



# 2024 MELBOURNE EVENT

## 21 to 24 March 2024

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**From** The FIA Formula 2 Race Director

**Document** 5

**To** All Teams, All Officials

**Date** 21 March 2024

**Time** 16:01

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**Title** F2 Event Notes

**Description** F2 Event Notes

**Enclosed** Event Notes Combined.pdf

**Rui Marques**

**The FIA Formula 2 Race Director**

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<b>From:</b> The FIA Formula 2 Race Director	<b>Document:</b> 05
<b>To:</b> FIA Formula 2 Teams and Officials / The Stewards	<b>Date:</b> 21 March 2024
	<b>Time:</b> 15.55

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## General Instructions.

### **1. Pit lane map (to be included in V2)**

- 1.1. Safety Car lines.
- 1.2. The location of the pit entry and the pit exit.
- 1.3. Designated garage areas.
- 1.4. Safety Car position for first lap and rest of race.
- 1.5. Blue flag marshal at the pit exit.
- 1.6. Track light panels displaying pit entry status.
- 1.7. Pit Stop Position.

### **2. Pirelli Event Preview.**

- 2.1. With reference to Article 10.4.3 e) of the Technical Regulations see the attached document provided by the official tyre supplier.

### **3. Pre & Post Session / Race Procedure from support paddock to F1 pit lane**

- 3.1. For the transfer procedures from the support pit lane to the F1 pit lane, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations can be used.
- 3.2. A detailed description and further information of this procedure (pit Lane order and timing) are described in the attached document – F2 Event Procedures.

### **4. Tyre Schedule**

- 4.1. Refer to attached document – F2 Tyre Schedule.

### **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. Drivers leaving their pit stop position in the pit lane.**

- 6.1. 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.
- 6.2. It is not permitted to do burn outs or clutch bite points checks in the paddock, support pit lane, garage areas and in the pit lane at any time during the Event.
- 6.3. 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.
- 6.4. 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.
- 6.5. No wheel nuts must be left on the ground at all times.

## **7. Fuel pressure release in parc fermé.**

- 7.1. 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.
- 7.2. 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.
- 7.3. This person will not count as far as Article 21.5 of the FIA F2 Sporting Regulations is concerned (team personnel limitation).

## **8. Observing yellow flags during free practice and qualifying.**

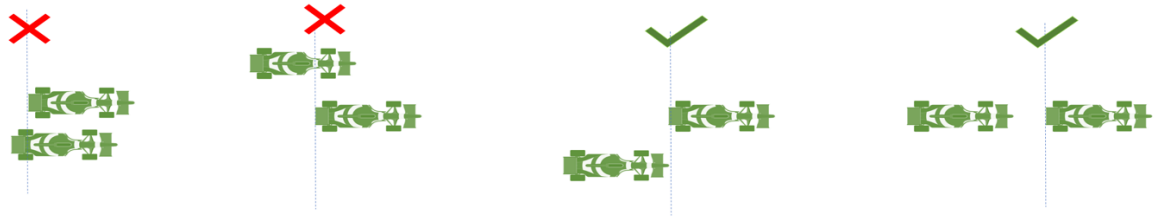
- 8.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. 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.
- 8.3. Double Waved during VSC or SC: Any driver passing through a double waved yellow marshalling sector, in addition to the requirement in 8.2 above, must remain positive of the delta time in the sector concerned.

