



2020 MUGELLO EVENT

10 to 13 September 2020

From The FIA Formula 2 Race Director
To All Teams, All Officials

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Date 10 September 2020
Time 15:47

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The FIA Formula 2 Race Director

MUGELLO EVENT

10 TO 13 SEPTEMBER 2020

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To	FIA Formula 2 Teams and Officials / The Stewards	Date	10 September 2020
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EVENT NOTES **General Instructions**

1) Matters arising from Monza 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.



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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 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.



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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.

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.



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Event Specific Instructions

11) Changes to the circuit

11.1 This is a new Event.

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 free practice session, practice starts may only be carried out on the right-hand side after the end of the Pit Wall indicated by the yellow grid marking. Drivers wishing to carry out a practice start should stop on the right in order to allow other cars to pass on their left. See image 1 on page 7.

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 and adjacent to the orange band on the left-hand side barrier. Drivers wishing to carry out a practice start should stop on the right in order to allow other cars to pass on their left. See image 1 on page 7.

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).

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 other than in the cases detailed in 13.1 and 13.2 above.

14.2 For safety reasons drivers must keep to the right of the white line 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



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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) Fire extinguishers around the circuit

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

16) Places to remove cars from the track

16.1 Indicated by fluorescent orange panels on the barriers.

16.2 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.

16.3 If a driver has a choice where to stop during a session, it is recommended they do so on the right-hand side of the main straight near one of the gates in the pit wall as cars may then be recovered more easily and brought back to the pits.

17) Removing cars from the grid

17.1 Two gates in the pit wall located adjacent to grid position 3 and grid position 26.

18) Car number light panels for the start

18.1 On the right-hand side of the grid.

19) Control line

19.1 Please note that the control line is located after the start line.

20) End of practice procedure

20.1 After taking the chequered flag all cars should continue to the pit lane then turn right just before the race control building. Cars must stop their engines in the Parc Fermé area and should be pushed back to the team's awning.

20.2 Any cars stationary in the pit lane at the end of the session must be pushed via the pit entry gate back to the paddock.

21) End of qualifying procedure

21.1 After taking the chequered flag all cars should continue to the pit lane and turn right just before the race control building into Parc Fermé.

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21.2 Any cars stationary in the pit lane at the end of the session must be pushed via the pit entry to the Parc Fermé.

22) Post-race procedures

22.1 After taking the chequered flag drivers should slow down, continue to the pit lane and go directly to Parc Fermé. The first three must follow the post-race procedure which will be distributed prior to the start of the race.

