



## Driver & Team Meeting Notes

### F4 U.S. & FR Americas Michelin Raceway Road Atlanta Race Event March 26<sup>th</sup> – 28<sup>th</sup>, 2021

**From:** Race Director: Scott Goodyear  
Clerk of Course: John Walsh  
Technical Delegate: Buddy Fey  
Chief Scrutineer: Adam Gavalla

Chairman of Stewards: Brian Till  
Event Steward: Wes Cunningham  
Event Steward: John Walsh

**To:** All Drivers & Competitors

On behalf of everyone at Parella Motorsport Holdings (PMH) and SCCA Pro Racing, welcome to the 2021 F4 U.S. & FR Americas Championships. We are pleased you have chosen to race with us this year. After a very successful F4 Rookie School and F4/FR Test Days at VIR earlier this month, it is clear we have a very talented group of drivers ready to compete in both Championships. The test was an outstanding success with very few on-track stoppages as many sessions were run green flag start to finish. Congratulations. Collectively we should set that as a goal for all practice, qualifying and race sessions at our events this season. To accomplish this, all drivers will need to be patient and have good situation awareness with other cars on the track, along with a strong mandate and programming from the team.

### Basic Information

**Official Communications:** It's your responsibility to make sure you are receiving and understanding the communications the Championships are sending out. Below are links to the official mailing list, the WhatsApp groups, the Competitor Portals, and the Digital Message Boards. Please make sure you have subscribed or have access to these channels. Assistance will be provided at the drivers' meeting to those who need help.

- [Official Competitor Email List](#): options to subscribe to F4 and/or FR emails
- WhatsApp Event Updates (change for 2021, we will have separate groups for each Championship; please sign up again, even if you were signed up in 2020)
  - [F4 U.S. Group](#)
  - [FR Americas Group](#)
- Website Archives- all information sent via official emails is stored on these portals
  - [F4 U.S. Championship Competitor Portal](#)
  - [FR Americas Championship Competitor Portal](#)
- Digital Message Boards- event memos, timing results, and Steward decisions are posted here
  - [F4 U.S. Championship Digital Message Board](#)
  - [FR Americas Championship Digital Message Board](#)

**Regulations:** The Regulations outline what is expected of the driver and crew to compete in the FIA sanctioned series. It is the responsibility of both the driver and crew to read and comply with the 2021 F4/FR Championship Sporting Regulations and Event Supplemental Regulations. The Sporting and Technical Regulations are an overview for the season. The 2021 versions will be emailed later this week as they are getting the final approval from the FIA. The Event Supplemental Regulations come out before each event, specific to the circuit we are competing at. Please be sure to read the Supplemental Regulations before each event. The Atlanta Supps have already been emailed, but have also been linked in this email.





## Basic Information (continued)

**Drivers Meetings:** Attendance is mandatory. The driver and crew chief meeting is Thursday at 7:45am. All drivers and a crew chiefs from each team are required to attend. The meeting will be held at the Road Atlanta administration building on top of the hill outside of turn 12. There will be a second meeting for all rookie drivers, Friday at 5:30pm. The rookie meeting will be held at the SCCA trailer in the paddock. Attendance is taken at all meetings throughout the year. Please bring your hard card credential to electronically sign in for each meeting and any autograph sessions. Any driver who is late or misses a meeting will be assessed a \$250.00 fine. Any team that is not represented at the meeting will be referred to the Stewards.

**Drivers Equipment:** Each Driver is responsible for ensuring that his/her equipment is in compliance with Article 49, Appendix 1 of our Sporting Regulations. All equipment will be checked by the Technical Scrutineers. Please note different helmet requirements in each series. For drivers in need of a new helmet, discounts are available through our partnership with Bell Helmets. Please contact Glen Wheeler at Bell Helmets. Email: [gwheeler@bellracing.com](mailto:gwheeler@bellracing.com).

