



2022 MONZA EVENT

8 to 11 September 2022

From	The FIA Formula 2 Race Director	Document	20
To	All Teams, All Officials	Date	09 September 2022
		Time	16:45

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The FIA Formula 2 Race Director

MONZA EVENT

8 TO 11 SEPTEMBER 2022

From	The FIA Formula 2 Race Director	Document	20
To	FIA Formula 2 Teams and Officials / The Stewards	Date	9 September 2022
		Time	15.40

Event Notes V2

General Instructions.

(Changes on blue)

1. Matters arising from the Zandvoort 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. Transfer Procedure from support paddock to F1 pit lane.

- 4.1. 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.
- 4.2. A detailed description and further information of this procedure (pit Lane order and timing) are described in the attached document – F2 Event Procedures.

5. Track light panels.

- 5.1. 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.

6. Start Lights

- 6.1. When the red start lights are illuminated all cars shall immediately reduce speed and proceed slowly back to the pit lane.

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. Fuel pressure release in parc fermé.

- 8.1. 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.
- 8.2. 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.
- 8.3. This person will not count as far as Article 21.5 of the 2022 FIA F2 Sporting Regulations is concerned (team personnel limitation).

9. Observing yellow flags during free practice and qualifying.

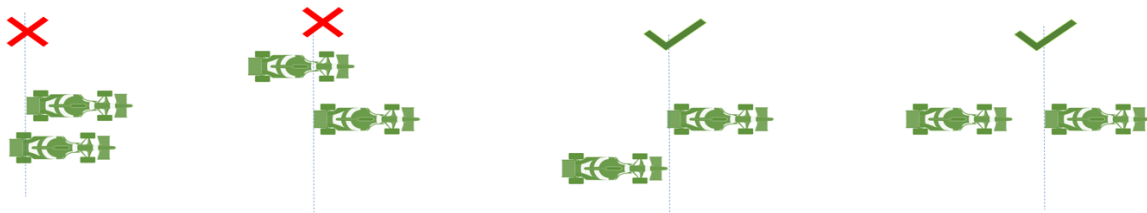
- 9.1. Double waved: Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the stewards to be satisfied that any such driver has complied with these requirements it must be clear that he has not attempted to set a meaningful lap time, for practical purposes this means any driver in a double yellow sector, will have that lap time deleted.
- 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.
- 9.3. 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.
- 10.2. 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.
- 10.3. 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.

11. Safety Car Procedure

- 11.1. 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.(...)



12. Teams Guests

- 12.1. 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

13. Track light panel displaying pit entry status.

- 13.1. Light panels 16 and 17 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.
- 13.2. Light panels 16 and 17 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

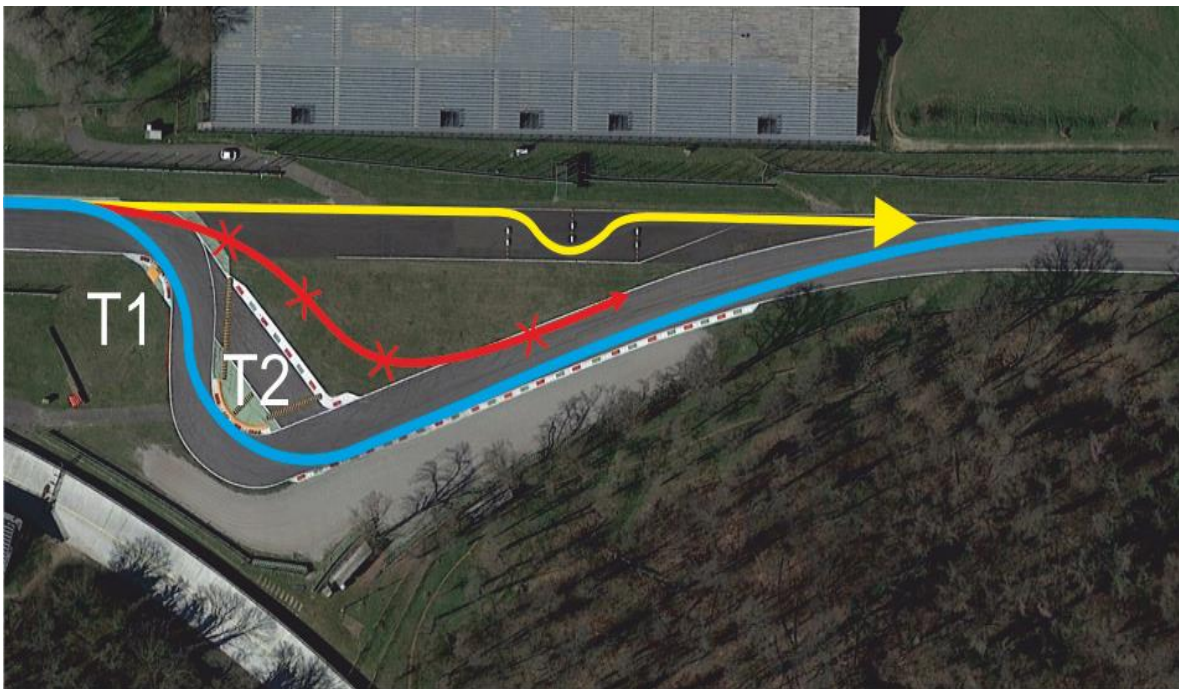
14. Changes to the circuit.