22.2 Any cars stationary in the pit lane at the end of the session must be pushed via the pit entry to the parc fermé.

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) Article 27.4

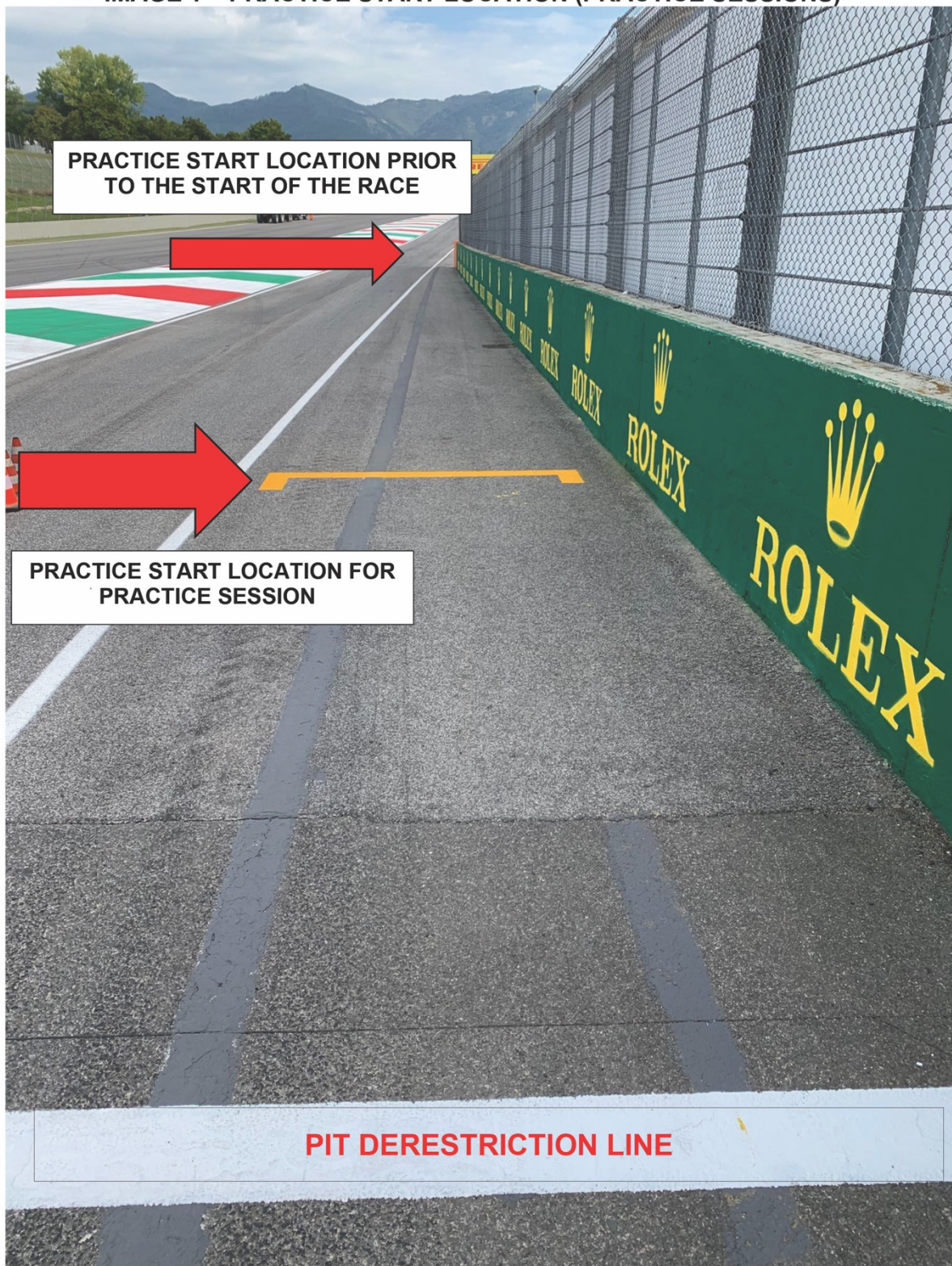
24.1 For reasons of safety and due to the nature of this track, during each practice session the provisions of Article 27.4 of the Sporting Regulations will be strictly enforced.

25) Any other business



Silvia Bellot
FIA F2 Race Director

IMAGE 1 – PRACTICE START LOCATION (PRACTICE SESSIONS)



