



## 2021 MONACO EVENT

19 to 22 May 2021

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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>	19 May 2021
		<b>Time</b>	15:50

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**Title** Event Notes V1 - Pit stop positions & Tyre parc ferme to follow in V2

**Description** Event Notes V1 PDF FIA Formula 2 Monaco

**Enclosed** 2021 Monaco Event Notes V1.pdf

**Bob Kettleboro**

**The FIA Formula 2 Race Director**

# MONACO EVENT

19 TO 22 MAY 2021

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	02
<b>To</b>	FIA Formula 2 Teams and Officials / The Stewards	<b>Date</b>	19 May 2021
		<b>Time</b>	15.50

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## Event Notes.

### General Instructions.

**1) Matters arising from the Bahrain 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) Track light panel displaying pit entry status.**

- 7.1 Light panels 17 and 18 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 Light panels 17 and 18 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, drivers must not drive side by side with another car.
- 8.4 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.

**9) Head and Eye Protection during reconnaissance laps.**

- 9.1 For Safety Reasons, all team personnel working on a car 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.

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

- 10.1 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.
- 10.2 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.
- 10.3 This person will not count as far as Article 21.5 of the 2020 FIA F2 Sporting Regulations is concerned (team personnel limitation).

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

- 11.1 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).
- 11.2 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.

**12) Lapping during the race.**

- 12.1 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.

## **Event Specific Instructions**

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

**13.1** Resurfacing has taken place in the following locations.

- a) The Pit Lane fast lane.
- b) Exit of Turn 19 through to the exit of Turn 1.
- c) Exit of Turn 4 through to the exit of the tunnel prior to Turn 10.
- d) Exit of Turn 11 through to the entry of Turn 15

**13.2** The apex kerb at Turn 4 has been removed and replaced with a painted flat kerb.

**13.3** The apex kerb at Turn 14 has been placed in the 2018 location.

**13.4** Debris fence has been added in a number of locations around the circuit.

### **14) Pit Lane**

**14.1** The pit lane speed limit is 60 km/h for the entire event.

**14.2** Please be aware the derestriction line at The Pit Exit is located after the control line in the pit lane. The derestriction line is identified as the solid white line and the control line is displayed as black and white chequered.

### **15) Pit lane Barriers.**

**15.1** F1 Teams have been instructed to ensure their barriers are no more than one metre from the garages.

**15.2** F2 Teams and Trolleys will be released into the pit lane no earlier than 20 minutes prior to the pit lane opening.

### **16) Practice starts.**

**16.1** Practice starts may only be carried out on the track at the end of the practice session, none may be carried out in the pit lane. 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 make a practice start.

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 going 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.

If any driver appears to be disregarding any of the above, a RED FLAG will be displayed and the possibility to carry out further starts will be terminated.

**16.2** After making a practice start cars should then continue on track to turn 18 where they must leave the track and return to the F2 paddock.

**16.3** Any cars that are not returning to the grid to make a practice start at the end of the session should enter the F1 pit lane. They will then complete a further lap behind a Course Car and exit the circuit at turn 18.

### **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 stay to the right of the solid yellow line exit when leaving the pits and stay to the right of it until it finishes after Turn 1.

**17.2** In order to warn drivers leaving the pits that the pit exit is obstructed two yellow arrows, sited on the drivers right will be illuminated, one at the pit exit and one just before turn 1. If either of these arrows are illuminated drivers leaving the pits may cross the yellow line defined in Article 17.1 above (providing it is safe to do so).

**17.3** There are no restrictions at the pit entry.

### **18) Lights before the Pit Exit.**

**18.1** There are two yellow arrows above the track just before the pit exit, these arrows will flash to warn drivers on track that a car is leaving the pit lane.

## **19) Track Limits.**

### **19.1 Turn 10**

a) A lap time achieved during the practice session, qualifying or the races by leaving the track and failing to negotiate Turn 1 or Turn 10 by using the track, will result in that lap time being invalidated by the Stewards.

