



2024 MONZA EVENT

29 August to 1 September 2024

From	The FIA Formula 2 Race Director	Document	5
To	All Teams, All Officials	Date	29 August 2024
		Time	15:50

Title	F2 Event Notes
Description	F2 Event Notes
Enclosed	Event Notes V1 Combined.pdf

Rui Marques

The FIA Formula 2 Race Director



MONZA EVENT

29 AUGUST TO 1 SEPTEMBER 2024



From:	The FIA Formula 2 Race Director	Document:	05
To:	FIA Formula 2 Teams and Officials / The Stewards	Date:	29 August 2024
		Time:	15:45

General Instructions

1. Pit lane map (to be issued 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 (to be issued in v2)

- 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.

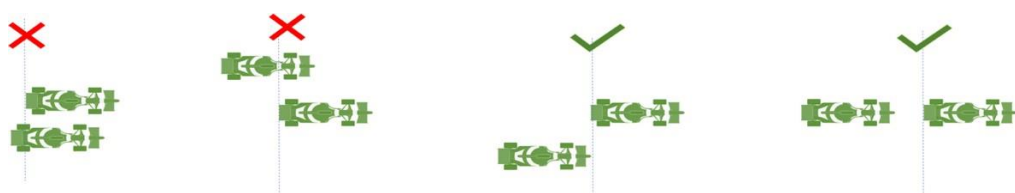
- 8.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. 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 Light Panel 15 (before turn 11) and until the driver passes the line.



Figure 1 - Light panel 15

10.5. The safety car may be instructed to use another track version (for example going straight in one of the chicanes).

11. Practice and Qualifying

11.1. In accordance with Articles 27.4 and 31.6 of the F2 Sporting Regulations, drivers not on a fast lap must use their best endeavors to keep off the racing line. At no point in Practice and Qualifying should drivers remain side by side. When drivers are on the racing line they must ensure that they are travelling at a speed sufficient not to unnecessarily impede any driver on, or starting, a fast lap. Additionally, any driver going slowly on the racing line may be considered to be potentially dangerous to any car that is either approaching quickly or in line behind them. For clarity, after the Rolex bridge after Turn 10, cars on the racing line must be at full throttle.

12. Team 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. Changes to the circuit.

- The track has been fully resurfaced.
- The bollards in the run-off in Turn 2 on LHS have been replaced with a 2.5m wide gravel strip.
- Between Turn 4 and Turn 5 on RHS a 2.5m wide gravel strip has been installed with a distance of 1m from the track edge.

14. Pit Lane

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

15. Pit lane Barriers.

15.1. F1 Teams have been instructed to ensure their barriers are no more than 3 meters from the garages.

16. DRS

16.1. DRS Detection will be automatically disabled in each individual zone if any of the light panels in that zone are displaying yellow. The zones and corresponding light panels are as follows:

- a) DRS Activation 1: Panels 9, 10, 11, 12, 13.
- b) DRS Activation 2: Panels 1, 2, 3.

17. Practice starts

17.1. Only during Free Practice session, practice starts may be only carried out on the RHS after the pit exit lights but before the end of the pit wall.

17.2. During the time the pit exit is open for the race, practice starts may only be carried out on the RHS after the end of the pit wall but before the dotted white line across the pit exit. 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 18.1 below.

- 17.3. 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).
- 17.4. 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.



Figure 2 - Practice start practice



Figure 3 - Practice Start Starting Procedure

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

- 18.1. 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.
- 18.2. For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.

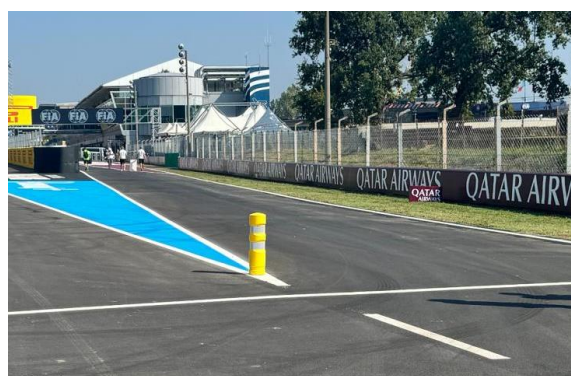


Figure 4 - Pit Entry

- 18.3. 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.

19. Track Limits.

- 19.1. In accordance with the provisions of Article 27.3, the white 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.



