



2020 ITALIAN GRAND PRIX

3 - 6 September 2020

From	The FIA Formula One Race Director	Document	3
To	All Teams, All Officials	Date	03 September 2020
		Time	11:11

Title	Race Directors' Event Notes
Description	Event Notes
Enclosed	2020 Italian F1 Grand Prix Event Notes 030920.pdf

Michael Masi

The FIA Formula One Race Director

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EVENT NOTES **General Instructions**

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 24.4(a) of the Sporting Regulations see the attached document provided by the official tyre supplier.

3) Red zones for photographers in the pit lane during practice sessions

- 3.1 See the attached drawing.

4) Track light panels

- 4.1 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.

5) Track light panel displaying pit entry status

- 5.1 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.
- 5.2 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.

6) Drivers leaving their pit stop position in the pit lane

- 6.1 For safety reasons, no car should be driven from its pit stop position at any time unless:
 - a) It has first been driven into the pit stop position having just entered the pit lane from the track, and;
 - b) It is then driven immediately back onto the track from the pit stop position.

7) Observing yellow flags during free practice and qualifying

7.1 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).

7.2 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.

8) In laps during qualifying and reconnaissance laps

8.1 In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end of qualifying or during reconnaissance laps when the pit exit is opened for the race, drivers must stay below the maximum time set by the FIA between the Safety Car lines shown on the pit lane map.

You will be informed of the maximum time after the first day of practice.

9) Parc Fermé Cameras

9.1 To assist with the revised FIA Event procedures, the Parc Fermé cameras must be uncovered and operational at all times during the Event.

10) Operational personnel curfew

10.1 Boards warning anyone attempting to enter the paddock that the curfew is in operation will be placed immediately before the turnstiles at the appropriate times.

10.2 At this Event, Personnel will be permitted to enter the Paddock 30 minutes prior to the curfew to assist social distancing. No work is permitted to be undertaken until the curfew has ended.

11) Tyre Blanket Usage during Pit Stops in the Race

11.1 For reasons of safety, tyre blankets are not permitted in the Pit Lane at any time during the race.

12) Lapping during the race

12.1 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.

Event Specific Instructions

13) Formula 1 Sporting Regulations Article 21.6

13.1 In accordance with the provisions of Article 21.6a) i), this Event is a Closed Event.

14) Changes to the circuit

14.1 The track has been resurfaced from the exit of Turn 2 through to the exit of Turn 5.

14.2 The Race Control has moved to the Ground Floor.

15) Specific Technical Procedures for Closed Events

15.1 The provisions of Technical Directive Ref: TD/025-20 must be complied with at all times during the Event, with the exception of point 5 (Scrutineers and tyre checkers), which should be replaced with the following guidelines:

- a) All scrutineers and tyre checkers will be advised to carry out their duties outside the Teams' garages until further notice.
- b) Furthermore, and during all sessions, in the situations detailed at paragraphs 15.1 and 15.2 of the Pirelli document named "Pirelli HSE procedures – F1 – Covid19_Teams" wheels must be delivered to the Pirelli area at the rear of the Team's garage for scanning. This must be done before any other job is carried out on these wheels (e.g. wear check, pressure check etc.).
- c) On the grid, race tyre start pressures will be checked in the normal way.

15.2 For this Event, the requirement for each Competitor to deliver the tyres after runs of five timed laps or more will apply and this will be reviewed for subsequent events.

Whilst we agree there may be some minor inconveniences for the teams during session times, great compromises have been made to produce these operating procedures which have everyone's best interests in mind.

15.3 Any tyres that are removed from a car and could be re-used during a session should be presented for scanning before being rewrapped and reheated. If time constraints do not permit this then all tyres used during a session must be presented to the Pirelli area as outlined below at the end of any session. This applies to dry, wet and intermediate tyres.

15.4 Both TD/025-20 and the "Pirelli HSE procedures" will be amended after the Event to reflect any additional operational requirements.

