



2021 SILVERSTONE EVENT

15 to 18 July 2021

From	The FIA Formula 2 Race Director	Document	2
To	All Teams, All Officials	Date	15 July 2021
		Time	15:40

Title Event Notes V1
Description Event Notes V1
Enclosed 2021 Silverstone Event Notes V1.pdf

Bob Kettleboro

The FIA Formula 2 Race Director

SILVERSTONE EVENT

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From	The FIA Formula 2 Race Director	Document	02
To	FIA Formula 2 Teams and Officials / The Stewards	Date	15 July 2021
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Event Notes General Instructions.

- 1) **Matters arising from the Baku 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) **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) **Track light panel displaying pit entry status.**
 - 7.1 Light panels 15 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.
 - 7.2 Light panels 15 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

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

- 8.1 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.
- 8.2 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.
- 8.3 For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.
- 8.4 For reasons of safety and sporting equity, drivers must not drive through other team's pit bay after being released from their pit stop position.

9) Head and Eye Protection during reconnaissance laps.

- 9.1 For Safety Reasons, all team personnel working on a car during the time the pit lane is open for reconnaissance laps prior to the race start must wear head and eye protection as defined in Article 28.11 of the 2021 F2 sporting regulations.

10) Fuel pressure release in parc fermé.

- 10.1 For safety reasons, teams are authorised to appoint one person specifically in order to release the pressure inside the fuel cell when the cars return after each session. In addition, teams are authorised to attach fans to the car in the parc fermé.
- 10.2 When the cars are in the parc fermé, this person must request prior authorisation from the FIA Technical Delegate on site and is only authorized to perform the action specified above.
- 10.3 This person will not count as far as Article 21.5 of the 2021 FIA F2 Sporting Regulations is concerned (team personnel limitation).

11) Observing yellow flags during free practice and qualifying.

- 11.1 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).
- 11.2 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.

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 ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

Event Specific Instructions

13) Changes to the circuit.

- 13.1 The run-off area behind the Turn 1 exit kerb has been grooved to assist drainage.
- 13.2 A number of kerbs have been sandblasted back to bare concrete and repainted.
- 13.3 Additional concrete bumps have been added behind the apex kerb of Turn 11.
- 13.4 A tyre barrier has been installed on the right-hand side at the entry of turn 6.
- 13.5 The barrier has been realigned at the rear of the Turn 7 run-off to assist vehicle recovery.
- 13.6 The drainage in the run-off area at the exit of turn 9 has been removed and is now underground.
- 13.7 The tyre barrier on the left-hand side between Turn 10 and Turn 11 has been extended.
- 13.8 A concrete lead in has been added to the Turn 13 exit kerb / Turn 14 apex kerb.
- 13.9 The drainage in the run-off area on the left-hand side at Turn 15 has been replaced.
- 13.10 The pit entry road has been resurfaced.
- 13.11 A tyre barrier has been installed on the right-hand at the exit of Turn 18.
- 13.12 A number of tyre barriers around the venue have been removed and replaced.
- 13.13 The debris fence has been upgraded and added to in a number of locations.

14) F1 Pit Lane.

- 14.1 F1 Teams have been instructed to ensure their barriers are no more than one metre from the garages during support race, practice sessions and races.
- 14.2 F2 Teams and Trolleys will be released into the pit lane no earlier than 20 minutes prior to the pit lane opening.

15) Support Race Pit Lane.

- 15.1 The Historic GT support race will be operating from the support race pit lane during the following times
(Friday 10.10 – 11.10) – (Saturday 09.55 – 11.00) – (Sunday 09.15 – 10.15)
- 15.2 The Historic GT Teams have been instructed to leave a 3 M space in front of the F2 Garages at all times they are using the support pit lane, F2 teams should also keep the 3 M space clear of equipment during these times to allow this space to be used by the F2 Teams to push their cars to and from the FIA Technical Area.

16) Practice starts.

- 16.1 Practice starts may only be carried out on the track at the end of the practice session, none may be carried out in the pit exit or any other part of the track. Any cars 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 make a practice start.
- 16.2 All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, drivers 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 practice starts will be terminated.
- 16.3 After making a practice start cars should then continue on track to turn 8 where they must leave the track and return to the F2 paddock.
- 16.4 Any cars that are in the F1 pit lane at the end of the session, that can be driven, will be released from the pit exit to return to the support pit lane when all cars on track have carried out their practice starts.

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

- 17.1 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.

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

17.3 Except in the case of force majeure (accepted as such by the Stewards), the crossing, in any direction, of the chevron/grass separating 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.

