GT4 EUROPEAN SERIES

MO1

DRIVERS

BRIEFING

PIRELLI elf TM Performance GULLWING RACING INSURANCE SRO MOTORSPORTS GROUP MONZA

Joel DO VALE, Race Director

Tel. +33 612324105

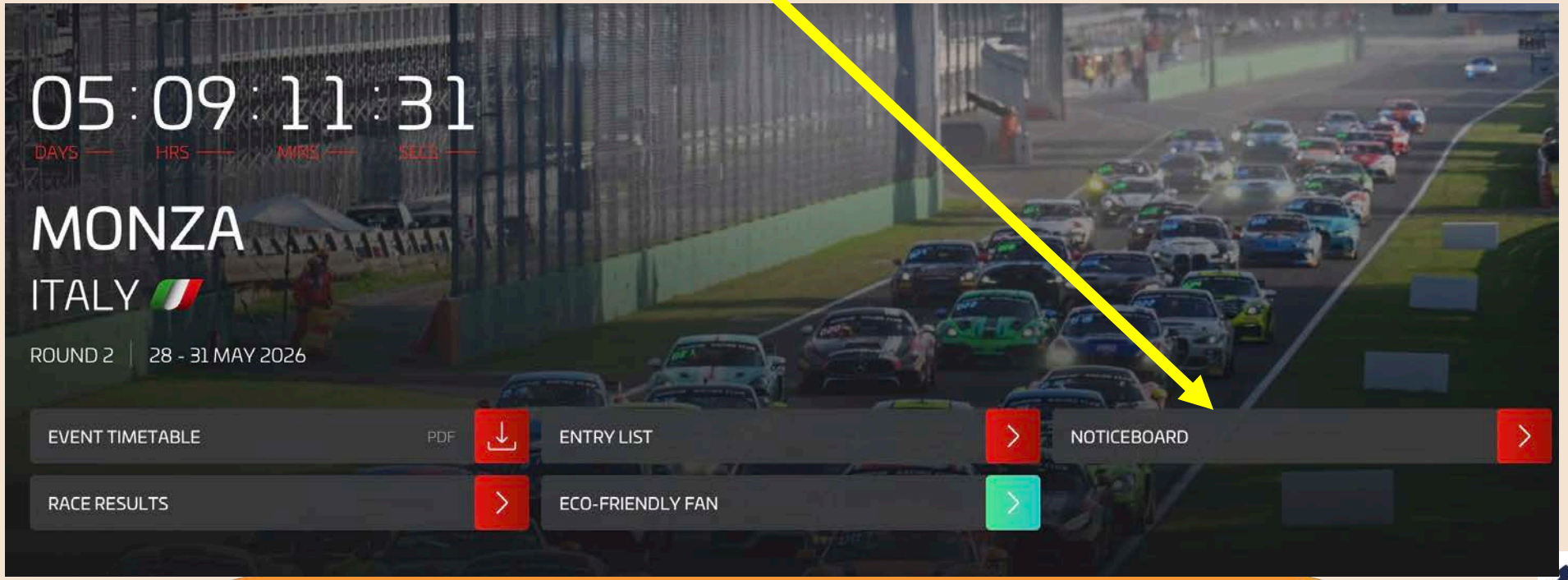
E-mail. jdovale@ffsa.org

Stewards:

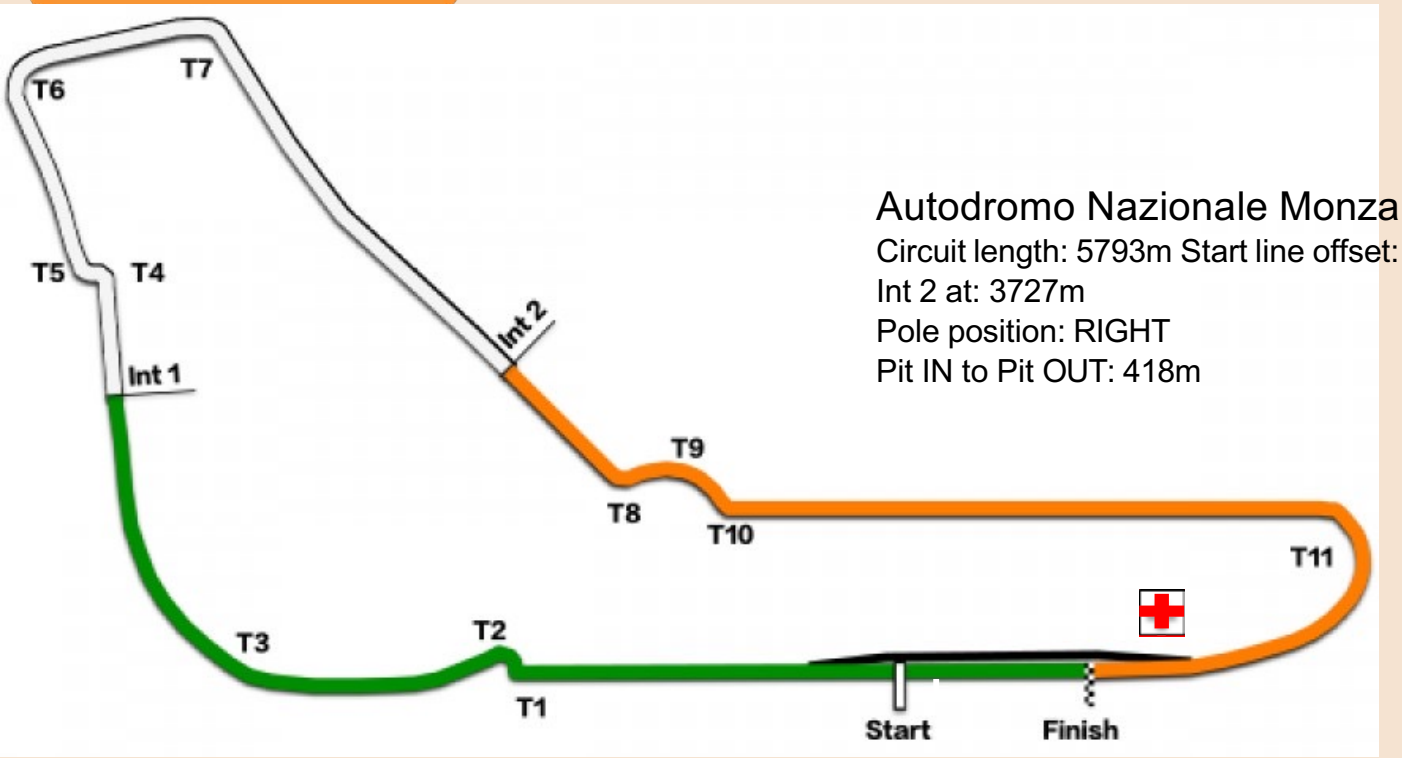
Chairman of the panel: **Chris GEFFROY**
international steward: **Francesco MAFFEZZONI**
ASN steward: **Pancrazio TIMPANO**

NOTICE BOARD

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



CIRCUIT MAIN DATA

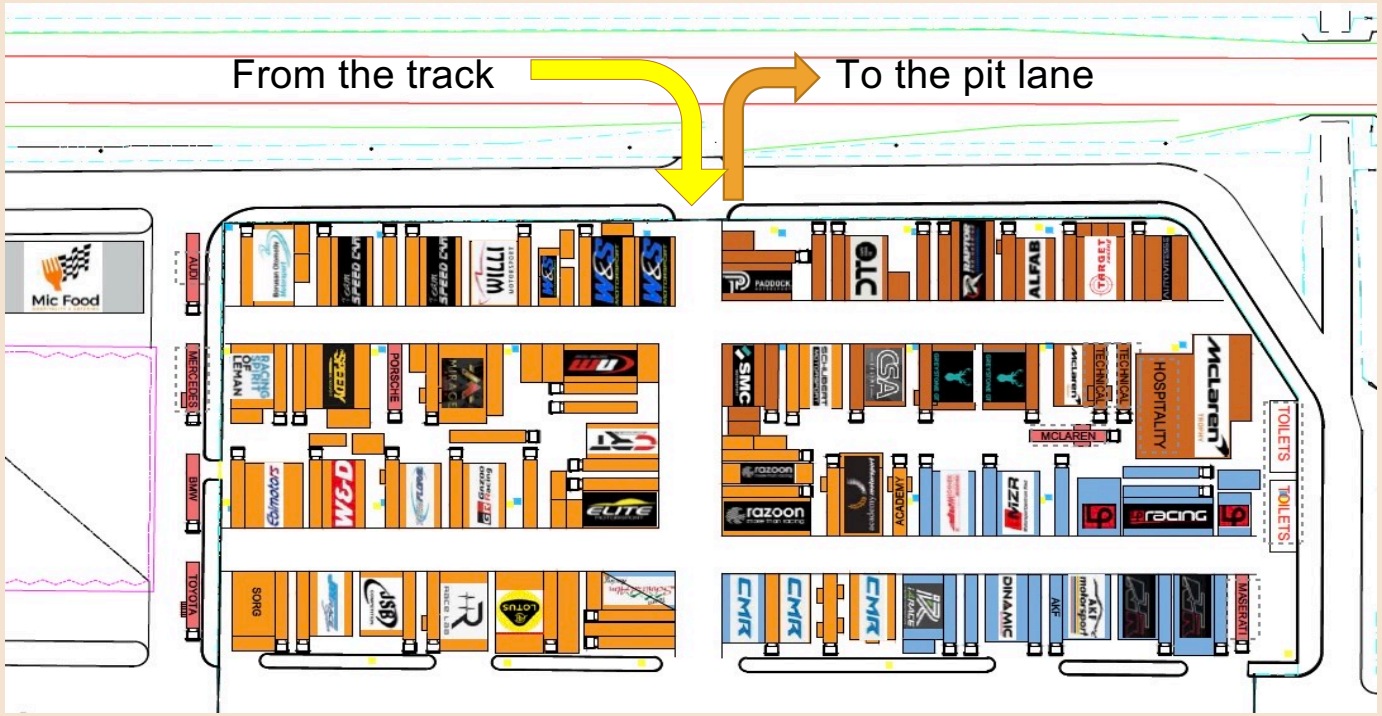


Autodromo Nazionale Monza

Circuit length: 5793m Start line offset: 309m Int 1 at: 2055m
Int 2 at: 3727m
Pole position: RIGHT
Pit IN to Pit OUT: 418m