### **19.2 General - Turn 10**

a) Each time any car fails to negotiate Turn 1 or Turn 10 by using the track as described above, teams will be informed via the official messaging system.

b) On the second occasion of a driver failing to negotiate Turn 1 or Turn 10 by using the track during the race, he will be shown the black and white flag, any further cutting will then be reported to the Stewards.

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 judge individually

d) In all cases detailed above, the driver must only re-join the when it is safe to do so and without gaining any lasting advantage.

d) 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 judge individually.

19.3 If a driver uses the escape road at the chicane Turns 10 - 11 the driver may re-join the track only when the lights, operated by the marshal on the spot is turned green.

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

20.1 Indicated by small orange boards attached to the debris fences.

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

21.1 Indicated by fluorescent orange panels attached to the debris fences and barriers.

21.2 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.

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

22.1 Through the pit exit.

## **23) Car number light panels for the start.**

23.1 On the right-hand side of the grid.

## **24) VSC Test.**

24.1 A VSC test will take place at the beginning of the practice session. All cars must leave the pit lane immediately after the pit exit is open to take part in the VSC test.

## **25) Suspending a Race.**

25.1 If a race is suspended, we would like the first car entering the pit lane to stop at the end of the last garage, rather than going to the pit exit lights. This will provide room for the teams and allow any cars permitted to un-lap to be pushed to the front of the line of cars in the fast lane.

## **26) End of practice procedure.**

26.1 As defined in Articles 16.1, 16.2 and 16.3 above.

## **27) End of qualifying procedure.**

27.1 At the end of qualifying all cars will return to the F1 pit lane and stop to change tyres if necessary. Cars will then complete a further lap on track behind a course car and exit the track at turn 18 to return to the paddock. On arrival in the paddock all cars will be secured in Parc Fermé beside the FIA weighing area, qualifying tyres must then be re-fitted to those cars selected by the FIA Technical Delegate.

## **28) Post-race procedures.**

28.1 After taking the chequered flag, the first 3 cars complete the lap and stop on the start line in front of the Royal Box for the podium ceremony. All other cars return to the F1 pit lane, those cars finishing 4<sup>th</sup> to 8<sup>th</sup> and the car setting the fastest lap are not permitted to change tyres.

- 28.2** Before the podium ceremony, all cars in the pit lane will proceed on track behind a course car and leave the track at turn 18 to return the paddock Parc Fermé.
- 28.3** After the podium ceremony, marshals will push the first three cars back to the pit entry and team quads should be there ready to tow them back to the paddock and into parc fermé – WITHOUT changing tyres.
- 27) Any other business.**