18) Track Limits.

18.1 Turn 9 - Exit.

- a) A lap time achieved during the practice session, qualifying or the races by leaving the track cutting behind the black and white kerb on the exit of Turn 9, will result in that lap time being invalidated by the Stewards.

18.2 Turn 15 – Exit.

- a) A lap time achieved during the practice session, qualifying or the races by leaving the track cutting behind the black and white kerb on the exit of Turn 15, will result in that lap time being invalidated by the Stewards.

18.3 General - Turn 9 Exit and Turn 15 Exit.

- a) Each time any car passes behind the black and white exit kerbs, teams will be informed via the official messaging system.
- b) On the third occasion of a driver behind the black and white exit kerbs at Turns 9 and 15 during the race, he will be shown the 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 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.

19) Fire Extinguishers around the Circuit

19.1 Indicated by white boards with Red fire extinguisher image attached to the debris fences and barriers.

20) Places to remove cars from the track

20.1 Indicated by fluorescent orange panels on the barriers.

20.2 Should a car stop on the track during a session, the driver must keep on all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

21) Removing cars from the grid.

21.1 Through Gates in the pit wall, the first adjacent to the pole position and the second adjacent to grid position 12.

21.2 The pit lane has a small ramp down from the track which may result in cars grounding when pushed off the grid. It is therefore important that someone from your team is present with a jack close to the gate nearest to your grid positions, to assist the marshals if a car has to be pushed from off the grid after the start of the formation lap or after the start of a race.

22) Car number light panels for the start.

22.1 On the driver's right.

23) End of practice Procedure.

23.1 After taking the chequered flag drivers may continue to the grid and carry out a practice start as defined in Article 16.1 above.

24) Post Qualifying Procedure.

24.1 After taking the chequered flag drivers should slow down and continue to Turn 8 and then enter the support pit lane and go directly to Parc Fermé, any cars in the F1 pit lane at the end of the session that can be driven will be released from the pit exit to go on track to Parc Fermé.

25) Post Race Parc Fermé and Podium Procedure.

25.1 After taking the chequered flag drivers should slow down, **the first 3 cars should continue to the GRID and stop at Grid Position 12 for the podium procedure, all other cars must enter the support pit lane and go directly to Parc Fermé.**

Following the podium presentation, the first 3 cars will be pushed by the marshals to the pit exit and then onto the service road where breakdowns will take the cars to Parc Fermé.

