

COMMUNICATION FROM THE RACE DIRECTOR

ROUND 7 & 8 – Circuit of the America- 22 / 24 October 2021

COMMUNICATION NUMBER 01
DATE OF COMMUNICATION: 21 October 2021

EVENT NOTES

EVENT NOTES **General Instructions**

1) Pit lane map see image 1

- 1.1 Safety Car lines.
- 1.2 The location of the pit entry and the pit exit.
- 1.3 Designated garage areas.
- 1.4 Safety Car position for first lap and rest of race.
- 1.5 Blue flag marshal at the pit exit.
- 1.6 Track light panels displaying pit entry status.

2) Track light panels

- 2.1 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.

3) Track light panel displaying pit entry status

- 3.1 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.
- 3.2 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.

4) Drivers leaving their pit stop position in the pit lane

- 4.1 For safety reasons, no car should be driven from its pit stop position at any time unless:
 - a) It has first been driven into the pit stop position having just entered the pit lane from the track, and;
 - b) It is then driven immediately back onto the track from the pit stop position.

5) Observing yellow flags during free practice and qualifying

- 5.1 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.
- 5.2 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.

6) Practice starts; see image 2

- 6.1 Practice starts may only be carried out on the asphalt on the left-hand side of the fast lane at the pit exit and, for the avoidance of doubt, this includes any time the pit exit is open for the race.
- 6.2 Drivers should take no more than five seconds to prepare for their car for a practice start if any cars are waiting behind them.
- 6.3 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).
- 6.4 For reasons of safety and sporting equity, at any time the pit exit is open and when practice starts are permitted to be carried out, any car who wishes to perform a practice start must form up in a line and leave in the order they got there unless another car is unduly delayed.

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

- 7.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the left of the solid white line at the pit exit when leaving the pits.
- 7.2 For safety reasons, drivers must keep to the left of bollard at the pit entry when they are entering the pits.
- 7.3 There is a small warning light panel on the left-hand side at the pit entry which will be operated if a car is stopped or going slowly around the corner of the pit entry.
- 7.4 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 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.
- 7.5 The dotted white line across the pit entry is the track edge line.
 - a) Zone 2: Panels 20, 1, 2 and 3

8) Track Limits

8.1 Turn 9 Exit

- a) A lap time achieved during any practice session or the race by leaving the track on the exit of Turn 9, will result in that lap time being invalidated by the stewards or the Race Director.

8.2 Turn 19 Exit

- a) A lap time achieved during any practice session or the race by leaving the track on the exit of Turn 19, will result in that lap time being invalidated by the stewards or the Race Director.

8.3 General - Turn 9 Exit and Turn 19 Exit

- a) A driver will be judged to have left the track if no part of the car remains in contact with the track.
- b) Each time any car fails to negotiate Turn 9 Exit, or Turn 19 Exit by using the track, teams will be informed via the official messaging system.
- c) On the third occasion of a driver failing to negotiate Turn 9 and/or Turn 19 Exit by using the track during the practice session, they will be shown a black and white flag, any further infringements will then be reported to the stewards and/or Race Director. For the avoidance of doubt this means a total of three occasions combined not three at each corner.
- d) In Free Practice a driver reported for a fourth infringement will be issued with a 3 minute stop/go penalty.
- e) Any penalty not served in session will be transferred to the start of the next session, to include free practice 2 and qualifying sessions.
- f) In all cases detailed above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.
- g) 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 judged individually.

8.4 Article 27.3

- a) Drivers are reminded of the provisions of Article 27.3 of the Sporting Regulations.

9) Fire extinguishers around the circuit

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

10) Places to remove cars from the track

- 10.1 Indicated by fluorescent orange panels on the barriers.
- 10.2 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.

11) Removing cars from the grid

- 11.1 Through the gates in the pit wall, the first located adjacent to grid position 2 and the second adjacent to grid position 14.

12) Car number light panels for the start

12.1 On the left-hand side of the grid.

13) Post-race parc fermé

13.1 All cars that pass the chequered flag will slow and leave the track at T5, with the exception of the first three (3).

13.2 The first three (3) cars must follow the post-race procedure which is to complete a slowing down lap and enter the F1 pit lane for post race presentations.

14. OFFICIAL NOTICE BOARD

14.1 The official notice board is in the W Series Simulator Room. There is also a Virtual Notice Board, accessed from the W Series website.

Image 1

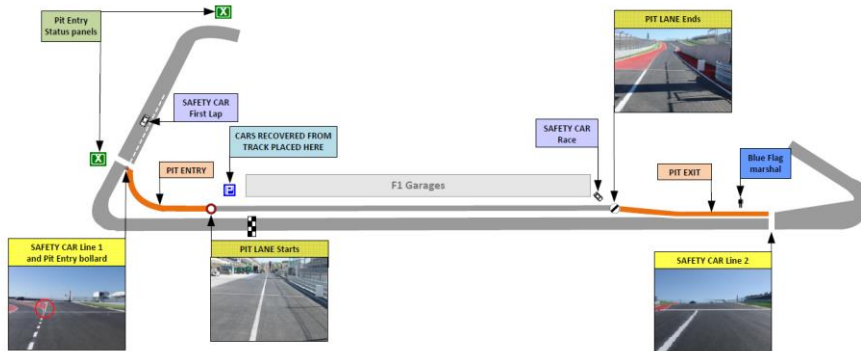
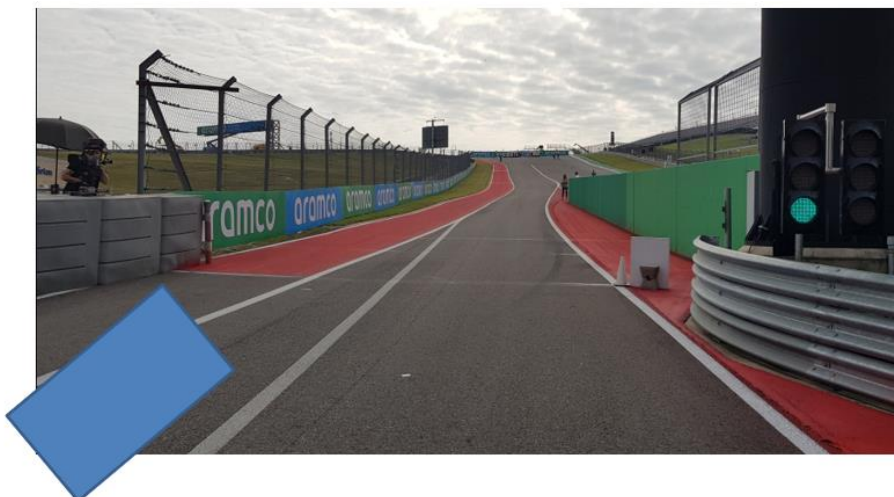


Image 2



Peter Daly

W Series Race Director – Circuit of the Americas

21 October 2021