



2021 BARCELONA EVENT

6 to 9 May 2021

From	The FIA Formula 3 Race Director	Document	20
To	All Teams, All Officials	Date	07 May 2021
		Time	16:32

Title Event Notes V4

Description Changes in Art. 14.1 Practice Starts

Enclosed 2021 Barcelona Event Notes v4.pdf

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The FIA Formula 3 Race Director

2021 BARCELONA F3 - EVENT

6 to 9 May 2021

From	The FIA Formula 3 Race Director	Document	20
To	FIA Formula 3 Teams and Officials / The Stewards	Date	May 2021
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EVENT NOTES Version 4

General Instructions

1) 2021 F3 Sporting Regulations.

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 (panel 16 & 17).

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) 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) Track light panel displaying pit entry status.

- 6.1 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.
- 6.2 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.

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.
- 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.

Event Specific Instructions

12) Changes to the circuit.

- 12.1** The Yellow combination bumps at the apex of Turn 8 have been extended towards the exit of Turn 7 by approximately 20m.
- 12.2** The Apex kerb at Turn 9 has been removed and replaced with a kerb of the same specification.

13) Formula 1.

- 13.1** F1 Teams have been asked to keep their barriers no more than 2 meters from the garages during all support race practice sessions and races.
- 13.2** F3 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

14) Practice starts.

- 14.1** Practice starts may only be carried out on the right-hand side after the pit exit lights but before the end of the pit signalling wall. **For the avoidance of doubt, practice starts are not permitted any time the pit exit is open for the race.**
Drivers must leave adequate room on their left for another driver to pass.
- 14.2** 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).

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 pit exit may cross this line.
The dotted white line across the pit exit is the track edge.
- 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.

16) Track Limits.

16.1 Track Limits Turn 1 and 2 Run Off Area .

a) Each time any car fails to negotiate Turn 2 by using the track, and who passes either over one of the speed bumps across the run-off area or between them, **or to the left of the yellow apex sausage at Turn 2** must then re-join the track by driving to the left of the two bollards located before the entry to Turn 3 (See Photo 2 and 3)

b) A lap time achieved during 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.

16.2 Turn 13 -Turn 15 (Old Circuit)

a) A lap time achieved during any practice session or the race by leaving the track and failing to negotiate Turn 13, 14 and 15 by using the track, will result in that lap time and the following lap time being invalidated by the Stewards.

16.3 General – Turn 1 and 2 Run Off Areas, Turn 13-Turn 15 (Old Circuit).

- a) Each time any car fails to negotiate Turn 2 by using the track as described above, teams will be informed via the official messaging system.
- b) On the second occasion of a driver failing to negotiate Turn 2 or Turns 13, 14 and 15 by using the track during the race, he will be shown the black and white flag, any further cutting will then be reported to the Stewards.
- c) In all cases detailed above, the driver must only re-join the when it is safe to do so and without gaining any 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.

17) Fire extinguishers around the circuit.

- 17.1 Indicated by small orange boards with a red letter 'F' and a fire extinguisher sign.

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 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.

19) Removing cars from the grid.

- 19.1 Through two gates in the pit wall, the first is located adjacent to grid position 2 and the second adjacent to grid position 17.

20) Car number light panels for the start.

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

21) VSC Test.

- 21.1 A VSC test will take place to give all new drivers to the championship experience of the VSC System, **all cars are required to be on track at 5 minutes into the session, (this is mandatory).** Any team that fails to comply with these requirements will be reported to the Stewards.

22) Formation Lap.

- 22.1 Throughout the formation lap drivers, should keep the formation as tight as possible to avoid any delays when arriving on the grid.

23) End of practice procedure.

- 23.1 After taking the chequered flag, all cars should continue to the F1 pit lane, turn right just before the race control building and continue SLOWLY on the service road to the paddock. Drivers should stop their cars on the service road at the paddock entrance and switch of the engine.

24) End of qualifying procedure.

- 24.1 After taking the chequered flag, all cars should continue to the F1 pit lane, turn right just before the race control building into the Parc Fermé as directed by the marshals.

25) Post-race procedures.

- 25.1 After taking the chequered flag, all cars should continue to the F1 pit lane, the first three cars stop at the race control building for the podium presentation, all other cars turn right into Parc Fermé as directed by the marshals.

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