## **9. Lapping during the race.**

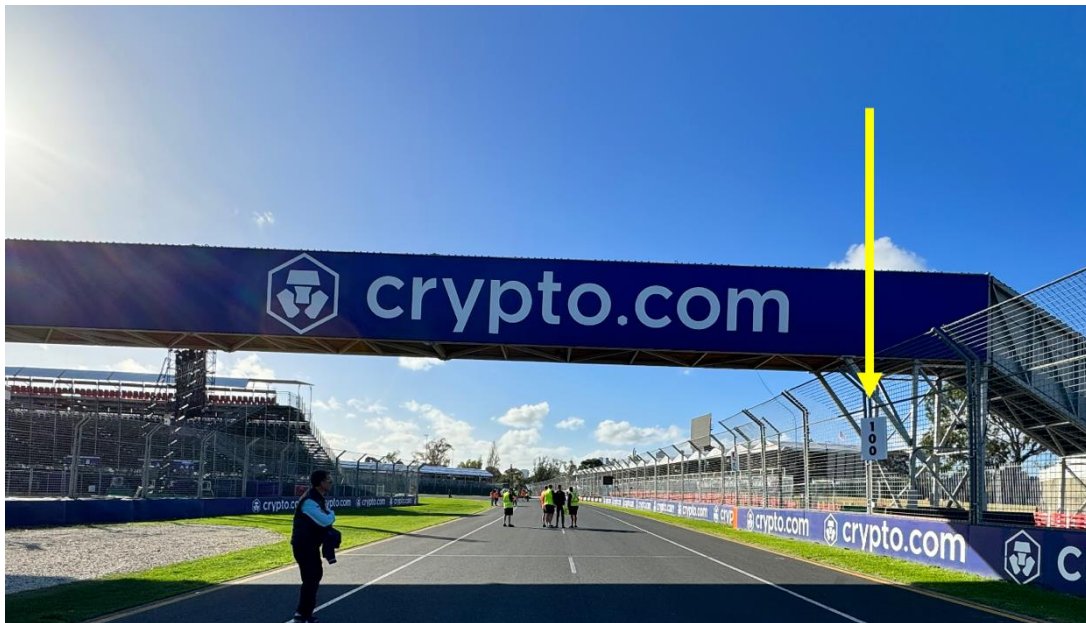
- 9.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.
- 9.2. 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.
- 9.3. It should be noted that the aim of using F1MS is to ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

## **10. Safety Car Procedure / End of VSC period**

- 10.1. 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.(...)
- 10.2. At the end of each VSC procedure, Drivers must follow their delta time until the “VSC” on the FIA Light panels have changed to green.
- 10.3. The positioning of the cars in both procedures (Safety Car and VSC) must comply with the below drawing:



10.4. To reduce the risk of an incident at the restart, weaving is not permitted from the 100 meters distance marker at the entrance of Turn 13 until the line.



**11. Teams Guests**

11.1. 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**

**12. Changes to the circuit.**

- 12.1. Removal of the raised kerb end at the exit of Turn 4 on RHS.
- 12.2. Removal of the raised kerb end at the exit of Turn 10 on LHS.
- 12.3. Concrete strip installed behind kerb at the exit of Turn 11.
- 12.4. Barriers re-aligned in the run-off at Turn 4.
- 12.5. Barriers re-aligned on LHS at Turn 10.

**13. Pit Lane**

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

**14. Pit lane Barriers.**

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

**15. DRS**

15.1. 15.1 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:

15.1.1. DRS Activation 1: Panels 11, 12, 13, 14

15.1.2. DRS Activation 2: Panels 15, 16, 17

15.1.3. DRS Activation 3: Panels 20, 1, 2

15.1.4. DRS Activation 4: Panels 3, 4, 5

**16. Practice starts.**

16.1. Practice starts may only be carried out on the asphalt on the RHS of the fast lane immediately after the pit exit line and, for the avoidance of doubt, this includes any time the pit exit is open for the race, but before the end of the pit signaling wall. Drivers must leave adequate room on their left for another driver to pass.