- 14.1. **Turn 1 – Turn 2:** Track has been resurfaced.
- 14.2. **Turn 1 – Turn 2:** The parallel rubber kerb LHS between T1 and T2 was removed
- 14.3. **Turn 4 – Turn 5:** Track has been resurfaced.
- 14.4. **Turn 4 – Turn 5:** All rubber kerbs have been removed
- 14.5. **Turn 8 – Turn 10:** Track has been resurfaced.
- 14.6. **Turn 8 – Turn 10:** The verge on RHS has been reduced to 2.0 meters.
- 14.7. **Turn 11:** Starting from the apex, the asphalt run-off has been reduced to 2.0 meters.

15. Escape roads/track limits

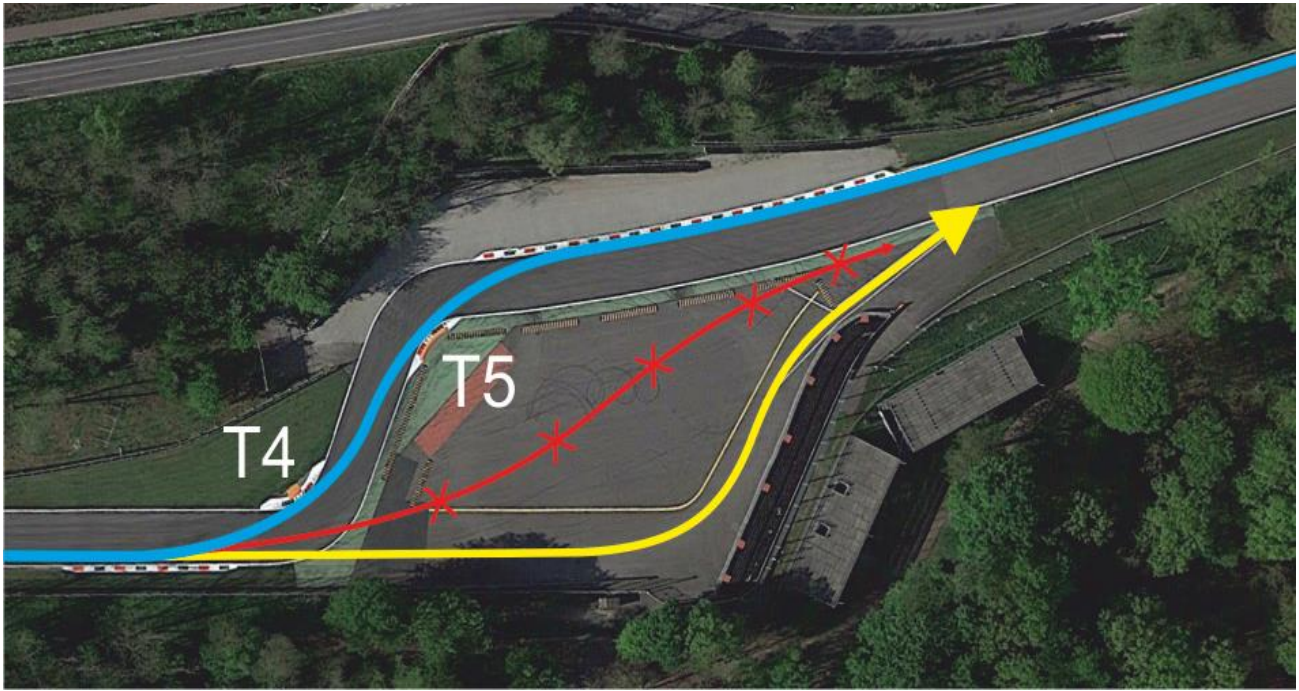
15.1. Escape road at turn 1 and 2

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. Escape road at turn 4 and 5

Any driver going straight at Turn 4 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. 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



16. Pit Lane

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

17. Pit lane Barriers.

17.1. F1 Teams have been instructed to ensure their barriers are no more than three meters from the garages.

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

18. Mandatory Pit Stop

18.1. The mandatory pit stop may not be carried out until the driver has completed lap 6 on track.

18.2. For the avoidance of doubt the sixth lap must be completed by crossing the Control Line on track (driving across the starting grid).