**Track Walk:** There will be two opportunities to walk the track: Wednesday 6:00 – 7:00 pm to prepare for the promoter test day Thursday, and again after practice Thursday at 6:00 – 7:00 pm. No bikes, scooters, or motorized vehicles of any type allowed. Remember to take along a track map with you so you can make a note of all the marshal flagging stations and trackside cutouts marked in orange. Also, once you've walked out of the corner, take a moment to turn around and look at the pavement you've just came from. Lots can be seen from this view that sometimes gives you knowledge of your cars handling.

## Track Details

**Track Length:** 2.54-miles

**Turns:** 12- four left, eight right, Esses turn 4 to turn 5.

**Elevation Change:** 124 Ft. | T1 – T2 66' climb | T2 – bottom of esses, 58' drop

**Safety Car Lines:** See attached map for safety car lines 1 & 2 and related information

**Timing Line:** Start/Finish Line on Front Straight

**Pit Speed Limit:** 40 mph

**Track Access:** Refer to Supplemental Regulations for Pre-Grid Location

## Practice Session Information

**First Session:** During the first practice session, if conditions and scheduling permit, we may run the first one or two laps of practice under a full course caution format. This will allow all drivers the opportunity to identify the location of the flagging stations around the circuit and to view the pit blend lines. Although some drivers may be familiar with the current track, it may be the first time a new driver has seen the circuit. This procedure will allow all drivers to become more familiar with the track and help them identify flagging stations. It's also an opportunity for drivers to bring both their car and themselves up to speed.

**Practice:** During practice sessions leading up to qualifying, we may display either a local yellow flag at a marshal station or put the complete circuit under a full course caution to allow the drivers to experience a yellow flag at this circuit. The goal is to reduce the amount of passing that can occur under a yellow flag (and as a result – driver penalties) because of the infraction. Also, during practice, we may put the circuit under a Red Flag situation to test drivers understanding of the Red Flag. The goal with both of these scenarios is to allow new drivers to experience these on-track conditions during a practice session environment versus possibly for the first time during a race event. Hopefully these on track programs lead to a reduction or elimination of on track infractions.





## Practice Session Information (continued)

**Practice Starts:** The official start lights will be available in pit lane Thursday during practice and also Friday morning. Location of the start lights will be announced during the drivers meeting. Practice starts will be observed and logged by an SCCA Official. All drivers are required to complete one successful practice start before the race event. Practice starts are to be completed in the designated area only. Practice starts are not to be done while leaving your pit box on pit lane. Note: Start lights and practice starts will not be available during qualifying.

## General Track Notes

**Track Cutouts:** Road Atlanta uses orange placards to denote where drivers can pull their car behind the barrier. These locations are as follows: (Pit out-DR, T2-DL, T4-DL, T5A-DL, T7-DR, T8-DL, T9-DR, T10-DR, T12-DR). Teams, if your team car becomes disabled during the event, please assist your driver over the radio and remind them to look for these openings to park their car in hope that we don't have to go to a full course yellow.

**Disabled on Track:** If you become disabled somewhere around the circuit either from a mechanical issue or an on-track incident, unless the car is on fire, stay in your car with your belts on and wait for instruction from a marshal. If you're having a mechanical issue where you're putting fluid on the track, please drive off the racing line at your earliest opportunity and park off the track surface in a safe spot away from the racing line. Fire extinguishers are located at each corner station. Emergency Service Crews are stationed at turn 1 and turn 7. **DO NOT STOP ON THE TRACK SURFACE, PULL OFF THE CIRCUIT IF YOU HAVE AN ISSUE.**

**Circuit Characteristics:** Road Atlanta is a fast circuit that demands a high level of concentration. The track has 124 feet of elevation change and is noted for the climb up the hill towards turn 2 and the run down the esses towards turn 5. The long back straight out of turn 7 leads to one of the slowest turns on the track, turn 10. Many drivers drive too deep into the braking area of turn 10 and lock up their brakes. Please be aware of this and do not initiate contact with other cars. If you initiate contact with another car the incident will be referred to the Stewards.

