



2024 MONZA EVENT

29 August to 1 September

From	The FIA Formula 3 Race Director	Document	10
To	All Teams, All Officials	Date	29 August 2024
		Time	18:52

Title F3 Monza Event Notes V2
Description F3 Monza Event Notes V2
Enclosed 2024 F3 Monza Event Notes V2.pdf

Rui Marques

The FIA Formula 3 Race Director



MONZA EVENT

29 AUGUST TO 1 SEPTEMBER 2024



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To	All Teams, All Officials	Date	29 August 2024
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General Instructions (V2)

(changes in light blue)

1) Pit lane map

- 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.

2) Pirelli Event Preview

- 2.1. With reference to Article 12.9 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. During the practice sessions (**free practice and qualifying of both groups**), for the transfer procedures from the **support paddock endurance 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 – F3 Event Procedures.

4) Tyre Schedule

- 4.1. Refer to attached document – F3 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, 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.



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- 7.2. 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.
 - 7.3. This person will not count as far as Article 21.5 of the 2024 FIA F3 Sporting Regulations is concerned (team personnel limitation)

8) Observing yellow flags during free practice and qualifying

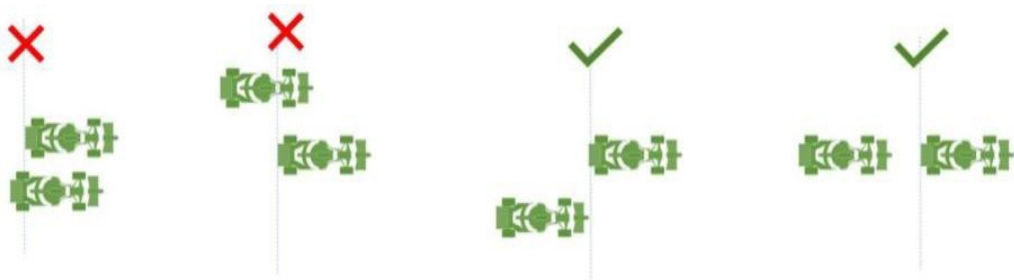
- 8.1. Single waved: Drivers reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. Double 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 the driver has not attempted to set a meaningful lap time. Furthermore, during free practice and qualifying any driver in a double yellow sector will have that lap time cancelled.

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. 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.
- 9.3. 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.

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:





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- 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.



- 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) 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) 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 1 - Practice start practice



Figure 2 - 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.

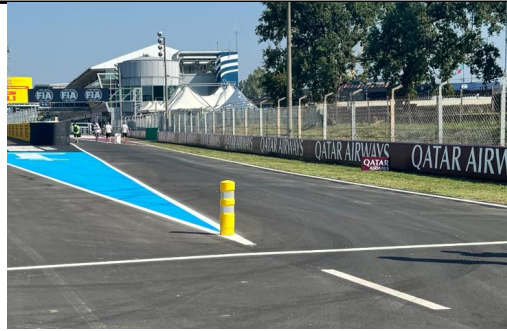


Figure 3 - Pit Entry

- 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.

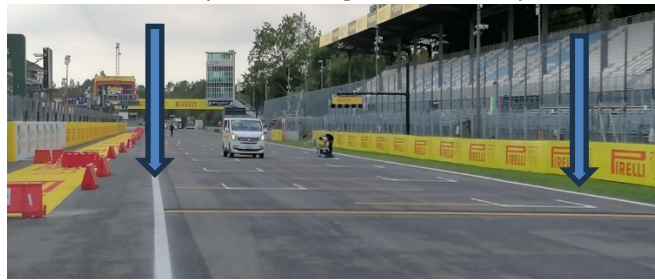


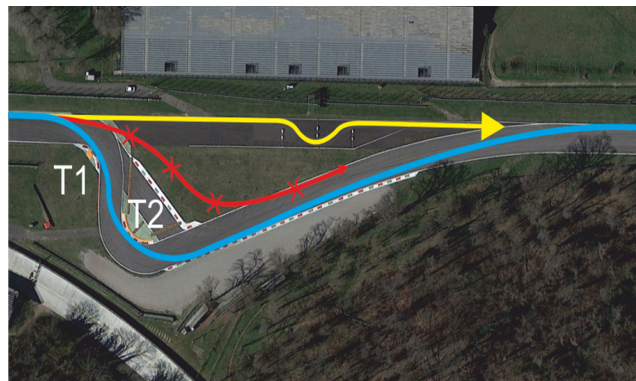
Figure 4 - Track Limits start/finish straight

- 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.



