

MOT



TEAM MANAGERS BRIEFING





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Stewards:

Chairman of the panel: Chris GEFROY
international steward: Francesco MAFFEZZONI
ASN steward: Pancrazio TIMPANO





NOTICE BOARD

- <https://www.gt4europeanseries.com/event/72/monza>
- Select notice bord

05:09:11:31
DAYS — HRS — MINS — SECS —

MONZA
ITALY

ROUND 2 | 28 - 31 MAY 2026

EVENT TIMETABLE PDF ENTRY LIST NOTICEBOARD

RACE RESULTS ECO-FRIENDLY FAN





RACE DIRECTOR RADIO

Race Control frequency : Race Control 7 – 468.1875

TEST 10 to 15 minutes prior each session

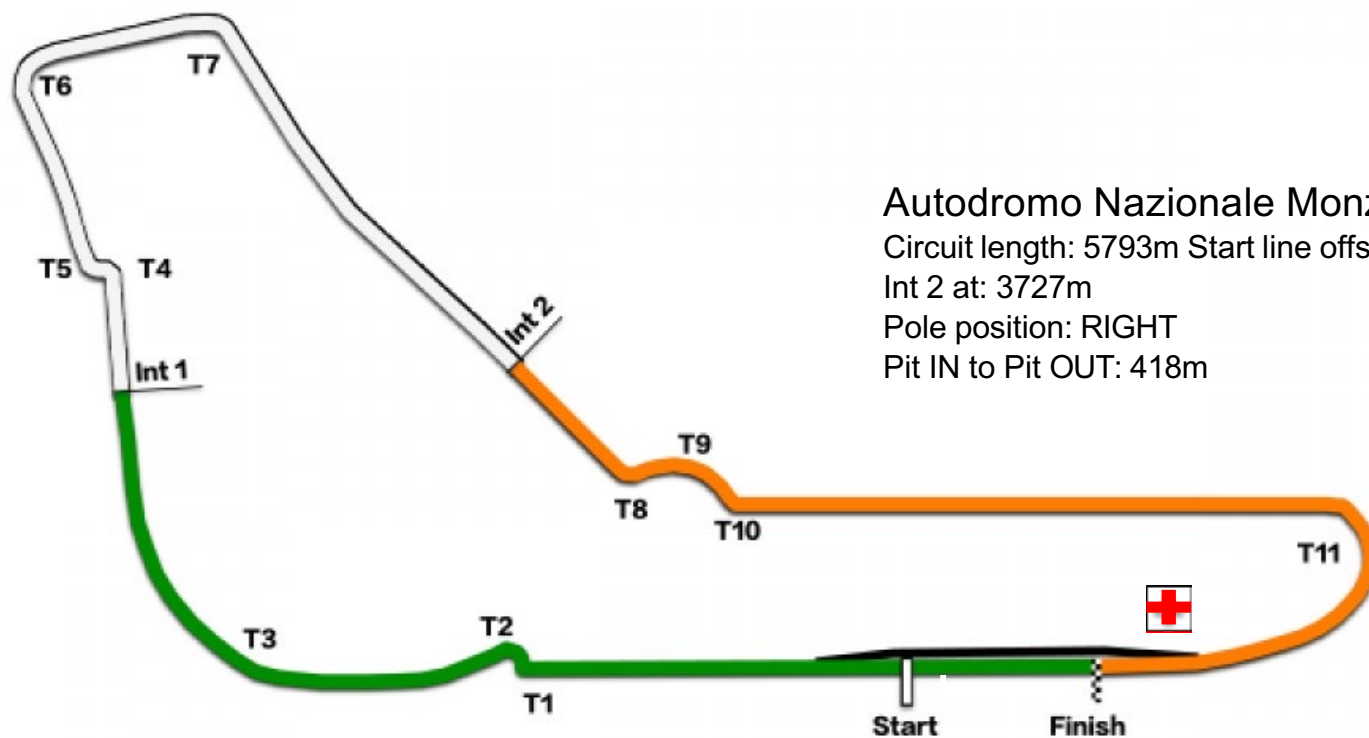
Answer "ok" + car # on the team messaging one time/day