18.3. In case of the Safety Car being deployed through the pit lane and entering the pit lane on lap 6, mandatory pit stops will only be considered valid if a car enters pit lane on the following lap.

19. DRS

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:

19.1 DRS Activation 1: Panels 9, 10, 11, 12, 13

19.2 DRS Activation 2: Panels 1, 2, 3

20. Practice starts.

20.1. During each 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.

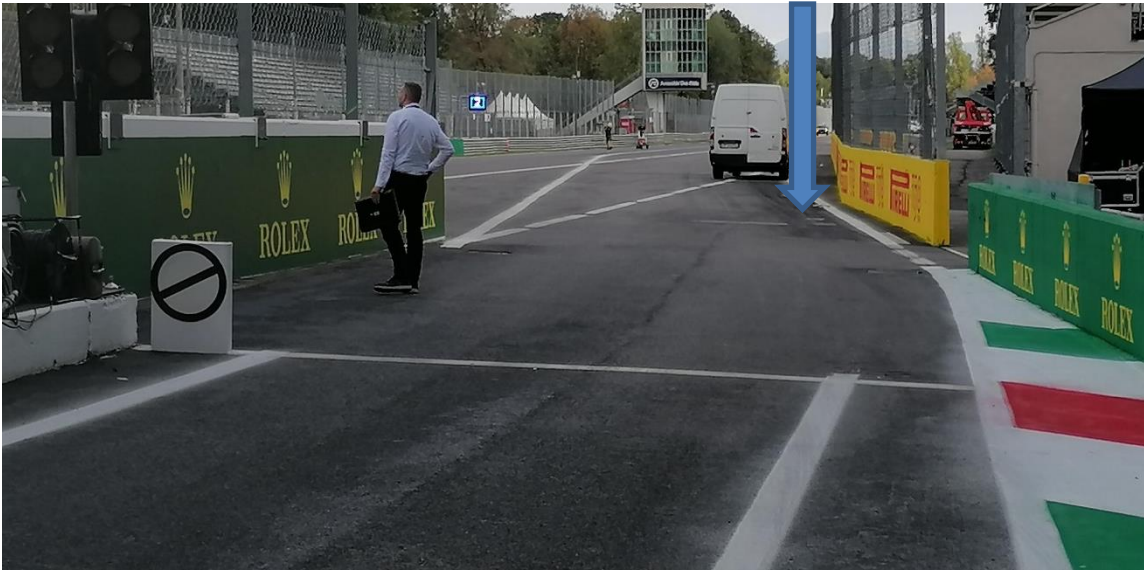
20.2. During the time the pit exit is open for the race, practice starts may be carried out after the end of the pit wall but before the second dotted white line across the pit exit.

20.3. 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 21.1 below.

20.4. 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).

20.5. 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.

Practice Start - Practice Session



Practice start – starting procedure



21. Lines or bollards at the Pit Entry and Pit Exit.

21.1. In accordance with Chapter 4, Article 4 and 5 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.

22. Track Limits.

22.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.

22.2. Track Limits at the start/finish straight



23. Fire extinguishers around the circuit.

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

24. Places to remove cars from the track.

24.1. Indicated by 2m long fluorescent orange panels on the barriers.

24.2. If it is safe to do so, ideally drivers should try to stop on the right-hand side of the track.

24.3. Should a car stop on the track during a session, it is recommended that the driver keeps all their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage

25. Removing cars from the grid.

Through the gate in the pit wall adjacent to grid position 6 and the Pit Lane Exit Car number light panels for the start.

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

26. Suspending a Race.

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

27. General – End of session/races

27.1. To avoid incidents when cars are leaving the track after 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 should stay in front of the field and continue to the pit lane. They will be under parc fermé conditions and be returned to the support paddock by the medical center entrance at the beginning of the pit lane .

28. Any other business.

Rui Marques

Race Director

FIA Formula 2 Championship