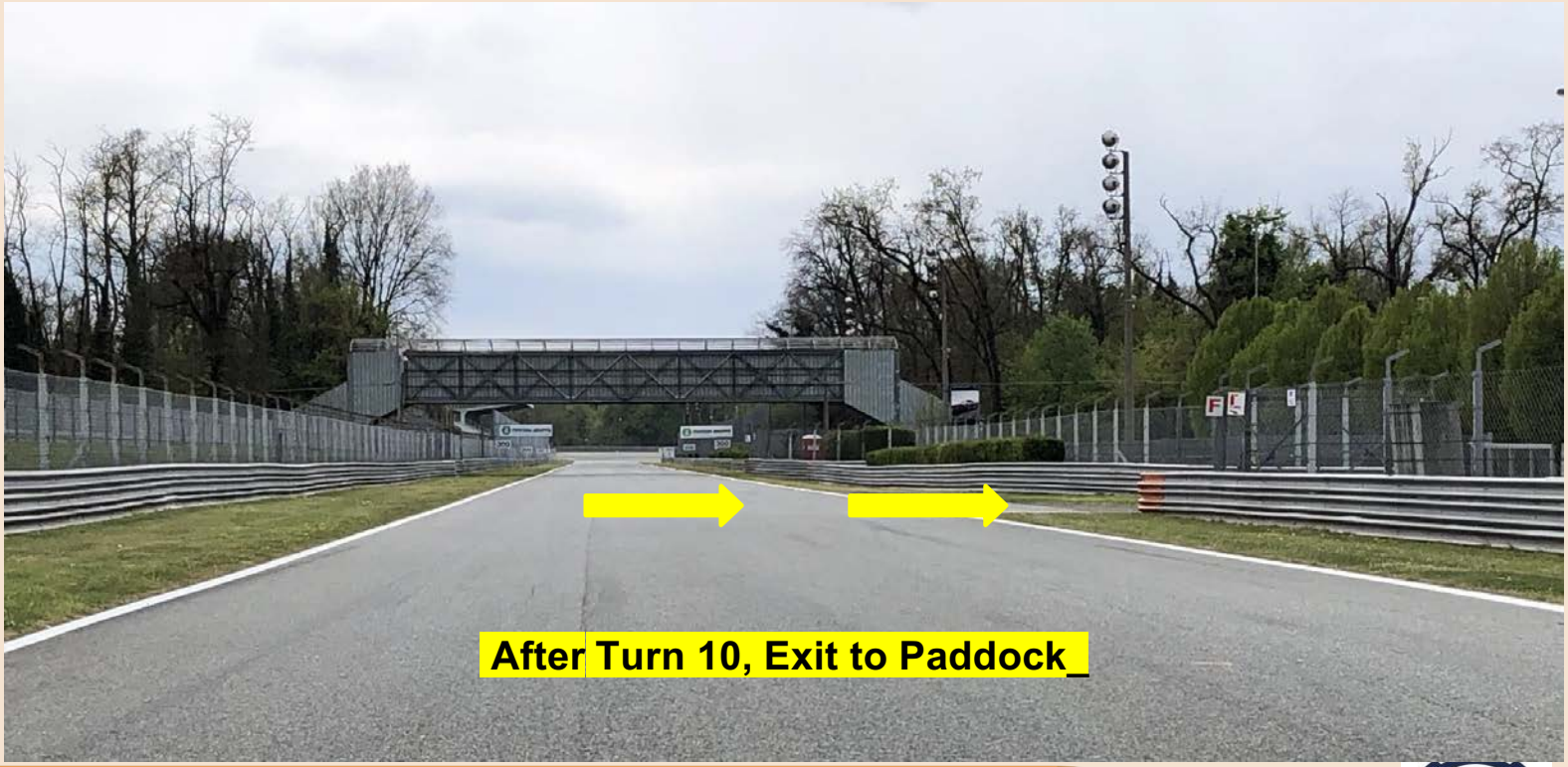
TRACK ACCESS / PRE-GRID

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.



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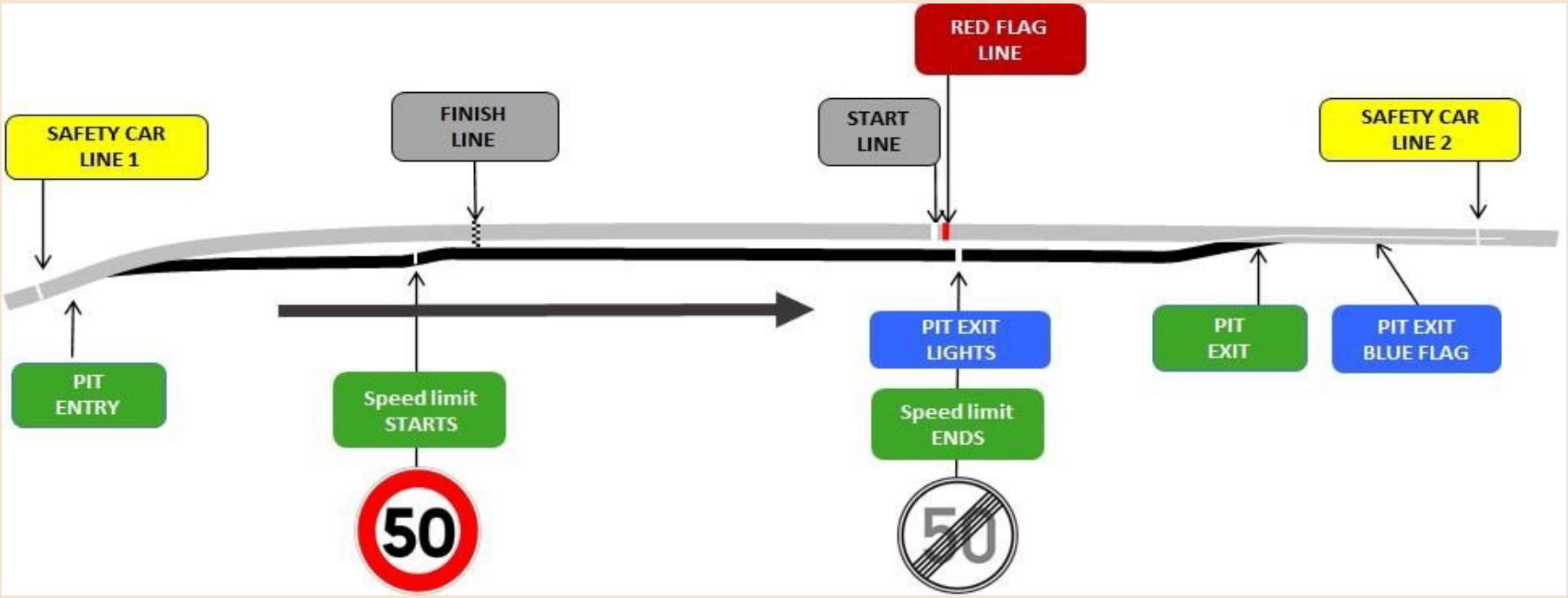
- *Parc Fermé will take place within the Paddock / Awnings unless selected by the Technical Delegate for inspection*

- *Cars must remain under Parc Fermé conditions until released by The Stewards via the Messenging 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


RED FLAG LINE
SAFETY CAR LINE 1
FINISH LINE
START LINE
SAFETY CAR LINE 2
PIT ENTRY
Speed limit STARTS
50
PIT EXIT LIGHTS
Speed limit ENDS
50
PIT EXIT
PIT EXIT BLUE FLAG

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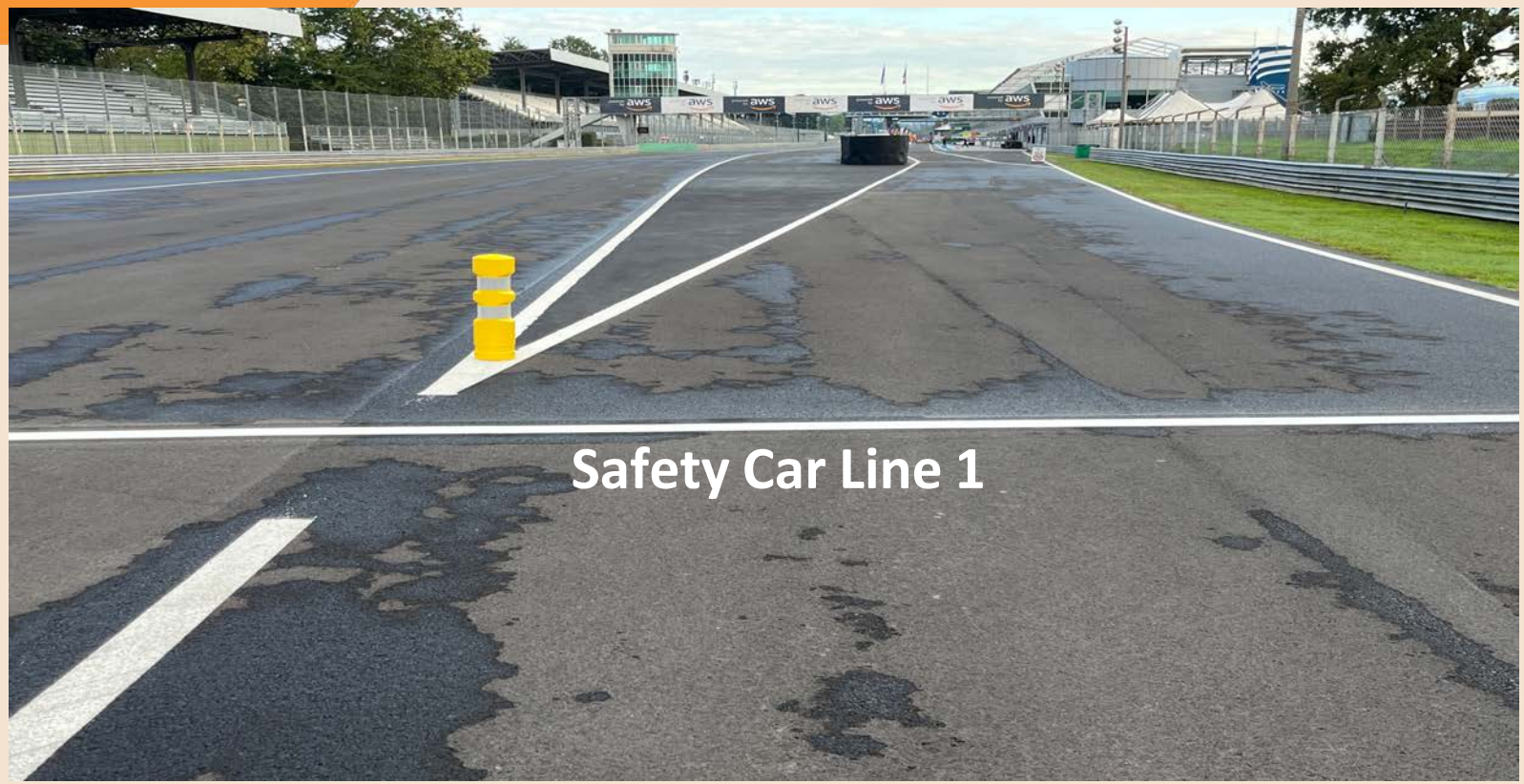
Don’t cut after the Safety Car line 1