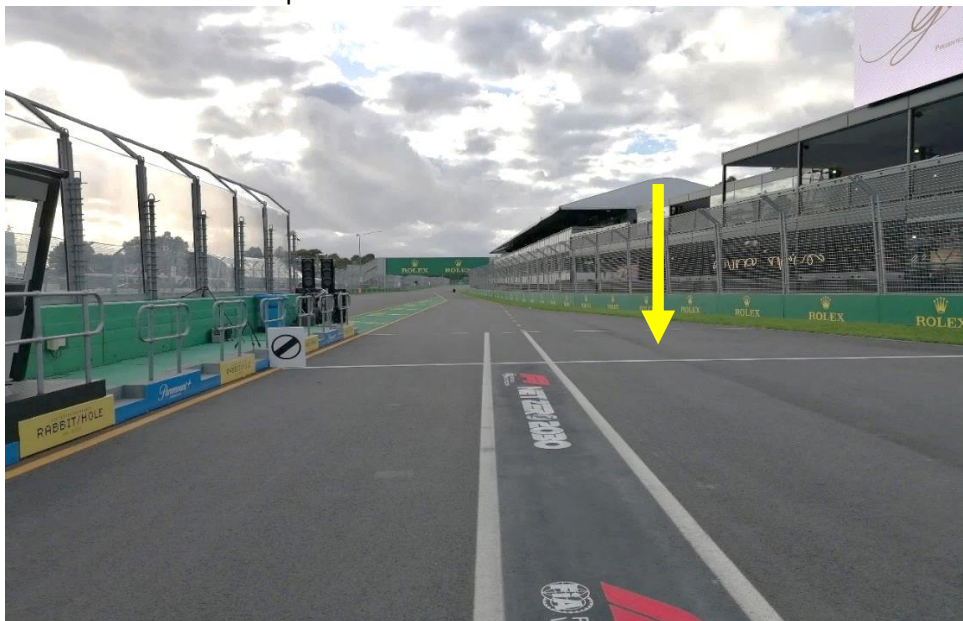


Figure 1- Practice Start

16.2. 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, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit (**yellow lines**).

