



2021 SOCHI EVENT

23 to 26 September 2021

From	The FIA Formula 3 Race Director	Document	3
To	All Teams, All Officials	Date	23 September 2021
		Time	14:40

Title Event Notes V1
Description Event Notes V1
Enclosed F3 Sochi Event Notes V1.pdf

Bob Kettleboro

The FIA Formula 3 Race Director



SOCHI EVENT

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To	FIA Formula 3 Teams and Officials / The Stewards	Date	23 September 2021
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EVENT NOTES.

General Instructions

- 1) Matters arising from the Monza Event.**
- 2) Pit lane map.**
 - 2.1 Safety Car lines.
 - 2.2 The location of the pit entry and the pit exit.
 - 2.3 Designated garage areas.
 - 2.4 Safety Car position for first lap and rest of race.
 - 2.5 Blue flag marshal at the pit exit.
 - 2.6 Track light panels displaying pit entry status.
- 3) Pirelli Event Preview.**
 - 3.1 With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.
- 4) Drivers' Meeting.**
 - 4.1 In order to avoid any possible miscommunication during the Drivers' Meeting, teams are not allowed to start the engines on Thursday between 17.00 and 18.00 hours.
- 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. They must not drive side by side with another car.

6.4 For reasons of safety and sporting equity, drivers must not drive through another team's pit bay after being released from their pit stop position.

7) Head and Eye Protection during reconnaissance laps.

7.1 For safety reasons, all team personnel carrying out any work on a car during the time the pit lane is open for reconnaissance laps prior to the race start must comply with the head and eye protection defined in Article 28.10 of the 2021 F3 Sporting Regulations.

8) Fuel pressure release in parc fermé.

8.1 For safety reasons, teams are authorized to appoint one person specifically in order to release the pressure inside the fuel cell when cars return after each session. In addition, teams are authorised to attach fans to the cars in Parc Fermé

8.2 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.

8.3 This person will not count as far as Article 21.5 of the 2021 FIA F3 Sporting Regulations (team personnel limitation) is concerned.

9) Observing yellow flags during free practice and qualifying.

9.1 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).

9.2 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.

10) Lapping during the race.

10.1 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.

11) Driving Standards during practice and qualifying.

11.1 The Stewards intend to consider penalties against drivers who unnecessarily impede or hinder drivers on hot laps, usually But, not exclusively. By weaving excessively while on a preparation lap.

Event Specific Instructions

12) Changes to the circuit.

- 12.1 The apex of Turn 2 has been resurfaced.
- 12.2 The entry through to the exit of Turn 15 has been resurfaced.
- 12.3 The right-hand side of the track half way between Turn 16 and Turn 17 has been resurfaced.

13) Transfer Procedure from support paddock to F1 pit lane.

- 13.1 For the transfer procedures from the support paddock to the F1 pit lane, prior to all sessions and races, an allocated set of slick or wet weather tyres must be used instead of the set of installation tyres detailed in Article 24.1 of the Sporting regulations.

14) Formula 1.

- 14.1 F1 Teams have been asked to keep their barriers no more than three meters from the garages during all support race practice sessions and races.
- 14.2 F2 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

15) Practice starts.

- 15.1 Practice starts may only be carried out on the right-hand side immediately after the pit exit lights and, for the avoidance of doubt, this includes any time the pit exit is open for races. Drivers must leave adequate room on their left for other drivers to pass.
- 15.2 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).

16) Lines or bollards at the Pit Entry and Pit Exit.

- 16.1 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.
- 16.2 For safety reasons drivers must keep to the right of the white line and bollard at the pit entry when they are entering the pits.
- 16.3 The line separating the pit entry from the track is considered to be the white line on the left edge of the pit Entry.
- 16.4 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 and/or the white line detailed in 17.3 above, 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.
- 16.5 The dotted white line across the pit exit is the track edge.

17) Track Limits.

17.1 Turn 2

- a) Each time any car fails to negotiate Turn 2 by using the track, and who passes to the left of or has any part of the car over the first orange kerb element prior to the apex, or to the left of the orange apex sausage kerb at Turn 2, must then re-join the track by driving around the array of blocks as indicated by the arrows before re-joining the track at Turn 3.
- b) A lap time achieved during any practice session or the race by leaving the track and failing to negotiate Turn 2 by using the track, will result in that lap time being invalidated by the Stewards.

17.2 Turn 18 Exit

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red and white painted kerb on the exit of Turn 18, will result in that lap time being invalidated by the stewards.

