



2020 MONZA EVENT

3 to 6 September 2020

From	The FIA Formula 2 Race Director	Document	13
To	All Teams, All Officials	Date	04 September 2020
		Time	19:55

Title F2 Event Notes v2
Description Changes to item 15 - Track Limits
Enclosed F2 Monza Event Notes v2.pdf

Silvia Bellot

The FIA Formula 2 Race Director



MONZA EVENT

3 TO 6 SEPTEMBER 2020

From	The FIA Formula 2 Race Director	Document	13
To	FIA Formula 2 Teams and Officials / The Stewards	Date	4 September 2020
		Time	19:55

EVENT NOTES [Version 2](#) **General Instructions**

1) Matters arising from Spa 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.



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7) Track light panel displaying pit entry status

- 7.1 The light panel indicated on the pit lane map will display a flashing yellow arrow if cars are required to use the pit lane once the Safety Car has been deployed during the race.
- 7.2 The light panel indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

8) Drivers leaving their pit stop position in the pit lane

- 8.1 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.
- 8.2 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.
- 8.3 For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible. They must not drive side by side with another car.
- 8.4 For reasons of safety and sporting equity, drivers must not drive through other teams' pit bay after being released from their pit stop position.

9) Observing yellow flags during free practice and qualifying

- 9.1 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).
- 9.2 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.

10) Lapping during the race

- 10.1 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.



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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.

Event Specific Instructions

11) Changes to the circuit

- 11.1 The track has been resurfaced from the exit of Turn 2 through to the exit of Turn 5.
- 11.2 The Race Control has moved to the Ground Floor.

12) Formula 1

- 12.1 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.
- 12.2 F2 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

13) Practice starts

- 13.1 During each practice session, 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.
- 13.2 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. Drivers wishing to carry out a practice start should stop on the right in order to allow other cars to pass on their left.
- 13.3 During these times any driver passing a car which has stopped to carry out a practice start may cross the white line that is referred to in 14.1 below. Any driver crossing this line must move back to the right of it as quickly as possible.
- 13.4 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).

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14) Lines or bollards at the Pit Entry and Pit Exit

- 14.1 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.
- 14.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.
- 14.3 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.
- 14.4 The dotted white line across the pit exit is the track edge.

15) Track Limits

15.1 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 will being invalidated by the stewards.~~

15.2 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 will being invalidated by the stewards.

15.3 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.

15.4 General – Turn 1-2, Turn 5 and Turn 11

- a) Each time any car passes behind the ~~kerb~~ apex 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.

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- 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 15 above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.

16) Fire extinguishers around the circuit

16.1 Indicated by small white boards with a red letter 'F'.

17) Places to remove cars from the track

17.1 Indicated by fluorescent orange panels on the barriers.

17.2 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.

18) Removing cars from the grid

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

19) Car number light panels for the start

19.1 On the right-hand side of the grid.

20) End of practice procedure

20.1 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.

20.2 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.

20.3 At the end of all practice sessions and races any cars in the pit lane that can be driven will be allowed to leave the pit lane when the light is turned to green and return on track to the support paddock.

21) End of qualifying procedure

21.1 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.

22) Post-race procedures

22.1 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.

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23) Fuel pressure release in parc fermé

- 23.1** For safety reasons, teams are authorized to appoint one person specifically in order to release the pressure inside the fuel cell when the cars return after each session.
- 23.2** 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.
- 23.3** This person will not count as far as Article 21.5 of the 2020 FIA F2 Sporting Regulations is concerned (team personnel limitation).