Bob Kettleboro  
Race Director  
FIA Formula 2 Championship

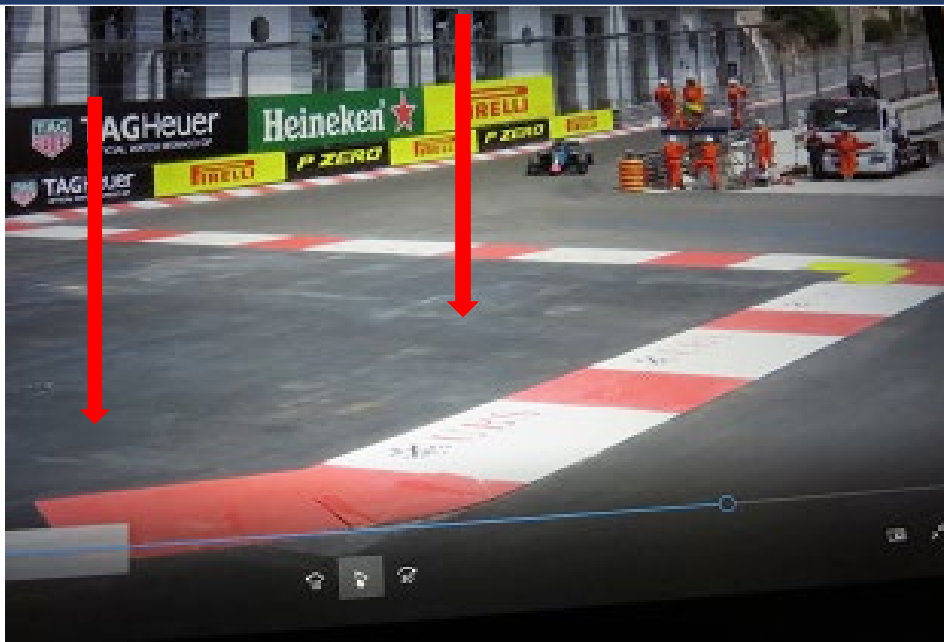




# Track Limits Turn 1



# Track Limits Turn 10 - 11





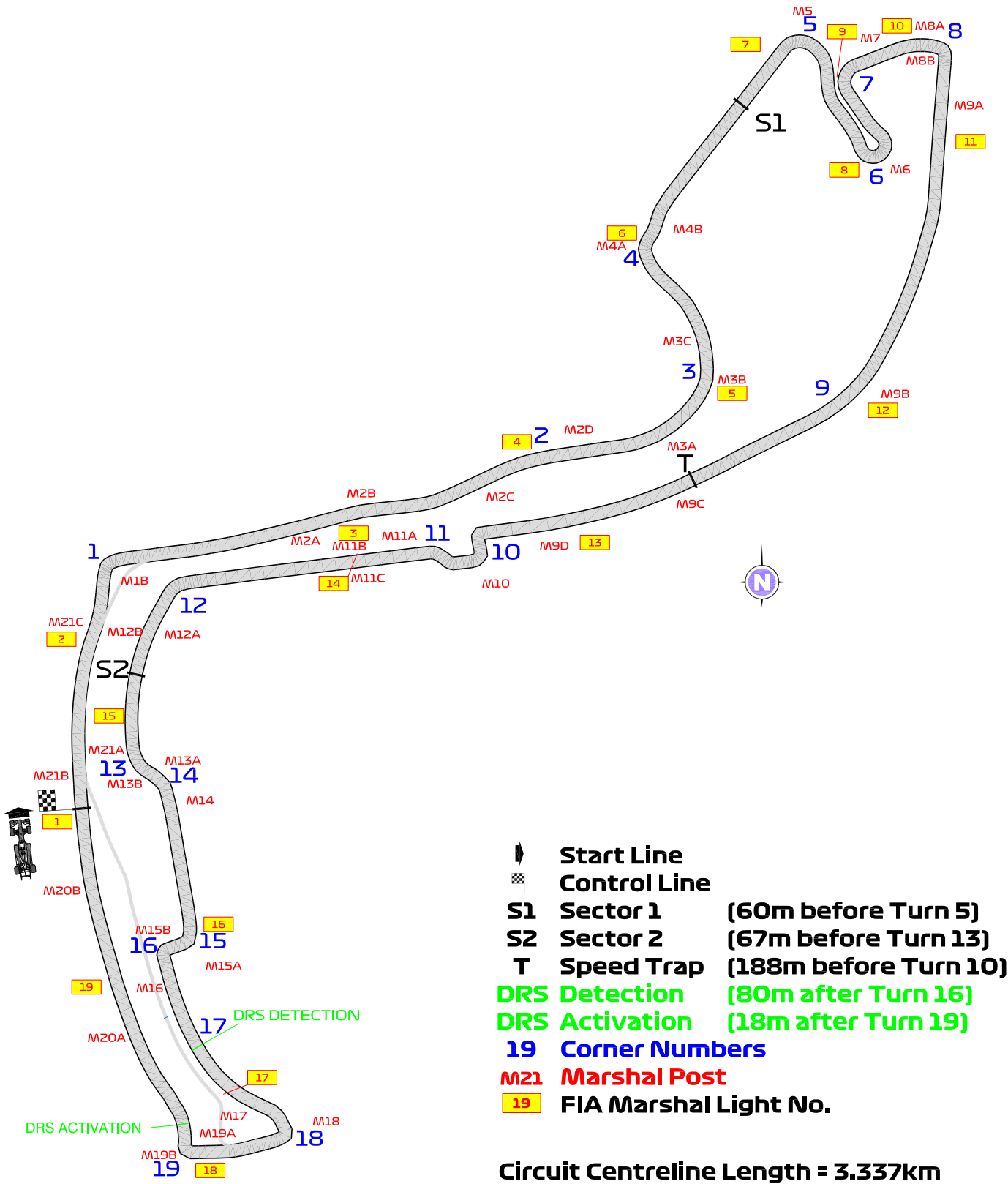
# Escape Road Turn 10

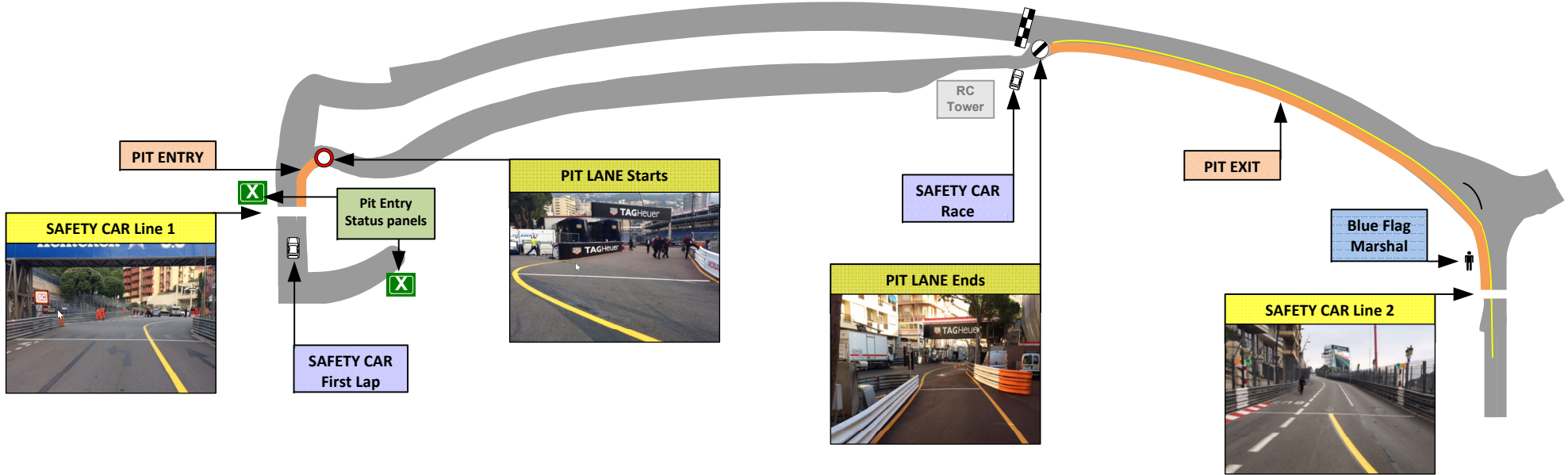




# FORMULA 1 GRAND PRIX DE MONACO 2021 - Monte-Carlo

## Circuit Map





1	2	3	4	5	6	7	8	9	10	11	12	13
FIA / F1	FIA FIA FIA	Mercedes Mercedes Mercedes	Red Bull Red Bull Red Bull	McLaren McLaren McLaren	Aston Martin Aston Martin Aston Martin	Alpine Alpine Alpine	Ferrari Ferrari Ferrari	AlphaTauri AlphaTauri AlphaTauri	Alfa Romeo Alfa Romeo Alfa Romeo	Haas Haas Haas	Williams Williams Williams	F1 F1 F1
Designated Garage Areas		Campos	Carlin	MP	Prema	Virtuosi	Charouz	Trident	HWA	ART	Hitech	DAMS
FAST LANE									FAST LANE			

## Grand Prix of Monaco 20-22/05/21 (21F2R02MNC)

Compound	FL	FR	RL	RR
<b>Soft</b>	28C	28C	31C	31C
<b>SuperSoft</b>	28D	28D	31D	31D
<b>Wet</b>	16G	17G	18G	19G

### Minimum and Recommended Hot Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
<b>Slicks</b>	12.0	10.0
<b>Wet</b>	12.0	10.0

