



2021 SOCHI EVENT

23 to 26 September 2021

From	The FIA Formula 3 Race Director	Document	6
To	All Teams, All Officials	Date	24 September 2021
		Time	07:45

Title Event Notes V2
Description Event Notes V2 Turn 2
Enclosed F3 Sochi Event Notes V2.pdf

Bob Kettleboro

The FIA Formula 3 Race Director



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EVENT NOTES *Version 2.*

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.

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 **passes completely** 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**

Track Limits, Turn 2

If any part of a car is over this kerb the car must re-join the track by going around the array of blocks on the run off area.



Any car that passes completely to the left of the orange apex kerb must re-join the track by going around the array of blocks on the run off area.