For a test or an issue contact the Pit Lane manager GTWC Ghislain VERRIEST





CIRCUIT MAIN DATA



Autodromo Nazionale Monza

Circuit length: 5793m Start line offset: 309m Int 1 at: 2055m

Int 2 at: 3727m

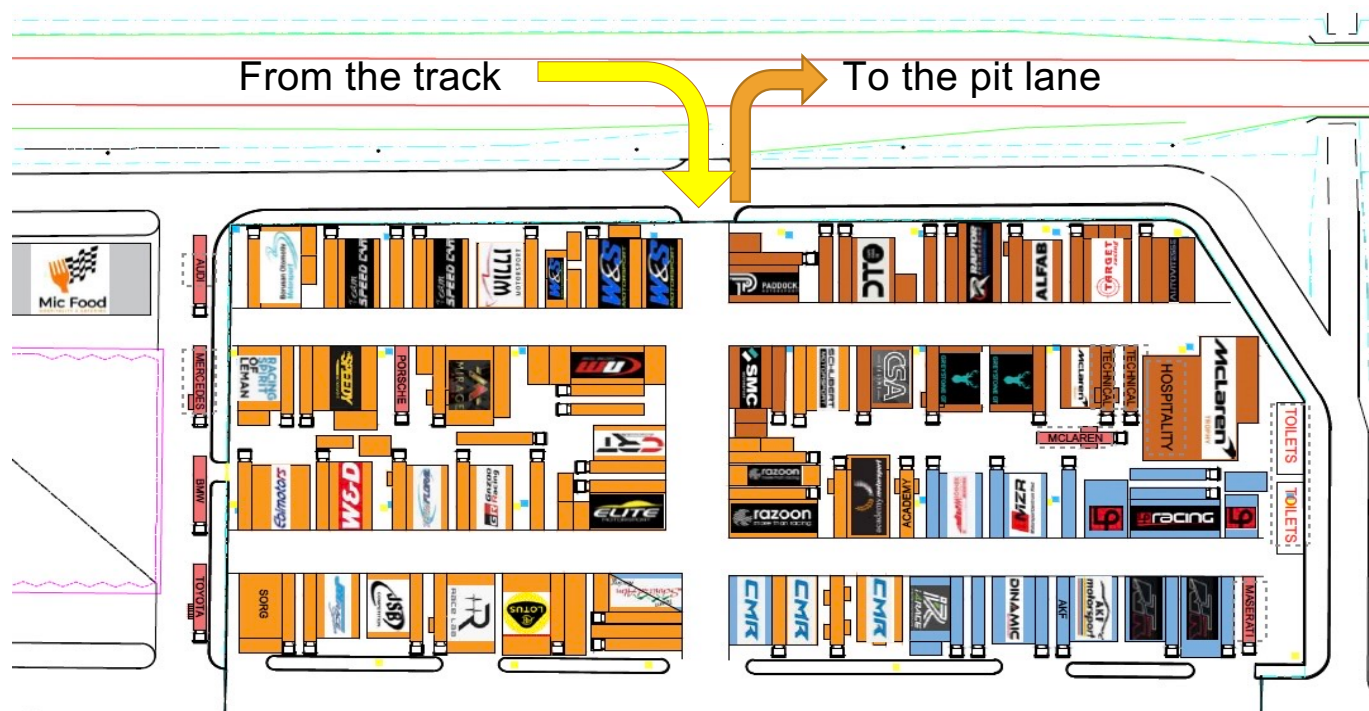
Pole position: RIGHT

Pit IN to Pit OUT: 418m





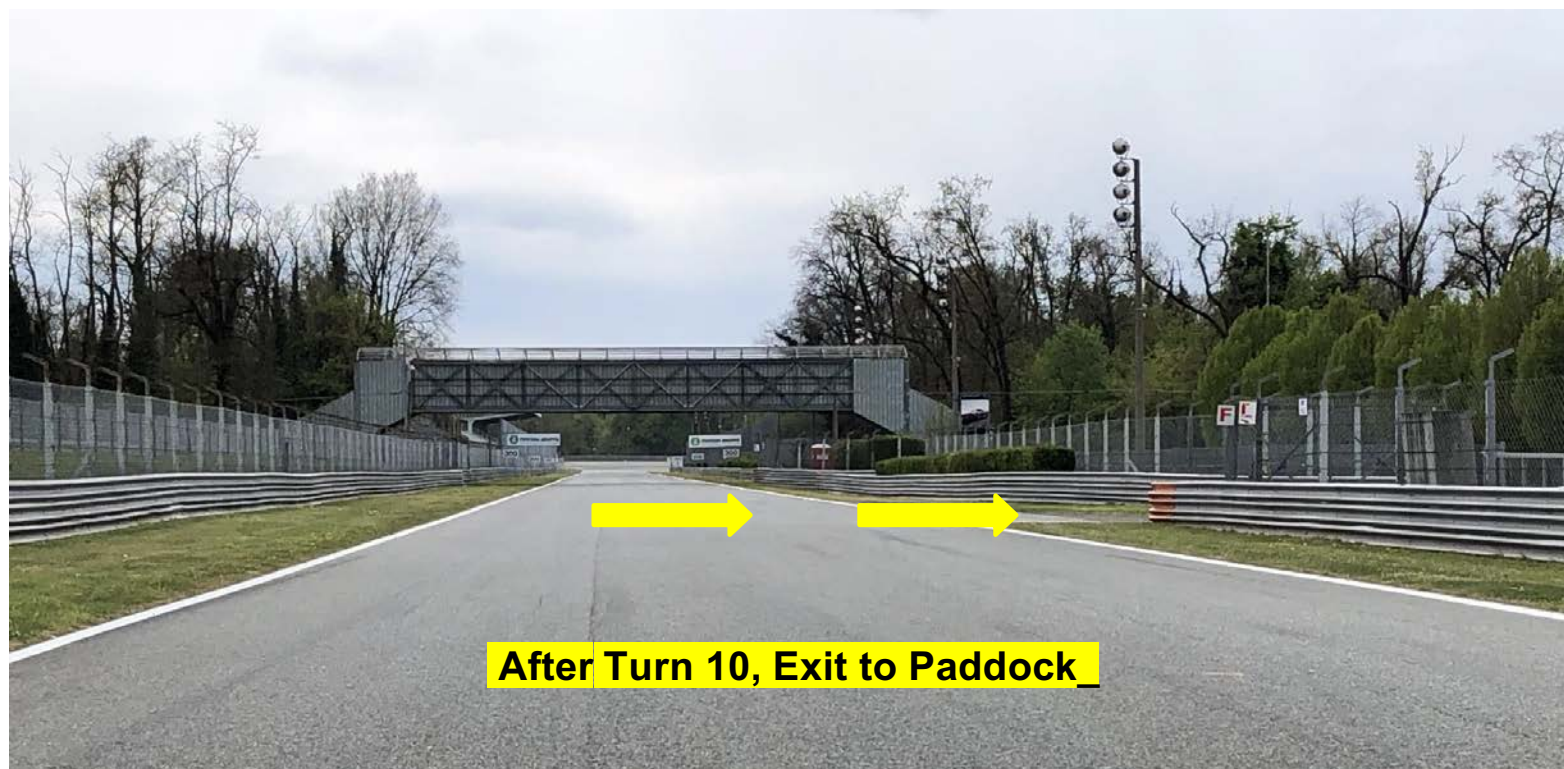
Cars will enter and exit
via the gate between
T10 & T11





END OF SESSION TRACK EXIT

For the cars in the pit lane at chequered flag, queue in the fast lane and wait to be release, if you cannot, you must go end of the pitlane (last box) and turn right to enter the paddock.