26) Any other business

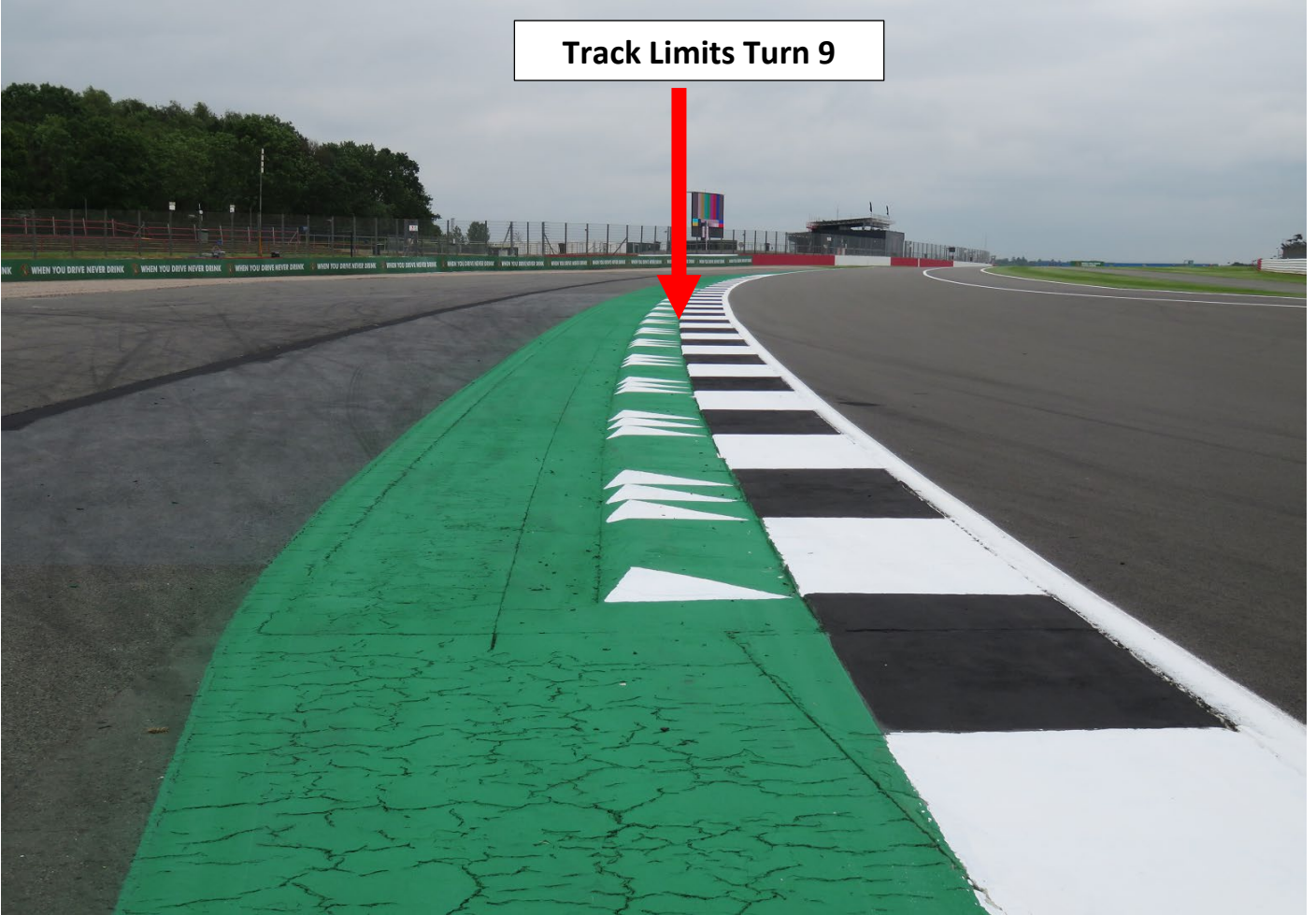


Bob Kettleboro

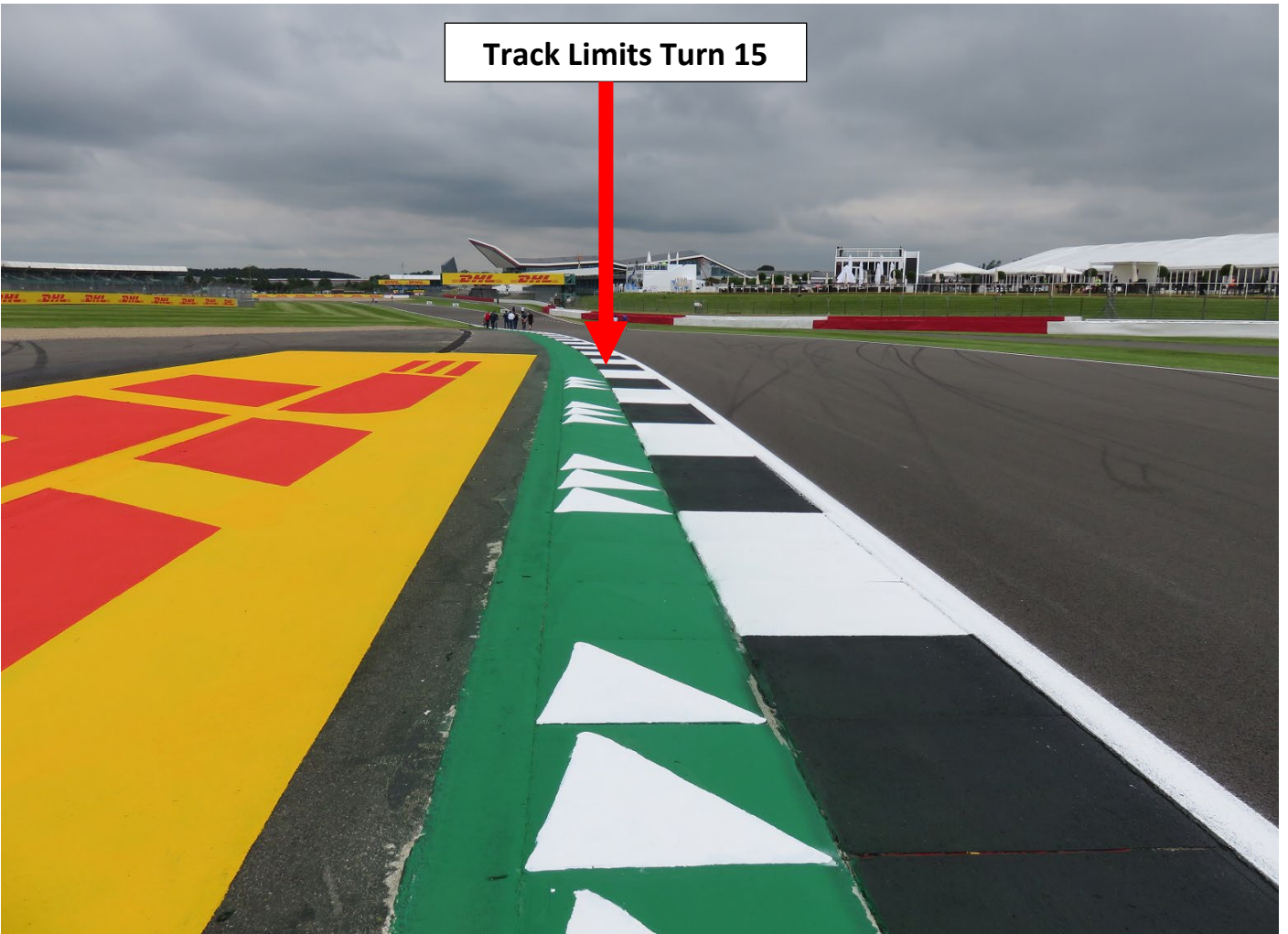
Race Director

FIA Formula 2 Championship

Track Limits Turn 9



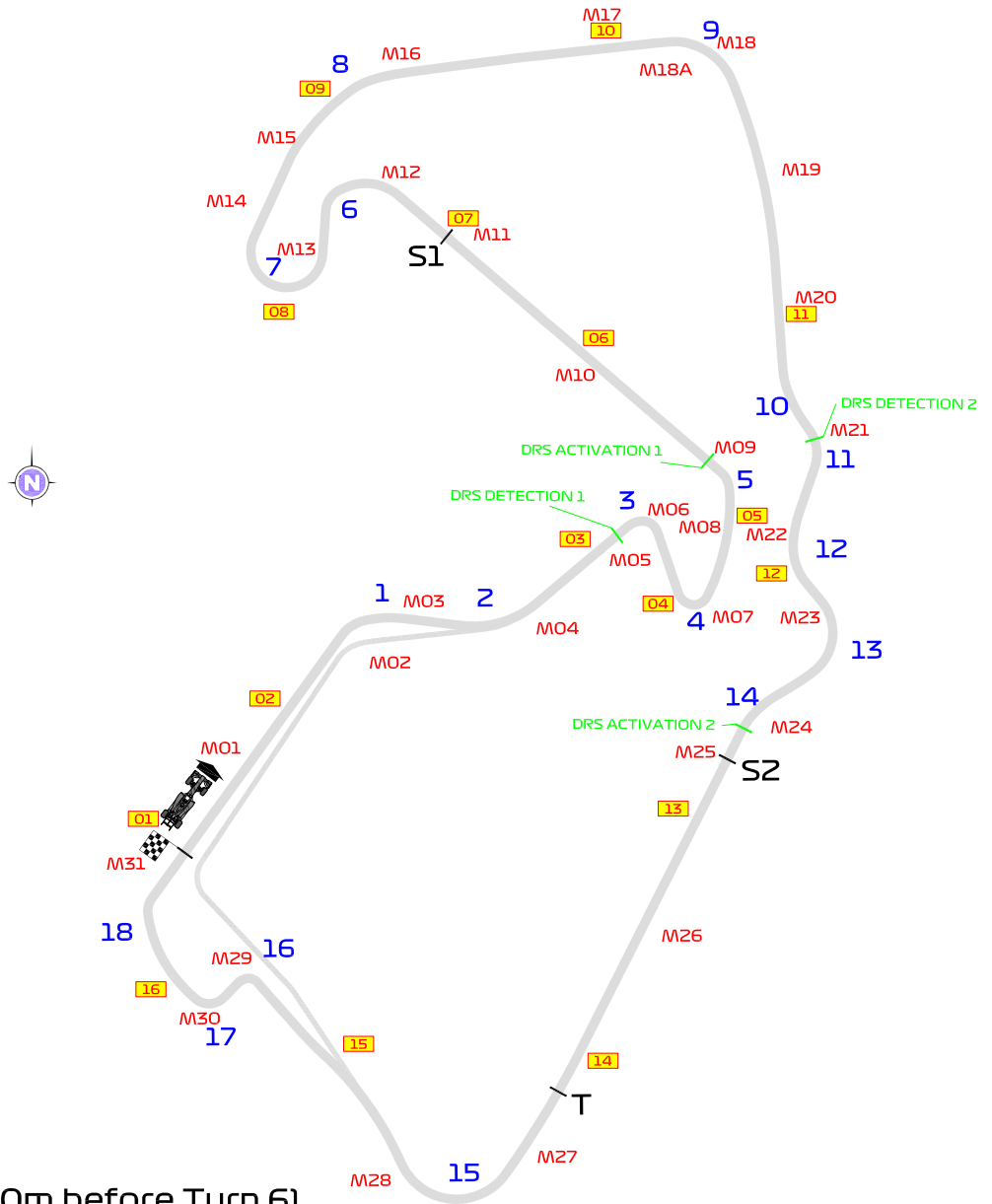