PIT ENTRY



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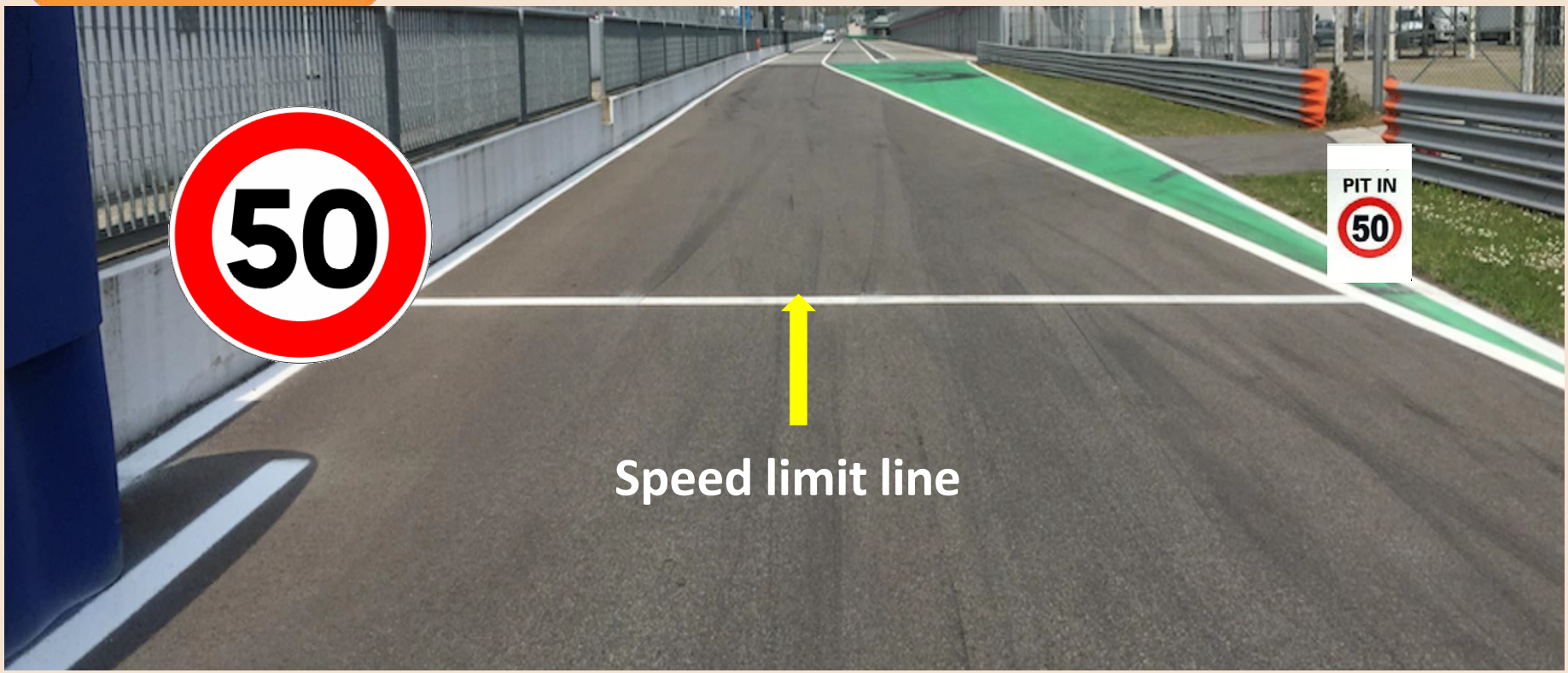
PIT ENTRY SPEED LIMIT LINE



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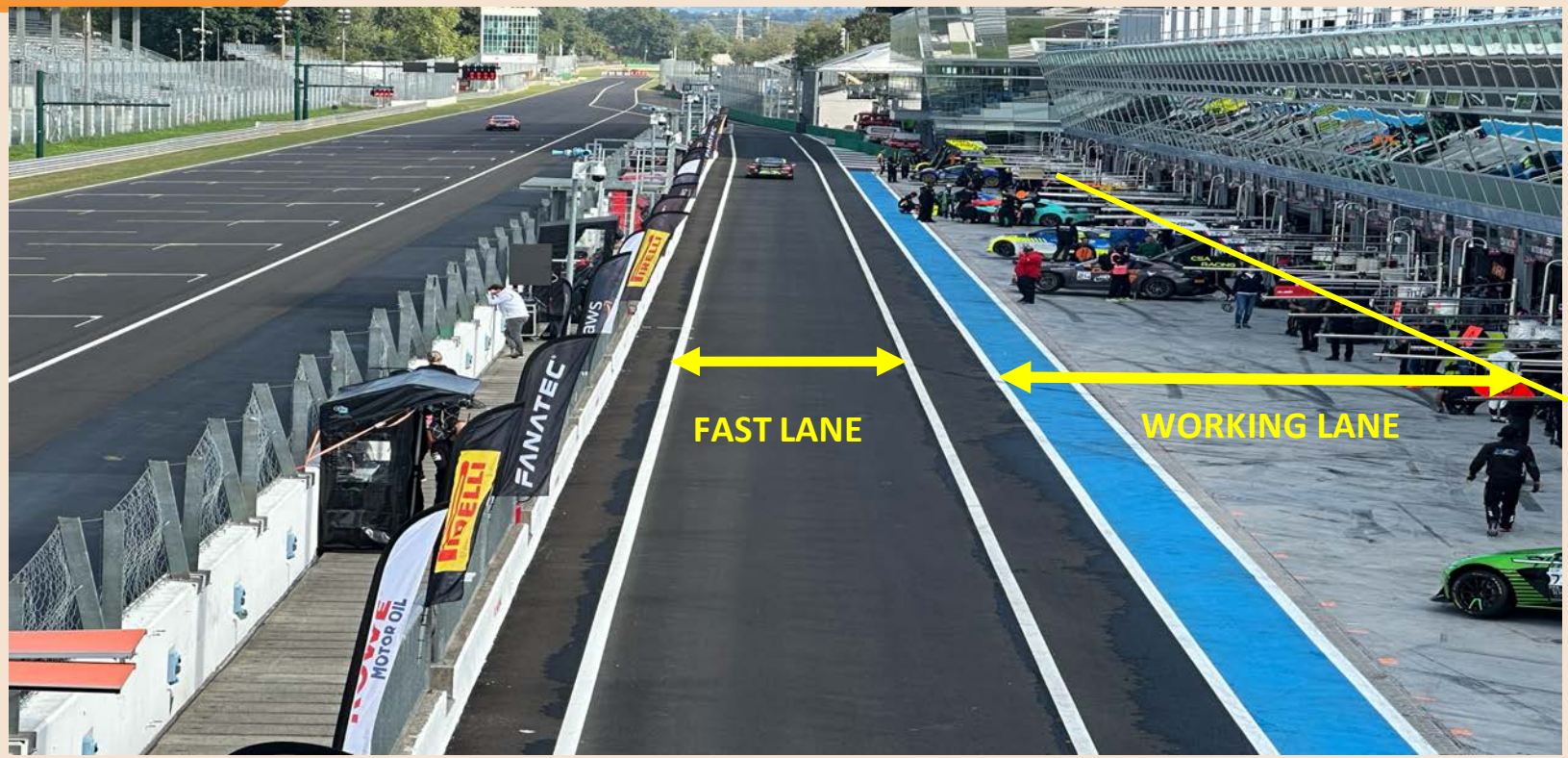
PIT LANE



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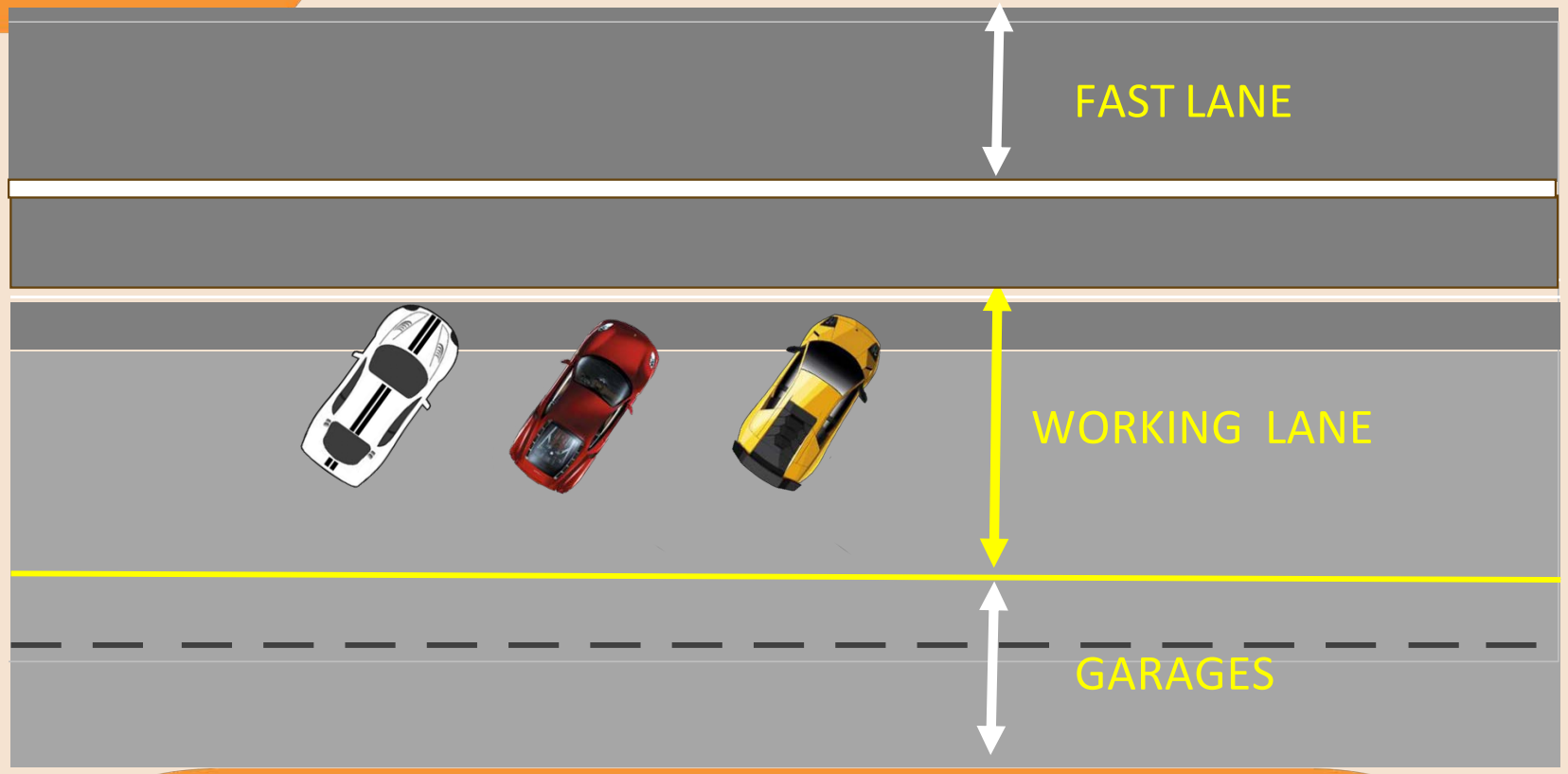
WORKING ON CAR DURING ALL SESSIONS