17.3 General – Turn 2 and Turn 18 Exit.

- a) Each time any car fails to negotiate Turn 2 or Turn 18 Exit by using the track, teams will be informed via the official messaging system.
- b) On the third occasion of a driver failing to negotiate Turn 2 and /or Turn 18 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 in item 18 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 judge individually.

18) Driving Unnecessarily Slowly – Turns 12 and 13.

- 18.1 Any driver intending to create a gap in front of him in order to get a clear lap should not attempt to do this around Turn 12 and /or Turn 13. Any driver seen to have done this will be reported to the Stewards as being in breach of Article 27.4 of the Sporting Regulations. “at no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to another person”

19) Fire extinguishers around the circuit.

- 19.1 Indicated by small fluorescent orange boards with a white letter “F” attached to the debris fences.

20) Places where drivers may leave the track.

- 20.1 Indicated by white and green panels displaying a figure running, attached to the debris fences.

21) Places to remove cars from the track.

- 21.1 Indicated by fluorescent orange panels on the barriers.
- 21.2 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.
- 21.3 If you have to stop the car on the pit straight, if possible, pull to the right-hand side of the track near one of the gates in the pit wall that are marked with a fluorescent orange panel at the top.

22) Removing cars from the grid.

- 22.1 Two gates in the pit wall, the first is located adjacent to grid position 6 and the second adjacent to grid position 18.

23) Car number light panels for the start.

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

24) End of practice procedure.

- 24.1 After taking the chequered flag, slow down, complete the lap to the F1 pit lane and, continue to the pit exit, when the pit exit light, is turned to green continue through the pit exit to Turn 1 where the marshals will direct you off the track and into the Support Paddock.

25) End of qualifying procedure.

25.1 After taking the chequered flag, slow down, complete the lap to the F1 pit lane and, continue to the pit exit, when the pit exit light, is turned to green continue through the pit exit to Turn 1 where the marshals will direct you off the track and into the Parc Fermé.

26) Post-race procedures.

26.1 After taking the chequered flag, slow down, complete the lap to the F1 pit lane, the First 3 cars stop for the podium presentation, all other cars continue to the pit exit, when the pit exit light, is turned to green continue through the pit exit to Turn 1 where the marshals will direct you off the track and into the Parc Fermé.

26.2 Following the podium presentation, the first 3 cars will be pushed to the pit exit gate by the marshals, the cars can then be towed by the teams on the service road to Parc Fermé