Track Limits Turn 15





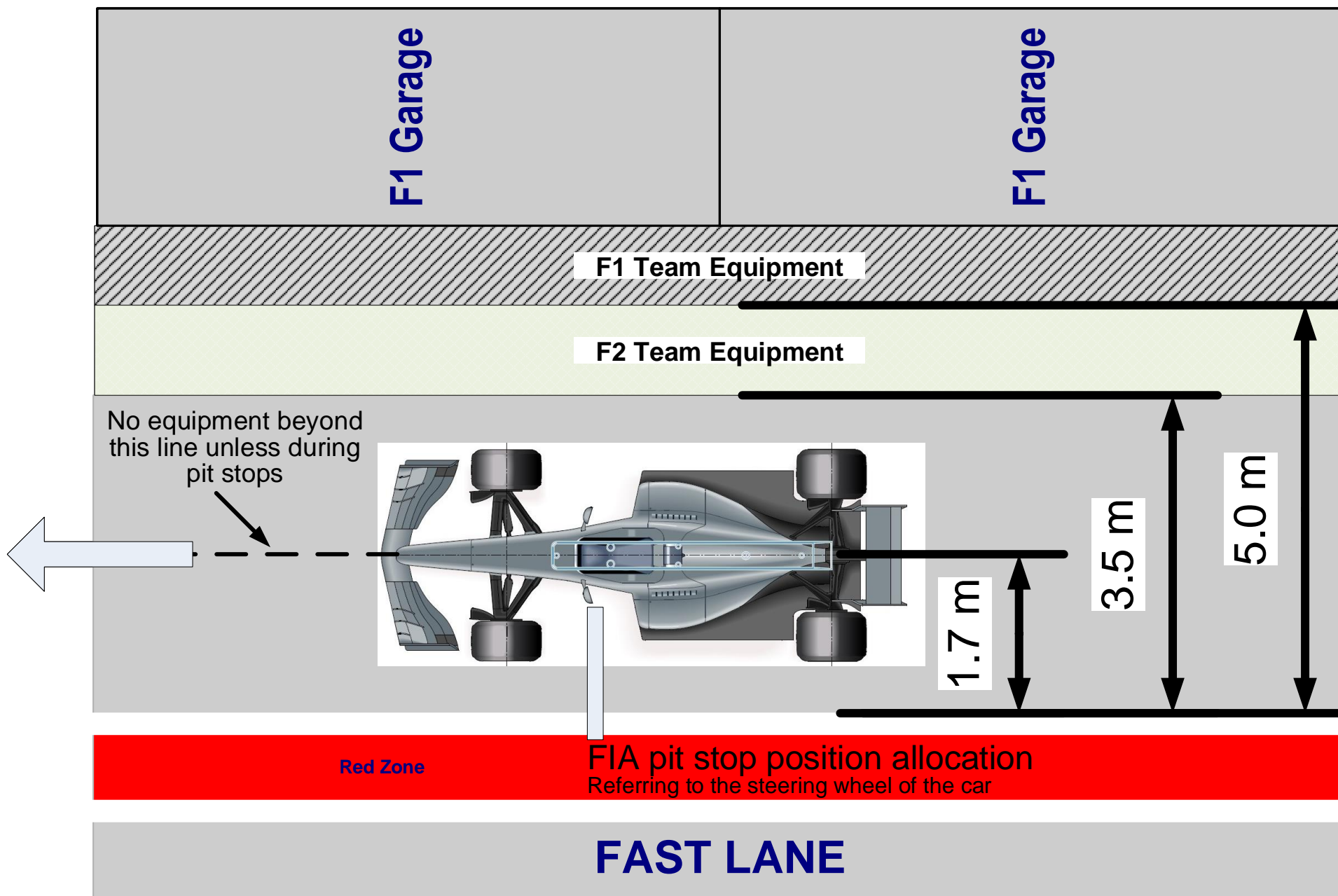
FORMULA 1 PIRELLI BRITISH GRAND PRIX 2021 - Silverstone

Circuit Map



- Start Line
- Control Line
- S1 Sector 1 (110m before Turn 6)
- S2 Sector 2 (50m after Turn 14)
- T Speed Trap (140m before Turn 15)
- DRS Detection1 (25m before Turn 3)
- DRS Detection2 (Turn 11)
- DRS Activation1 (30m after Turn 5)
- DRS Activation2 (Turn 14)
- 15 Corner Numbers
- M22 Marshal Post
- FIA Marshal Light No.

