

2021 EMILIA ROMAGNA GRAND PRIX

15 - 18 April 2021

From	The FIA Formula One Race Director	Document	6
To	All Teams, All Officials	Date	15 April 2021
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Title Race Directors' Event Notes Version 2

Description Event Notes Version 2

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2021 EMILIA ROMAGNA GRAND PRIX

15 – 18 April 2021

From	The FIA Formula One Race Director	Document	6
To	All Teams, All Officials	Date	15 April 2021
		Time	18:25

EVENT NOTES VERSION 2 **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 to 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 Pit Lane Entry road has been resurfaced.

14.2 Yellow bumps have been added behind the apex of Turn 13.

14.3 The yellow bump behind the apex kerb at Turn 14 has been extended and is now one continuous kerb.

14.4 The majority of the service roads have been resurfaced including behind a number of the gravel traps.

15) Specific Technical Procedures for Closed Events

15.1 The provisions of Technical Directive Ref: TD012 Issue: A and the "Pirelli HSE procedures" must be complied with at all times during the Event.

15.2 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 tyre checker at the front of the garage at the end of any session. This applies to dry, wet and intermediate tyres.

15.3 Both TD012 Issue: A and the "Pirelli HSE procedures" will be amended after the Event to reflect any additional operational requirements as required.

15.4 When queuing for the weighing platform, tyre blankets, which use resistive heating elements, may be used at ambient temperatures below 15 °C. The reference for this is the temperature published on Page 3 of the Official Messaging System. The blankets must be properly fastened around the tyre and done up tightly and may not cover any car components other than the wheel.

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 12:00 on Friday until 13:30 on Saturday (between 12:00 and 13:30 each visit will be restricted to five minutes).

c) From when the cars are returned to the teams after qualifying until 18:30 on Saturday.

d) From 10:00 until 11:00 and 13:00 until 14:20 on Sunday.

Any team found to be abusing the time limits set out above, which 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 (3) 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 released 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 Free Practice

- a) Practice starts may be carried out on the track at the end of the free practice session, none may be carried out in the pit lane. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and carry out a practice start.

All drivers carrying out a practice must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.

If any driver appears to be disregarding any of the above a red flag will be displayed and the possibility to carry out any further starts will be immediately terminated.

18.2 Race

- a) During the time the pit exit is open for the race, practice starts may be carried out on the right hand side adjacent to the Emirates signage on the pit exit and indicated by the white grid marking. Drivers wishing to carry out a practice start should stop on the right in order to allow other cars to pass on their left. **See attached Image 1.**
- b) 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 19.1 below. Any driver crossing this line must move back to the right of it as quickly as possible.

- 18.3 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).

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.
- 19.2 For safety reasons drivers must keep to the right of the bollard at 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 green 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.

20) DRS

- 20.1 DRS Detection will be automatically disabled in each individual zone if any of the light panels in that particular zone are displaying yellow. The zone and corresponding light panels are as follows:
 - a) Zone 1: Panels 19, 1, 2, 3, 4

21) Track Limits

21.1 Turn 9 - Exit

- a) A lap time achieved during any practice session or the race by leaving the track on the exit of Turn 9, will result in that lap time being invalidated by the stewards. A driver will be judged to have left the track if no part of the car remains in contact with the track.

21.2 Turn 13 - Apex

- a) A lap time achieved during any practice session or the race by leaving the track on the apex of Turn 13, will result in that lap time being invalidated by the stewards. A driver will be judged to have left the track if no part of the car remains in contact with the track.

21.3 Turn 15 - Exit

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red, white and green kerb on the exit of Turn 15, will result in that lap time being invalidated by the stewards.

21.4 General – Turn 9 Exit, Turn 13 Apex and Turn 15 Exit

- a) Each time any car fails to negotiate Turn 9 Exit, Turn 13 Apex or Turn 15 Exit by using the track as described above, teams will be informed via the official messaging system.
- b) On the third occasion of a driver failing to negotiate Turn 9 Exit and/or Turn 13 Apex and/or Turn 15 Exit by using the track 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) 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.
- d) 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.

