	-1.75°	FP & Q
Race	-3.75°	-1.75°	Race



	Avg wear @15 Laps	Avg wear @15 Laps
Medium	37 %	53 %
SuperSoft	N/A %	N/A %

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.
- 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.
- Teams are reminded a balancer will be made available until the last tyre is stripped on the final day, to check rims for damage. Please make use of this to check rims are ok before the next event.