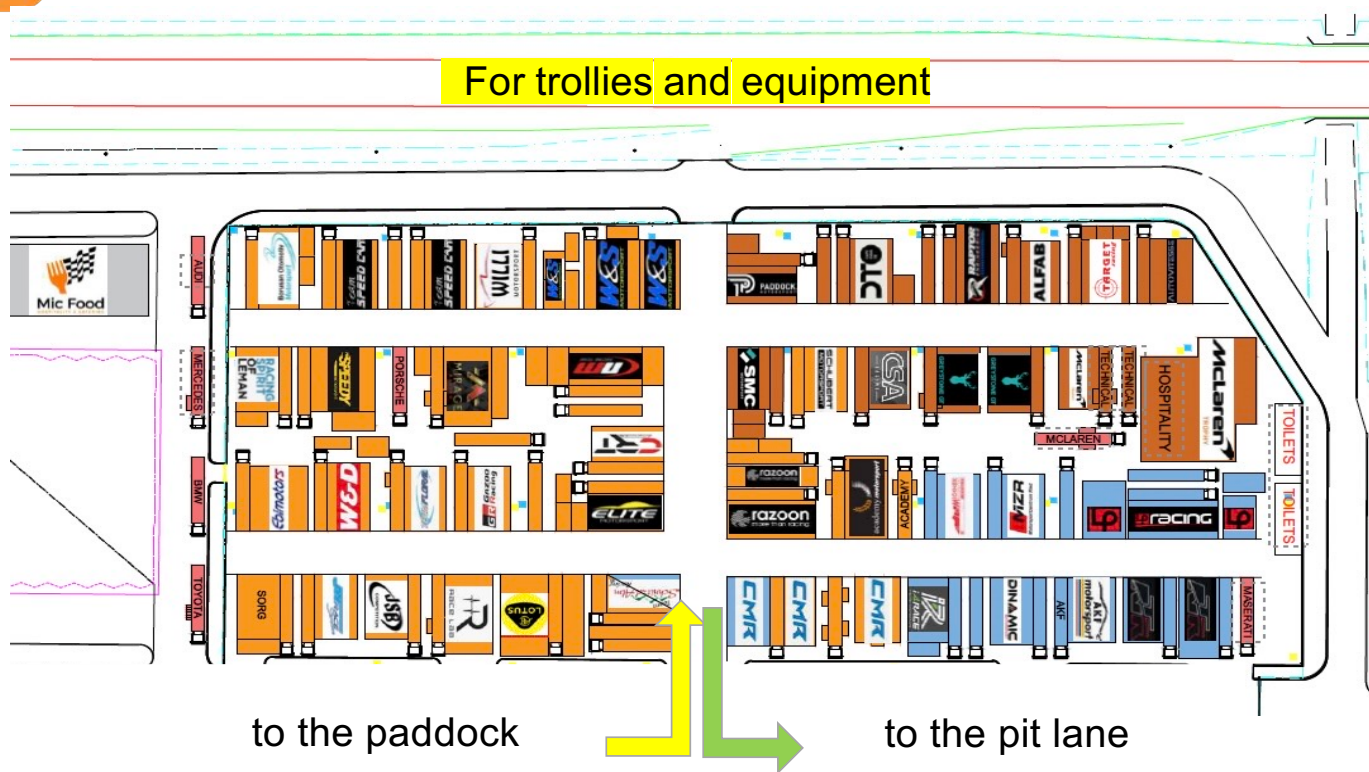


After Turn 10, Exit to Paddock





PITLANE ACCESS





- *Parc Fermé will take place within the Paddock / Awnings unless selected by the Technical Delegate for inspection*
- *Cars must remain under Parc Fermé conditions until released by The Stewards via the Messaging App*
- *Drivers required for post-race presentation must proceed to the Pitlane and will be stopped in the podium Parc Ferme area adjacent to garages 1-6*