**Safety Car:** The safety car, if deployed during the race event, will be dispatched from pit out. It will enter the track with its lights illuminated and pick up the leader of the race or as directed by the Clerk of the Course. All competing cars must reduce speed and form up in line behind the safety car running approximately three car lengths apart. The leader shall stay within 10 cars lengths of the Safety Car. Under certain circumstances the Clerk of the Course may instruct the safety car to use the pit lane. An example would be if the front straight was blocked because of an accident. In these cases, and provided the safety car lights remain illuminated, all cars must follow the Safety Car into the pit lane without overtaking.

**Blend Lines:** It is strictly forbidden to cross the blend line at pit entry or pit exit with any part of the car when entering or leaving the pit lane. Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. Any driver crossing the blend line at the pit entry or pit exit during practice, qualifying or the race event, will be given a penalty under Article 15.3.



## Track Competition Reminders

**Exiting Pit Lane:** It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track at turn 2. Teams, please communicate with your driver and alert them of any traffic coming along the front straight and entering turn one that may meet your driver as they exit the pit lane.

**Entering Pit Lane:** When preparing to enter pit lane, once you've exited turn 10 start to move your car to the right heading towards the bridge. When you drive under the bridge you should be to the right of the center line of the bridge which leaves the racing line on the left to the drivers who are staying on the track.

**Practice Runs – Drivers new to Road Atlanta & F4 Rookies:** To all drivers new to Road Atlanta, F4 Rookies and returning drivers who are looking to become more comfortable with either their car or the track, Road Atlanta is a challenging circuit and we recommend that you build your speed throughout the sessions as you learn the track. If you slide off the circuit and are unable to continue, not only have you've lost valuable track time but possibly used up some of your racing budget repairing your car. If you go off course during a session your car will be removed and parked in a safe spot so we can restart the session. You will not be brought back to the paddock until the end of the session, meaning you've lost valuable practice time.

**On-track Congestion:** Team and drivers, during practice and qualifying, if your caught up in a large group of cars on the track and wish to separate yourself from the group, you may enter pit lane and continue through at 40mph and re-enter the racetrack at pit out to find clear track.

**Mirrors:** It's the drivers' responsibility to know where other cars are around them at all times, this is known as situational awareness. Drivers, please use your mirrors so you don't cause contact with another competitor. Proper use of mirrors include when leaving the pit lane, prior to initiating a pass (note - you may have cars on both sides of you), when exiting a corner, entering the pit lane and generally checking your mirrors often to know where other cars are around you. Good drivers get into a rhythm at each track of checking their mirror's so they're informed of the cars behind them. Mirrors are not to be used as a tool for blocking a competitor.

**On-track Driver Etiquette:** All drivers are expected to respect their fellow drivers both on and off the track. Each driver is responsible for his/her action on the circuit at all times during the event. Earn the respect and trust of your fellow drivers. Be predictable! Drivers who change direction without the awareness of where cars are around them, generally cause other cars to make contact with each other usually resulting in a yellow flag situation.

**Weekend Goals:** Complete every session without incident by not making contact with other cars or driving off course. Drive within the limits of your car and yourself. Focus on being consistent, hit your marks and work on smoothness. Be aware of changing track conditions throughout the session and also how your car changes during your run.

**Track Limits:** Please be advised that we will be monitoring track limits throughout the weekend, Article 19.3. Drivers should make every effort to stay on the track and not exceed the track limits.





## Standing Start Overview

### Safety Car Procedure:

- All cars will line up on the pre-grid in their qualifying grid position.
- Cars will follow the safety car out of pit lane in qualifying order onto the track for the formation lap. Cars are permitted to warm up their tires during the formation lap up to turn 11 which is the bridge before you go down the hill.
- The first two cars will line up in their start boxes with guidance from SCCA Pro staff.
- All other drivers are to proceed to the start box with guidance from your team. Know your starting position and which side of the grid you are on.

### Starting Procedure:

- All drivers should be familiar with the Starting Procedure in Article 36.
- It's the driver's responsibility to know which side of the grid he/she will start from.
- It's the team's responsibility to guide their driver to their start box.
- No part of the car is allowed to be over the start box line.
- It's recommended that you place your car 6" behind the start box line to allow for error.
- If a car is unable to take their starting spot, that spot will remain open. Do not move up and fill the spot. You will be penalized.
- If the driver needs assistance once the light sequence has started, you must raise your arm to signal to the official that you have an issue. If possible, the start light sequence will stop and the yellow abort lights will flash indicating an aborted start.
- The race will now be started with a rolling start noted by the green lights indicating cars to begin the formation of a pace lap behind the safety car.