27) Any other business

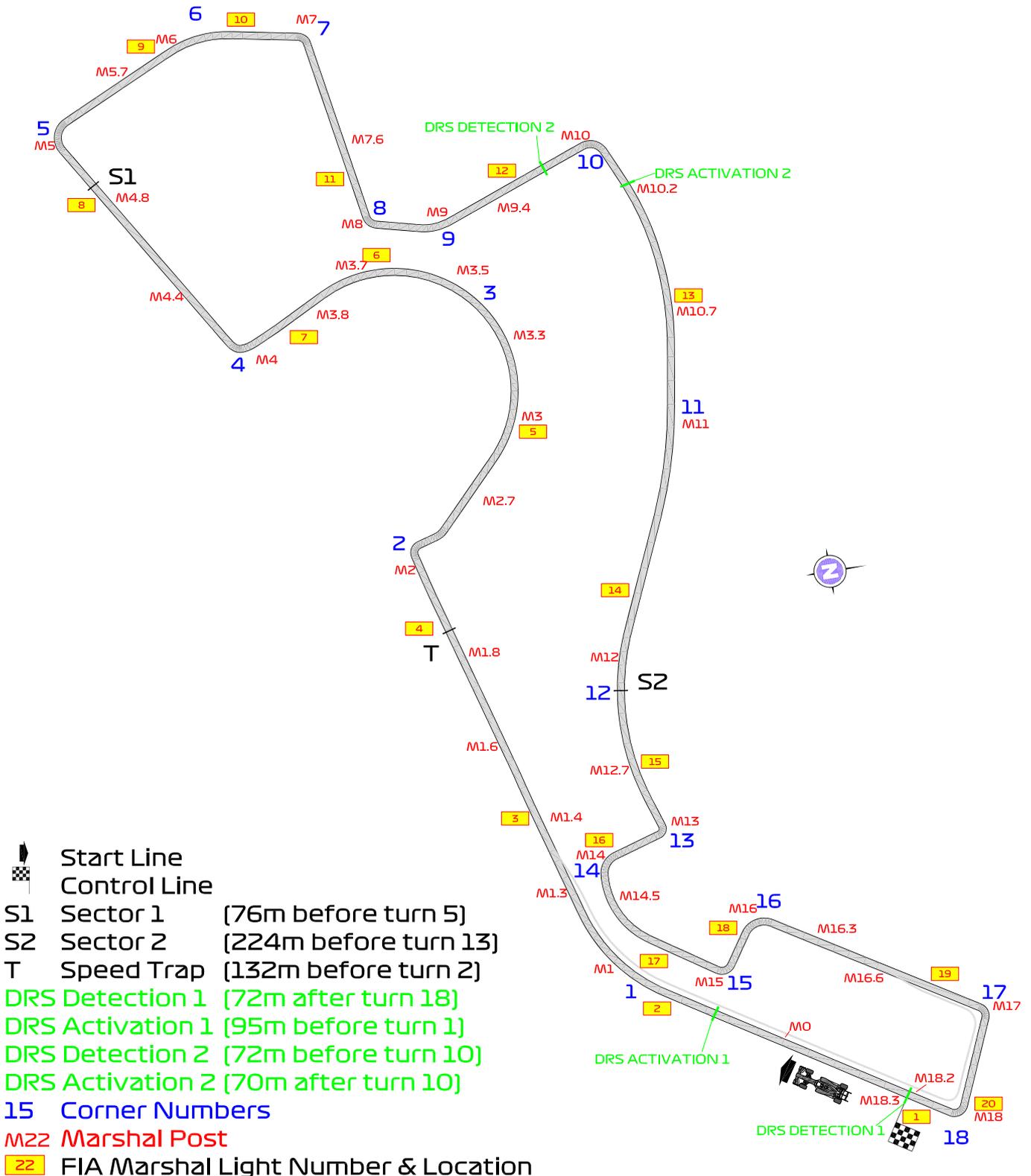


**Bob Kettleboro
RaceDirector
FIA F3 Championship**

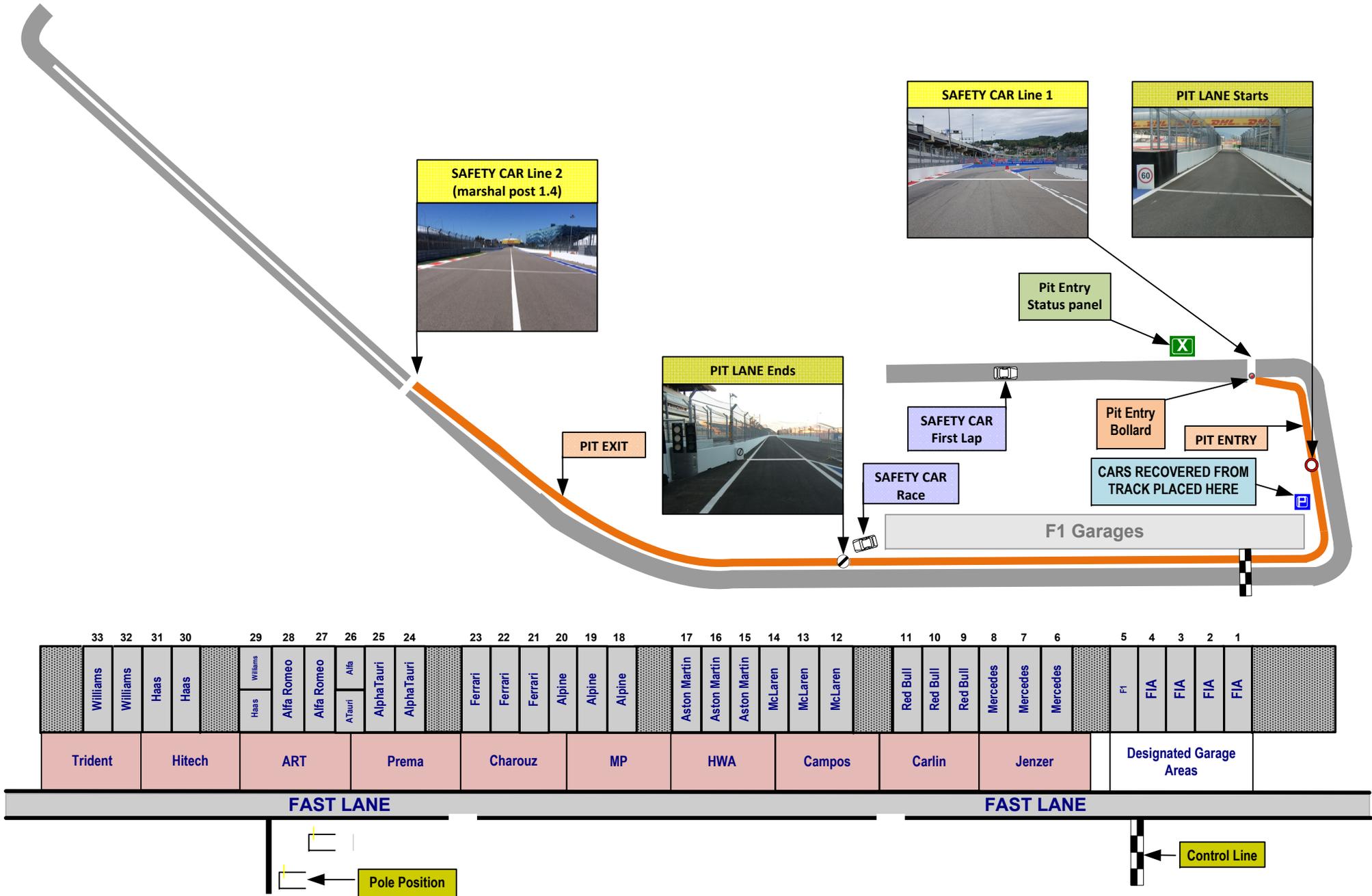


FORMULA 1 VTB RUSSIAN GRAND PRIX 2021 - Sochi

Circuit Map



Circuit Centreline Length = 5.848km



SOCHI EVENT

23RD – 26TH SEPTEMBER 2021

TYRE SCHEDULE

(ART. 24.6. 2021 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated adjacent to the Pirelli service area
- **No wet tyres and tyre trolleys** 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 are available at the FIA F2 weigh platform area

Thursday 23rd September

13:00 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

17:00 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 24th September

06:55 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 25th September

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

11:00 One set of dry-weather tyres, used in race ONE, must be returned latest to the Pirelli service area*

2 h after end of car Parc fermé race TWO

All dry NEW and all USED tyres must be deposited in the FIA Formula 3 tyre parc fermé

Sunday 26th September

07:40 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé race THREE

All tyres must be returned to the Pirelli service area

* As the schedule is very tight, please return the tyres as soon as possible

FIA Technical Delegate.

Jana Muehlner.

Issue: 1

23.09.2021

Grand Prix of Russia 24-26/09/21 (21F3R07SOC)

Compound	FL	FR	RL	RR
Hard	PN2	PN2	PN3	PN3
Wet	PB7	PB8	PN0	PN1

Carryover
Not Applicable.

Minimum and Recommended Hot Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	14.0	13.0
Wet	14.0	13.0

	FE recommended hot pressure (psi) <div style="border: 1px solid red; padding: 2px; display: inline-block;">20.0</div>	RE recommended hot pressure (psi) <div style="border: 1px solid red; padding: 2px; display: inline-block;">19.0</div>	