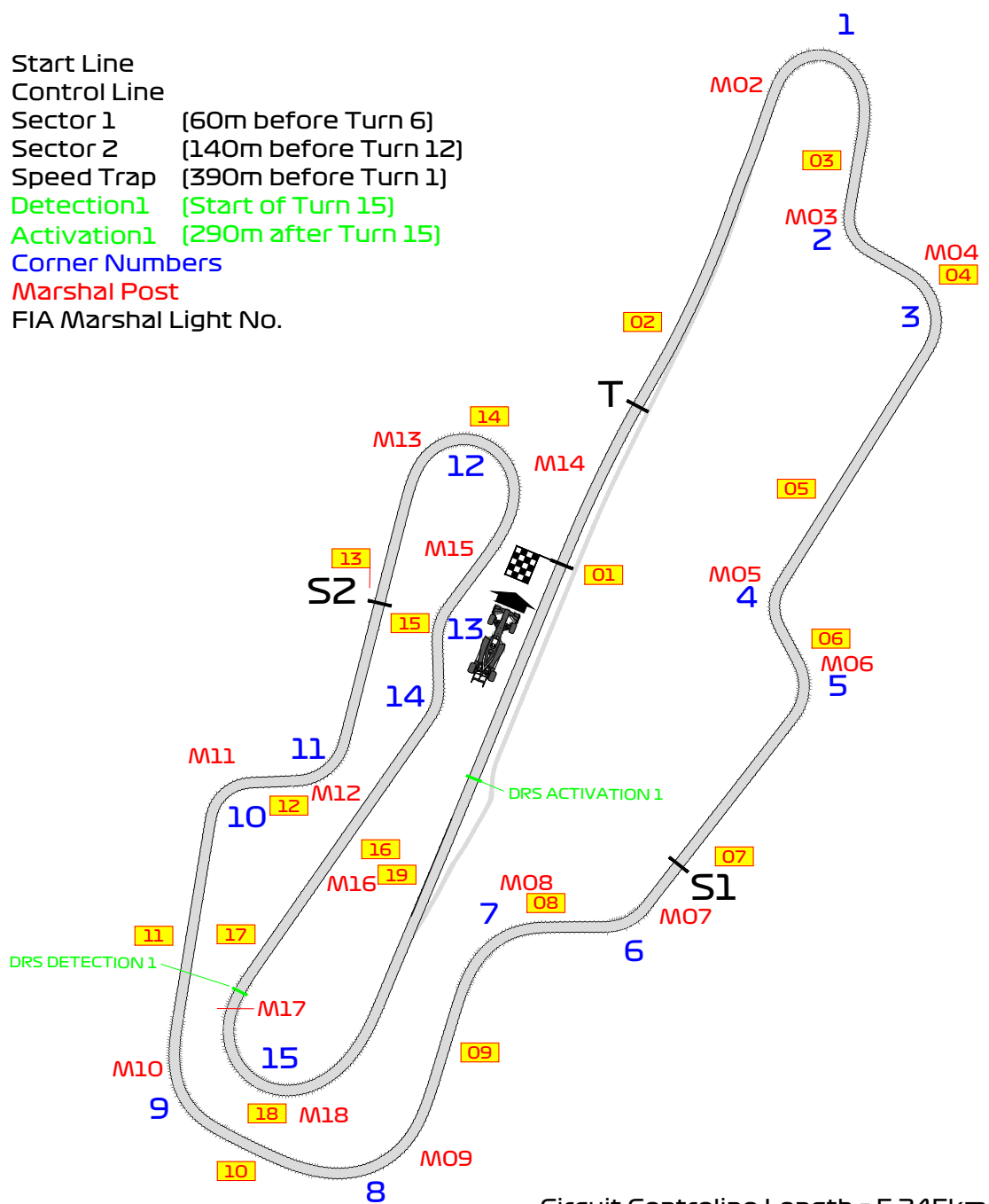


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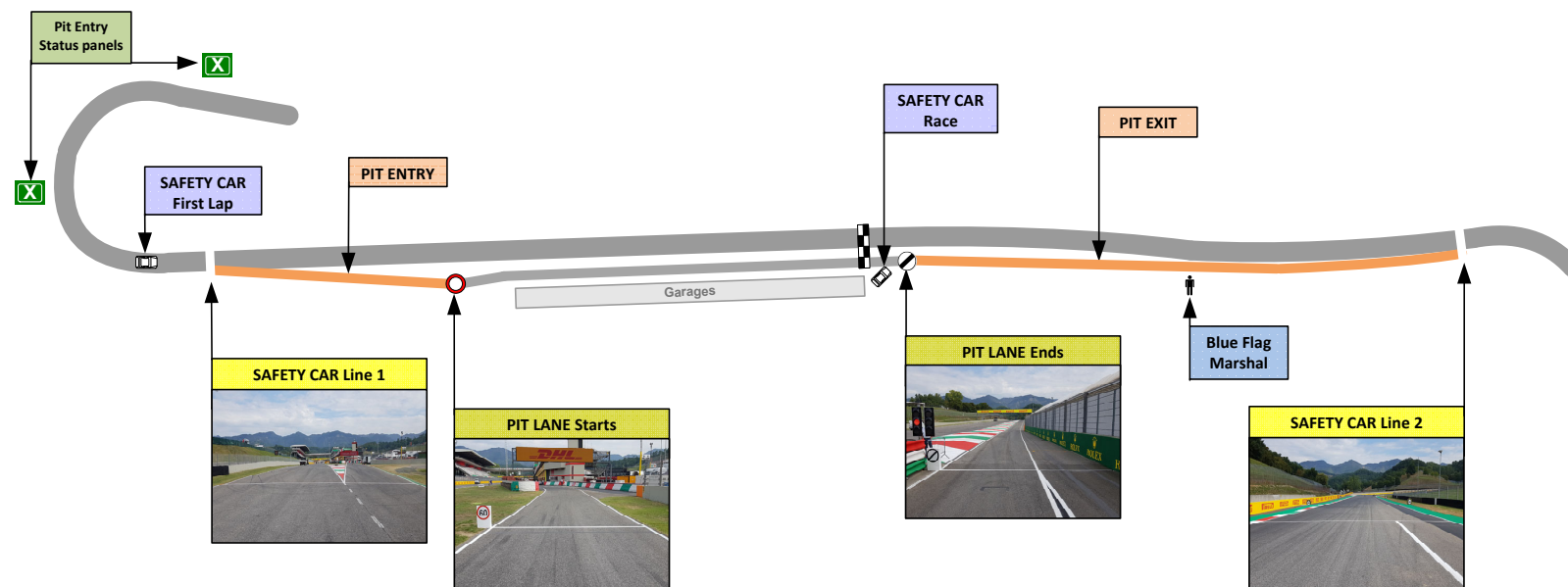
FORMULA 1 PIRELLI GRAN PREMIO DELLA TOSCANA FERRARI 1000 2020 - Mugello

Circuit Map

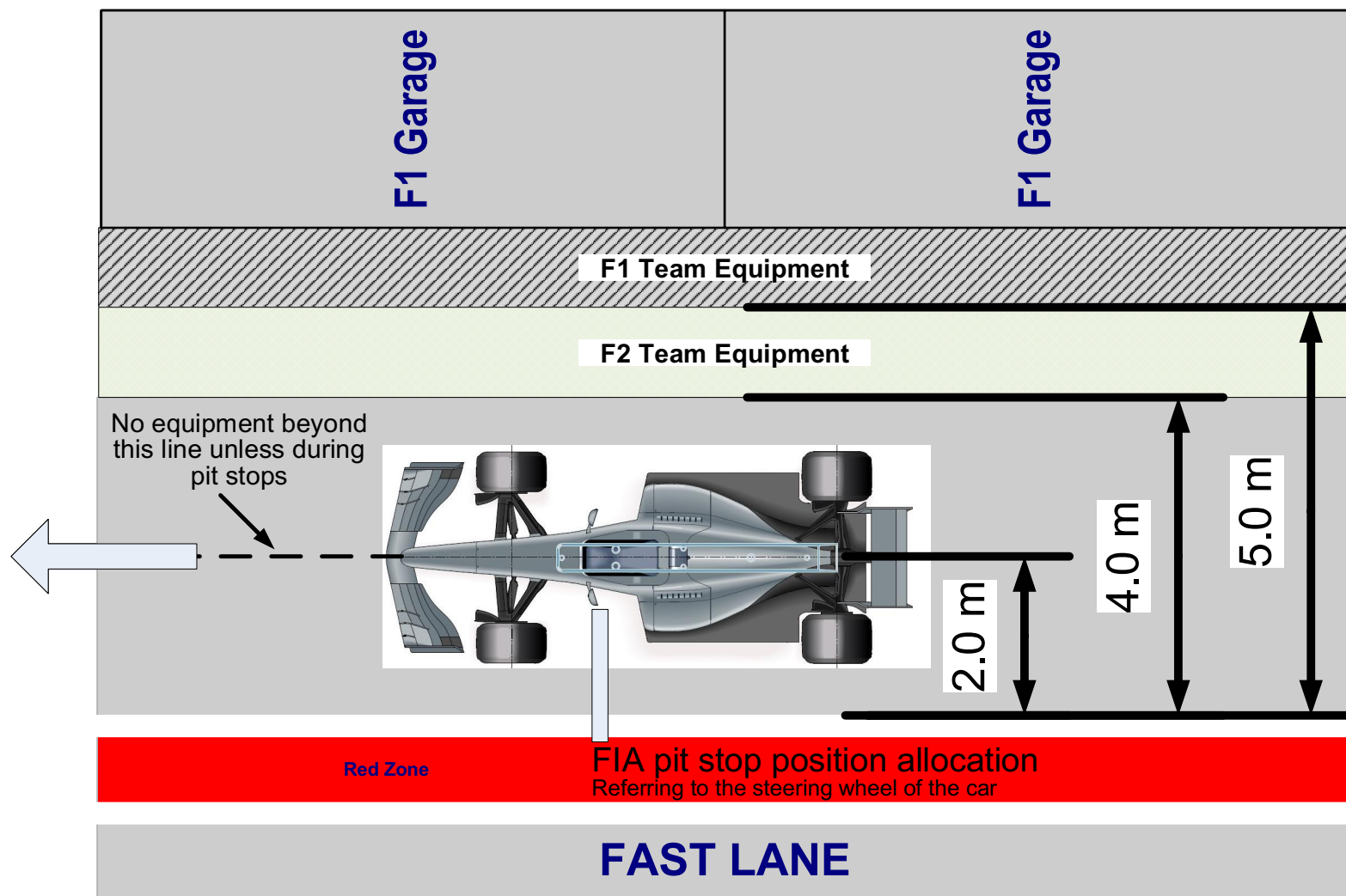
- Start Line
- Control Line
- S1 Sector 1 (60m before Turn 6)
- S2 Sector 2 (140m before Turn 12)
- T Speed Trap (390m before Turn 1)
- DRS Detection1 (Start of Turn 15)
- DRS Activation1 (290m after Turn 15)
- 15 Corner Numbers
- M22 Marshal Post
- FIA Marshal Light No.