### Start Light Sequence

- **Green** Lights – Grid is Full
- (5) **Red** Lights Illuminate in (1) Second Intervals
- **Red** Lights Out – Start of Race
- **Yellow** Abort Lights – Do Not Move

### Abort Lights

- Abort Lights – 3 **Yellow** Lights
- If Abort Lights Come On – Do Not Move
- Race Clock Starts
- Safety Car Moves on Track
- **Green** Lights – Follow Pace Car
- Race Will Now Be A Two-by-Two Rolling Start





## Crew Chief Notes

**Official Communications:** It's your responsibility to make sure you are receiving and understanding the communications the Championships are sending out. Below are links to the official mailing list, the WhatsApp groups, the Competitor Portals, and the Digital Message Boards. Please make sure you have subscribed or have access to these channels.

Assistance will be provided at the crew chiefs' meeting to those who need help.

- [Official Competitor Email List](#): options to subscribe to F4 and/or FR emails
- WhatsApp Event Updates (We will have separate groups for each Championship this year; please sign up again)
  - [F4 U.S. Group](#)
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- Website Archives- all information sent via official emails is stored on these portals
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**COVID Protocols:** We are still mandating that masks be worn on grid, pit lane, victory circle, and when inside buildings. We ask that masks are worn in any photos and videos posted by your teams, including those shot in your own paddock space. Event-specific COVID protocols will be emailed via the Official Mailing List ahead of each event.

**Uniforms:** Teams will be expected to have update to date uniforms, reflecting the 2021 Style Guide, beginning with the first official session on Friday, March 26. If you need to confirm, [please download the guides here](#).

**Tire Scanning:** Tires declared by teams must be scanned by SCCA Pro Racing technical personnel prior to use. Scanning will only take place at the SCCA trailer during designated times as noted on the official schedule.

**Driver Car Radio:** All drivers must be able to hear the "Driver All Call Channel" from Race Control. Please confirm your driver's car radio is programmed correctly. As the Race Control Channel is used only if there is a full course yellow or red flag, the driver's car radio should be set up that the Race Control channel overrides the team channel. For frequency information and assistance, contact Evan Olson at Speedcom Communications. Speedcom contact information is as follows: Telephone: (386) 760-7110. Email: [evan@speedcomracing.com](mailto:evan@speedcomracing.com)

**Team Radio:** All teams must monitor Race Control during all on track activities throughout the weekend, this includes during all practice sessions, qualifying and race events. As above, please contact Evan at Speedcom for information and assistance.

**Pit Lane Attire:** All crew members must wear long pants and team shirts anytime they are in the pits.

**Crew Members over the wall:** For any pit stop during a race event, there will be a maximum of three (3) crew members permitted over the wall at any given time. All of them may work on the car, and one of them shall be responsible for the car's safe entry and release. Per the FIA regulations, a race event covers all practice, qualifying and race(s) throughout the event.

**Driver's Meetings:** Driver and crew chief meetings are listed on the schedule and covered in this document on page one. Please make sure that both the driver and a crew chief attend all meetings. Any driver who is late or misses a meeting will be assessed a \$250.00 fine. Any team who is late or misses a meeting will be referred to the Stewards office.