#### FE recommended hot pressure (psi)

18.0

#### RE recommended hot pressure (psi)

17.0

#### FE Camber Limit

-4.5°

#### RE Camber Limit

-2.25°

FP & Q

FP & Q



RACE

-4.25°

-2.25°

RACE

#### Avg wear @15 Laps

**Soft**

N/A -%

#### Avg wear @15 Laps

N/A -%

**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

- |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Not permitted to switch tyres from their allocated position.</li> <li>• Not permitted to mix compounds in tyre sets.</li> <li>• Do not subject tyres to large deformation or impact.</li> <li>• Revised prescriptions could be issued at any time during the event in accordance with the FIA F2 sporting regulations.</li> <li>• Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area.</li> </ul> | <ul style="list-style-type: none"> <li>• 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, Race One and Race Three.</li> <li>• Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.</li> <li>• <b>Teams are advised Wet tyres mounted for Monaco race activity are scheduled to be stripped at the end of the event. All rims will be returned to teams for onwards transport.</b></li> </ul> |
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## SPORTING INFORMATION No: 2020-F2/02

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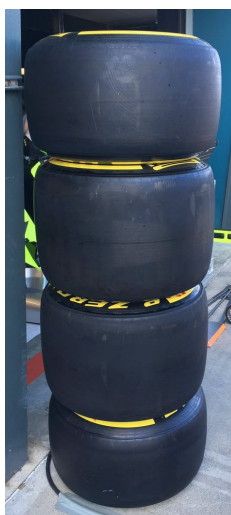
**To:** All 2020 FIA Formula 2 Championship Competitors  
**From:** Michael Masi, FIA Single Seater Department  
**Copy:** FIA Secretary General – Sport; FIA Formula 2 Promoter  
**Date:** 26 June 2020  
**Re:** Art 28 & Art 37, 2020 FIA Formula 2 Sporting Regulations

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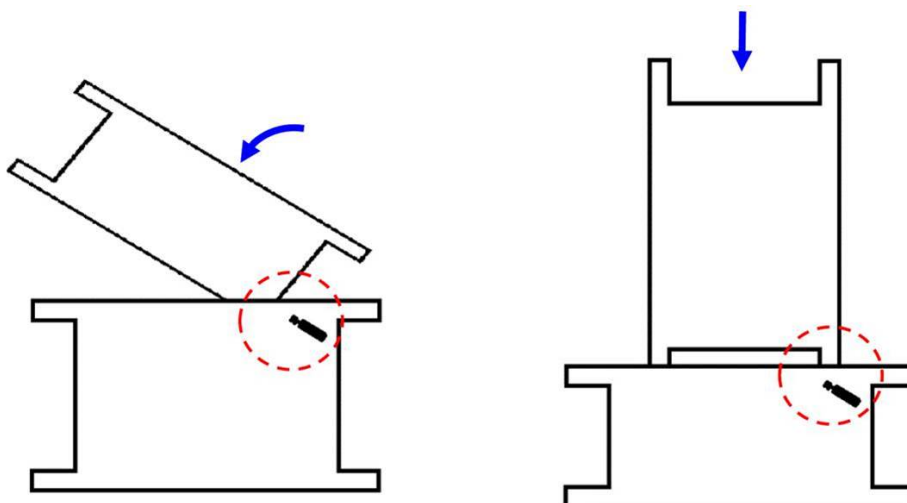
Following various discussions regarding the Pit Stop Regulations for the 2020 FIA Formula 2 Championship, we hereby provide the clarification below:

### ***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:





**During each Pit Stop in Race 1 and Race 2, the following restrictions will apply:**

***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.

***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).

***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.

***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.

***General safety***

For safety reasons, mechanics running around the car or jumping over the car will be reported to the Stewards.

We trust the above provides suitable clarity, however should you have any further queries please do not hesitate to contact Claire Dubbelman or Robert Maas.

Regards,

A handwritten signature in black ink, appearing to read 'MM' followed by a stylized flourish.