17.2. The yellow line (continuous and dotted) across pit exit marks the track edge line.

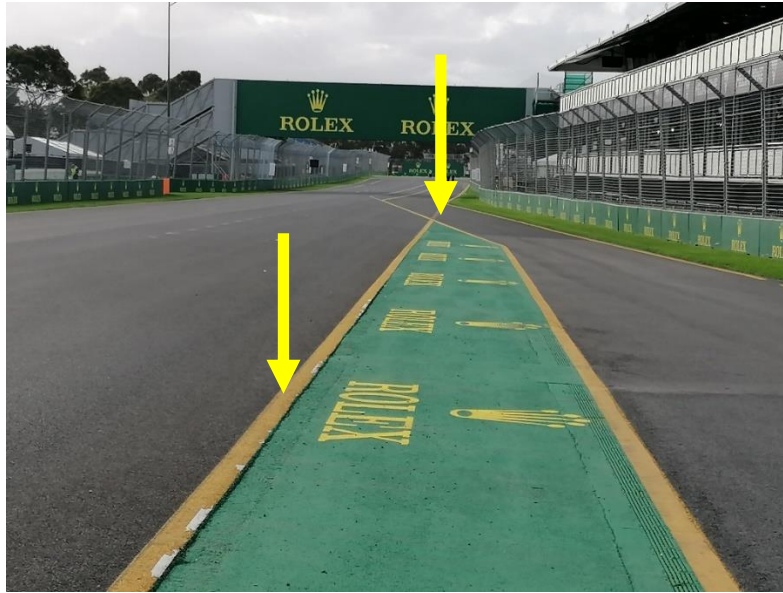


Figure 2 - Track edge pit exit

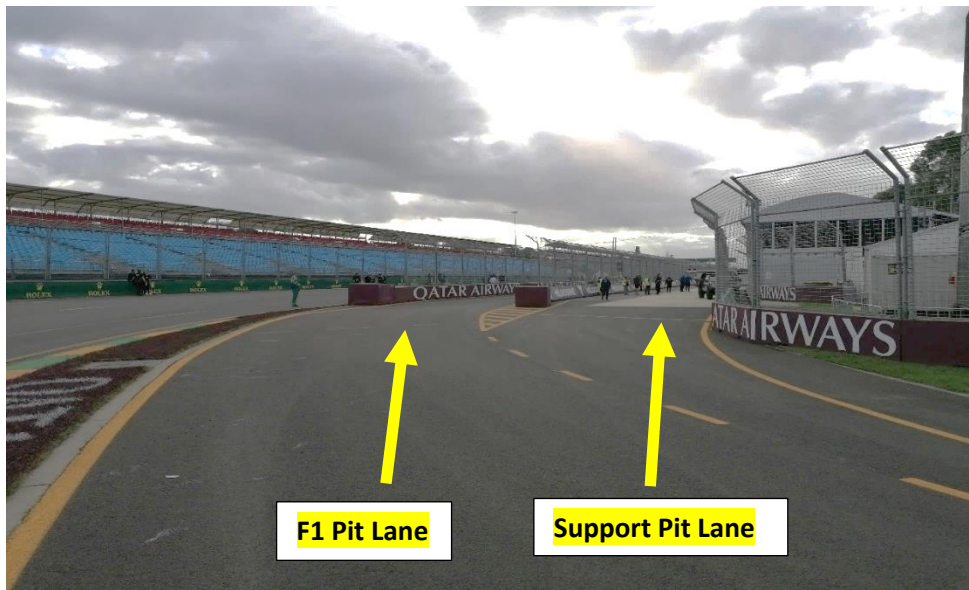


Figure 3 - Pit entry road for the F1 pit lane and support pit lane

- 17.3. For safety reasons, overtaking is not allowed at the pit entry road after crossing Safety Car Line 1, unless in exceptional circumstances e.g., a slow car with an obvious mechanical problem.
- 17.4. Except in a case of force majeure (accepted as such by the Stewards), the crossing by any part of the tyre, in any direction, of the yellow line at the right-hand side in the pit entry road as signaling in the picture below, by a driver is prohibited (as denoted by yellow arrow below).



Figure 2 - Pit Entry Yellow Line

**18. Track Limits.**

- 18.1. In accordance with the provisions of Article 27.3, the **yellow** lines define the track edges. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards.
- 18.2. The fourth and following offences will be reported to the Stewards, regardless of having displayed the warning flag to the driver beforehand.

**19. Fire extinguishers around the circuit.**

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

**20. Places to remove cars from the track.**

- 20.1. Indicated fluorescent orange panels/paintings on the barriers.

**21. Removing cars from the grid.**

- 21.1. Through the gate in the pit wall adjacent to grid position 10.

**22. Car number light panels for the start**

- 22.1. On the left-hand side of the grid.

**23. Suspending a Race.**

- 23.1. In case of a race suspension, cars will be stopped in the fast lane of F1 pit lane. The first car must stop approximately 2 meters before the finish line.

**24. General – End of races**

- 24.1. The three podium cars should stay in front of the field and enter the F1 pitlane. They will be under parc fermé conditions and be pushed back to the support pit lane.

**25. VSC Test**

- 25.1. 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.



## MELBOURNE EVENT

21 – 24 March 2024

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A handwritten signature in black ink, appearing to read 'Rui Marques'.

Rui Marques  
Race Director  
FIA Formula 2 Championship



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## **Paddock departures and Return – Trolleys and Cars**

### **Departure from Support Race Pit Lane**

Teams have been allocated in the correct order for entry into the F1 pit lane, so please keep to this order for each transfer:

1. Invicta Racing	7. Trident
2. DAMS Lucas Oil	8. Campos Racing
3. Rodin Motorsport	9. Hitech Pulse-Eight
4. Prema Racing	10. VAR
5. ART Grand Prix	11. MP Motorsport
6. PHM AIX Racing	

On marshals' instructions and when released, trolleys and teams will be released into the F1 pit lane in team orders.

Race Cars will be pushed on travel tires in team orders from the support pit lane to the F1 pit lane.

### **Return to Support Race Pit Lane**

Teams and trolleys will leave the F1 pit lane via the same way they entered into the support pit lane.

At the end of the practice and qualifying sessions, after taking the chequered flag, all cars should progressively slow down and continue in a single file. Arrows may be indicated on the light panels near to Pit Entry to assist driver to enter the **support pit lane**.

After the qualifying session, parc ferme will take place inside the respective garages except selected cars as determined by the Technical Delegate. These cars will stop in front of the F2 scrutineering bay.

At the end of both races after taking the chequered flag, all cars should progressively slow down and continue in a single file. The podium cars should stay in front of the field and continue to the F1 Pit Lane for the podium presentation where they will be under parc fermé conditions. Podium cars will be pushed back immediately via the way they entered the Pit Lane. All other cars should continue to the support pit lane. Parc ferme will take place inside the respective garages except selected cars as determined by the Technical Delegate. These cars will stop in front of the F2 scrutineering bay.

All cars in the F1 pit lane at the end of each session must go on track and continue to the support pit lane.