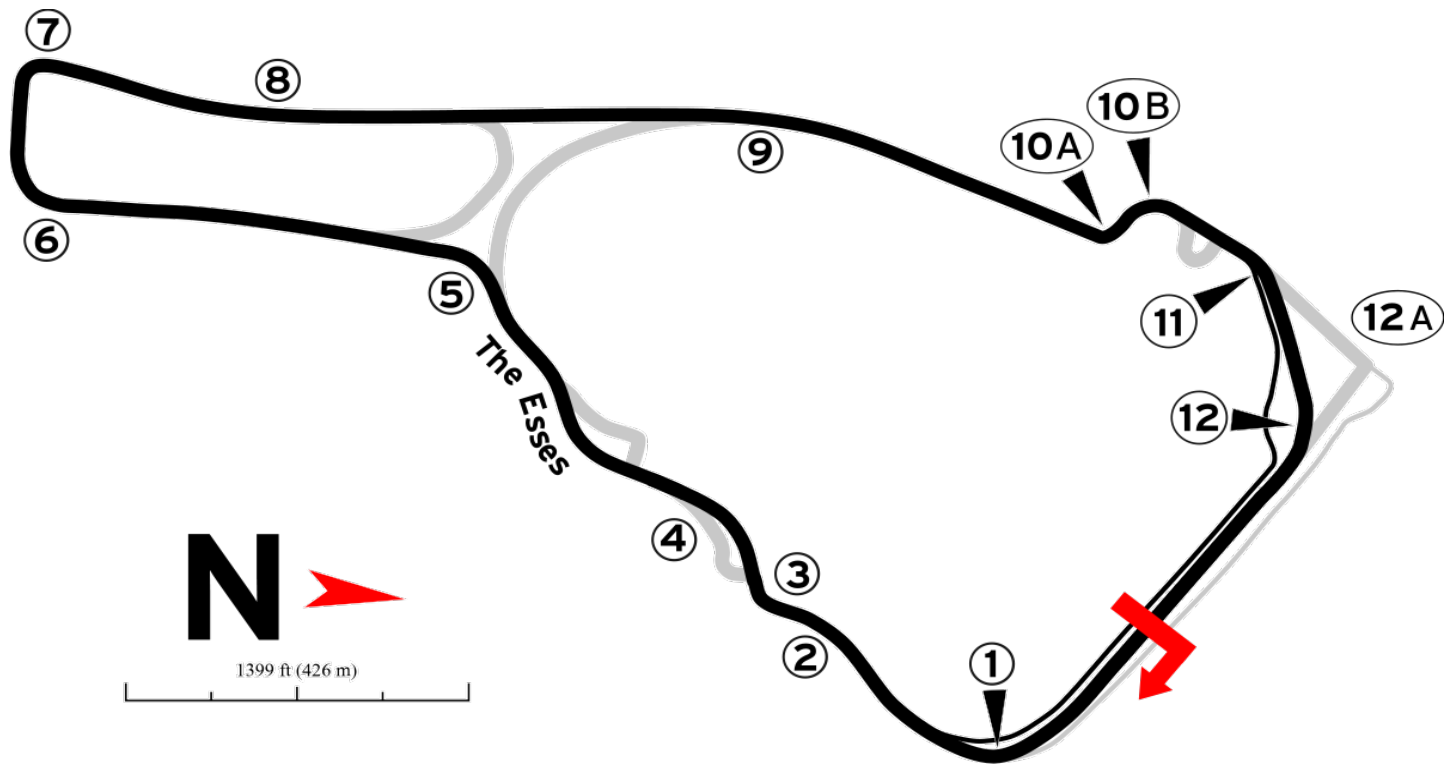


## Road Atlanta Track Layout

Safety Car Lights Out – Turn 9

Safety Car Accelerate – Turn 10A

Leader Accelerate – Turn 11

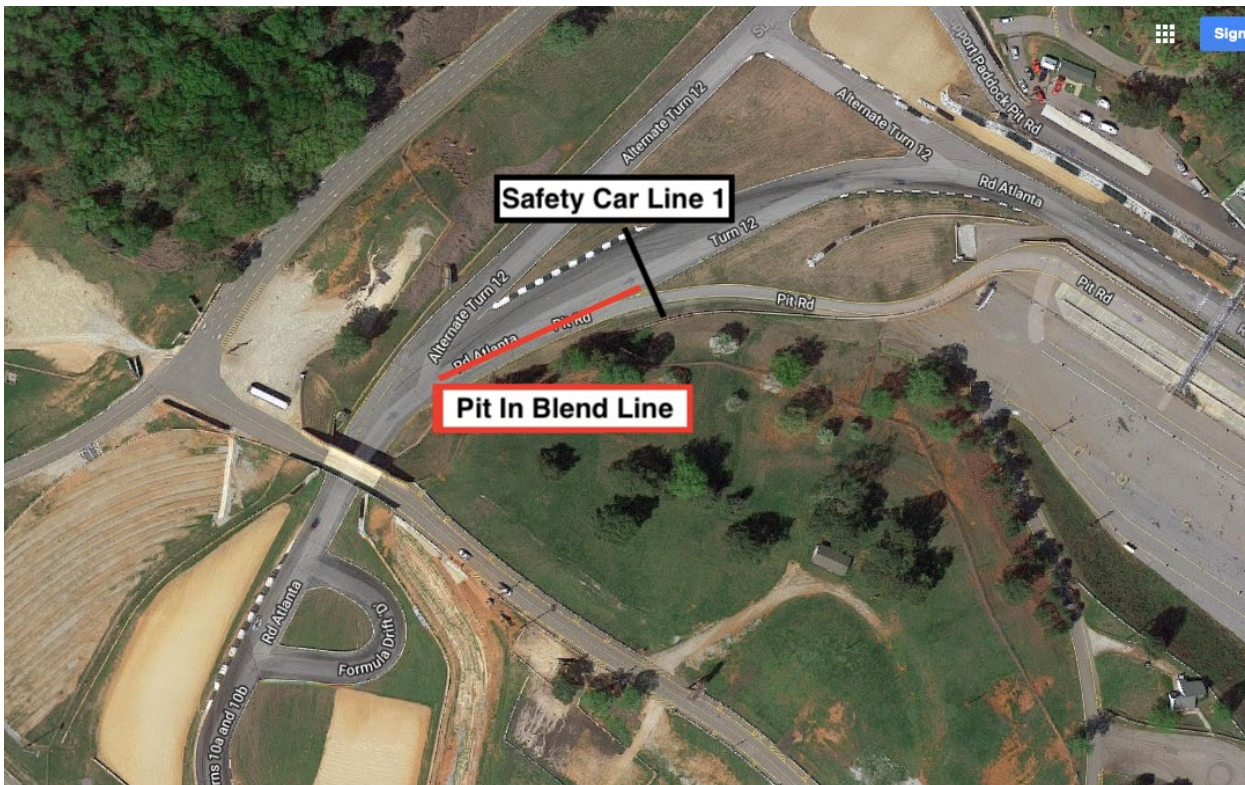




## Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 located at pit in between turn 11 – 12. Please note location.

Pit In Blend Line: Do not cross any part of the pit in blend line while entering the pit lane. When you exit turn 10 move to the right and enter turn 11 under the bridge by keeping to the right of the center line of the bridge leaving the racing line on the left to the drivers staying on the track. All four wheels should be within the pit entry lane to avoid a penalty.







## Safety Car Line 2 & Pit Out Blend Line

Safety Car Line 2 located at Pit Out at the exit of turn one. Please note location.

Pit Exit Blend Line: Do not cross the pit exit blend line when re-entering the race track. It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track at turn 2. Teams, please communicate with your driver and alert them of any traffic coming along the front straight and entering turn one that may meet your driver as they exit pit lane.





## Safety Car Lights Out & Acceleration Point

Safety Car Lights Out – Turn 9.

Safety Car Acceleration Point – Turn 10A.

Leader and all competitors maintain a constant speed to allow the safety car to accelerate away from the field. Maintain a constant speed until leader acceleration point at turn 11.