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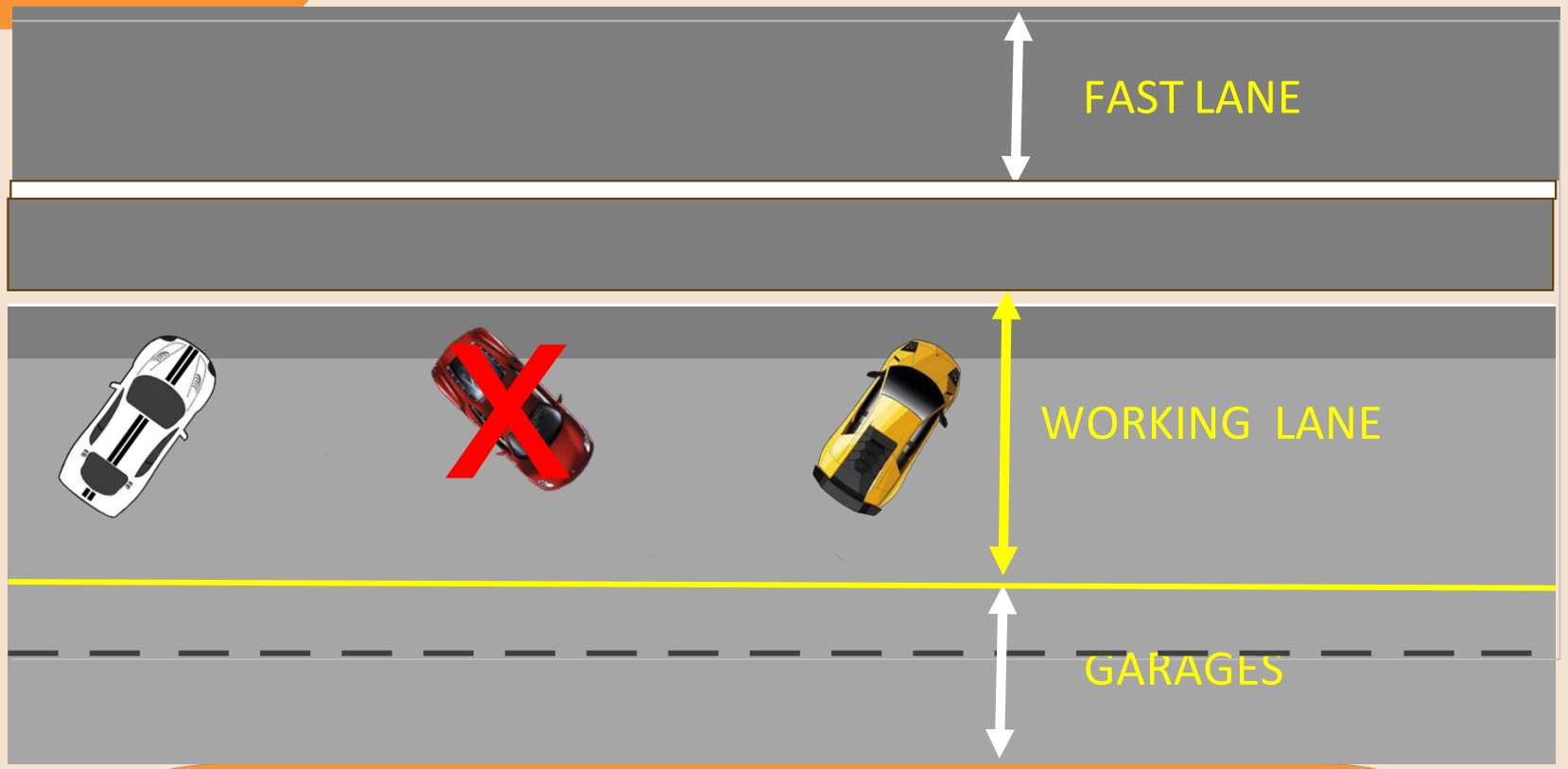
NO NOSE IN



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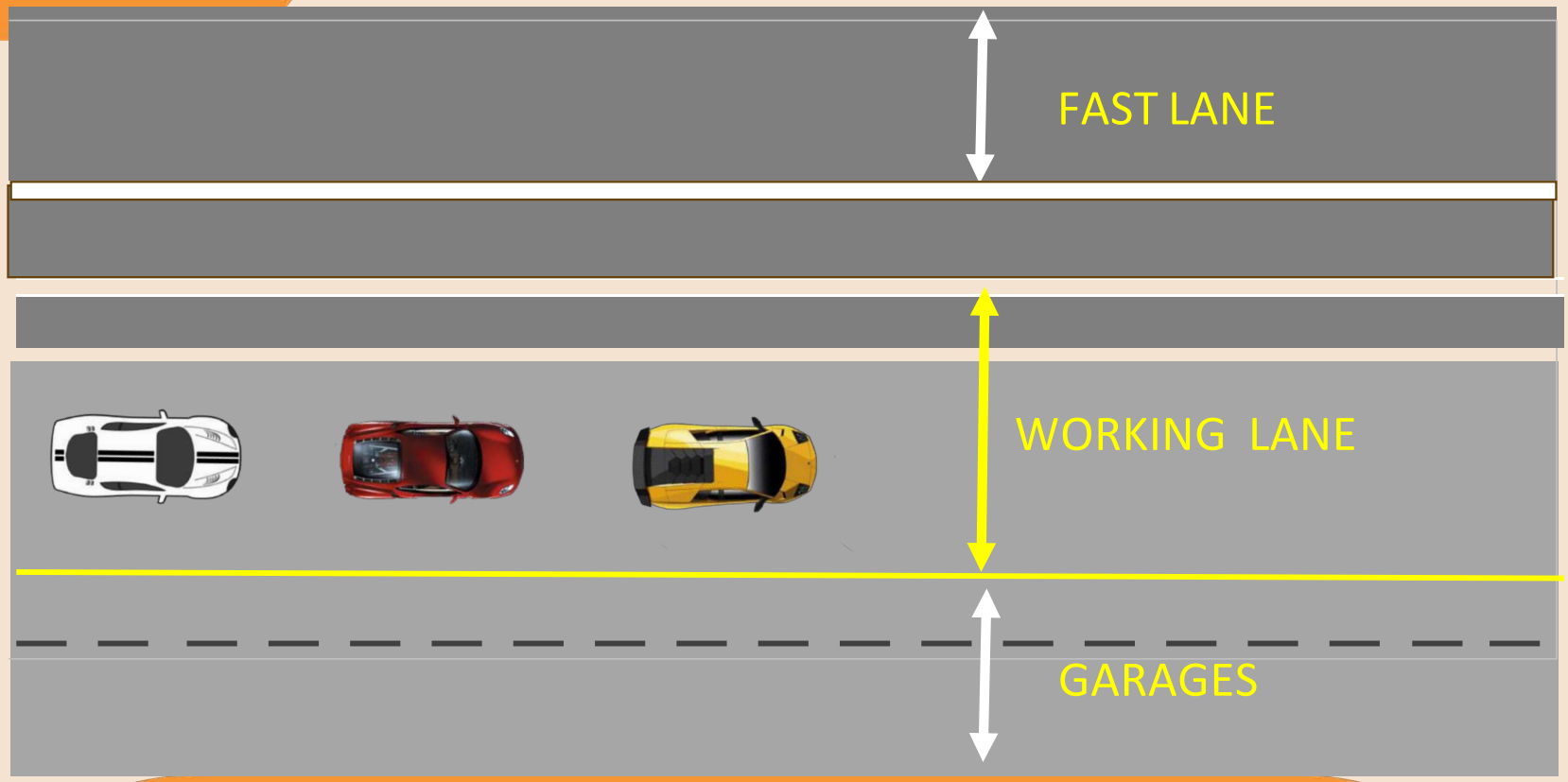
PIT STOP PRACTICE OR MANDATORY PIT STOP



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***

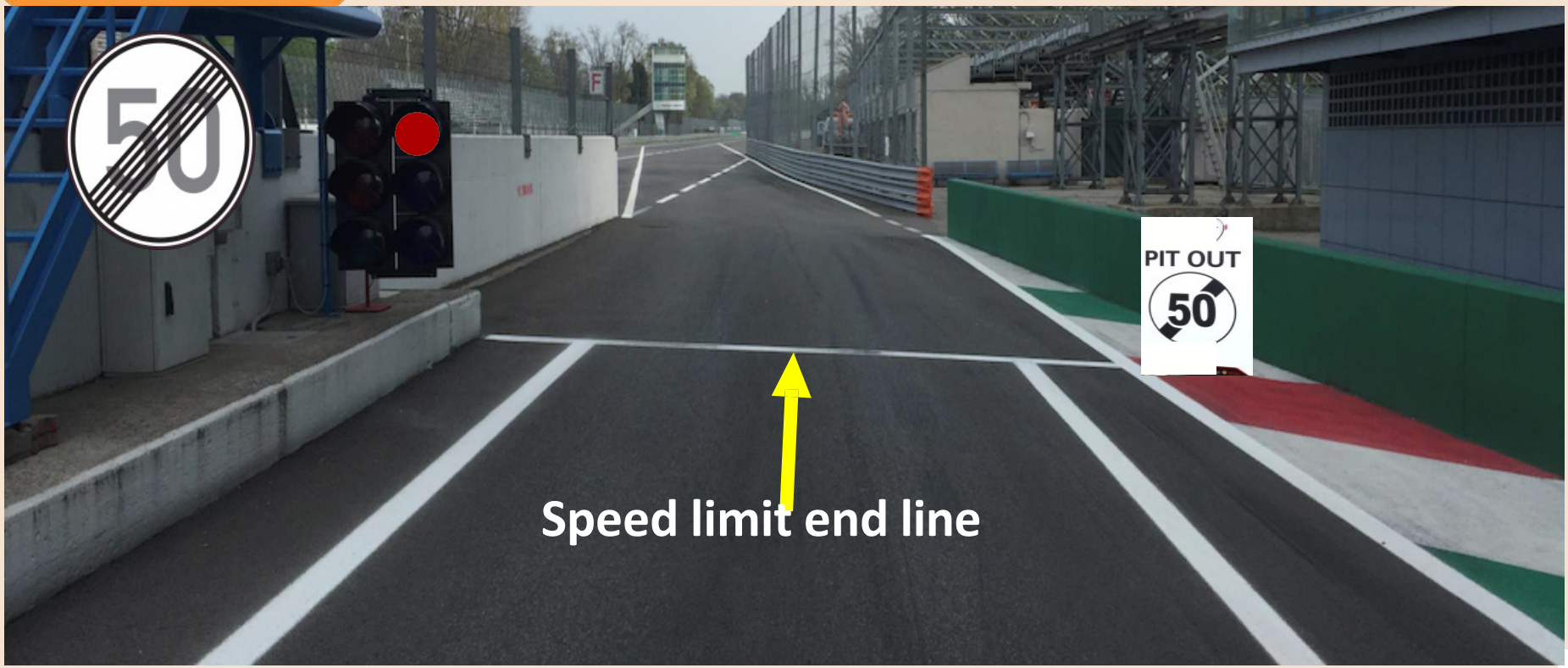
1 second tolerance which may be used once during the event