**Pit Lane Procedures Times**

Local marshals will be in control of trolley and race car movements so please follow their instructions. The timings below are approximate and for guidance only:

**Friday – Practice (10:00 – 10:45)**

Trolleys loaded and ready to depart 09:20  
Trolleys and Race cars released to F1 pits approx. 09:40

**Friday – Qualifying (17:30 – 18:00)**

Trolleys loaded and ready to depart 16:50  
Trolleys and Race cars released to F1 pits approx. 17:10

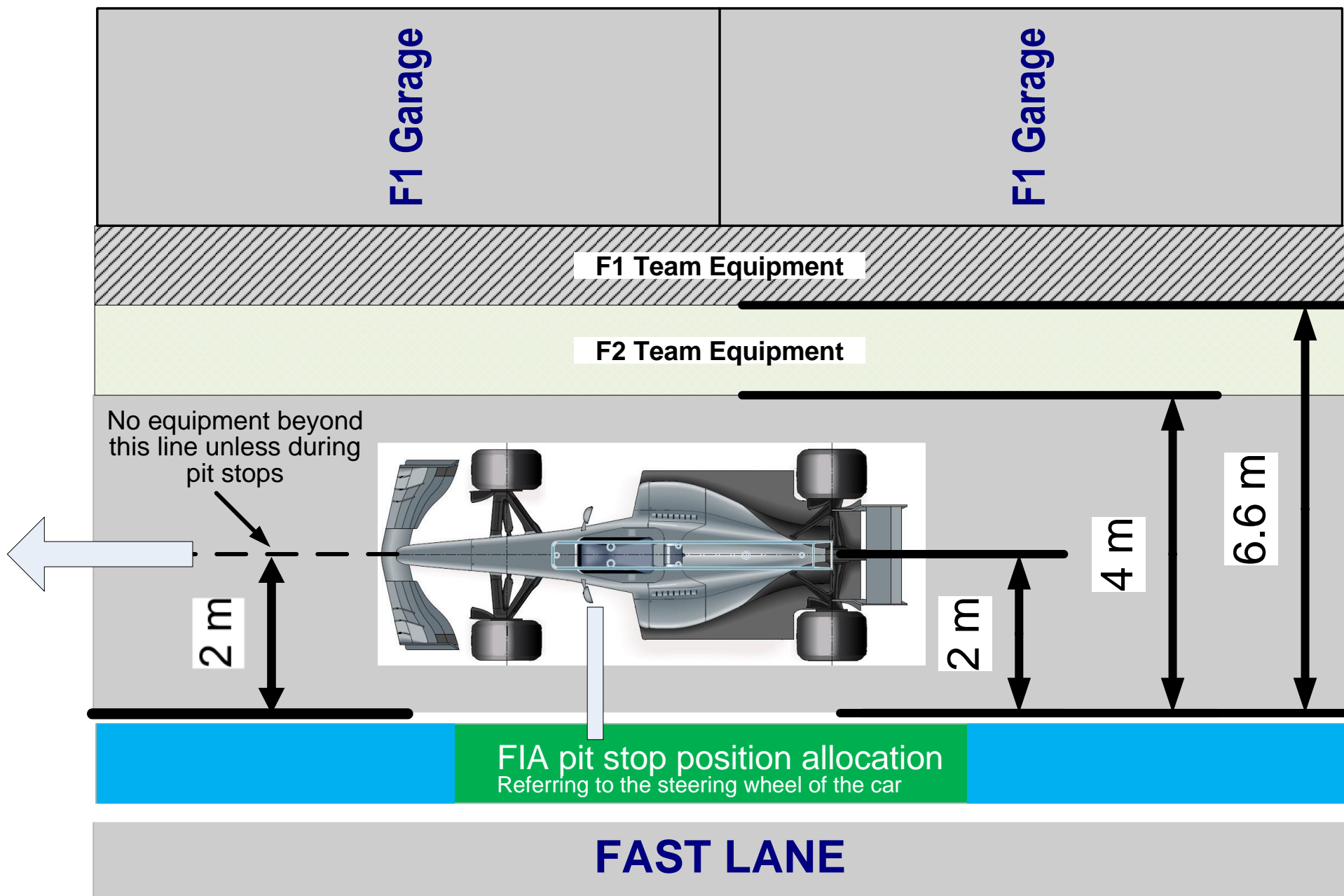
**Saturday – Sprint Race (pit lane open 14:00)**

Trolleys loaded and ready to depart 13:20  
Trolleys and Race cars released to F1 pits approx. 13:40

**Sunday – Feature Race (pit lane open 11:20)**

Trolleys loaded and ready to depart 10:40  
Trolleys and race cars released to F1 pits approx. 11:00

Rui Marques  
FIA Formula 2 Race Director



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**Race Director's Communications**