24) Any other business



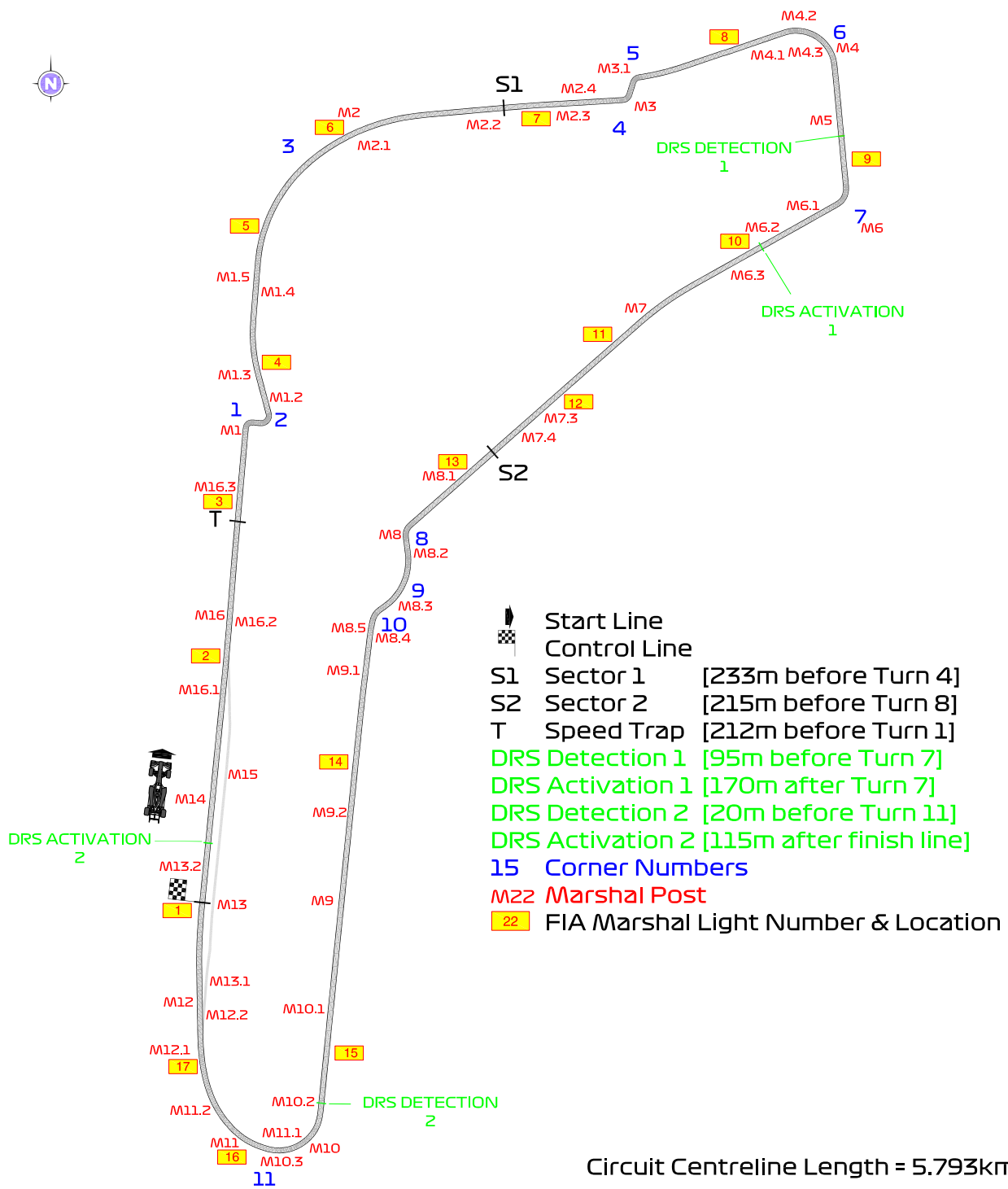
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