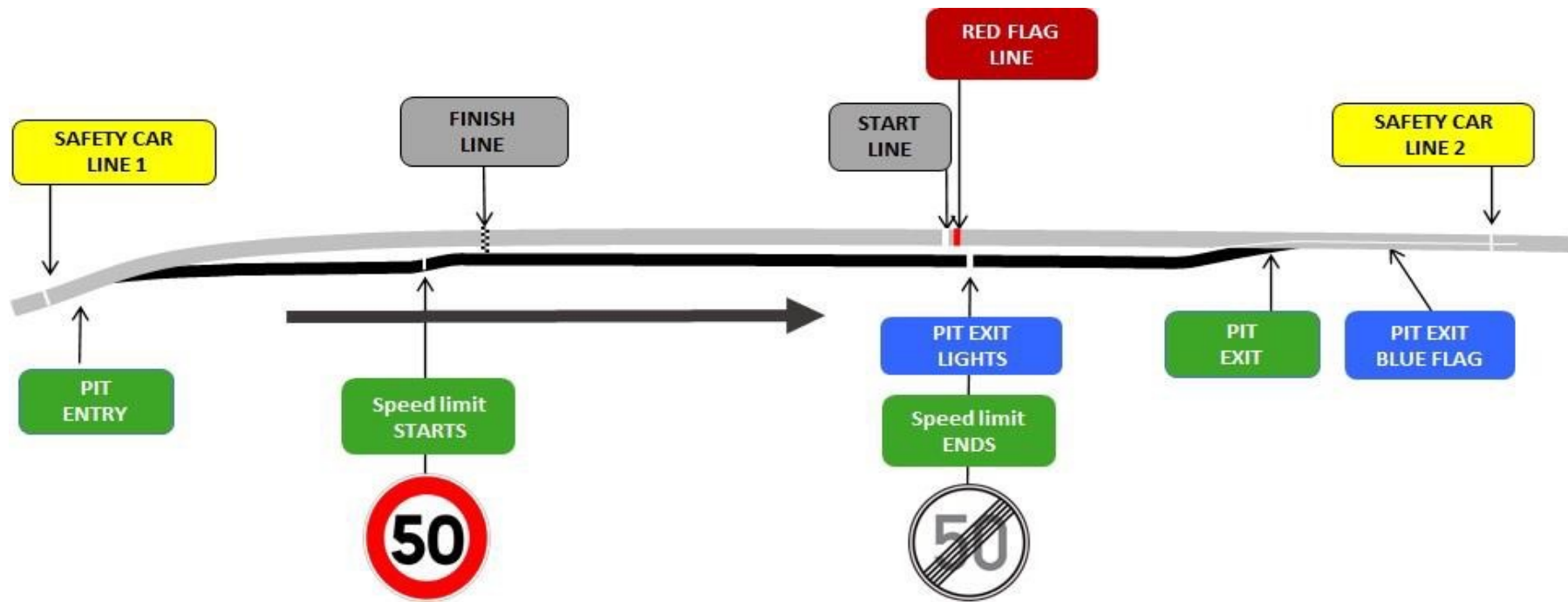




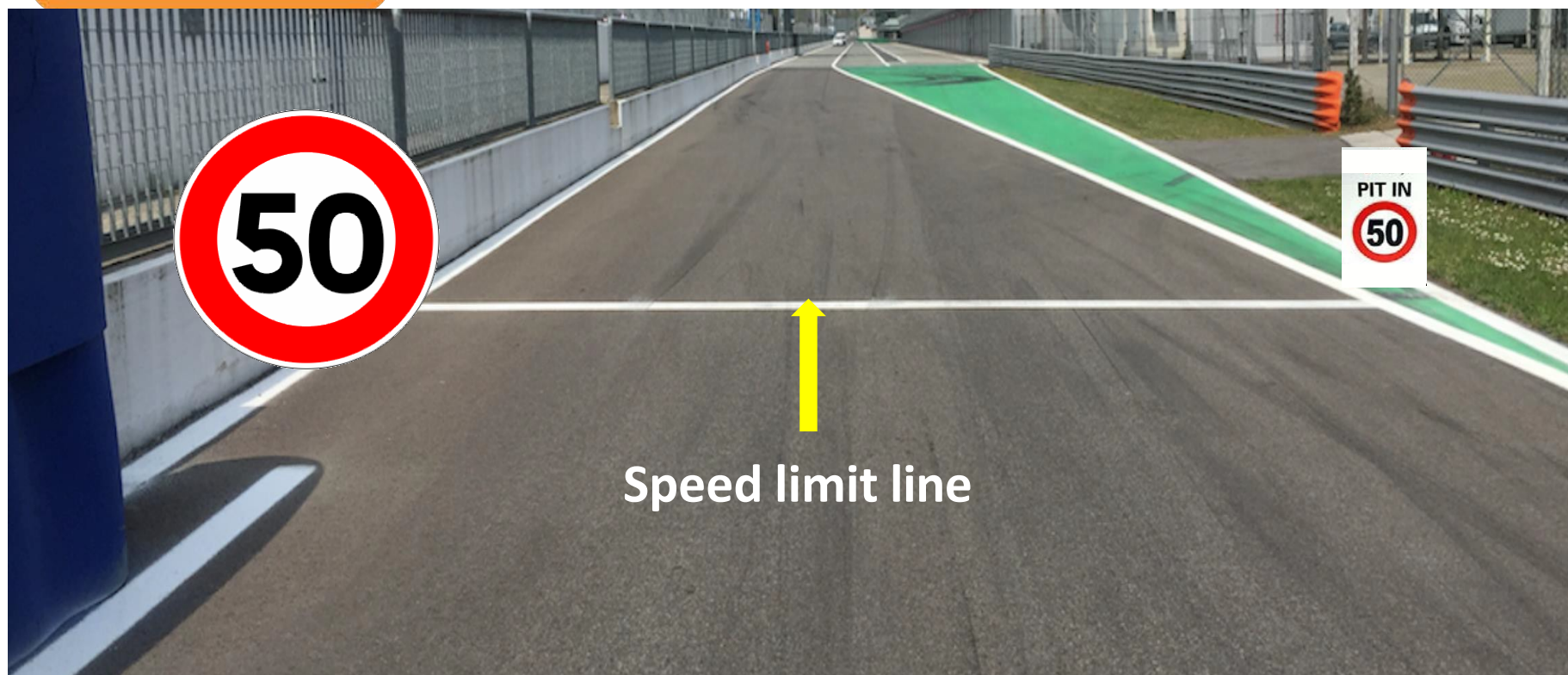
- Cars to Pre-Grid no later than 25 minutes prior to each session
- Tyres and equipment to the Pitlane / Grid before cars are released
- Cars at 45° in the Pitlane (nose to pit exit), and park parallel for pit stops. Engine must be switched off during each pit stops.
- **Cars may only move into the Fast Lane when the fast lane opens or the pit exit light is green or Following the RD instructions.**
- Nobody in front of the car or standing behind panels - use lollipops from the working lane only
- Only the Car Controller and replacing driver are allowed in the working lane before the car stops.
- Refuelling is not permitted in the Pitlane and during any session