16) Weighing and weighing platform

16.1 The FIA weighing platform will be available for teams to use at the following times, however, no more than 8 team personnel may be present during any visit. Each visit should last no more than 10 minutes unless no other team is waiting in the pit lane:

- a) From 11:00 on Thursday until 10:00 on Friday.
- b) From 12:30 on Friday until 14:30 on Saturday (between 13:00 and 14:30 each visit will be restricted to five minutes).
- c) From when the cars are returned to the teams after qualifying until 19:30 on Saturday.
- d) From 10:00 until 11:00 and 13:00 until 14:30 on Sunday.

Any team found to be abusing the time limits set out above, which we will be enforced by FIA security personnel and our own CCTV, will not be permitted to use the weighbridge again during the Event.

17) Support Races

17.1 Team Barrier placement

- a) Team barrier placement prior to and during all support category practice sessions and races: No more than three metres from the garages.

- b) It is not permitted to push cars to the weighing area at any time a support category is in pit lane.

17.2 Support Category Movements

- a) Support Crews and Trolleys will be released into Pit Lane no earlier than 20 minutes prior to the opening of Pit Exit for their respective sessions.
- b) Support Category competition vehicles will be release from the marshalling area no earlier than 15 minutes prior to the opening of Pit Exit for their respective sessions.

18) Practice starts

- 18.1 During each practice session, practice starts may only be carried out on the right-hand side after the end of the Pit Wall but before the first dotted white line across the pit exit. Drivers wishing to carry out a practice start should stop on the right in order to allow other cars to pass on their left.
- 18.2 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. Drivers wishing to carry out a practice start should stop on the right in order to allow other cars to pass on their left.
- 18.3 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 19.1 below. Any driver crossing this line must move back to the right of it as quickly as possible.
- 18.4 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).

19) Lines or bollards at the Pit Entry and Pit Exit

- 19.1 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 18.1 and 18.2 above.
- 19.2 For safety reasons drivers must keep to the right of the bollard the pit entry when they are entering the pits.
- 19.3 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 painted area between the pit entry and the track, by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.
- 19.4 The dotted white line across the pit exit is the track edge line.

20) Track Limits

20.1 Turns 1-2

- a) 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.

20.2 Turn 5

- a) Any driver going straight and who misses the black and yellow bumps placed before the apex kerb of Turn 5 (second chicane) must stay to the right of the yellow line and the bollard, he may then 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.

20.3 Turn 11

- a) A lap time achieved during any practice session or the race by leaving the track (all four wheels over the white track edge line) on the outside of Turn 11, will result in that lap time and the immediately following lap time being invalidated by the stewards.

20.4 General - Turn 5 and Turn 11

- a) Each time any car passes behind the kerb or crosses the white line, teams will be informed via the official messaging system.
- b) On the third occasion of a driver cutting behind the apex of Turn 5, and/or crossing the white line on the outside of Turn 11 during the race, he will be shown a black and white flag, any further cutting will then be reported to the stewards. For the avoidance of doubt this means a total of three occasions combined, not three at each corner.
- c) The above requirements will not automatically apply to any driver who is judged to have been forced off the track, each such case will be judged individually.
- d) In all cases detailed above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.

21) DRS

21.1 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:

- a) Zone 1: Panels 9, 10, 11, 12, 13
- b) Zone 2: Panels 1, 2, 3

22) Fire extinguishers around the circuit

22.1 Indicated by white boards with a red letter 'F' on the barriers.

23) Places to remove cars from the track

23.1 Indicated by fluorescent orange panels on the barriers.

23.2 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.

24) Sporting Regulations Article 36.4

24.1 In addition to the provisions of Article 36.4, and for reasons of safety, tyre blankets must be disconnected from any power supply at the five-minute signal and must not be reconnected during the start procedure, unless the delayed start signal is shown.

25) Access to the grid prior to the Start Procedure

25.1 To assist social distancing in accessing the grid prior to the commencement of the start procedure, Team personnel and equipment will be granted access to the grid from 1410hrs on Sunday 6th September.