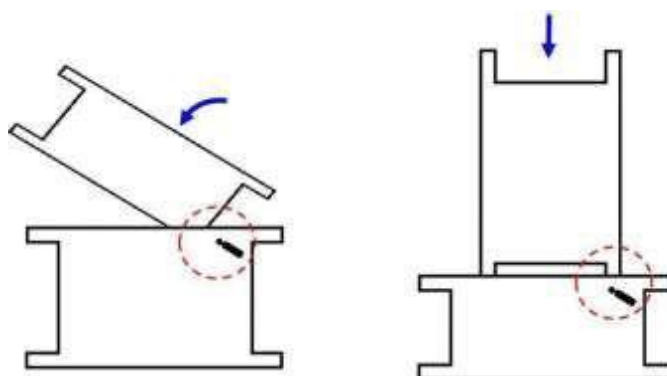
Following various discussions regarding the Pit Stop Regulations for the 2023 FIA Formula 2 Championship, we hereby provide the clarification below:

**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 Sprint Race and Feature Race, the following restrictions will apply:**

1. **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, only before the first pit stop.
2. **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).
3. **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.
4. **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.
5. **General safety**  
For safety reasons, mechanics running around the car or jumping over the car will be reported to the Stewards.

Rui Marques  
Race Director  
FIA Formula 2 Championship

# MELBOURNE EVENT

21<sup>ST</sup> TO 24<sup>TH</sup> MARCH 2024

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## TYRE SCHEDULE

(ART. 24.6. 2024 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated next to the F2 Scrutineering Area
- No wet tyres and no tyre trollies 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

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**Thursday 21<sup>st</sup> March**

**13:00** All teams tyres will be released from the FIA Formula 2 tyre parc fermé

**19:30** All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

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**Friday 22<sup>nd</sup> March**

**07:30** 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

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**Saturday 23<sup>rd</sup> March**

**11:30** 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

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**Sunday 24<sup>th</sup> March**

**08:50** All teams tyres will be released from the FIA Formula 2 tyre parc fermé

**A.S.A.P after end of car Parc fermé**

All tyres must be returned to the Pirelli service area

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FIA Technical Delegate

Florian Bartsch

Issue: 1

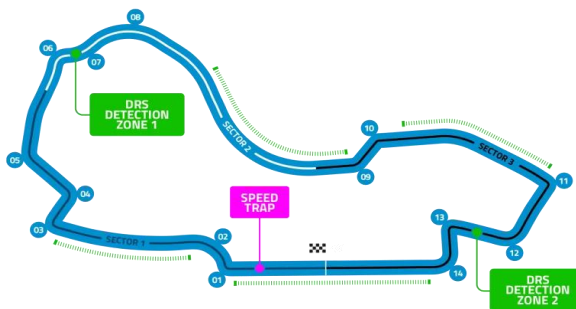
21.03.2024

In accordance with Articles 10.4.3 e and f of the F2 Technical Regulations, this document contains the prescriptions for the operation of tyres during the following event.

Document Version 1, Issue A

## Grand Prix of Australia - 22/03/24 - (24F2R03MEL)

### Circuit Layout



Please note, track map is from the official Formula website and for display purposes only.

### Compounds Selection

Compound	FL	FR	RL	RR
Medium	F2B	F2B	R2B	R2B
Supersoft	F2D	F2D	R2D	R2D
Wet	16G	17G	18G	19G

Sets Available
3
2
3

### Prescriptions and Wear Life

#### Minimum pressures (psi)

	Rear (psi)	Front (psi)	
Slicks	12.0	14.0	Slicks
Wets	12.0	14.0	Wets

#### Minimum Cambers (degrees)

##### Rear Camber Limits

FP & Q -2°

Race -2°

##### Front Camber Limits

-4.25° FP & Q

-4° Race



#### Wear (from 23R03MEL Race)

Medium	28 %	26 %	Medium
	Rear avg @ 15 Laps	Front avg @ 15 Laps	
Supersoft	N/A	N/A	Supersoft

### 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 event 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 (in accordance with timings set by the FIA Parc Ferme event document) after the completion of Free Practice and Race Two.
- Teams are reminded to remove their rims as soon as possible from the fitting area, after sets have been returned.
- A balancer will be made available until the last tyre is stripped on the final day, to check rims for damage.

### 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