Circuit Centreline Length = 5.891km



SILVERSTONE EVENT

15TH – 18TH JULY 2021

TYRE SCHEDULE

(ART. 24.6. 2021 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated adjacent to the Pirelli Service Area
- 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 is available at the FIA weigh platform area

Thursday 15th July

13:00 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

18:00 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 16th July

09:00 All teams tyres will be released from the FIA Formula 2 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 2 tyre parc fermé

Saturday 17th July

06:05 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

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

11:00 Latest order for second set of wet tyres

2 h after end of car Parc fermé race TWO

All dry NEW and all USED tyres must be deposited in the FIA Formula 2 tyre parc fermé

Sunday 18th July

08:05 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

A.S.A.P after end of car Parc fermé race THREE

All tyres must be returned to the Pirelli service area

Grand Prix of Great Britain 16-18/07/21 (21F2R04SLV)

Compound	FL	FR	RL	RR
Hard	28A	28A	31A	31A
Medium	28B	28B	31B	31B
Wet	16G	17G	18G	19G

Minimum and Recommended Hot Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	16.0	14.0
Wet	16.0	14.0

FE recommended hot pressure (psi)

23.0

RE recommended hot pressure (psi)

22.0

FE Camber Limit

-4°

RE Camber Limit

-1.75°

FP & Q

FP & Q



RACE

-3.75°

-1.75°

RACE

Avg wear @15 Laps

Hard

N/A -%

Avg wear @15 Laps

N/A -%

Medium

59 -%

47 -%

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

- Not permitted to switch tyres from their allocated position.
- Not permitted to mix compounds in tyre sets.
- Do not subject tyres to large deformation or impact.
- Revised prescriptions could be issued at any time during the event in accordance with the FIA F2 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 stripping as soon as possible (in accordance with timings set by the FIA Parc Ferme event document) after the completion of Free Practice, Race One and Race Three.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are advised Wet tyres mounted for Silverstone race activity are scheduled to be stripped at the end of the event. All rims will be returned to teams for onwards transport.

F2 PROCEDURES

1. General

- 1.1 The series weighing platform will be positioned in the F2 technical area garage in the support race pit lane throughout the event.
- 1.2 The series portable weighing equipment will be sited in the F1 pit lane during qualifying and the races.
- 1.3 Pit stops are not permitted in the support race pit lane during practice/qualifying and races.
- 1.4 Cars recovered by breakdowns will be returned to the gate at the side of the Race Control building next to the FIA Technical area.
- 1.5 The procedure from the assembly area to the F1 pit lane will be the same for all sessions.
- 1.6 Team personnel, including those responsible for starting cars in the support pit lane prior to the cars going on track to the F1 pit lane for the start of sessions are permitted to use Scooters to travel to and from the F1 Pit Lane, for the avoidance of doubt Scooters are Not Permitted to be used in the Paddock at any time and may only be used for the purpose of travel to and from the F1 Pit Lane during the F2 transfer procedures. Any Scooters used for the journey to the F1 Pit Lane must be parked in the designated area at the Wing.

For safety reasons, Scooters used for the procedure above must comply with speed restrictions and be used in a safe manner that does not, compromise the safety of others, it is compulsory to wear a helmet when riding the scooter.

- 1.7 At the Start of all sessions, When each mechanic has started his team's cars in the support race pit lane and those cars have left the support race pit lane, the mechanic should proceed **immediately** to the designated area as shown on the attached plan, where they will place their starters /equipment on the Truck dedicated for this purpose, All mechanics that were involved in the starting of cars, will then be required to form a convoy on their Scooters behind the Truck which will lead them to the rear of the F1 Paddock where they will leave their Scooters in the designated parking area before proceeding to the F1 Pit Lane.

It is the team's responsibility to make sure any transport used for this procedure is reliable and is capable of the same speed as the lead truck. It is also the team's responsibility to ensure that all their engineers involved in the starting of cars form a convoy behind the truck for the procedures, and follow the marshal's instructions at all times during this procedure.