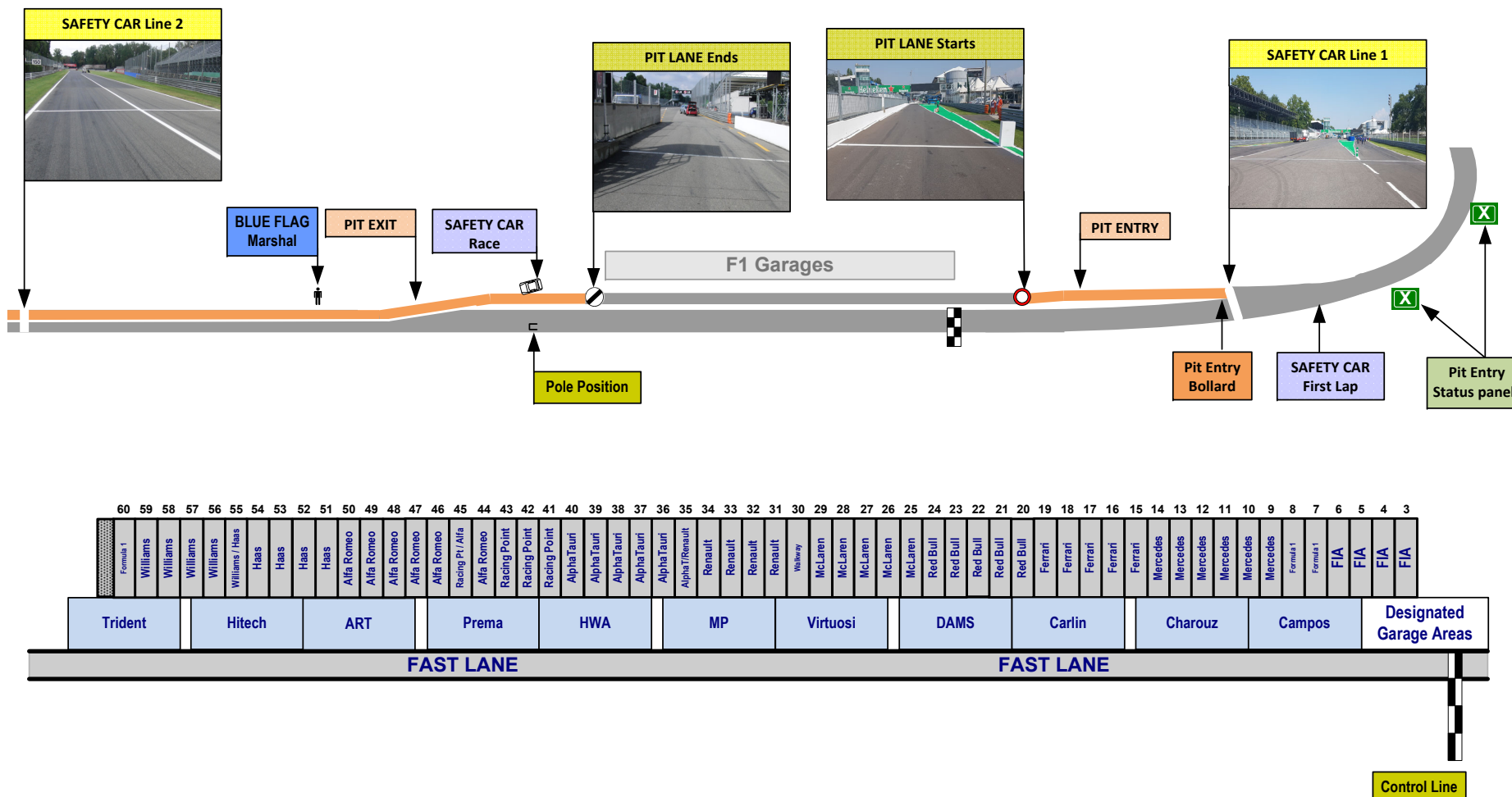
FORMULA 1 GRAN PREMIO HEINEKEN D'ITALIA 2020 - Monza