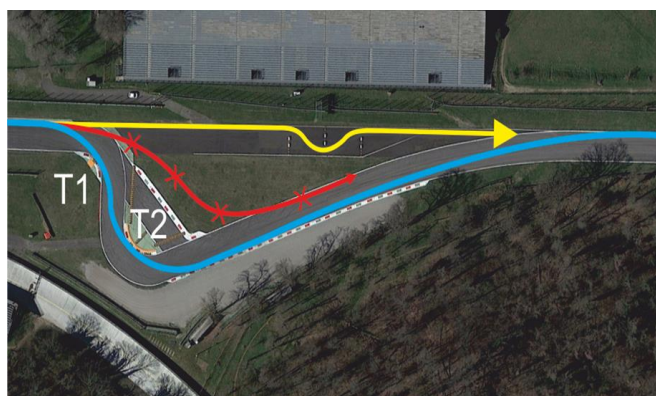
Figure 5 - Track Limits start/finish straight

19.2. The fourth and following offences will be reported to the Stewards, regardless of having displayed the warning flag to the driver beforehand.

20. Escape Roads

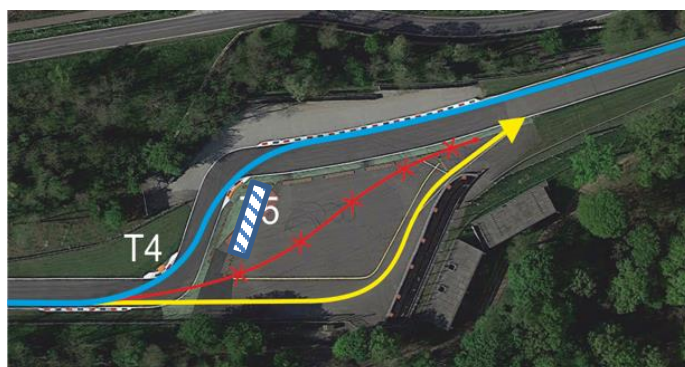
20.1. Turn 1 – Turn 2

Polystyrene blocks have been placed in the escape road at the first chicane. In order to ensure the 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.



20.2. Turn 5

Any driver going straight and who misses the shaded area before the apex kerb of second chicane 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.



21. Fire extinguishers around the circuit.

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

22. Places to remove cars from the track.

22.1. Indicated fluorescent orange panels/paintings on the barriers.

23. Removing cars from the grid.

23.1. Cars may be removed from the grid through the gates adjacent to grid positions 6 and through pit exit.

24. Car number light panels for the start

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

25. Suspending a Race.

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

26. General – End of races

26.1. The three podium cars must not be overtaken and stay in front of the field stopping at the podium area in the F1 pit lane. They will be under parc fermé conditions. For more information refer to the upcoming Race Director Communication.

27. Clarification

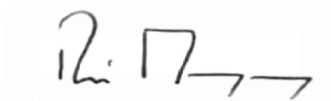
27.1. Article 22.12 For the avoidance of doubt, only Operational Staff members (all of whom shall be wearing pit wall identification and an armband as described in article 21.5) are allowed on the pit wall during practice sessions and the races.

Team Principals (already considered as Non Operational by the Sporting Regulations) and Team Owners will be exempted from this rule.

No other team personnel are allowed on the pit wall.

28. VSC Test

28.1. 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.



Rui Marques
Race Director
FIA Formula 2 Championship



MONZA EVENT

29 AUGUST – 01 SEPTEMBER 2024



Paddock Departure and Return – Trolley and Race Cars

Departure from Support Paddock

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

Team trolleys and personnel will leave 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 the public area, teams are reminded to be careful of traffic and pedestrians. Turn left into the road at the gate (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. Trolleys will be released into the F1 pit lane on the marshals’ instruction. Trolleys must be turned around on arrival at their allocated pit location, ready for departure via the same route at the end of all sessions.

Race cars: Once trolleys have left the awnings, cars will be pushed towards the track access gate at the rear of the paddock. Cars will leave the support paddock under power when released by marshals to go on track after turn 10 to come to the F1 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. ALL other team personnel on foot must go via the same route as the trolleys.

Return to Support Paddock

Teams and trolleys will leave the F1 pit lane the same way they arrived.