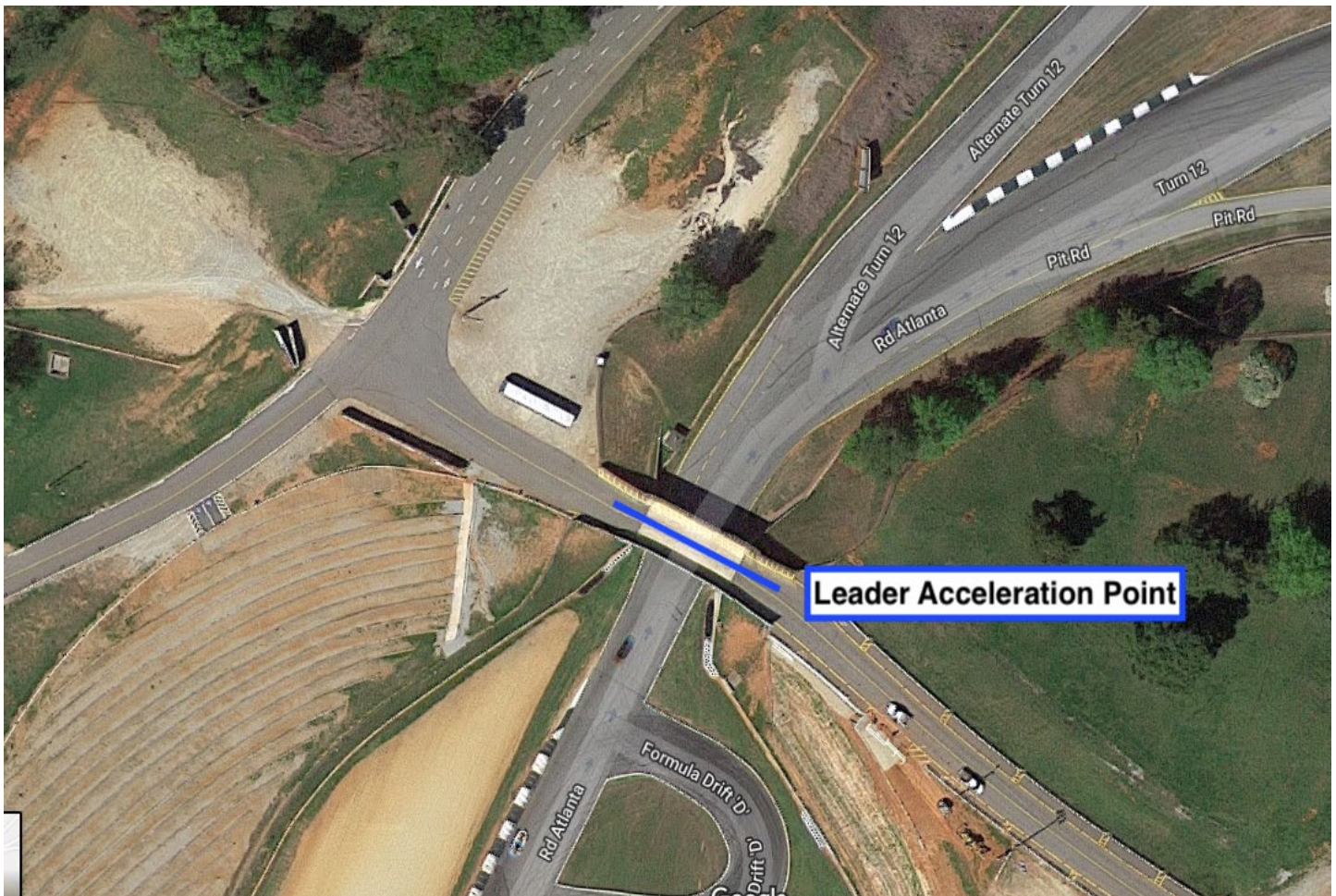






## Leader Acceleration Point

Leader Acceleration Point: Leader may accelerate once he/she reaches the bridge at turn 11. All competitors are required to maintain pace with the leader and accelerate only once the leader has accelerated. All drivers, please be aware of your surroundings during restarts and don't make any abrupt moves that will cause contact with another competitors. Sometimes a restart can cause further contact between cars. Drivers take into consideration that you may need to leave space to ensure you make it through the turn and your able to complete another lap. Learn to read the traffic situation in front of you so you can finish the event and take the checkered flag.



On behalf of everyone at PMH & SCCA Pro Racing, we wish you a safe and successful weekend.

Take care,

Scott Goodyear