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



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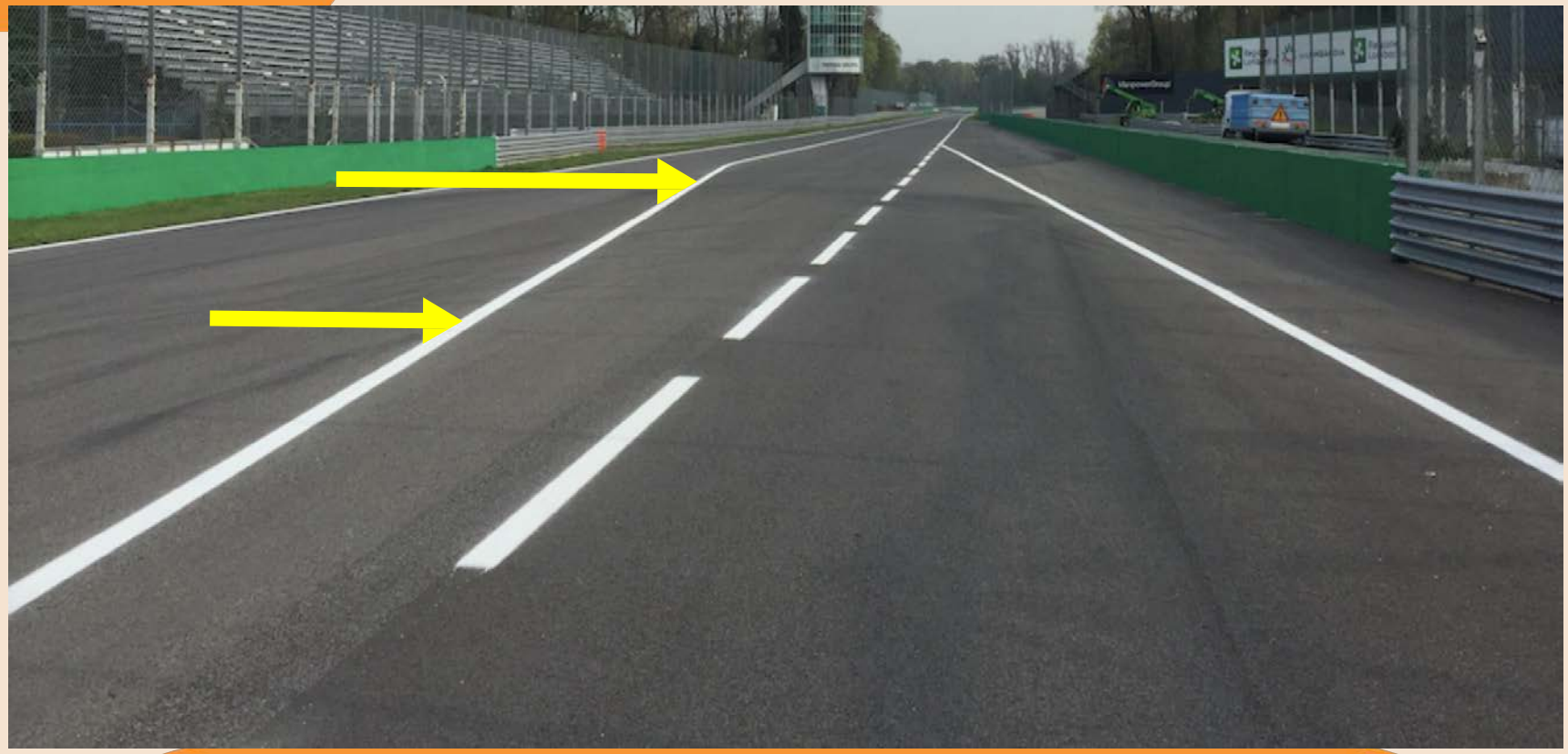
PIT EXIT LINE



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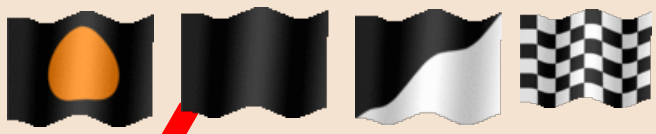
PIT EXIT LINE

WHITE LINE AT PIT EXIT
IS SHORTER ONLY TO
THE SC LINE 2

BLUE FLAG AT PIT EXIT

SIGNALLING AREA & CONTROL LINE

Signalling Area



DRIVE THROUGH

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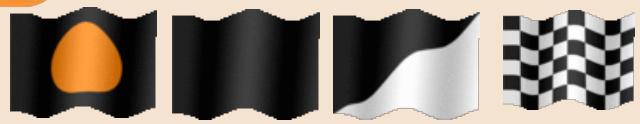
DIGITAL SIGNALLING PANEL



DRIVE THROUGH

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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.

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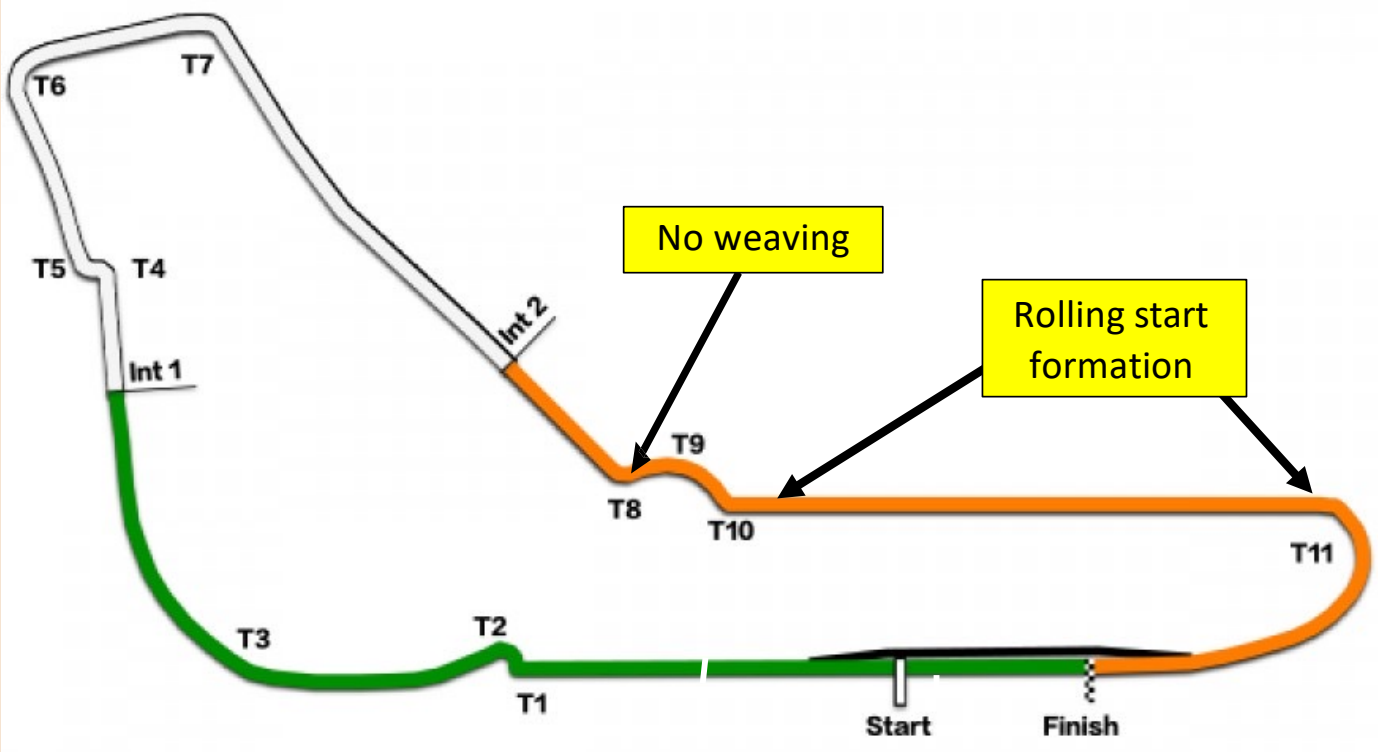
At the end of the Q2A all cars must process to the pits

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

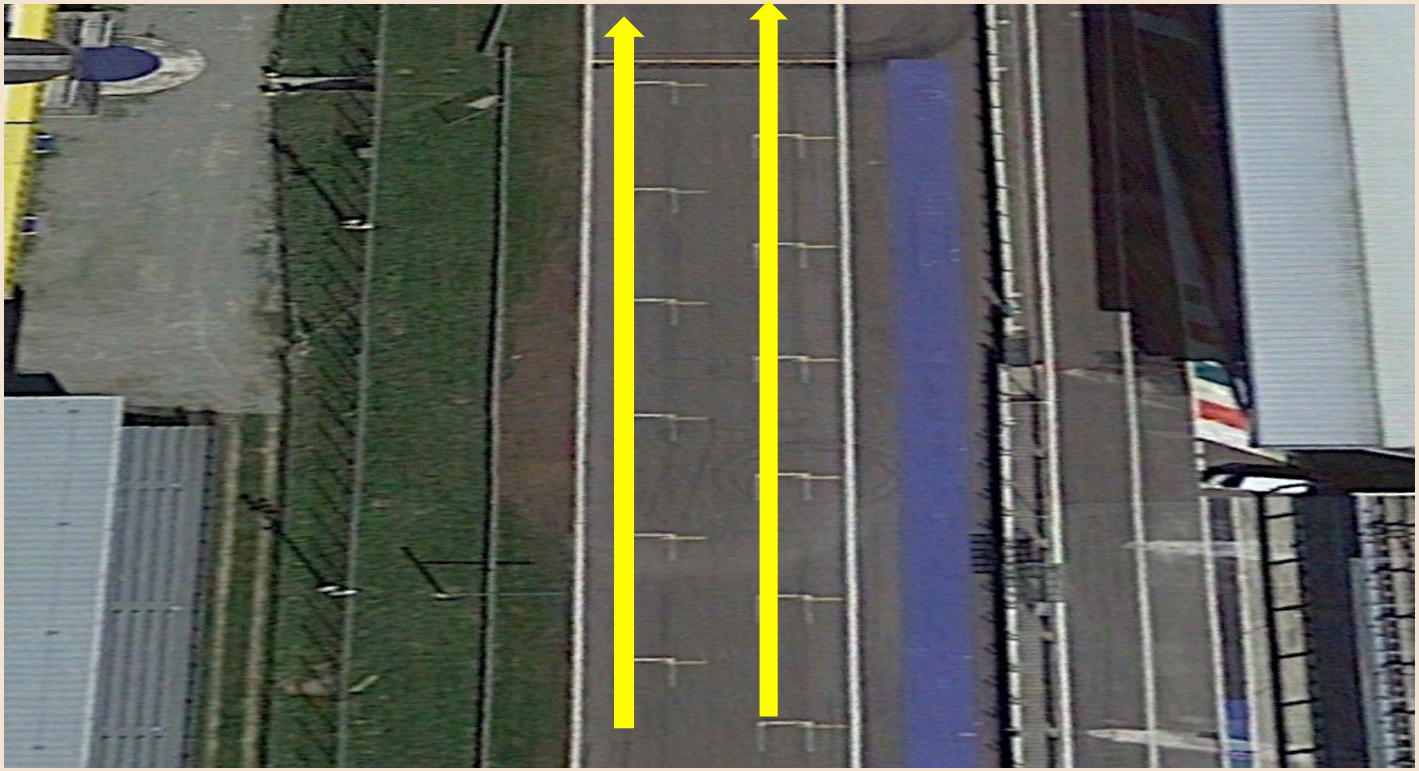
The Q2A cars must be ready at pit exit (2 mn prior the end of the session)
to be send by the track to the paddock between T10 and T11.