- 1.8 Any cars in the F1 pit lane at the end of all sessions that cannot be driven back to the support race pit lane will be returned by breakdown.
- 1.9 At the end of all track sessions, team trolleys will proceed along the F1 pit lane then turn right after the last garage, through the gates and re-join the service road leading back to the Support Paddock.
- 1.10 At the end of all track sessions, the mechanics with Scooters should collect their Scooters from the parking area and must form a convoy behind the lead vehicle which will lead them to the support race paddock.

Teams should assemble in the following order for all sessions:

- | | |
|----------------------|---------------------------|
| 1) UNI-Virtuosi | 7) PREMA |
| 2) Hitech Grand Prix | 8) MP Motorsport |
| 3) HWA Racelab | 9) Charouz Racing Systems |
| 4) Trident | 10) DAMS |
| 5) Campos Racing | 11) ART Grand Prix |
| 6) Carlin | |

2. Practice - Friday (11.30 - 12.15 hours)

- 2.1 At **10.45** hours team personnel and equipment should assemble at Copse as shown on the attached plan.
- 2.2 At **10.50** hours team personnel and equipment will be led by a vehicle via a designated route to the **holding** area sited on the service road to the right of the F1 Paddock.
- 2.3 At **11.10** hours team personnel and equipment will be released from the holding area and proceed to the F1 pit lane, then turn left into the fast lane and continue to their allocated pit positions.
- 2.4 At **11.20** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.
- 2.5 At the end of the session after taking the chequered flag, drivers may complete the lap to the F1 grid and carry out a practice start, following the practice start, cars should continue to turn 8 where the must leave the track into the support race pit lane.

Practice starts are only permitted as above and must not be carried out at any other time or on any other part of the track, pit lane, or pit exit.

Any cars in the F1 pit lane at the time of the chequered flag will not be released from the pit exit until cars on track have carried out their practice starts, any cars released from the pit exit must go directly to the support pit lane.

3. Qualifying - Friday (16:50 – 17:20)

- 3.1 At **16.05** hours team personnel and equipment should assemble at Copse as shown on the attached plan.
- 3.2 At **16.10** hours team personnel and equipment will be led by a vehicle via a designated route to the **holding** area.
- 3.3 At **16.30** hours team personnel and equipment will be released from the holding area and proceed to the F1 pit lane.
- 3.4 **At 16.40** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.
- 3.5 At the end of the session after taking the chequered flag, cars will slow down and continue to the support race pit lane parc fermé, any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the support race pit lane parc fermé.

4. Race 1 - Saturday (08.50 – 09.40) Pit Lane opens at 08.35

- 4.1 At **07.50** hours team personnel and equipment should assemble at Copse as shown on the attached plan.
- 4.2 At **07.55** hours team personnel and equipment will be led by a vehicle via a designated route to the **holding** area.

- 4.3 At **08.15** hours team personnel and equipment will be released from the holding area and proceed to the F1 pit lane.
- 4.4 At **08.25** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.
- 4.5 At the end of Race 1 after taking the chequered flag, cars should slow down, the first 3 cars should complete the lap to the F1 pit lane for the podium presentation, all other cars on track having taken the chequered flag should continue to turn 8 where they must leave the track into the support race pit lane and go directly to the F2 weighing and parc fermé area.

Any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the F2 weighing area in the support race pit lane. The three podium cars will be under parc fermé conditions and be returned to the support race pit lane by recovery truck.

5. Race 2 – Saturday (14.45 – 15.35) Pit Lane opens at 14.30

- 5.1 At **13.45** hours team personnel and equipment should assemble at Copse as shown on the attached plan.
- 5.2 At **13.50** hours team personnel and equipment will be led by a vehicle via a designated route to the **holding** area.
- 5.3 At **14.10** hours team personnel and equipment will be released from the holding area to the F1 Pit Lane.
- 5.4 At **14.20** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.
- 5.5 At the end of Race 2 after taking the chequered flag, cars should slow down, the first 3 cars should complete the lap to the F1 pit lane for the podium presentation, all other cars on track having taken the chequered flag should continue to turn 8 where they must leave the track into the support race pit lane and go directly to the F2 weighing and parc fermé area. Any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the F2 weighing area in the support race pit lane. The three podium cars will be under parc fermé conditions and returned to the support race pit lane by recovery truck.

