



## 2021 MONZA EVENT

9 to 12 September 2021

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	12
<b>To</b>	All Teams, All Officials	<b>Date</b>	10 September 2021
		<b>Time</b>	14:30

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**Title** Event Notes V2  
**Description** Event Notes V2 Pit Lane  
**Enclosed** 2021 Monza Event Notes V2.pdf

**Bob Kettleboro**

**The FIA Formula 2 Race Director**

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<b>To</b>	FIA Formula 2 Teams and Officials / The Stewards	<b>Date</b>	10 September 2021
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## Event Notes **Version 2**

### General Instructions.

**1) Matters arising from the Silverstone 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) Drivers' Meeting.**

- 4.1 In order to avoid any possible miscommunication during the Drivers' Meeting, teams are not allowed to start the engines on Thursday between 17:00 and 18:00 hours.

**5) Transfer Procedure from support paddock to F1 pit lane.**

- 5.1 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.

**6) Track light panels.**

- 6.1 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.

**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) Head and Eye Protection during Practice, Qualifying and reconnaissance laps.**

- 8.1 For Safety Reasons, all team personnel working on a car during Practice and Qualifying and during the time the pit lane is open for reconnaissance laps prior to the race start must wear head and eye protection as defined in Article 28.11 of the 2021 F2 sporting regulations.

**9) Fuel pressure release in parc fermé.**

- 9.1 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.
- 9.2 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.
- 9.3 This person will not count as far as Article 21.5 of the 2021 FIA F2 Sporting Regulations is concerned (team personnel limitation).

**10) Observing yellow flags during free practice and qualifying.**

- 10.1 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 the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).
- 10.2 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.

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.

**11) Lapping during the race.**

- 11.1 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.

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.

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.

**12) Fast Lane of the Pits.**

- 12.1 For the safe and orderly running of the Event (Article 12.1.1.i of the ISC.) Cars may not enter the fast lane until the pit exit is opened at the start or re-start of each practice or qualifying session and the start of races. Furthermore, no car may be moved to a position in the inner lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.

**12.2** If there is a red flag at any time during practice or qualifying all cars must return to their Teams designated area in the inner lane.

At no time may a car be reversed in the pit lane under its own power.

### **13) Driving Standards during practice and qualifying**

**13.1** The Stewards intend to consider penalties against drivers who unnecessarily impede or hinder drivers on hot laps, usually But not exclusively. By weaving excessively while on a preparation lap.

## **Event Specific Instructions**

### **14) Changes to the circuit.**

**14.1** Other than routine maintenance, there have been no significant changes to the circuit since the 2020 event.

### **15) Formula 1**

**15.1** F1 Teams have been asked to keep their barriers no more than three meters from the garages during all support race practice sessions and races.

**15.2** F2 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

### **16) Practice starts**

**16.1** During the Practice and Qualifying sessions, practice starts may only be carried out on the right-hand side after the end of the Pit Wall but before the first dotted white line across the pit exit. Drivers wishing to carry out a practice start should stop on the right in order to allow other cars to pass on their left.

**16.2** During the time the pit exit is open for the races, practice starts may be carried out after the end of the pit wall but before the second dotted white line across the pit exit. Drivers wishing to carry out a practice start should stop on the right in order to allow other cars to pass on their left.

**16.3** During the times the pit exit is open for races, 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. Any driver crossing this line must move back to the right of it as quickly as possible.

**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).

### **17) Lines or bollards at the Pit Entry and Pit Exit**

**17.1** In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the right of the solid white line at the pit exit when leaving the pits. No part of any car leaving the pits may cross this line other than in 16.2 above.

**17.2** For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.

**17.3** Except in the cases of force majeure (accepted as such by the Stewards), the crossing by any part of the car, in any direction, of the red and white painted area between the pit entry and the track, by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.

**17.4** The dotted white line across the pit exit is the track edge.

### **18) Track Limits**

#### **18.1 Turns 1-2**

- a) Four rows of polystyrene blocks have been placed in the escape road at Turn 1 / Turn 2 (first chicane). In order to ensure that 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. A lap time achieved during any practice session or the race in this manner will result in that lap time being invalidated by the stewards.

## **18.2 Turn 5**

- a) Any driver going straight and who misses the black and yellow bumps placed before the apex kerb of Turn 5 (second chicane) must stay to the right of the yellow line and the bollard, he may then re-join the track at the far end of the asphalt run-off area after the exit of Turn 5. A lap time achieved during any practice session or the race in this manner will result in that lap time being invalidated by the stewards.

## **18.3 Turn 11**

- a) A lap time achieved during any practice session or the race by leaving the track (all four wheels over the white track edge line) on the outside of Turn 11, will result in that lap time and the immediately following lap time being invalidated by the stewards.

## **18.4 General – Turn 1-2, Turn 5 and Turn 11**

- a) Each time any car passes behind the apex kerb at Turn 5 or crosses the white line at Turn 11, teams will be informed via the Official messaging system.
- b) On the third occasion of a driver cutting behind the apex of Turn 5, and/or crossing the white line on the outside of Turn 11 during the race, he will be shown a black and white flag, any further cutting will then be reported to the stewards. For the avoidance of doubt this means a total of three occasions combined, not three at each corner.
- c) The above requirements will not automatically apply to any driver who is judged to have been forced off the track, each such case will be judged individually.
- d) In all cases detailed in item 18 above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.

## **19) Fire extinguishers around the circuit**

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

## **20) Places to remove cars from the track**

20.1 Indicated by fluorescent orange panels on the barriers.

20.2 Should a car stop on the track during a session, the driver must keep all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

## **21) Removing cars from the grid**

21.1 One gate in the pit wall located adjacent to grid position 6 or through the Pit Lane Exit.

## **22) Car number light panels for the start**

22.1 On the right-hand side of the grid.

## **23) End of practice procedure**

23.1 After taking the chequered flag drivers must slow down, continue past the exit of turn 10 and leave the track on the right into the paddock.

23.2 To avoid incidents after the chequered flag when cars are leaving the track to enter the support paddock, there must be no overtaking after turn 10, for the avoidance of doubt this applies to all practice sessions and races.

## **24) End of qualifying procedure**

24.1 After taking the chequered flag drivers must slow down, continue to the exit of turn 10 and leave the track on the right into the paddock and go directly to parc fermé.

## **25) Post-race procedures**

25.1 After taking the chequered flag the first 3 cars continue to the F1 pit lane for the podium ceremony, all other cars leave the track after turn 10 and go directly to the parc fermé.

**26) General – End of session procedure.**

- 26.1** Any cars in the pit lane at the end of sessions and races that can be driven, should go to pit exit after all cars on track have taken the chequered flag, when the pit exit light is green, cars may then proceed on track to Turn 10 where they must leave the track and return to the paddock or Parc Fermé as required by the FIATechnical Delegate
- 26.2** Any cars in the Pit Lane at the end of the sessions that are not able to be driven will be return to the Paddock or Parc Fermé by breakdowns.



Bob Kettleboro

Race Director

FIA Formula 2 Championship





**F2 Teams Working Area, Inner Lane**