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

START

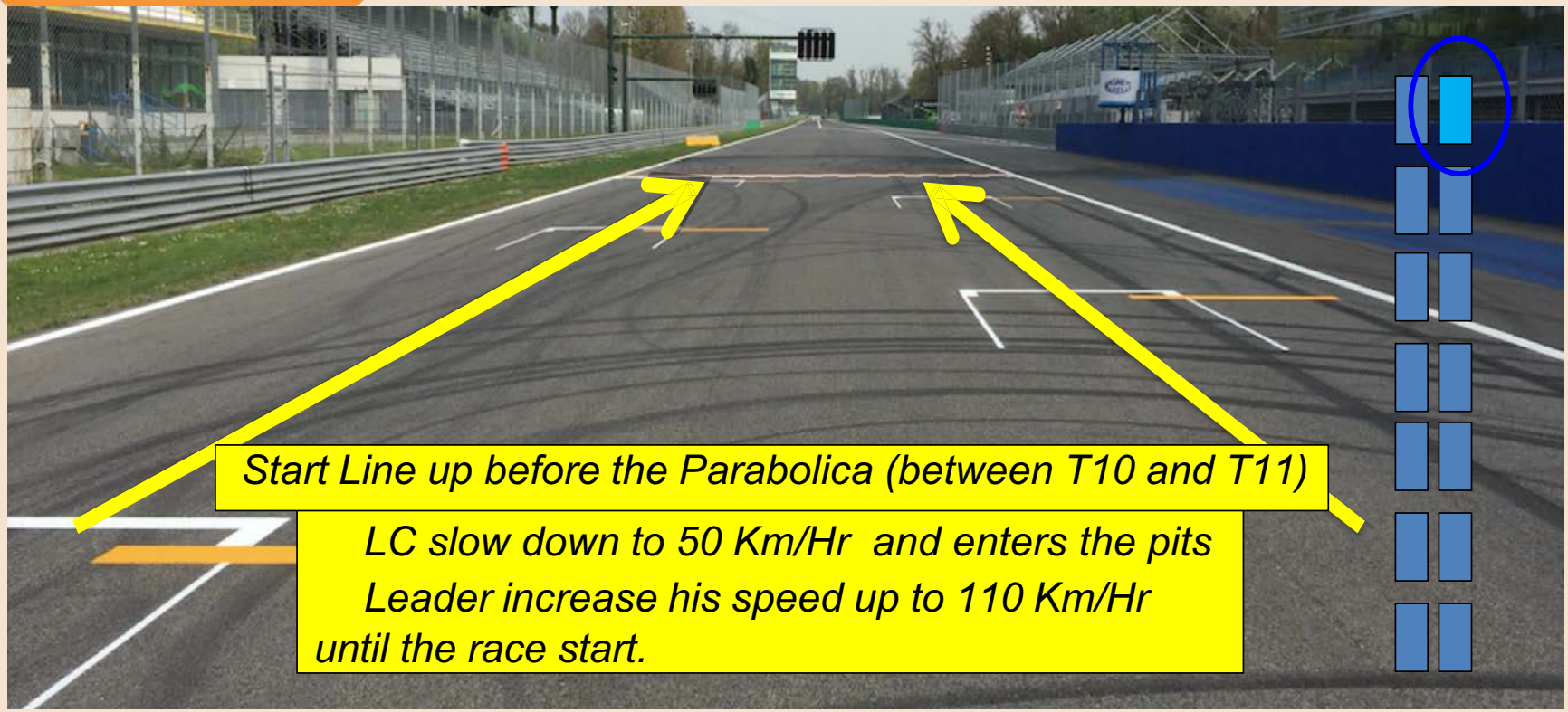

T6
T7
T5
T4
Int 1
Int 2
No weaving
Rolling start formation
T9
T8
T10
T11
T3
T2
T1
Start
Finish

START



end of « parabolica »
T11
2 lines on the boxes

START


Start Line up before the Parabolica (between T10 and T11)
LC slow down to 50 Km/Hr and enters the pits
Leader increase his speed up to 110 Km/Hr
until the race start.

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START LIGHTS

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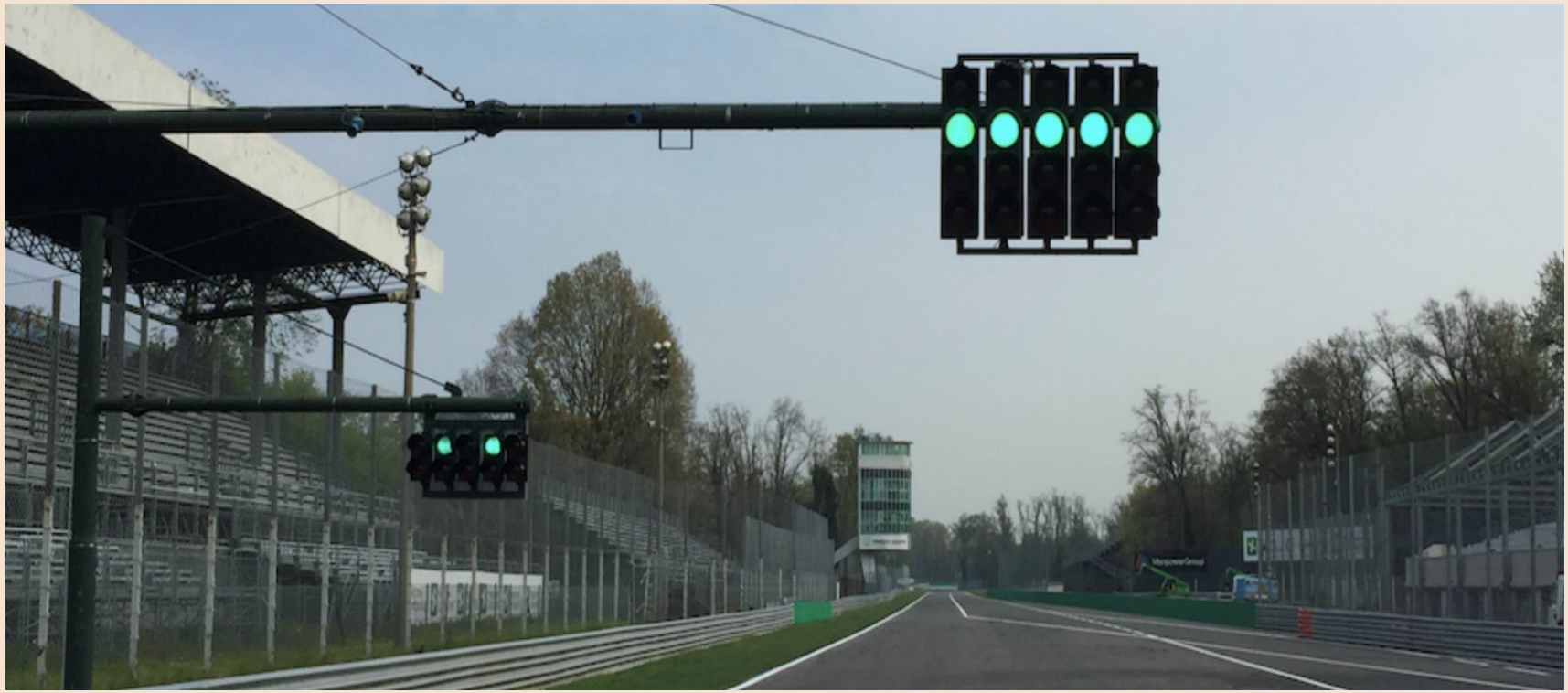
START LIGHTS



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START ABORTED

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START

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TURNS 1 & 2

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TURN 1 ESCAPE ROAD

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TURN 4 ESCAPE ROAD

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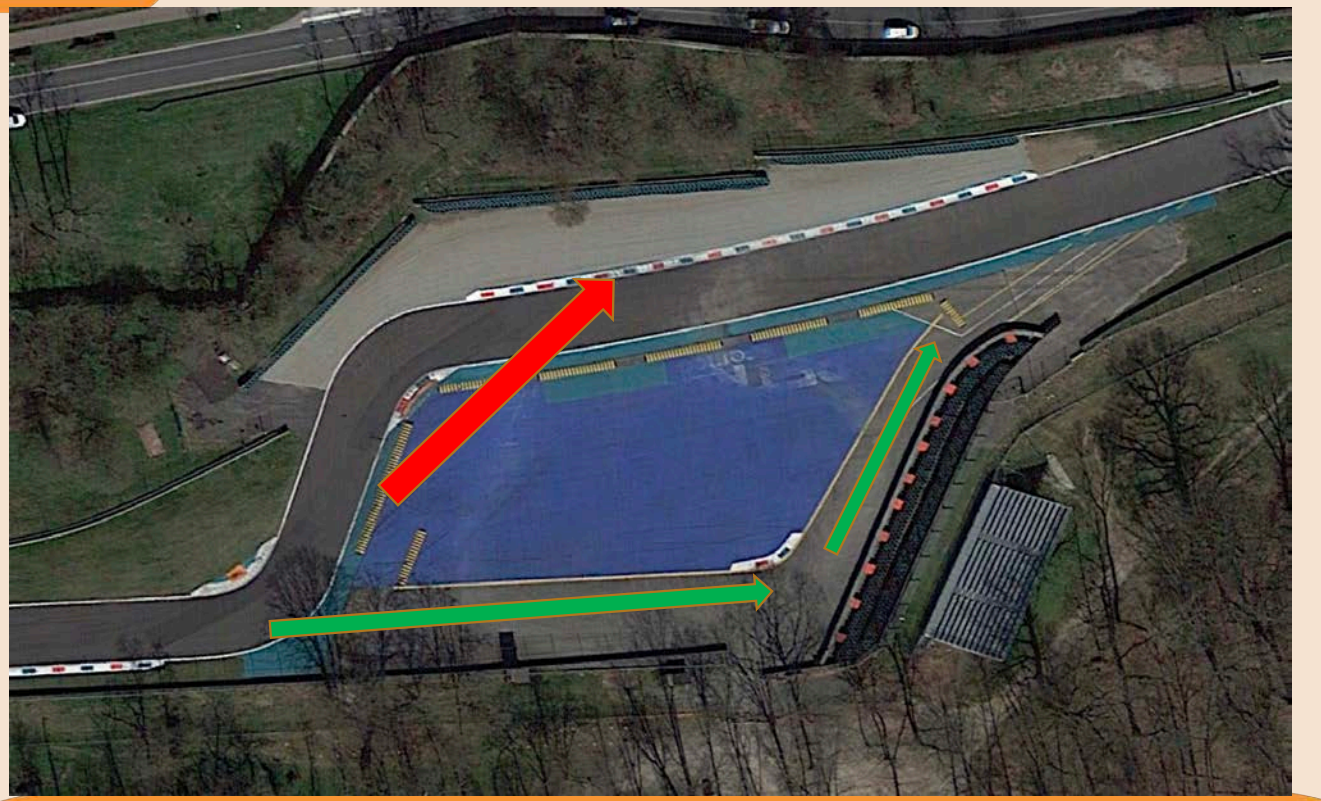
TURN 4