PIT LANE



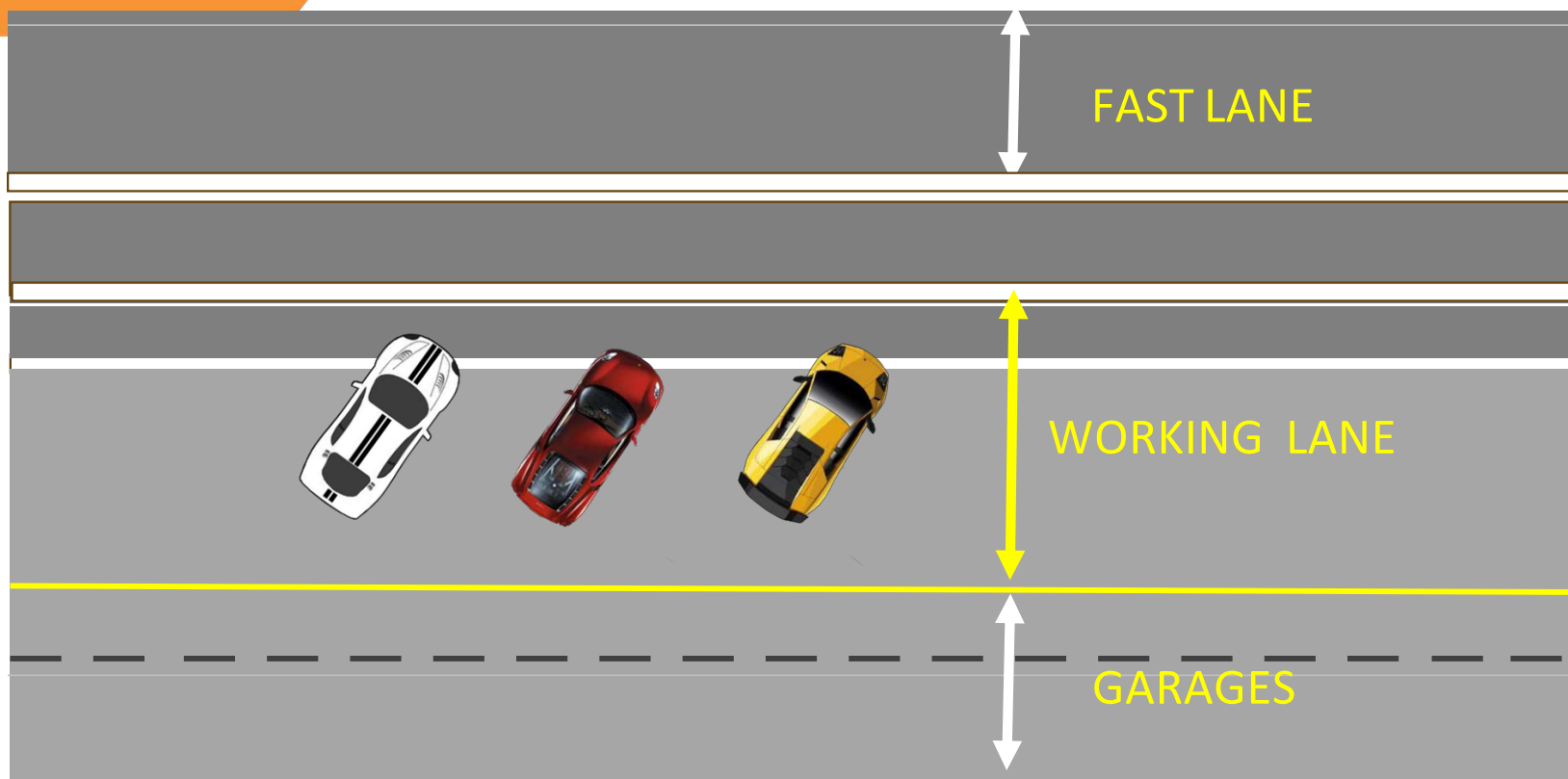
PIT ENTRY SPEED LIMIT LINE





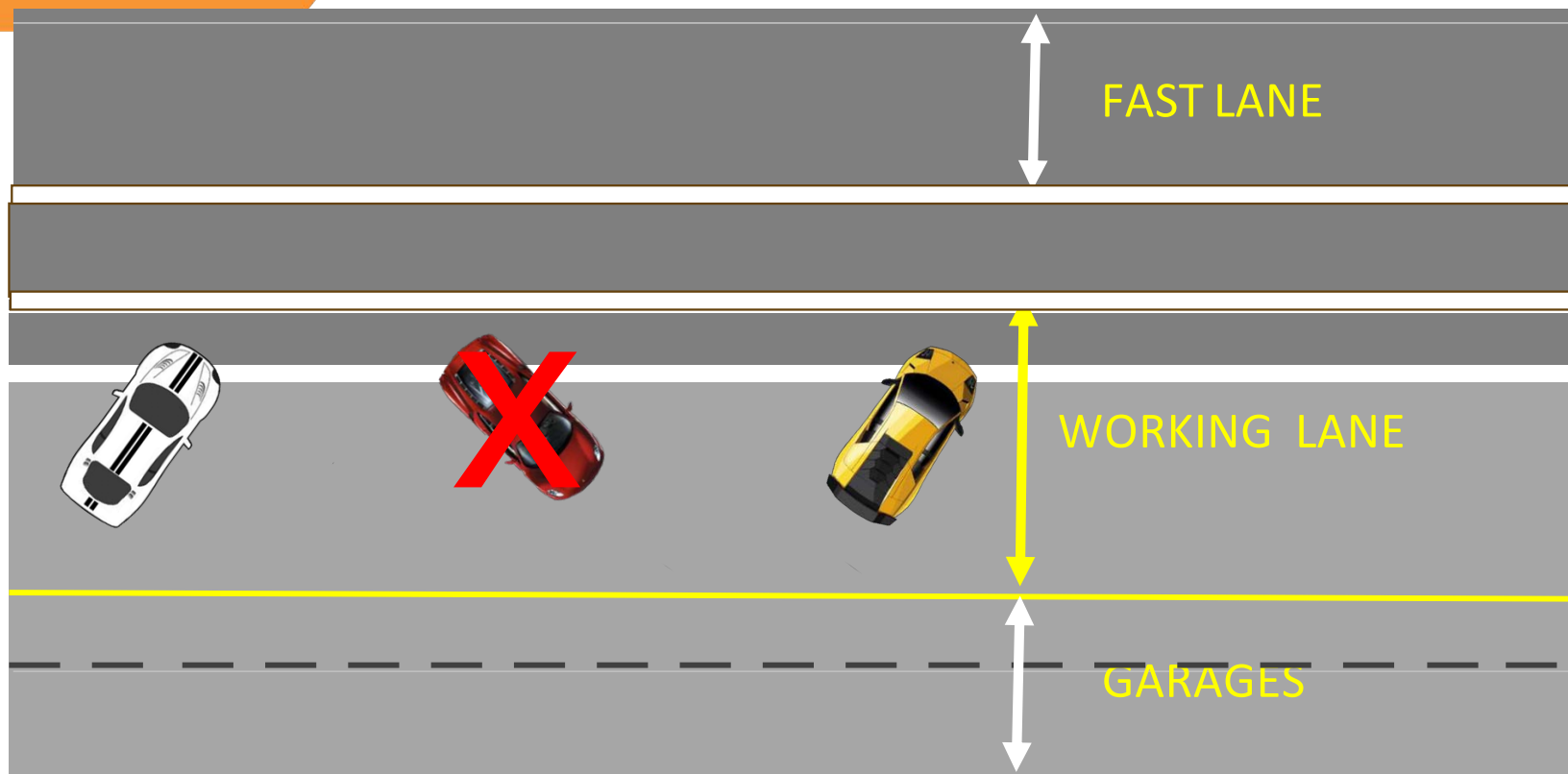


WORKING ON CAR DURING ALL SESSIONS



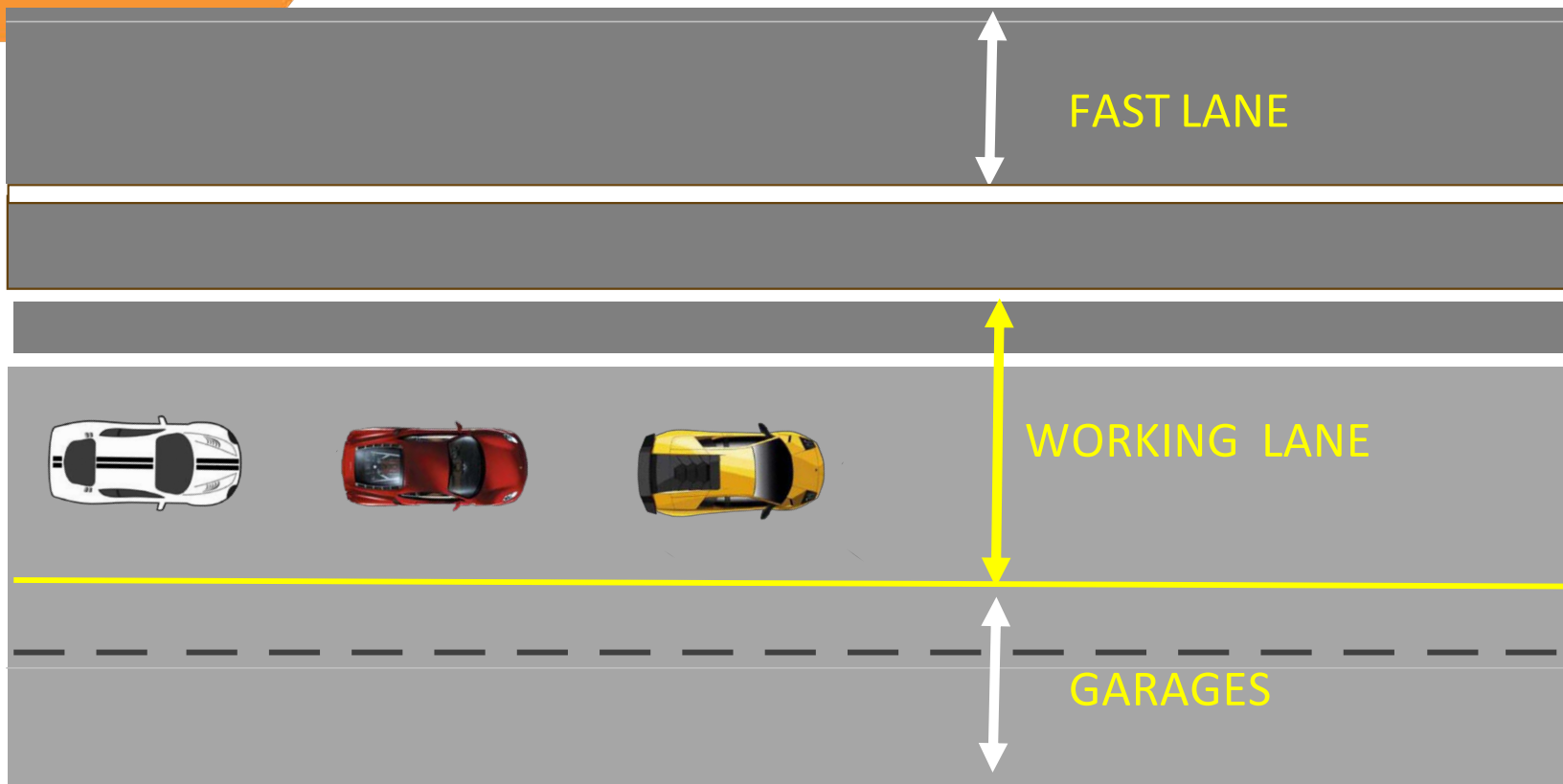


NO NOSE IN





PIT STOP PRACTICE OR MANDATORY PIT STOP





MANDATORY PIT STOP MINIMUM TIME

Pit window between 25 minutes and 34 minutes 59.99 seconds

Monza Pitlane delta time = 30 seconds

*Minimum driver change time = Pitlane delta + 50 seconds = **80 seconds***

Tyre change (x4) at anytime

*Dry to Wet (or inversely) = **150 seconds***

1 second tolerance which may be used once during the event

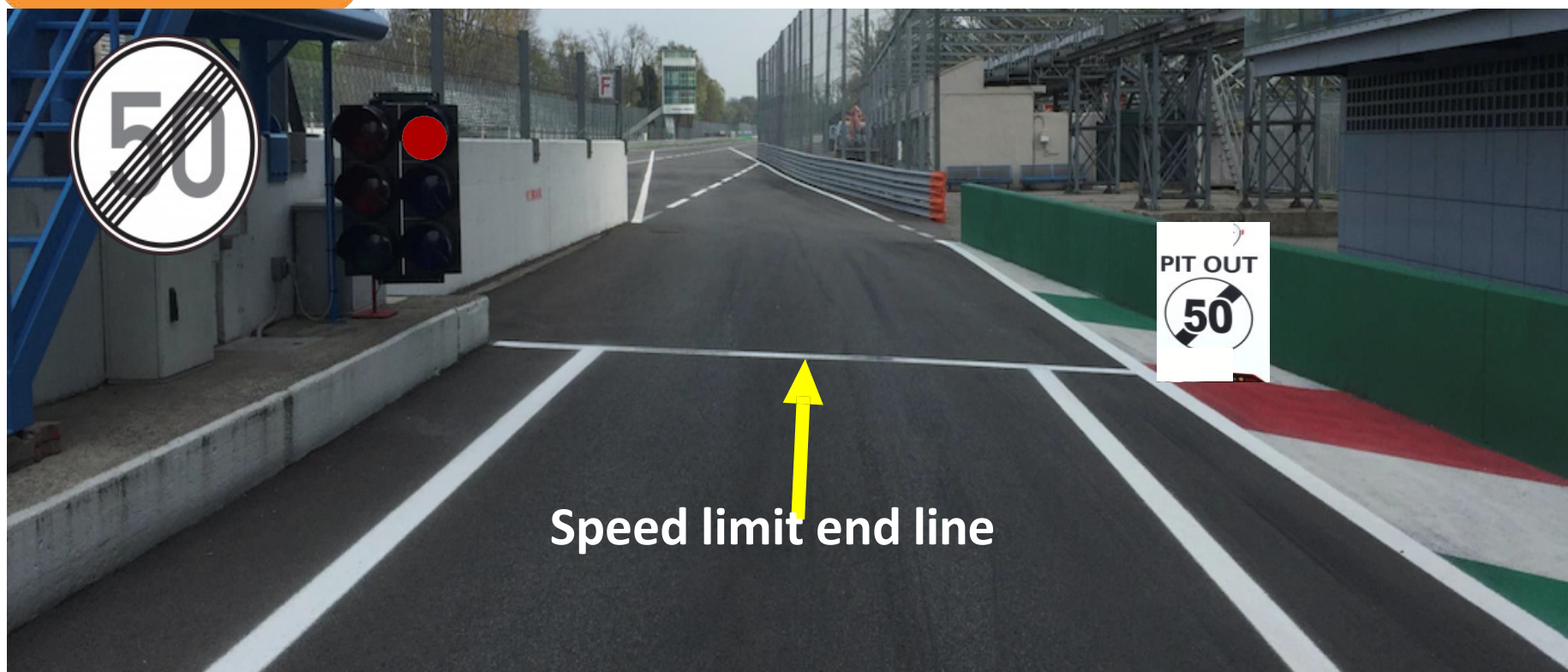
Don't forget to change the ID transponder in the pit lane.

Cars are to leave when ready to race.

*Respect the pit lane speed limit, 50 Km/Hr. **NO slowing down or stopping***



PIT EXIT LIGHTS





QUALIFYING

In accordance with Article 41.7.d) and due to the number of cars entered in the Event, the following procedure will be adopted for the Monza round of Gt 4 European Series.

Qualifying 1 for Race 1 and Qualifying 2 for Race 2.

There will be two qualifying practice sessions (Q1& Q2) divided into two periods of 10 minutes (Q1A/B, Q2A/B) in accordance with the official timetable for the Event.

Q1A will be for Driver 1 from cars entered in **Silver only**

Q1B will be for Driver 1 from cars entered in **Pro-Am and AM only**

Q2A will be for Driver 2 from cars entered in **Silver only**

Q2B will be for Driver 2 from cars entered in **Pro-Am and AM only**

The end of Q1A / Q2A will be reported by a Chequered Flag (from the signalling post and on timing screens) and all cars in Q1A must complete no more than one 'In' lap before returning to their box.