FE Camber Limit	<div style="border: 1px solid red; padding: 2px; display: inline-block;">-4.75°</div>	RE Camber Limit	<div style="border: 1px solid red; padding: 2px; display: inline-block;">-3°</div>
FP / Q			FP / Q
RACE	<div style="border: 1px solid red; padding: 2px; display: inline-block;">-4.25°</div>	<div style="border: 1px solid red; padding: 2px; display: inline-block;">-3°</div>	RACE
Hard	Avg wear @15 Laps <div style="border: 1px solid red; padding: 2px; display: inline-block;">NA%</div>	Avg wear @15 Laps <div style="border: 1px solid red; padding: 2px; display: inline-block;">NA%</div>	

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

Tyre Notes

- | | |
|---|---|
| <ul style="list-style-type: none"> • 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 to return tyres for processing as soon as possible (in accordance with timings set by the FIA Parc Ferme event document) after the completion of Race One and Race Three. | <ul style="list-style-type: none"> • The number of event allocated Wet tyres will comprise of 2x Set per. Car, this is including the set transported by teams from Round 06 Zandvoort race allocated activity. • All event-allocated Slick/Wet, excluding the Round 06 Zandvoort Wet tyre set, will be stripped following completion of R07SOC. Stripped rims will be returned to teams for onwards transport. • No additional Installation sets will be supplied at Round 07 Sochi, teams will retain the Wet tyre sets from R06 Zandvoort for use as onwards transport and post-season testing activity. • Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned. |
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SOCHI EVENT

23 - 26 September 2021

Paddock Departure and Return – Trolley and Race Cars

Team trolleys will reach the pit lane by turning right at the end of the paddock up the slope onto the track and then turn left to enter the pit lane.