Race Cars:

At the end of the **practice session**, after taking the chequered flag, drivers must continue to Turn 10 and exit the track after Turn 10 to go into the support paddock.

At the end of the **qualifying session**, after taking the chequered flag, drivers must continue to Turn 10 and exit the track after Turn 10 to go into the support paddock parc fermé area.

At the end of **both races** after taking the chequered flag, drivers should progressively slow down and continue to Turn 10 and exit the track after Turn 10 to go into the support paddock parc fermé area. The podium cars must not be overtaken and must stay in front of the field to complete the lap to the F1 pit lane for the podium presentation where they will be under parc fermé conditions. The three podium cars will be pushed back via the Medical Centre under parc fermé condition.

All cars in the pit lane at the end of each session must go on track and continue to Turn 10 where they must leave the track to go into the support paddock parc fermé area.



MONZA EVENT

29 AUGUST – 01 SEPTEMBER 2024



Pit Lane procedure times.

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

Friday – Practice (11.00 – 11.45)

Trolleys loaded and ready to depart	10.25
Trolleys released to F1 Pit Lane	approx. 10.35
Race cars released to F1 Pit Lane	approx. 10.50

Friday – Qualifying (16.00 – 16.30)

Trolleys loaded and ready to depart	15.25
Trolleys released to F1 Pit Lane	approx. 15.35
Race cars released to F1 Pit Lane	approx. 15.50

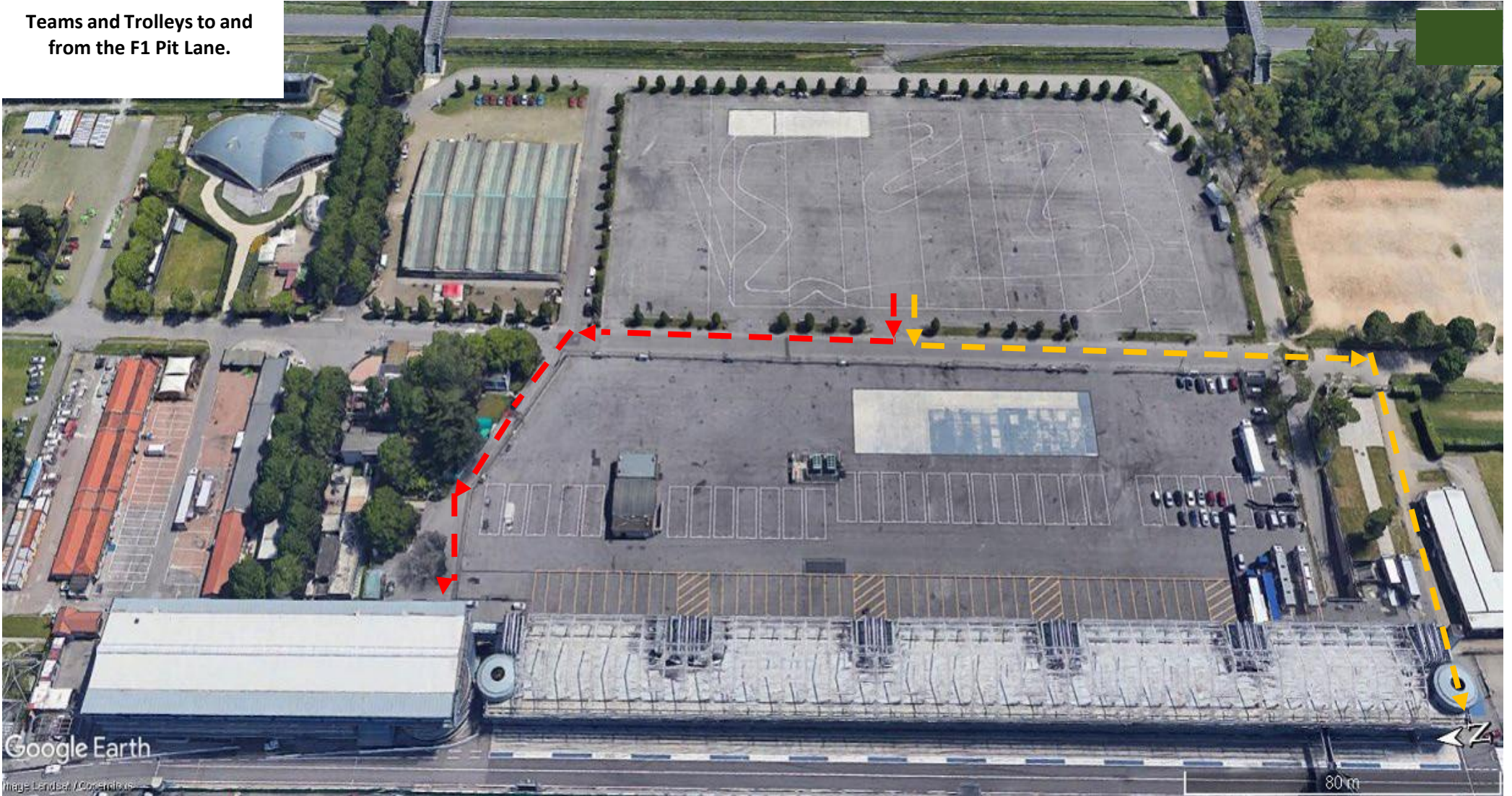
Saturday – Sprint Race (pit lane open 14.00)