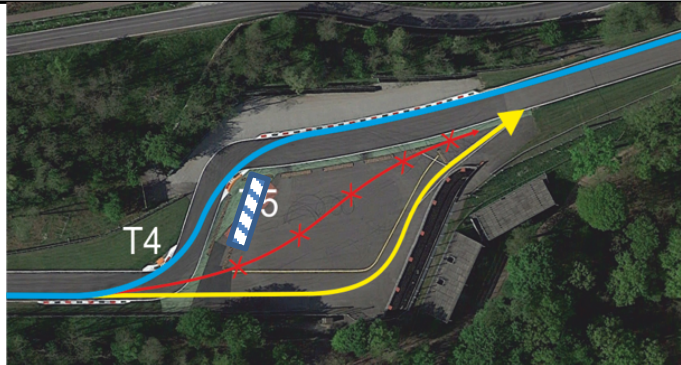
- 20.2. Turn 5

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.



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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 at the vicinity of the pit exit lights.

26) General – End of Races

26.1. The three podium cars should 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's Communication.

26.2. At the end of the race that the driver's championship is decided, and if the driver's championship winning car is not amongst the top three podium cars, the driver must come to the F1 pit lane together with the three podium cars.

27) Clarification

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.

Rui Marques
Race Director
FIA Formula 3 Championship



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Paddock departures and Return – Trolleys and Cars (V2)

(changes in light blue)

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. VAR	6. Trident
2. ART Grand Prix	7. MP Motorsport
3. AIX Racing	8. Campos Racing
4. Rodin Motorsport	9. Hitech Pulse-Eight
5. Prema Racing	10. Jenzer 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 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 Race Pit Lane

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 each group qualifying session**, after taking the chequered flag, **all cars should complete the lap and enter the F1 Pit Lane. Cars will NOT be allowed to change tyres. After both Qualifying sessions have completed, the pit exit will turn green for the cars to proceed to 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.



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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 (09:35 – 10:20)

Trolleys ready to depart	08:45
Trolley released to F1 pits	approx. 09:15
Race cars released to F1 pits	approx. 09:20

Friday – Qualifying (15:00 – 15:34)

Trolleys ready to depart	14:10
Trolley released to F1 pits	approx. 14:40
Race cars released to F1 pits	approx. 14:45

Saturday – Sprint Race (pit lane open 09:15)

Trolleys ready to depart	08:25
Trolley released to F1 pits	approx. 08:55
Race cars released to F1 pits	approx. 09:00

Sunday – Feature Race (pit lane open 08:20)

Trolleys ready to depart	07:30
Trolley released to F1 pits	approx. 08:00
Race cars released to F1 pits	approx. 08:05

Rui Marques
FIA Formula 3 Race Director

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



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29TH AUGUST TO 01ST SEPTEMBER 2024

TYRE SCHEDULE

(ART. 24.6. 2024 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated at 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 F2 weigh platform area

Thursday 29th August

12:30 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

17:30 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 30th August

07:35 All teams' tyres will be released from the FIA Formula 3 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 3 tyre parc fermé

Saturday 31st August

07:15 All teams' tyres will be released from the FIA Formula 3 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 3 tyre parc fermé

Sunday 01st September

06:20 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

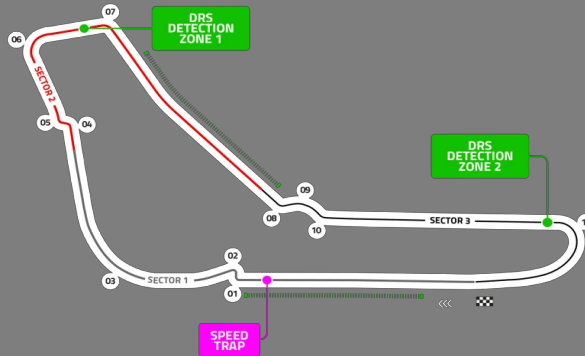
All tyres must be returned to the Pirelli service area

In accordance with Articles 12.9. and 12.10. of the F3 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 - (24F3R10MZA)

Circuit Layout



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

Compounds Selection

Compound	FL	FR	RL	RR
Soft	SB4	SB4	SB5	SB5
Wet	SO0	SO1	SO2	SO3

Sets	Carry Over
3	Medium
2	

Prescriptions and Wear Life

Minimum pressures (psi)

	Rear (psi)	Front (psi)	
Slicks	14.5	15.5	Slicks
Wets	13.5	15.5	Wets

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -3°

Race -3°

Front Camber Limits

-4.75° FP & Q

-4.25° Race



Wear (from 23R10MZA Race)

Soft	32 %	37 %	Soft
Rear avg @ 15 Laps		Front avg @ 15 Laps	

Tyre Notes

- Not permitted to switch tyres from their allocated position.
- 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 F3 Sporting Regulations.
- Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area.

- Teams are kindly asked present **Wet** rims to the Pirelli Service Area by 13:00 for initial fitting on 28/08.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area by 07:30 for initial fitting on 29/08.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are reminded 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

Be advised, unused Wet tyres will be retained for T03 Jerez Test. Please leave balance weights on and valve cores in.