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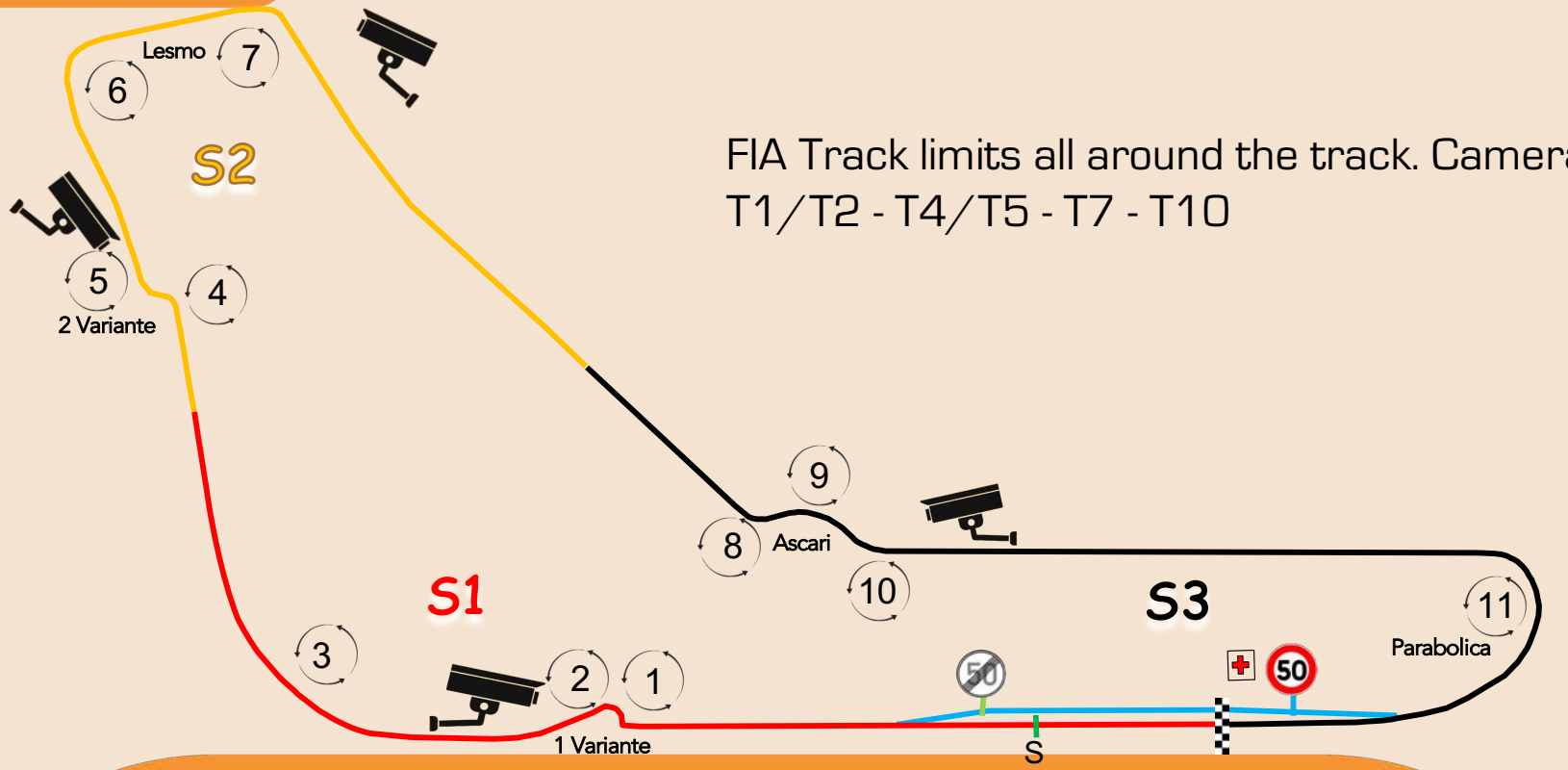
TRACK LIMITS CAMERAS



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

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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

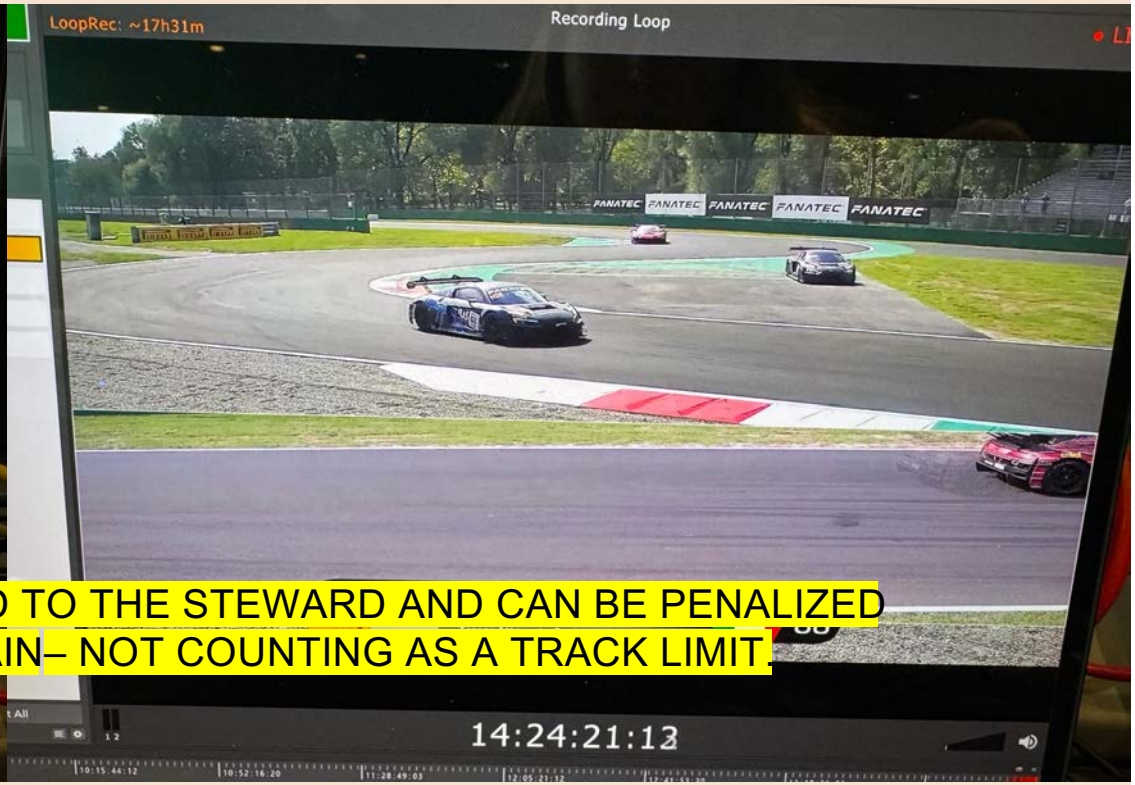
6th time, 5 seconds time penalty

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

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

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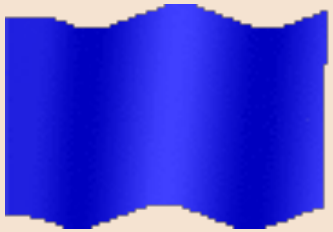
BLUE FLAG

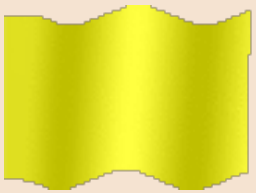


Please respect the blue flags

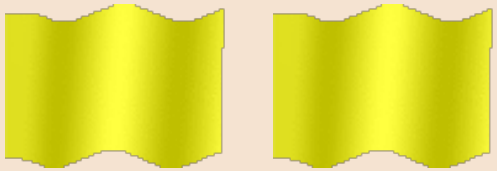
During practices a fast car is about to overtake you .
During the race you will be lapped .

During practices and specially qualifying if a car slow down on the racing lane it can be considered as a blocking

INCIDENTS

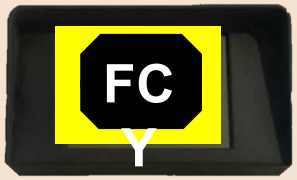


- **One waved Yellow flag:**
- Moderate speed
- Caution – some danger
- NO OVERTAKING



- **Two waved Yellow flags:**
- Dangerous incident has occurred
- Reduce speed, be prepared to brakestop
- NO OVERTAKING

Full Course Yellow



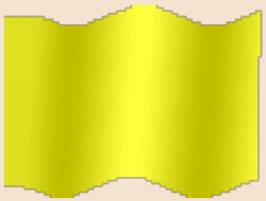
Countdown on the IN CAR MARSHALLING SYSTEM, that has priority on the flags

- At 10 sec Yellow Flags & lights – No overtaking
- At 0 sec Flags+ Boards & all cars at 80 KPH – NO weaving (zig zag)
- during the practices - RESTART on short notice – GREEN

IN RACE CAN BE FOLLOWED BY SAFETY CAR PROCEDURE

SAFETY CAR (FIA App H Art 2. 10)

SC



- “SC procedure” LEADER TO SLOW DOWN
- All marshal posts will display SC boards and waved yellow flags
- All cars, in single file, must increase their speed to catch up the group
- End of procedure:

  “SC in this lap”