Trolleys loaded and ready to depart	13.25
Trolleys released to F1 Pit Lane	approx. 13.35
Race cars released to F1 Pit Lane	approx. 13.50

Sunday – Feature Race (pit lane open 09.50)

Trolleys loaded and ready to depart	09.15
Trolleys released to F1 Pit Lane	approx. 09.25
Race cars released to F1 Pit Lane	approx. 09.40

Teams and Trolleys to and from the F1 Pit Lane.

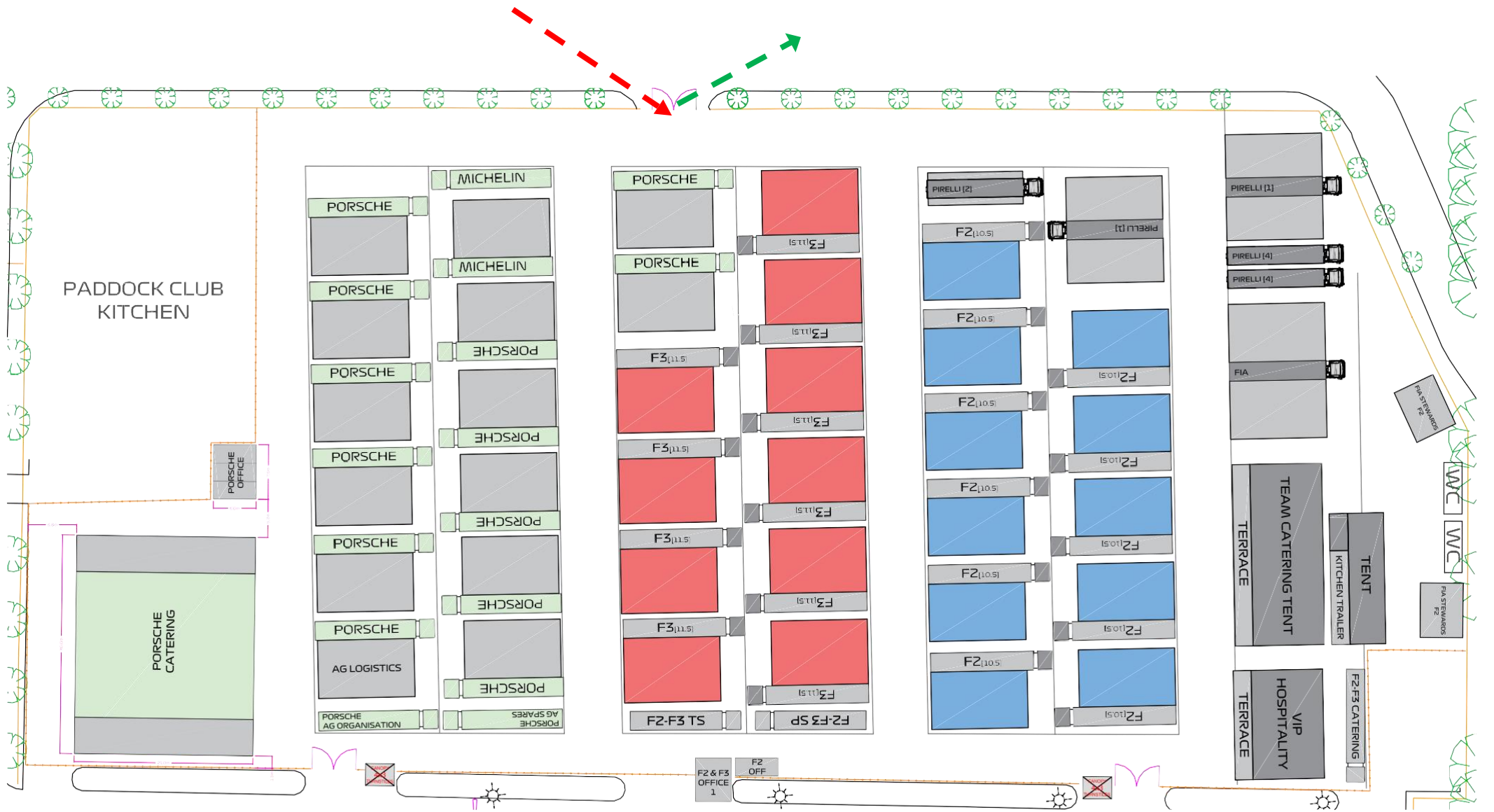


Trolleys and Team Personnel to and from the Pit Lane



Team Personnel involved with the Starting of Cars at the paddock exit





➡ Cars To Pit Lane

Cars From Track ➡



MONZA EVENT

29 August – 1 September July 2024



Race Director's Communications

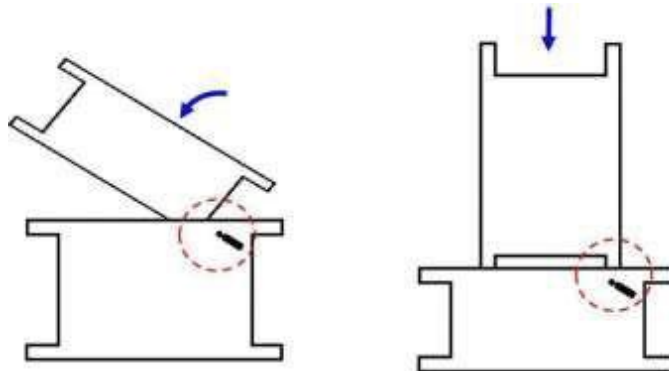
Following various discussions regarding the Pit Stop Regulations for the 2024 FIA Formula 2 Championship, we hereby provide the clarification below:

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:



When on the grid prior to the start of the Sprint and Feature Races:

Tyres not fitted to the car must lie flat on the ground or be placed on the tyre trolleys



MONZA EVENT

29 August – 1 September 2024



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.

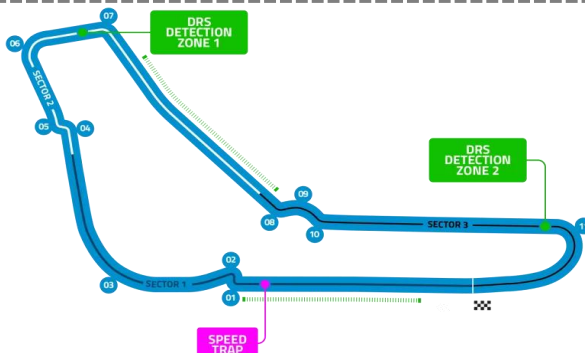
Rui Marques
Race Director
FIA Formula 2 Championship

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 Italy - 30/08/24 - (24F2R11MZA)

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	16R	17R	18R	19R

Sets Available
3
2
3

Prescriptions and Wear Life

Minimum pressures (psi)

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

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -1.75°

Race -1.75°

Front Camber Limits

-4° FP & Q

-3.75° Race



Wear (from 23R12MZA Race)

Medium	19 %	15 %	Medium
	Rear avg @ 15 Laps	Front avg @ 15 Laps	
Supersoft	19 %	18 %	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

3rd Wet set trial procedure:

- You can provide wet tyres to be replaced before race 1 any time after qualifying, up to the curfew the same day. These will be fitted in the morning **before** race 1. Please place these wets around the fitting area where instructed.
- Sets provided the morning before race 1, will not be fitted until **after** race 1. These sets will be considered returned and **will not** be rebalanced.
- A deadline will be sent in the scrutineering group for requesting the set change after race 1. Please inform Pirelli within this time limit for set changes after race 1. Requests after this will not be possible to complete.