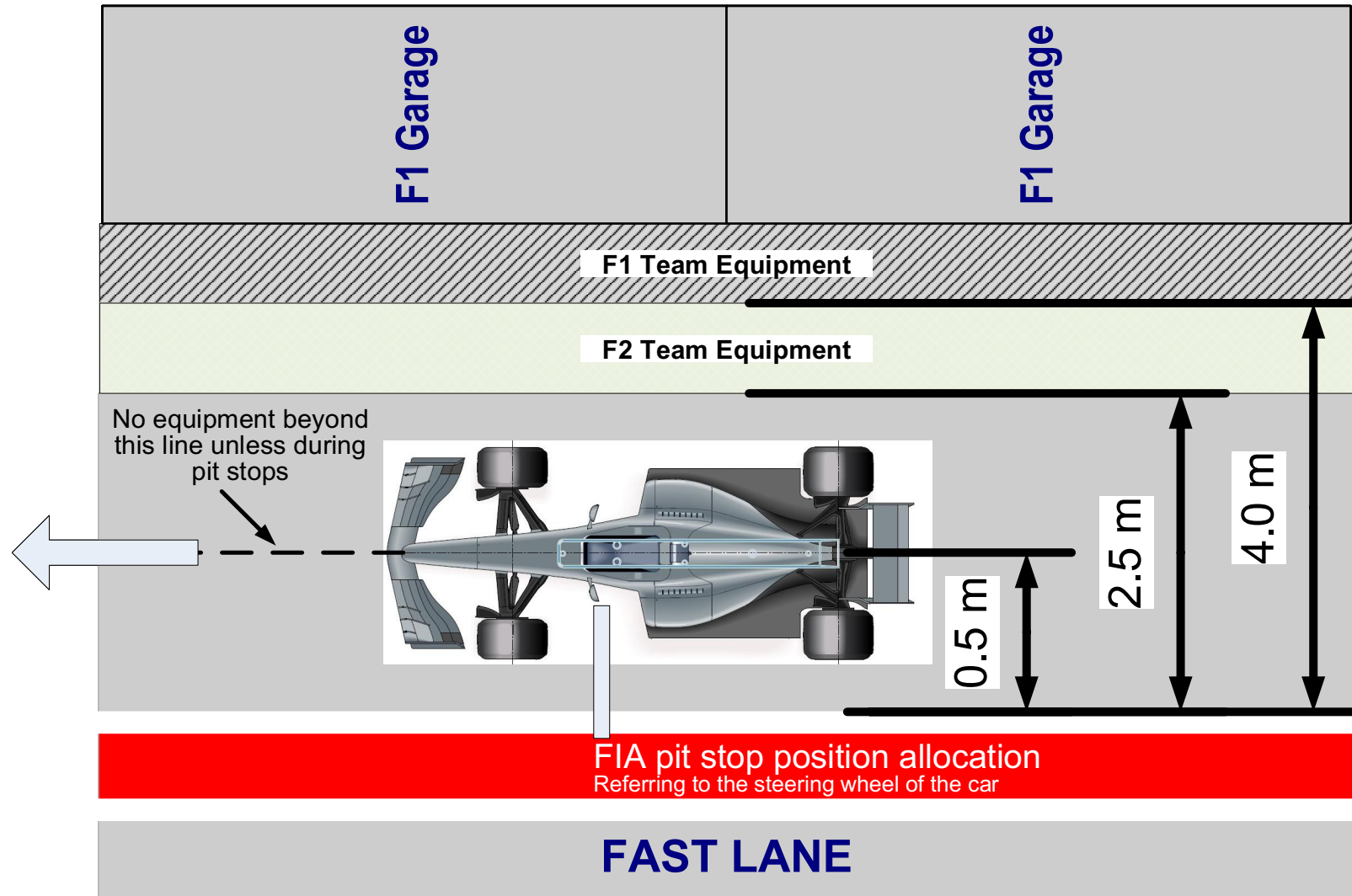
Circuit Map



- Start Line
- Control Line
- S1 Sector 1 [233m before Turn 4]
- S2 Sector 2 [215m before Turn 8]
- T Speed Trap [212m before Turn 1]
- DRS Detection 1 [95m before Turn 7]
- DRS Activation 1 [170m after Turn 7]
- DRS Detection 2 [20m before Turn 11]
- DRS Activation 2 [115m after finish line]
- 15 Corner Numbers
- M22 Marshal Post
- FIA Marshal Light Number & Location