For Q1B / Q2B the Race Director will notify (radio and/or timing screens) 'Fast Lane Open' and will also notify the release cars to the track from the pit lane for the commencement of Q1B/ Q2B.





At the end of the Q2A all cars must process to the pits

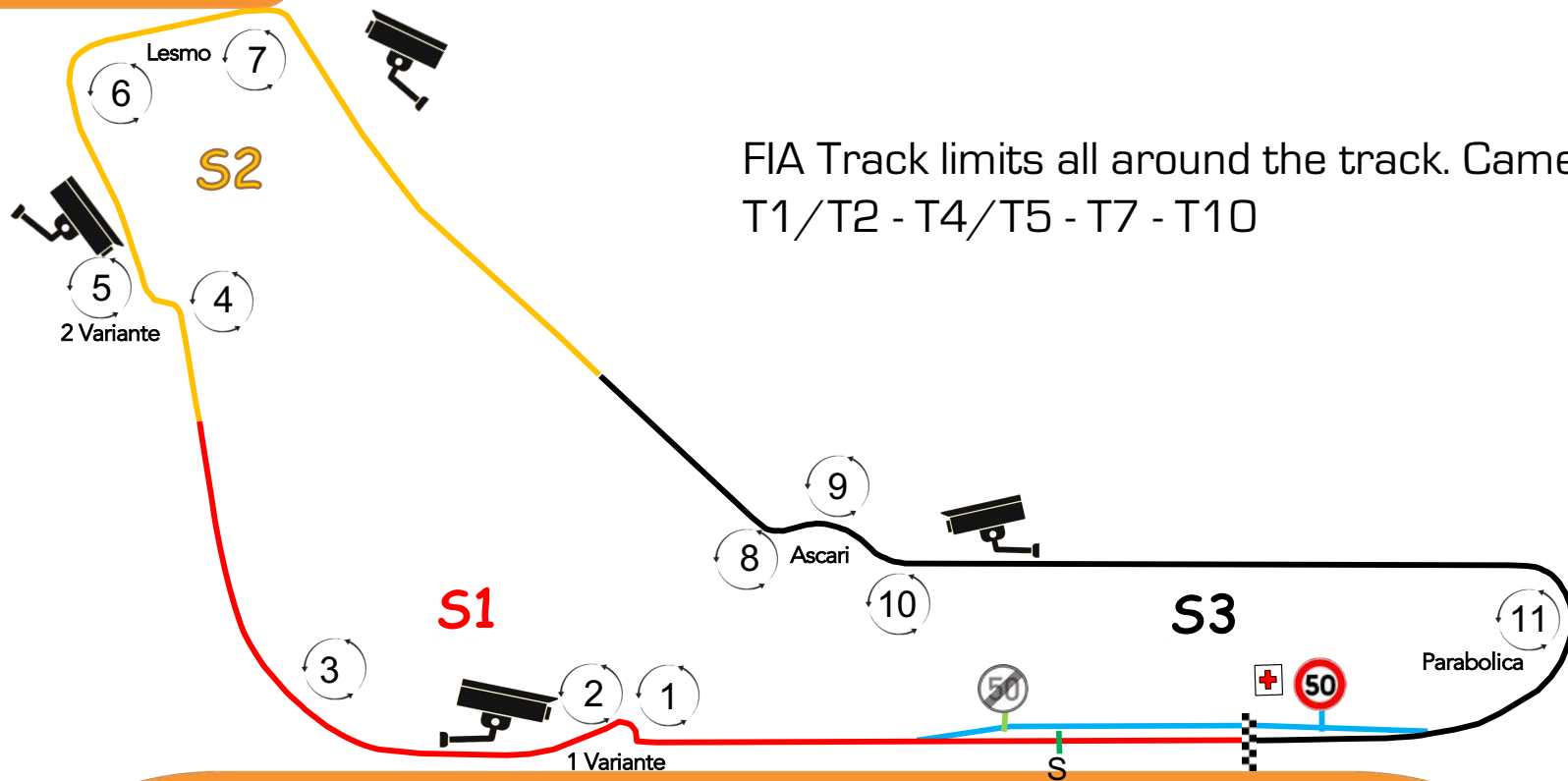
At the end of Q2B all cars must go to the paddock from the gate between T10 and T11.

The Q2A cars must be ready at pit exit (2 mn prior the end of the session)
to be send by the track to the paddock between T10 and T11.

The cars not ready to go will rejoin the pit exit et process to the paddock RHS.



TRACK LIMITS CAMERAS





TRACK LIMITS

FIA rules all around the circuit – white lines

FIA Track limits all around the track. Cameras at T1/T2 - T4/T5 - T7 - T10.

FP : drivers will be warned and stopped, if necessary, lap times can be deleted.

Pre-qualifying and Qualifying: every lap time will be deleted.

Race:
3 first time warning on the timing monitors,
4th time warning flag by radio.
5th time final warning on the radio
6th time, 5 seconds time penalty