26) Removing cars from the grid

26.1 One gate in the pit wall located adjacent to grid position 6 or through the Pit Lane Exit.

27) Car number light panels for the start

27.1 On the right-hand side of the grid.

28) Post-race parc fermé

28.1 All cars must enter the pit lane and, with the exception of the first three, should be driven directly to the weighing area. The first three must follow the post-race procedure which will be distributed prior to the start of the race.

29) Any other business

29.1 Driving Unnecessarily Slowly

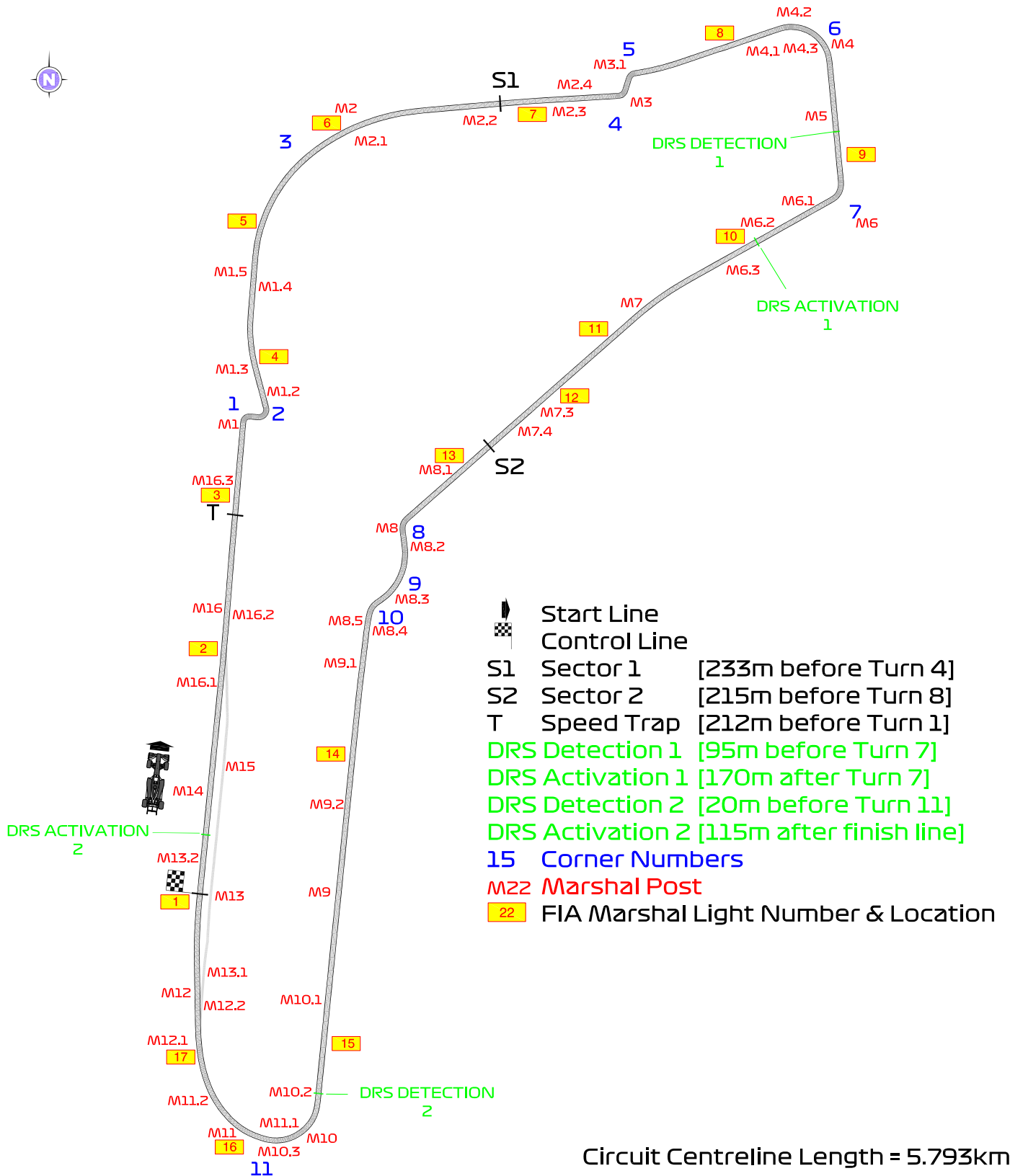
Michael Masi

FIA Formula One Race Director

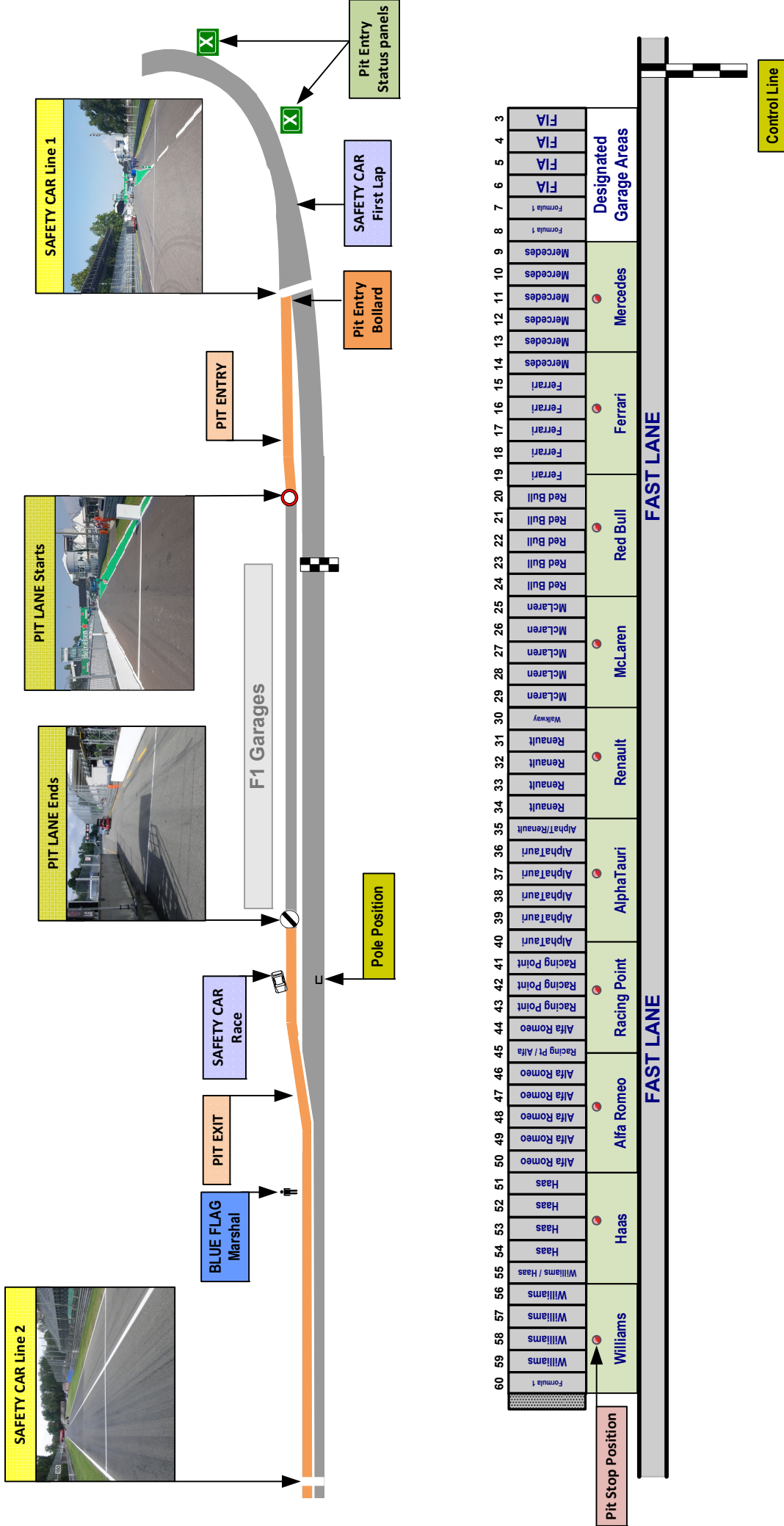


FORMULA 1 GRAN PREMIO HEINEKEN D'ITALIA 2020 - Monza

Circuit Map



Circuit Centreline Length = 5.793km



Grand Prix of Italy 04-06/09/20 (20R08MZA)

Compound	FL	FR	RL	RR
C2	2A1	2A2	2A3	2A4
C3	3B1	3B2	3B3	3B4
C4	4C1	4C2	4C3	4C4