6. Race 3 – Sunday (10.50 – 11.55) Pit Lane opens at 10.35

- 6.1 At **09.50** hours team personnel and equipment should assemble at Copse as shown on the attached plan.
- 6.2 At **09.55** hours team personnel and equipment will be led by a vehicle via a designated route to the **holding** area.
- 6.3 At **10.15** hours team personnel and equipment will be released from the holding area to the F1 Pit Lane.
- 6.4 At **10.25** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.
- 6.5 At the end of Race 3 after taking the chequered flag, cars should slow down, the first 3 cars should complete the lap to the F1 pit lane for the podium presentation, all other cars on track having taken the chequered flag should continue to turn 8 where they must leave the track into the support race pit lane and go directly to the F2 weighing and parc fermé area. Any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the F2 weighing area in the support race pit lane. The three podium cars will be under parc fermé conditions and returned to the support race pit lane by recovery truck.

Silverstone Support Paddock - F2 Route.



Cars To Track



Cars from Track



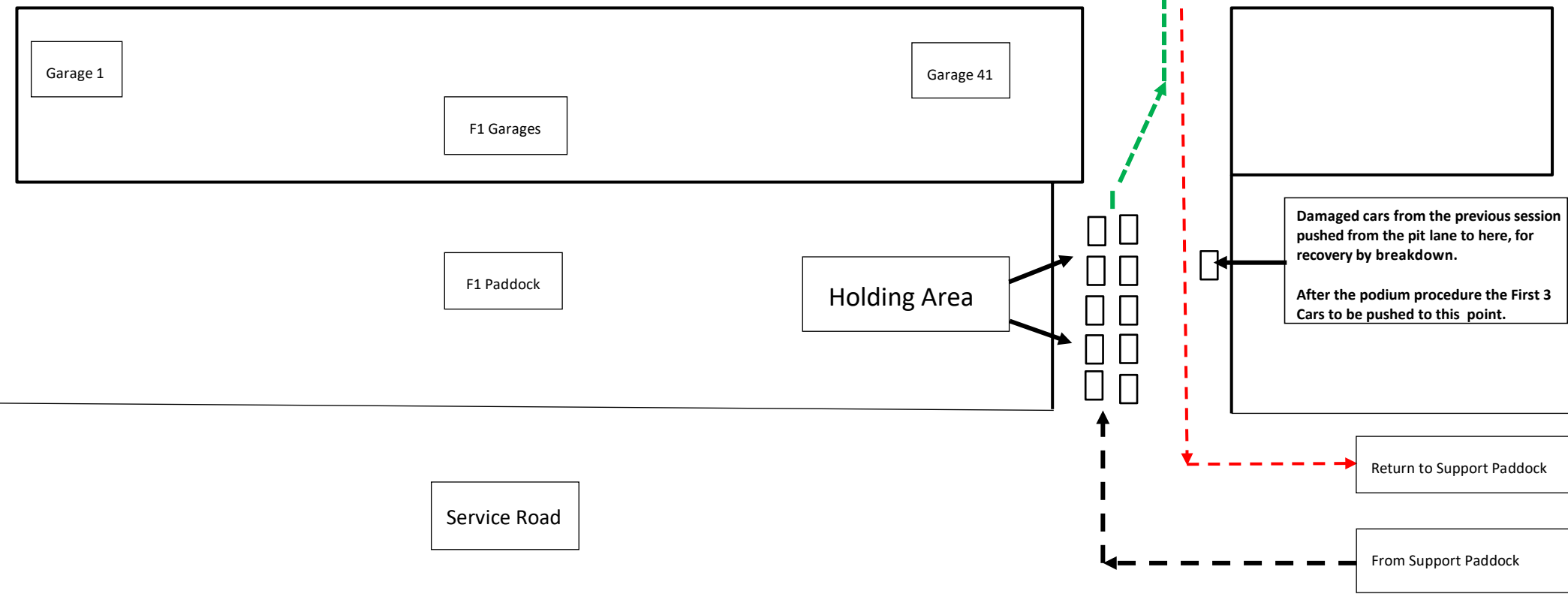
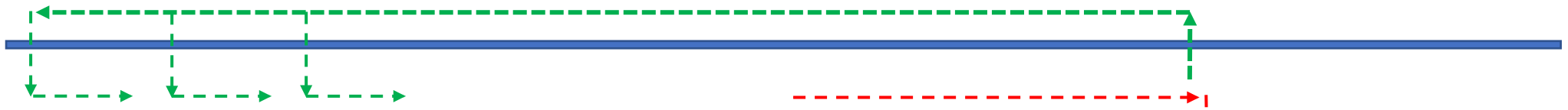
Trolleys to F1 Pit Lane



Trolleys Return From F1 Pit Lane



FAST LANE



Teams and trolleys **IN** using the fast lane only, the order must be garage 1 first garage 41 last.

Previous session **OUT**, single file using the inner lane only, the order must be garage 41 first.

Scooter Parking