Each time from 6th times: 5 seconds





TIME PENALTY

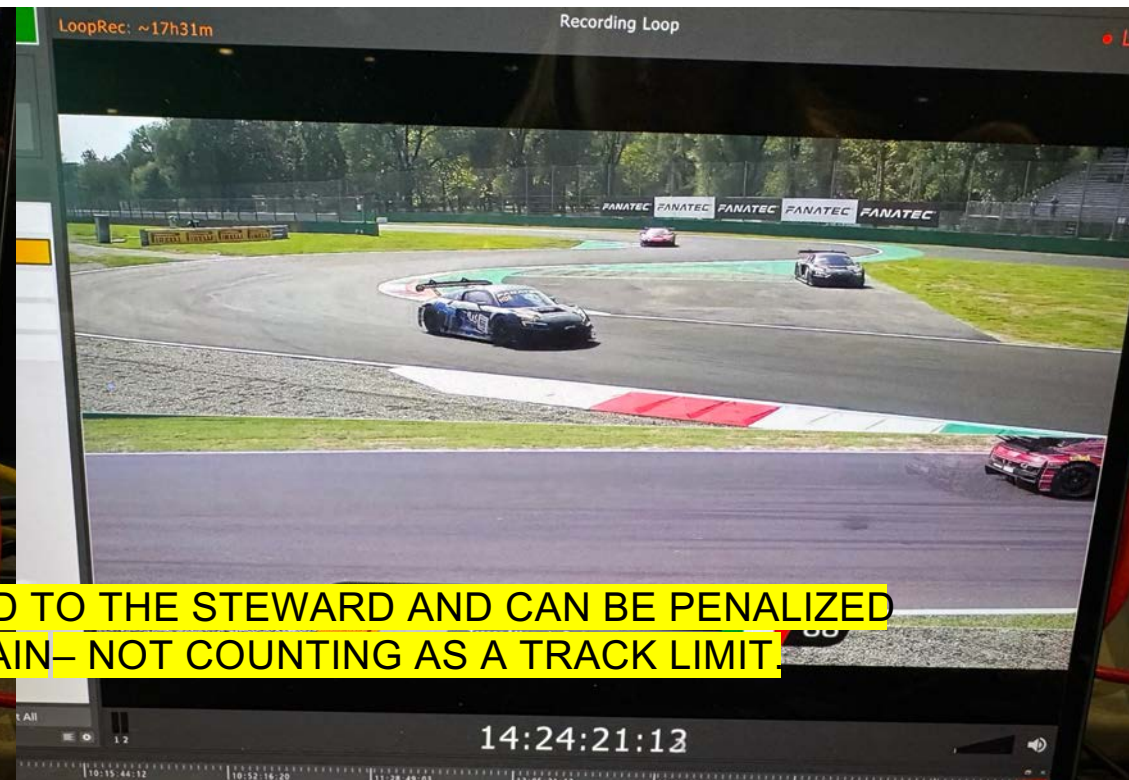
- If a car have a time penalty to perform at the pit stop:
- The car will enter the pits and stop in front of the allocation area, no one will touch the car during the penalty duration, then the driver change can begin.
- For exemple: If a car have 5s time penalty, it will stay the mandatory pit stop time
- plus 5s. In Monza it's $80 + 5 = 85s$



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CUTTING



DURING THE RACES CUTTING IS REPORTED TO THE STEWARD AND CAN BE PENALIZED DIRECTLY IF YOU DON'T GIVE BACK THE GAIN- NOT COUNTING AS A TRACK LIMIT



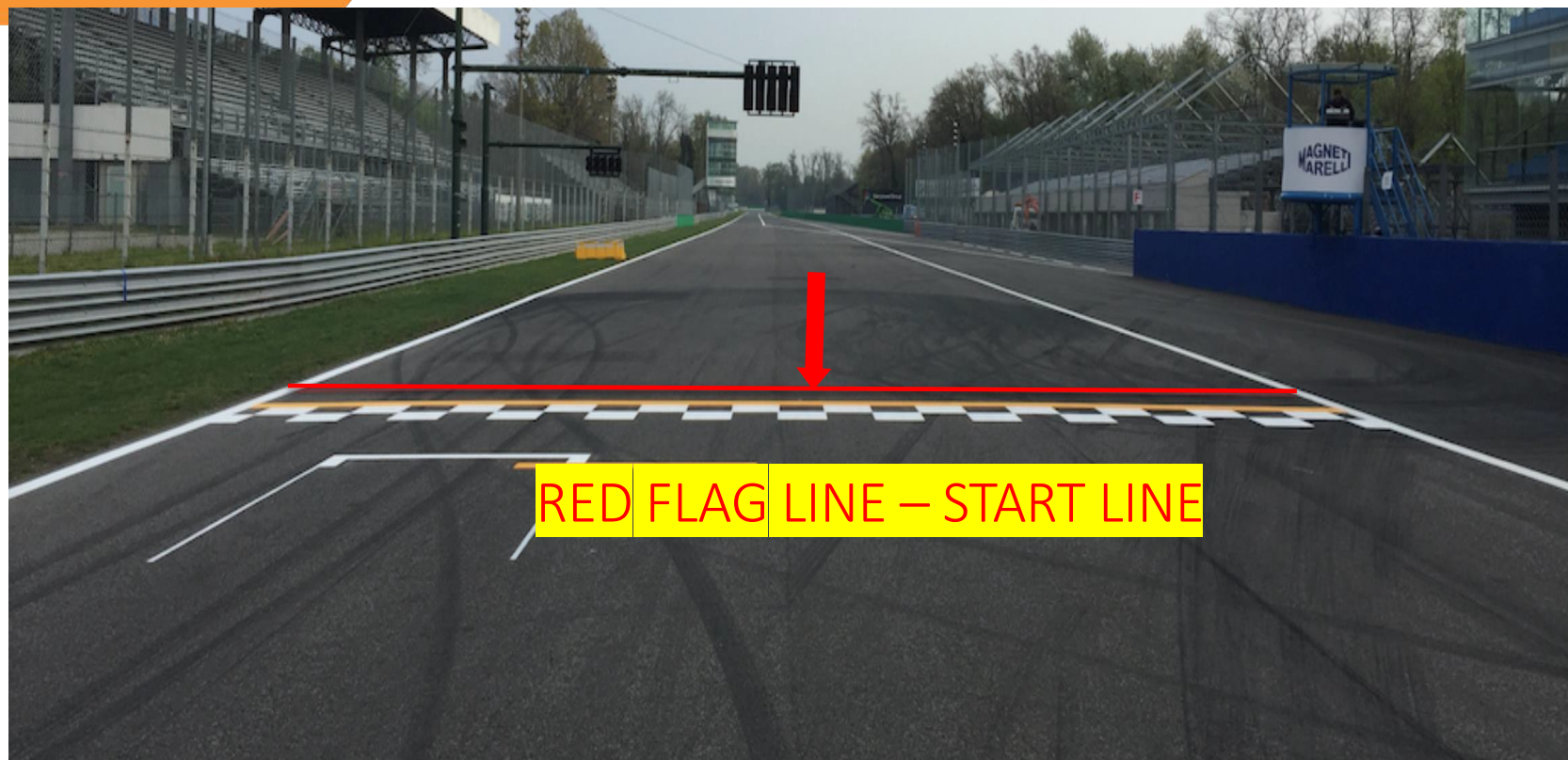
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OPENINGS FOR CARS



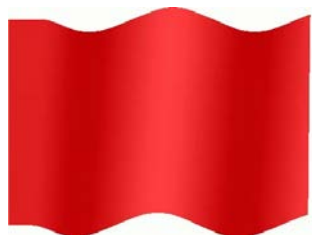
RED FLAG PROCEDURE





RED FLAG PROCEDURE

DURING PIT WINDOW



All cars must return to the Pit lane

Parc Ferme conditions

Driver change permitted if not already carried out

Cars will be called to Pit Exit in the order of the last full lap before the opening of the Pit Window

Race will restart behind the SC





time penalty for drive through at the end or after the race: 30 s

time penalty for a stop and go at the end or after the race: 35s + time stop



MOT



HAVE A GOOD WEEKEND