Circuit Centreline Length = 5.793km







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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) Campos Racing
- 2) Charouz Racing System
- 3) Carlin
- 4) DAMS
- 5) UNI Virtuosi Racing
- 6) MP Motorsport
- 7) BWT HWA
- 8) PREMA Racing
- 9) ART Grand Prix
- 10) Hitech Grand Prix
- 11) Trident

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 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.

For all post-session procedures for race cars, please refer to the “Team Managers & Drivers Meeting Notes”, where these will be set out by the Race Director.

ALL other team personnel must go via the same route as the trolleys.

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All Event attendees must adopt and promote social distancing, consistent with the local guidance and regulation, in all indoor and outdoor spaces, and as far as practically possible within the constraints of safe working practice. A separation distance of 2 meters between individuals is suggested for the definition of social distance requirements.

For the avoidance of doubt this includes at all times during any movements to the pre-grid area and whilst transiting to and from Pit Lane before and after each session.

Team Members including Drivers must remain within their defined Groups during these times.

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

Friday – Practice (12:55 – 13:40)

Trolleys ready to depart	12:25
Trolleys released to F1 pits	approx. 12:35
Race cars released to F1 pits	approx. 12:40

Friday – Qualifying (17:00 – 17:30)

Trolleys ready to depart	16:30
Trolleys released to F1 pits	approx. 16:40
Race cars released to F1 pits	approx. 16:45

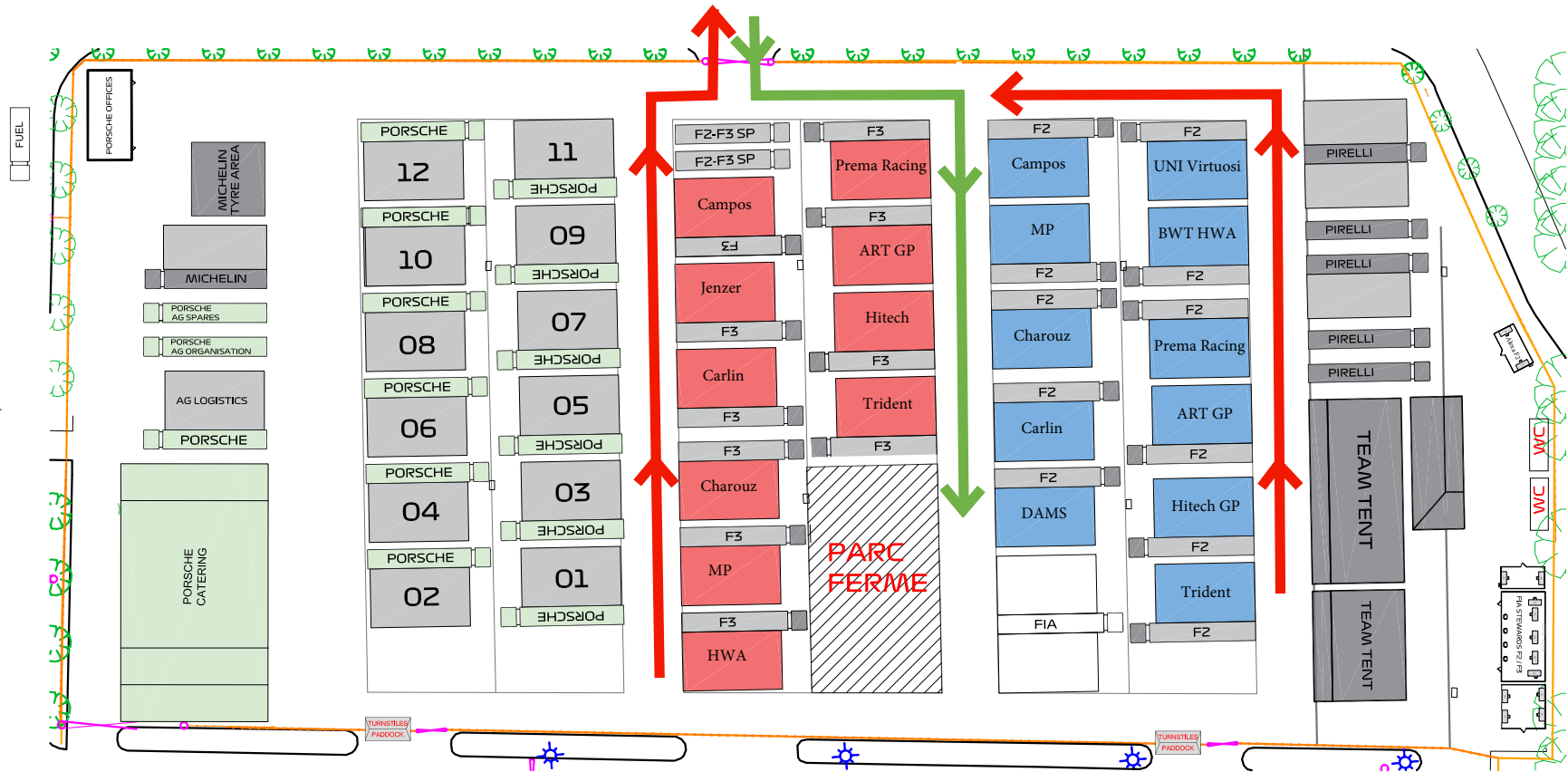
Saturday – Race 1 (pit lane open 16:30)