**Michael Masi**  
**FIA Single Seater Department**



# MONACO F2 - EVENT

19 TO 22 MAY 2021

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## Paddock Departure and Return – Trolley and Race Cars

### Paddock Departure – General.

Trolleys will proceed first to the pit lane – assembled in F1 pit lane order by the ACM paddock marshals:

- |                           |                        |
|---------------------------|------------------------|
| 1) DAMS                   | 7) UNI Virtuosi Racing |
| 2) Hitech Grand Prix      | 8) PREMA Racing        |
| 3) ART Grand Prix         | 9) MP Motorsport       |
| 4) HWA Racelab            | 10) Carlin             |
| 5) Trident                | 11) Campos Racing      |
| 6) Charouz Racing Systems |                        |

Cars will follow, pushed, to the holding point and will exit the paddock in F1 pit lane order. They will then proceed downhill without power, but with a mechanic (or driver) at the wheel to steer. Make sure your mechanic/driver is installed in plenty of time so your car does not hold up the queue and delay others reaching the pits. Once the first cars start to be pushed down the hill, please keep the flow going. No team personnel may 'ride' on the racing cars.

Please make sure team members are ready near the pit entry to help push each car forward from the start of the pit lane to the team's garage position. This avoids a 'traffic jam' which holds up proceedings and can be a danger to pedestrians.

### **Article 1.1**

#### **Thursday – Practice 09.45 – 10.30**

#### **08.45 am approx.**

All teams must be ready with trolleys and equipment, in front of their working areas, for the start of the assembly procedure.

Trolleys and race cars on Ground level will exit the paddock from their own side of the car park. Teams on the Upper level will come down the slope leading to the paddock entrance.

### **Article 1.2**

#### **09.00 am approx.**

Trolleys will move out first, the ACM staff will call each team in pit lane order starting with DAMS to exit and line up through the tunnel to wait for the move downhill.

Immediately following the trolleys, race cars will be pushed out, in order, to join the line. Prema, DAMS and ART on the upper floor will join the queue in correct position when they reach the paddock exit.

While trolleys are entering the pit lane, race cars will move down the hill to a point where they will wait until all equipment has reached its pit position. Once teams are installed in the pits, race cars can be pushed downhill.

For Qualifying and Races, the assembly procedure will follow the same system as defined in Article 1.1 and 1.2.  
Above.

**Thursday Qualifying. 13.20 – 14.00**

**12.20** - Trolleys and equipment to be ready outside the teams working areas.

**12.35** - Trolleys followed by race cars move towards the pit lane.

**Friday – Race 1. Pit lane Open 11.30.**

**10:30** - Trolleys and equipment to be ready outside the teams working areas.

**10:45**- Trolleys followed by race cars move towards the pit lane.

**Saturday – Race 2. Pit Lane Open 08.05.**

**07.05** - Trolleys and equipment to be ready outside the teams working areas.

**07.20** - Trolleys followed by race cars move towards the pit lane.

**Saturday - Race 3. Pit Lane Open 17.00**

**16.00** - Trolleys and equipment to be ready outside the teams working areas.

**16.15** - Trolleys followed by race cars move towards the pit lane.

**Please Note: All End of Session and Post Race Procedures are defined in the Race Directors Event Notes.**

**Recovery of Cars at the End of all sessions.**

At the end of all track sessions, breakdown trucks will recover any cars that have stopped on track or cannot be driven from the pit lane to a drop-off point at the Paddock entrance. Please have your mechanics ready to collect these as soon as they arrive, otherwise the area becomes blocked and delivery of damaged cars will be delayed.

**At the end of all track sessions.**

**PLEASE EVACUATE THE PITS AS QUICKLY AS POSSIBLE!**

Trolleys will depart as soon as all race cars have cleared the pits. At the pit exit they will turn sharp left and proceed on track in the wrong direction towards the pit entry and back up the hill to paddock. The way will be marked by traffic cones.

All scrutineering, **including fuel sampling**, will take place in the parc fermé area of the F2 paddock

**Departure on Saturday.**

**All teams are expected to depart on Saturday, leaving the paddock free for F1 trucks on Sunday.**



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.



**Bob Kettleboro**

Race Director

FIA Formula 2 Championship

BK V1