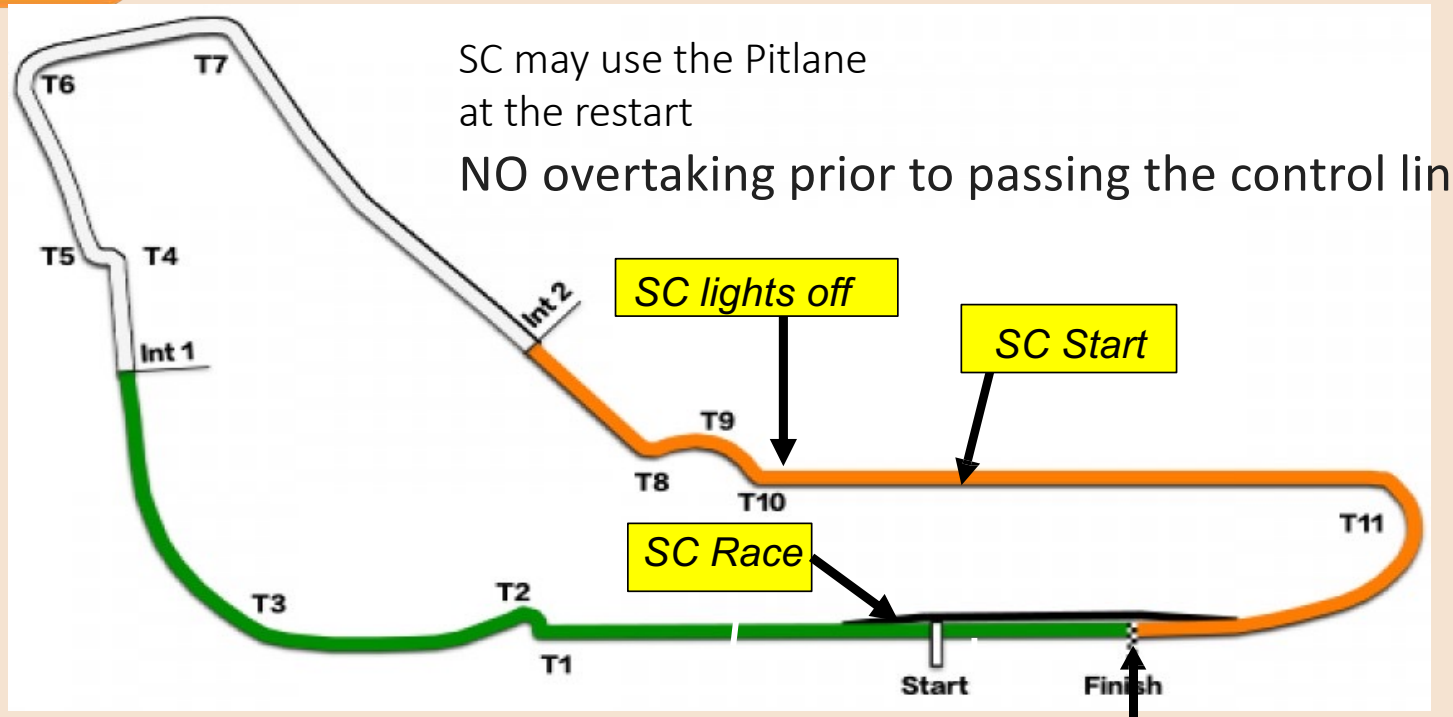
  “SC lights off” – all signalling removed

  “Green” – no overtaking prior to pass the FINISH line

SAFETY CAR

SC may use the Pitlane
at the restart

NO overtaking prior to passing the control line



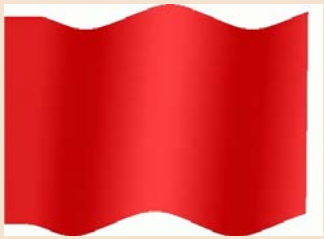
RED FLAG PROCEDURE

Slow down to 80 Km/Hr - NO overtaking

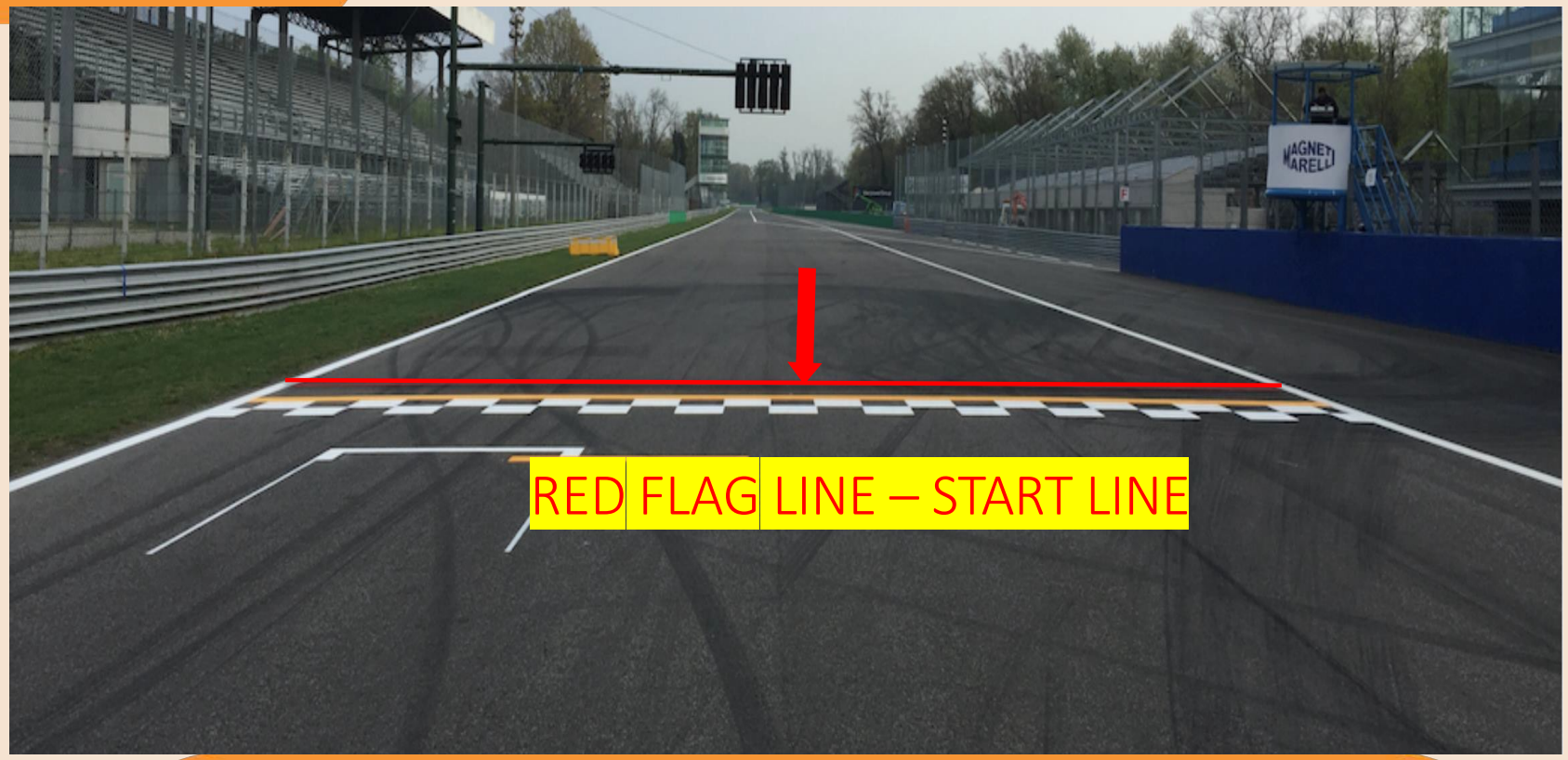
go to pit lane, the clock will NOT stop except during Qualifying and race.

During the race:

- *Line up at the red line or follow the SC*
- *Parc Fermé conditions*
- *Officials ONLY on the grid unless authorised*
- *Restart behind SC*

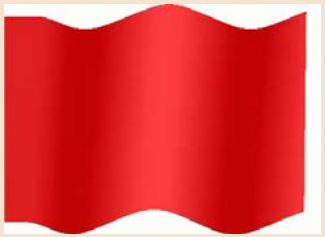


RED FLAG PROCEDURE



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

MARSHALS

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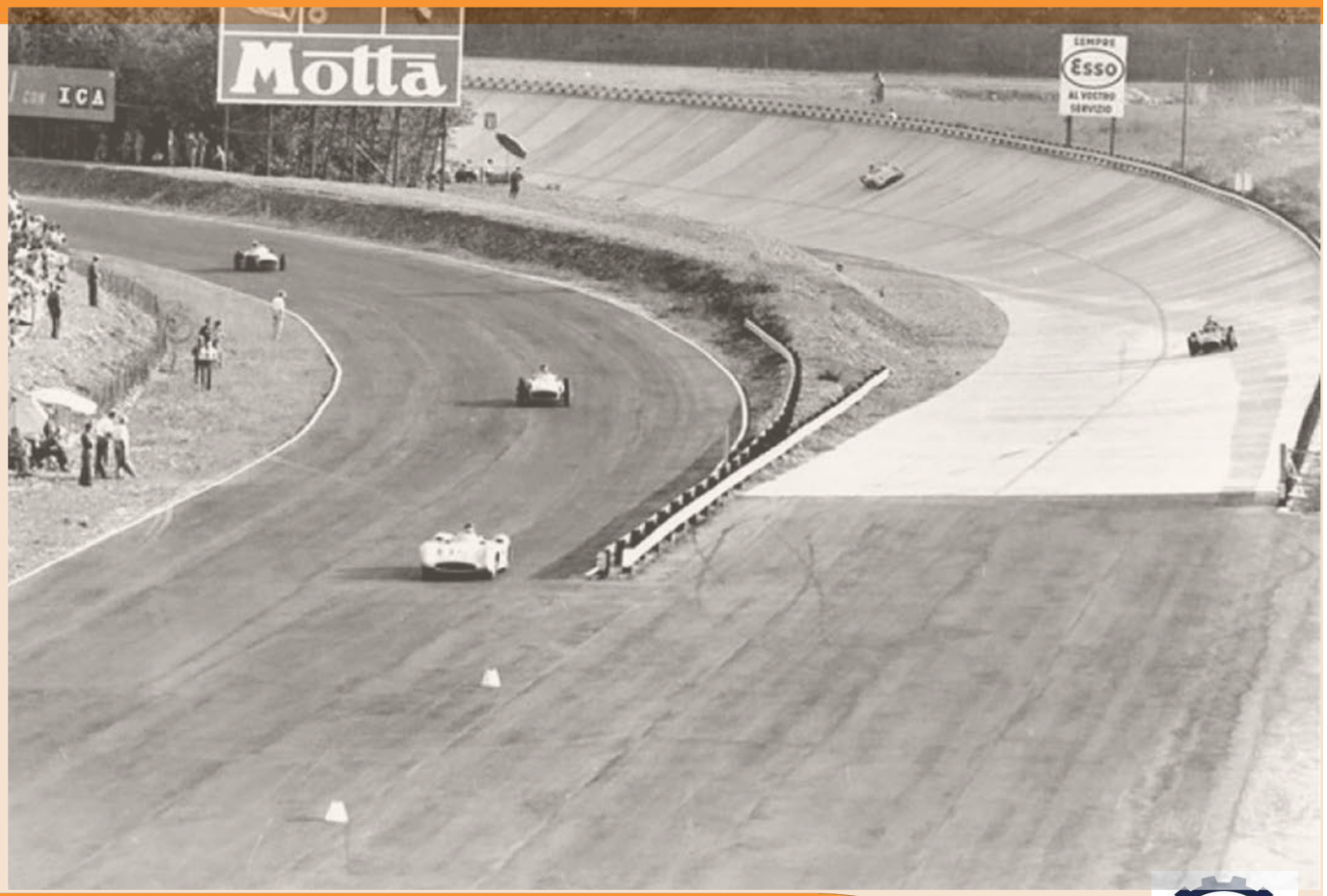
M01

HAVE A GOOD WEEKEND



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