Circuit Centreline Length = 5.245km



1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20				
Formula 1	Williams	Williams	Haas	Haas	Alfa Romeo	Alfa Romeo	Racing Point	Racing Point	AlphaTauri	AlphaTauri	Renault	Renault	McLaren	McLaren	Red Bull	Red Bull	Ferrari	Ferrari	Mercedes	Mercedes	FIA	FIA	
Trident		Hitech		ART		Prema		HWA		MP		Virtuosi		DAMS		Carlin		Charouz		Campos		Designated Garage Areas	
FAST LANE										FAST LANE													





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

Trolleys will exit the Support paddock and turn left onto the main road, continue straight on through the pit lane gate.

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 pit access gate into the designated teams' allocated pit position.

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 team personnel must go via the same route as the trolleys/cars.

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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 11:40)


Trolleys ready to depart	11:10
Trolleys released to F1 pits	approx. 11:20
Race cars released to F1 pits	approx. 11:25

Grand Prix of Tuscany 11-13/09/20 (20F2R09MUG)

Compound	FL	FR	RL	RR
Hard	27A	27A	29A	29A
Soft	27C	27C	29C	29C
Wet	16F	17F	18F	19F

Minimum and Recommended Hot Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	15.0	13.0
Wet	15.0	13.0

	FE recommended hot pressure (psi)		RE recommended hot pressure (psi)	
	22.0		21.0	
FP + Q	FE Camber Limit -4°		RE Camber Limit -1.75°	FP + Q
RACE	-3.75°		-1.75°	RACE
	Avg wear @15 Laps		Avg wear @15 Laps	
Hard	N/A -%		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.
- Teams are reminded that all mounted wheel units (including Wet) will be stripped following completion of F2R09MUG.



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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 10th 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 11th 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 12th 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 13th September

09:10 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

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

All tyres must be returned to the Pirelli service area

FIA Technical Delegate.

Robert Maas.

Issue: 1

09.09.2020