Trolleys ready to depart	16:00
Trolleys released to F1 pits	approx. 16:10
Race cars released to F1 pits	approx. 16:15

Sunday – Race 2 (pit lane open 10:55)

Trolleys ready to depart	10:30
Trolleys released to F1 pits	approx. 10:35
Race cars released to F1 pits	approx. 10:40

SUPPORT PADDOCK ROUTES



Race Title: **FORMULA 1 GRAN PREMIO HEINEKEN D'ITALIA 2020**
 Monza - Italy
 Venue: Autodromo Nazionale Monza
 Date: Fri 04 Sep - Sun 06 Sep 2020



Drawing Title: Support Paddock Layout			
Race No. 08	Drawing Number: ITALY_GARAGES_20 SUPPORT PADDOCK		
Drawn: T. Coleman	Date: 02.08.20	Scale: NTS	Rev:

Grand Prix of Italy 04-06/09/20 (20F2R08MZA)

Compound	FL	FR	RL	RR
Medium	27B	27B	29B	29B
Soft	27C	27C	29C	29C
Wet	16F	17F	18F	19F

Minimum and Recommended Hot Pressure, Camber limits, Wear Life

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

FE recommended hot pressure (psi)

22.0

RE recommended hot pressure (psi)

21.0

FE Camber Limit

-4°

RE Camber Limit

-1.75°

FP + Q

FP + Q



RACE

-3.75°

-1.75°

RACE

Avg wear @15 Laps

Medium

N/A -%

Avg wear @15 Laps

N/A -%

Soft

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 weekend 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 after Free Practice/Race Two has finished.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.



MONZA EVENT

03RD TO 06TH SEPTEMBER 2020

TYRE SCHEDULE

(ART. 24.6. 2020 FORMULA 2 SERIES SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated adjacent 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 03rd September

14:00 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 04th September

10:25 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 05th September

14:00 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 06th September

08:25 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

A.S.A.P after end of car Parc fermé race TWO

All tyres must be returned to the Pirelli service area

FIA Technical Delegate.

Robert Maas.

Issue: 1

03.09.2020