INTERMEDIATE	33X	35X	37X	39X
WET	34Y	36Y	37Y	39Y

Mandatory race tyres
C2
C3
Q3 tyre
C4

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	26.0	21.5
Intermediate	24.0	21.5
Wet	23.0	20.5

FE EOS Camber Limit

-3.00°

RE EOS Camber limit

-2.00°

FE Blistering sensitivity

Medium



RE Blistering sensitivity

Medium

TYRE HEATING STRATEGY (TREAD&SIDEWALL)

Temperature	0	40	60	80	100 (°C)
Slicks (front axle)	storage		max. 3h	max. 2h	(max. temp = 100°C)
Slicks (rear axle)	storage		max. 5h		(max. temp = 80°C)
Intermediate	storage	max. 2h	max. 30'		(max. temp = 80°C)
Wet	storage	max. 2h			(max. temp = 60°C)

(The time limits refer to the period leading up to the start of the session in which the tyres are intended for use).

(The temperatures referred to above apply at all times during the event).

GENERAL NOTES

Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- Starting pressure.
- Camber at maximum speed.
- Maximum blanket temperature.
- Tyre swapping.

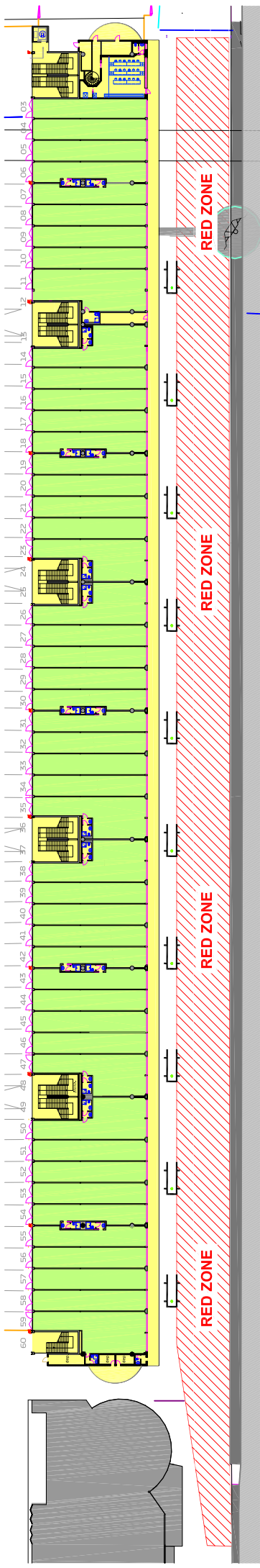
Tyre Notes

- Not permitted to switch tyres from their originally allocated position.
- Do not subject tyres to large deformation or heavy impact.
- Do not leave fitted tyres exposed at an air temperature lower than 15°C and/or any UV emission.
- Revised prescriptions could be issued during the race weekend in accordance with TD/036-18.

- All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in the Appendix to the Technical and Sporting regulations.
- STORAGE temperature is the recommended temperature the tyre can stay in blankets without time limit.
- BLANKET HEATING TIME for each temperature range to be counted from the moment the blanket control unit is set to reach its targeted temperature within its correspondent interval.



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