22) Fire extinguishers around the circuit

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

23) Places where drivers may leave the track

- 23.1 Indicated by short fluorescent orange panels on the barriers.

24) Places to remove cars from the track

- 24.1 Indicated by large fluorescent orange panels on the barriers.
- 24.2 If a driver has a choice where to stop during a session, it is recommended they do so on the right hand side of the track as cars may then be recovered more easily and brought back to the pits.
- 24.3 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.

25) Sporting Regulations Article 36.4

- 25.1 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.

26) Access to the grid prior to the Start Procedure

- 26.1 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 1400hrs on Sunday 18th April.

27) Removing cars from the grid

- 27.1 Through the gate in the pit wall, located adjacent to grid position 14.

28) Car number light panels for the start

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

29) Race Suspension

29.1 In the case of a race suspension, cars will be stopped in the pit lane fast lane in the vicinity of the start tower.

30) Post-race parc fermé

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

31) Any other business

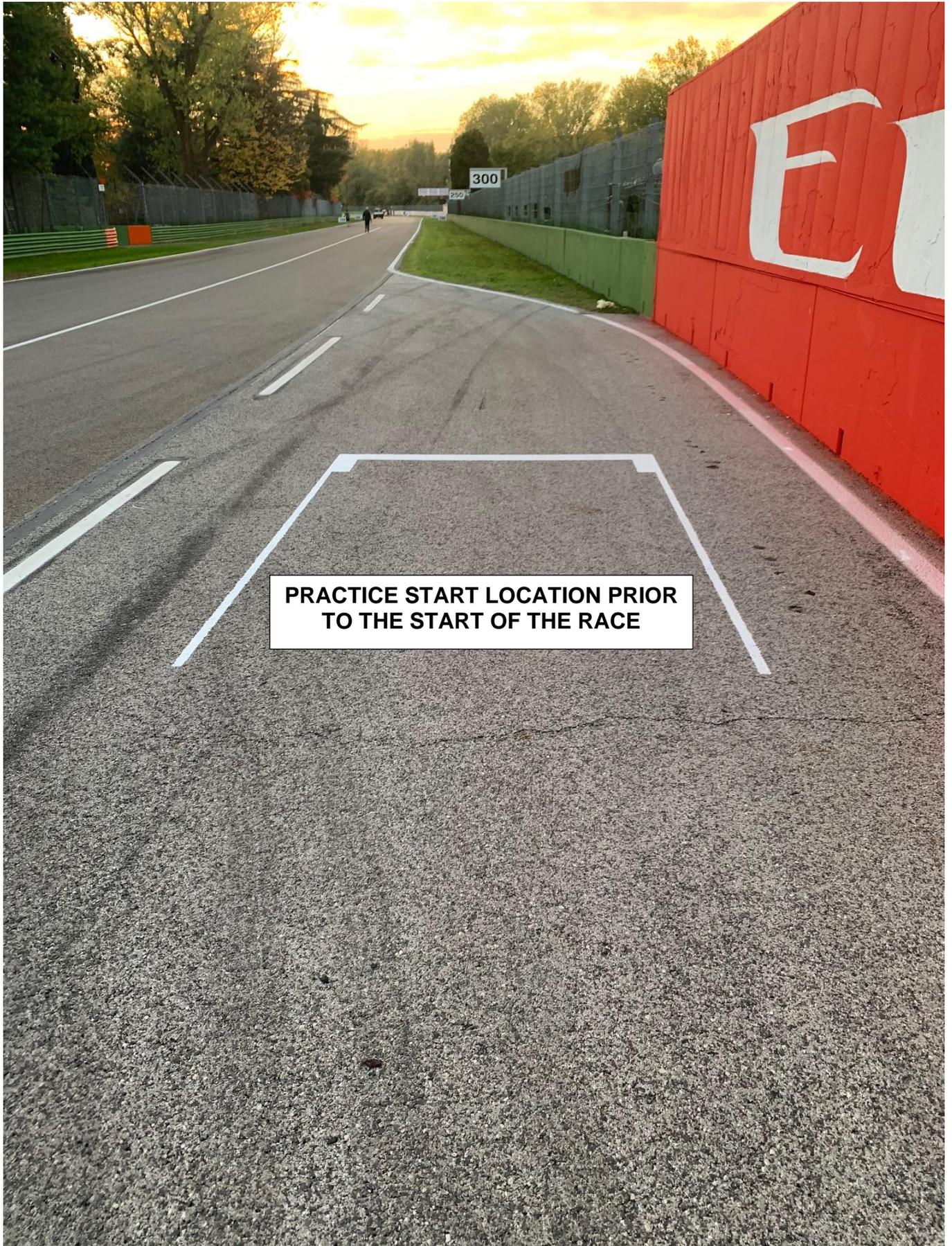
31.1 **VSC Test**

a) As discussed during the Team Managers Meeting, a VSC Test will take place in the final minute of FP1 if a VSC intervention has not taken place during the session.