Please leave the paddock in F1 pit lane order:

- | | |
|--------------------------|-----------------------|
| 1) Trident | 6) MP Motorsport |
| 2) Hitech Grand Prix | 7) HWA Racelab |
| 3) ART Grand Prix | 8) Campos Racing |
| 4) PREMA Racing | 9) Carlin |
| 5) Charouz Racing System | 10) Jenzer Motorsport |

Trolleys will line up at the paddock main entrance by the bridge at the allocated time, when released proceed left along the public road in single file towards the pit exit gate, as you approach the pit exit gate, please keep to the right-hand side of the road as you may be held at this point until you are permitted to enter the pit lane. Teams should turn their trolleys around in the pits, ready to exit through the same route as they arrived.

Race cars: Cars should line up in 2 x 2 formation by the track access gate at the rear of the paddock, to the left of the kerbing. Marshals will give instructions to start the cars and proceed on track on instruction from Race Control.

Race Cars should leave the paddock in Team order, Trident (First)

Van with Starter Motors: There will be a Van to transport starter batteries from the F2 Paddock to the F1 pit lane, after starting the car each mechanic should place his own starter on the van to avoid the risk of contamination. Once the van is fully loaded it will proceed immediately to the Pit Exit Gate, team personnel can then collect their starter batteries from the van.

At the end of all track sessions, it will be the team's responsibility to use their trolleys to transport starters to the paddock.

Scooters: All mechanics that were involved in starting the cars prior to the cars leaving the paddock are allowed to use scooters to reach the F1 pit lane, where they must leave their scooters in the designated area before proceeding to the pit lane. It is the responsibility of the team to ensure those riding scooters are wearing the necessary safety equipment and also comply with speed restrictions and safety on the public road.

Note: Please keep your spares and equipment ect, as tidy as possible and golf buggies parked in an orderly way to maintain a professional appearance in the paddock.

Pit Lane procedure times.

All timings below are approximate – please always follow the instructions of the marshals.

Friday – Practice (08.55 – 09.40)

Trolleys loaded and ready to depart.	08.20
Trolleys released to F1 Pit Exit Gate.	approx. 08.25
Trolleys released into the F1 Pit Lane.	approx. 08.35
Race cars released to F1 Pit Lane.	approx. 08.45

Friday – Qualifying (13.00 – 13.30)

Trolleys loaded and ready to depart.	12.25
Teams released to the F1 Pit Exit Gate.	approx. 12.30
Trolleys released into the F1 Pit Lane.	approx. 12.40
Race cars released to F1 Pit Lane.	approx. 12.50

Saturday – Race 1 (pit lane open 08.20)

Trolleys loaded and ready to depart.	approx. 07.45
Trolleys released to the F1 Pit Exit Gate.	approx. 07.50
Trolleys released into the F1 Pit Lane.	approx. 08.00
Race cars released to F1 Pit Lane.	approx. 08.10

Saturday – Race 2 (pit lane open 13.25)

Trolleys loaded and ready to depart.	approx. 12.50
Trolleys released to the F1 Pit Exit Gate.	approx. 12.55
Trolleys released into the F1 Pit Lane.	approx. 13.05
Race cars released to F1 pits.	approx. 13.15

Sunday – Race 3 (pit lane open 09.40)

Trolleys loaded and ready to depart.	approx. 09.05
Trolleys released to F1 Pit Exit Gate.	approx. 09.10
Trolleys released into the F1 Pit Lane.	approx. 09.20
Race cars released to F1 Pit Lane.	approx. 09.30

Please Note:

All end of session and end of race procedures will be defined in the Race Directors Event Notes.



All Event attendees must adopt and promote social distancing, consistent with the local guidance and regulation, in all indoor and outdoor spaces, and as far as practically possible within the constraints of safe working practice. A separation distance of 2 meters between individuals is suggested for the definition of social distance requirements.

For the avoidance of doubt this includes at all times during any movements to the pre-grid area and whilst transiting to and from Pit Lane before and after each session.

Team Members including Drivers must remain within their defined Groups during these times.

Bob Kettleboro
Race Director
FIA Formula 3 Championship

Paddock Routes To and From F1 Pit Lane

Trolley Holding Area prior to entering the F1 Pit Lane

Cars line up here to leave the paddock

Parc Fermé

Google Earth
Image © 2021 Maxar Technologies

Image © 2021 Maxar Technologies

Google Earth
100 m

Teams / Trolleys to and from F1 Pit Lane



Race Cars to the F1 Pit Lane.



Cars from the track at the end of sessions.

