



2021 ZANDVOORT EVENT

2 to 5 September 2021

From	The FIA Formula 3 Race Director	Document	13
To	All Teams, All Officials	Date	04 September 2021
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Title Event Notes V2

Description Event Notes 2 Podium Procedure

Enclosed F3 Event Notes Zandvoort V2.pdf

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The FIA Formula 3 Race Director

ZANDVOORT EVENT

2nd - 5th September 2021

From	The FIA Formula 3 Race Director	Document	13
To	FIA Formula 3 Teams and Officials / The Stewards	Date	4 September 2021
		Time	08.20

EVENT NOTES **Version 2.**

General Instructions

1) Matters arising from the Spa 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 17.30 hours.

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

- 5.1 For the transfer procedures from the support paddock to the F1 pitlane, prior to all sessions and races, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations, may be used.

6) Track light panels.

- 6.1 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.

7) Drivers leaving their pit stop position in the pit lane.

- 7.1 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.
- 7.2 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.
- 7.3 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.

7.4 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.

8) Head and Eye Protection during reconnaissance laps.

8.1 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.

9) Fuel pressure release in parc fermé.

9.1 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 fit fans to the cars in Parc Fermé

9.2 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.

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

10) Observing yellow flags during free practice and qualifying.

10.1 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).

10.2 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.

11) Lapping during the race.

11.1 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.

12) Driving Standards during practice and qualifying.

12.1 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

13) Formula 1

13.1 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) Practice starts.

14.1 Practice starts may only 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 start 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.

14.2 Any driver that does not intend to carry out a practice start as defined above must enter the pit lane after taking the chequered flag, then after all cars on track have made their practice starts the car will be released from the pit exit to continue on track to the exit of turn 14 where the car must leave the track and return to the paddock.

14.3 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).

15) Lines or bollards at the Pit Entry and Pit Exit

15.1 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.

15.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.

15.3 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 red and white 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.

15.4 The dotted white line across the pit entry and pit exit is the track edge.

16) Track Limits.

16.1 Escape Road Turn 1

a) If a driver overshoots the corner at Turn 1 there is a small road along the front of the tyre barrier which leads back on to the track at the exit of Turn 1, please ensure use this when necessary.

16.2 Escape Road Turn 8

a) If a driver overshoots the corner at Turn 8 there is a small road along the front of the tyre barrier which leads back on to the track at Turn 9, please ensure use this when necessary.

16.3 Escape Road Turn 11

a) If a driver overshoots the corner at Turn 11 there is a small road along the front of the tyre barrier which leads back on to the track at the exit of Turn 12, please ensure use this when necessary.

17) Fire extinguishers around the circuit

17.1 Indicated by white boards with a red "F" attached to the debris fences and barriers.

18) Places to remove cars from the track

- 18.1 Indicated by fluorescent orange panels on the barriers.
- 18.2 Should a car stop on track during a session, the driver must keep all of their protective clothing (Helmet, Gloves, ect) on until they have returned to their garage.
- 18.3 Overhead Cranes will be used to recover cars at Turn 3, Turn 7 and Turn 13, drivers are reminded that they must evacuate the car as soon as possible when their car is being removed from the track by a crane or JCB.

19) Track light panel displaying pit entry status

- 19.1 Light panels 18 and 19 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.
- 18.2 Light panels 18 and 19 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

20) Removing cars from the grid

- 20.1 Through the gate in the pit wall located adjacent to grid position 4 and through the pit entry road..

21) Car number light panels for the start

- 21.1 On the left-hand side of the grid.

22) End of practice procedure

- 22.1 At the end of practice drivers may carry out a practice start as defined in Article 14.1 above, after making a practice start drivers should continue to the exit of turn 14 where they must leave the track on the left hand-side and return to the paddock.

23) End of qualifying procedure

- 23.1 After taking the chequered flag drivers must progressively slow down and continue to Turn 14 where they must leave the track on the left hand-side and go directly to Parc Fermé in their Team Awning.

24) Post-race parc fermé and podium procedure.

- 24.1 After taking the chequered flag all cars must progressively slow down, the first 3 cars continue to the **Grid for the podium presentation**, all other cars must leave the track on the left hand-side at Turn 14 and go directly to Parc Fermé in their Team Awning.
- 24.2 **After the podium presentation the first 3 cars will be pushed by their teams back on track towards the Turn 14 and then through the gate on the left hand-side of the track to return to Parc Fermé in their Team Awning.**

25) General – End of session procedure.

- 25.1 To avoid incidents when cars are leaving the track at Turn 14 to return to the paddock after the end of track sessions, there must be “No Overtaking after Turn 13”
- 25.2 Any cars in the pit lane at the end of sessions and races that can be driven, should go to pit exit after all cars on track have taken the chequered flag, when the pit exit light is green, cars may then proceed on track to Turn 14 where they must leave the track and return to the paddock or Parc Fermé as required by the FIA Technical Delegate.
- 25.3 Any cars in the Pit Lane at the end of the sessions that are not able to be driven will be return to the Paddock or Parc Fermé by breakdowns.

26) Any other business.

A handwritten signature in black ink, appearing to read 'BK-e', with a stylized flourish at the end.

Bob Kettleboro
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FIA F3 Championship