Michael Masi

FIA Formula One Race Director

IMAGE 1 – PRE-RACE PRACTICE START LOCATION

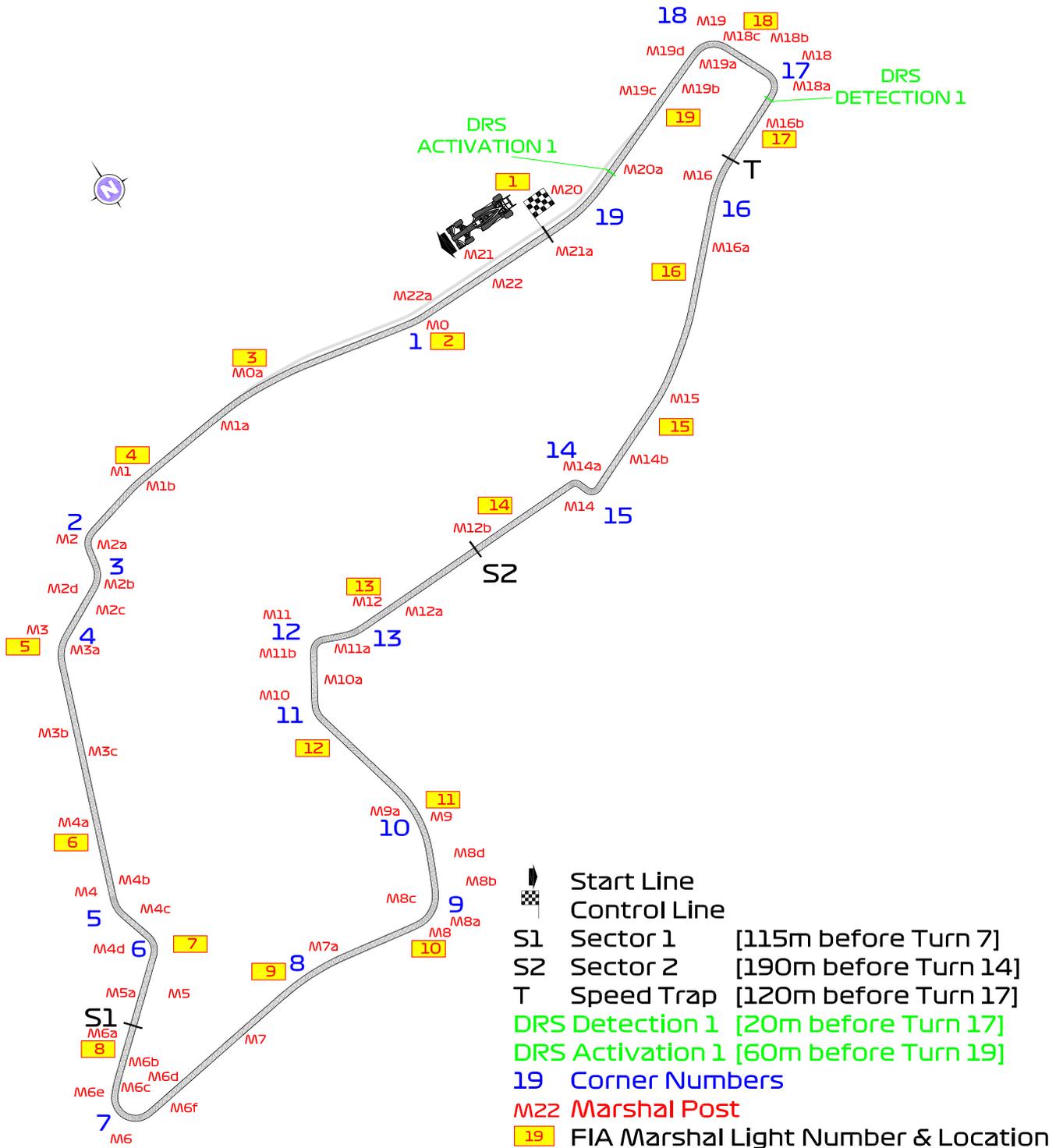




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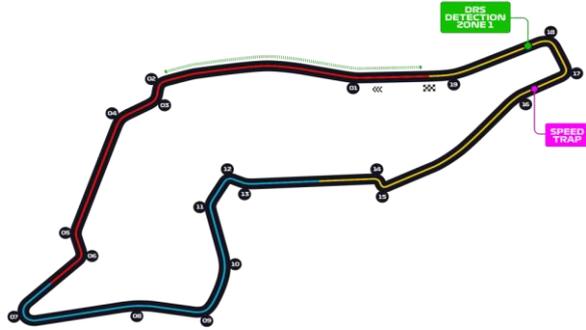
FORMULA 1 PIRELLI GRAN PREMIO DEL MADE IN ITALY E DELL'EMILIA ROMAGNA 2021 - Imola

Circuit Map



Circuit Centreline Length = 4.909km

Grand Prix of Emilia Romagna 16/04-18/04/2021 (21R02IMO)

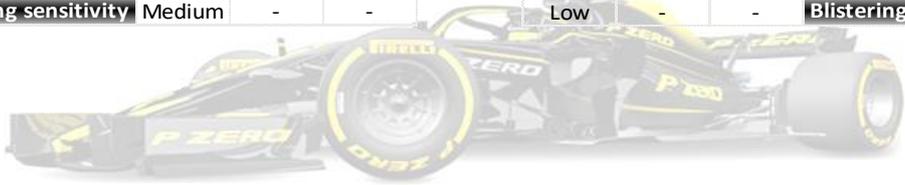


Compounds selection

Compound	FL	FR	RL	RR		Mandatory race tyres
C2	2W1	2W2	2W3	2W4		C2
C3	3Y1	3Y2	3Y3	3Y4		C3
C4	4R1	4R2	4R3	4R4		
Intermediate	33X	35X	37X	39X		Q3 tyre
Wet	34Y	36Y	37Y	39Y		C4

Running prescriptions

	Slicks	Inter	Wet		Slicks	Inter	Wet	
Front	Minimum Starting P	21.0 psi	21.0 psi	20.0 psi	19.0 psi	20.0 psi	19.0 psi	Minimum Starting P
	Camber limit		-3.50 °			-2.00 °		Camber limit
	Blistering sensitivity	Medium	-	-	Low	-	-	Blistering sensitivity
								Rear



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

Tyres 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.

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.



PHOTOGRAPHERS EXCLUSION RED ZONE

FORMULA 1 EMIRATES GRAN PREMIO DEL MADE IN ITALY E DELL'EMILIA ROMAGNA 2020