



Driver & Team Meeting Notes United States Grand Prix | October 22-24, 2021

From: Race Director: Scott Goodyear Chairman of Stewards: Pat diNatale
Clerk of Course: Brian Hughes Event Stewards: John Walsh & Wes Cunningham
Technical Delegate: Aaron Coalwell Chief Scrutineer: Eric Yagel
Championship Manager: Sydney Davis Yagel

To: All Drivers & Teams,

On behalf of Parella Motorsport Holdings and SCCA Pro Racing, we are very excited to welcome everyone to the United States Grand Prix. A very rare opportunity to race on a current F1 circuit during a Grand Prix Event. I had the opportunity to race at the Montreal Grand Prix five times in my junior career, great memories that are still with me today. I'm excited for our drivers to experience the vibe of competing during a Grand Prix Event. This is an opportunity only a small percentage of drivers ever get a chance to do. Enjoy the event.

Regulations: The Regulations outline what is expected of the driver and crew to compete in the FIA sanctioned series. It's the responsibility of both the driver and crew to read and comply with the 2021 F4 U.S. Championship Sporting Regulations and Event Supplemental Regulations. The Sporting and Technical Regulations are an overview for the season. The Event Supplemental Regulations come out before each event specific to the circuit we're competing at. Please be sure to read the USGP Supplemental Regulations thoroughly as this event has many unique procedures particular to this event with Formula 1.

Drivers Meetings: Attendance is mandatory. The driver and crew chief meeting will be at Friday, October 22 at 9:15am via Zoom. [Click here to access the meeting.](#) All drivers and a crew chief from each team are required to log on, and attendance will be taken. We will send out a reminder email with the link. There will be a second driver-only meeting on Saturday afternoon after Race 1. More details on this meeting will be released via WhatsApp. Any driver who is late or misses a meeting will be assessed a \$250.00 fine and referred to the Stewards. Any team that is not represented at the meeting will be referred to the Stewards. Any additional meetings details will be provided via WhatsApp.

Drivers Equipment: Each Driver is responsible for ensuring that his/her equipment follows 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.](#)

Track Walk: We are currently waiting for clearance from Formula 1 to permit a track walk for F4 drivers and engineers Thursday afternoon. Once we have a direction, we will send out information to all teams and drivers. We apologize for the delay. If a track walk is granted, 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.





Safety Car Lines:	See attached map for safety car lines 1 & 2 and related information.
Timing Line:	Start/Finish Line on Front Straight.
Pole Position:	Drivers left
Pit Speed Limit:	40 mph
Track Access:	Refer to Supplemental Regulations for Pre-Grid Location

Track Details: 3.427 Mile Road Course. 20 Turns, eleven left, nine right. 133 ft Elevation Change.

Friday Session: Standard with competing at the USGP F1 Event, we'll have one 30-minute practice session. It's important to remember that if we go down to retrieve a car that went off or has any type of mechanical issue, a single stoppage generally costs us 9 minutes of track time. Simply said, we'll lose one third of our practice session. If we must go down a second time, we'll lose more than half of our practice session.

Saturday Qualifying: Our qualifying session is 20 minutes. Following the same theme as practice, if we need to go down for any reason, we could lose half of our qualifying session with one stoppage. As we're running with F1, there won't be any time extensions for any of our sessions or races.

Practice Starts: The official start lights will be available in pit lane only during Friday practice. Practice starts will not be available during Saturday qualifying. Location of the pit lane start lights will be announced during the drivers meeting. Drivers required to perform a practice start will be notified by series officials. Practice starts will be observed and logged by an Championship Official. Practice starts are to be completed in the designated pit lane start box only. Practice starts are not to be done while leaving your pit box on pit lane or anywhere on the circuit.

General Track Notes

Track Cutouts: COTA uses orange markings to denote where drivers can pull their car behind the barrier. Please mark the location of these openings on your track map during the track walk. 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 down for a full course yellow. This should be done during practice, qualifying and both races.

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. **DO NOT STOP ON THE TRACK SURFACE, PULL OFF THE CIRCUIT IF YOU HAVE AN ISSUE.**

Circuit Characteristics: COTA has many high-speed turns which require smoothness and precision to consistently hit your marks. Because of the speed and length of the turns, you need to pay attention to the balance of your car. Last year a few drivers lost control of their car by not balancing the car with the throttle or lifting off the throttle in the turn causing the car to come around on them. Also, with the length and width of the straights, please be mindful that when you make a move to pass a car, there may be cars already starting to pass you. Please be aware of this and constantly check your mirrors





before initiating a move so you don't make contact with other cars. As this track is very wide, many drivers see open track and try to dive down the inside of 2 or 3 cars entering the turn initiating contact with the cars as they are heading for the apex of the turn. We had this in both classes at VIR where the trailing car dove to the apex when the car in front had already started to turn into the apex. The trailing car had no chance of making the pass and as a result made contact with the car ahead. In both cases the trailing car was penalized. If you make contact with another car, you will be penalized.

Safety Car: For this event we will be using the F1 safety car and their driver. If the safety car is deployed during the race event, it 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 on track. In these cases, and provided the safety car lights remain illuminated, all cars must follow the Safety Car to pit lane without overtaking.

Track Competition Reminders

Cockpit Yellow Caution Light: We will continue to utilize the driver cockpit yellow light system that was first used at Road America earlier this year. The yellow light serves two functions, first to alert the driver of a full course caution, and second, to assist the Stewards to confirm from your on-board camera when the circuit went to a full course caution allowing them to make an immediate decision on whether cars passed under an FCC. Yellow flags will still be displayed at corner stations and Race Control will still call FCC over the driver all call channel. It's the driver's responsibility to respond to the first indicator he/she sees for a yellow.

Drivers new to COTA: To all drivers new to COTA and returning drivers who are looking to become more comfortable with either their car or the track, please drive at you own limit and don't overdrive the car and cause an issue on 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. With the time constraints at this event, if you go off course your car will be removed and parked in a safe spot so we can restart the session - meaning you've lost valuable track time.

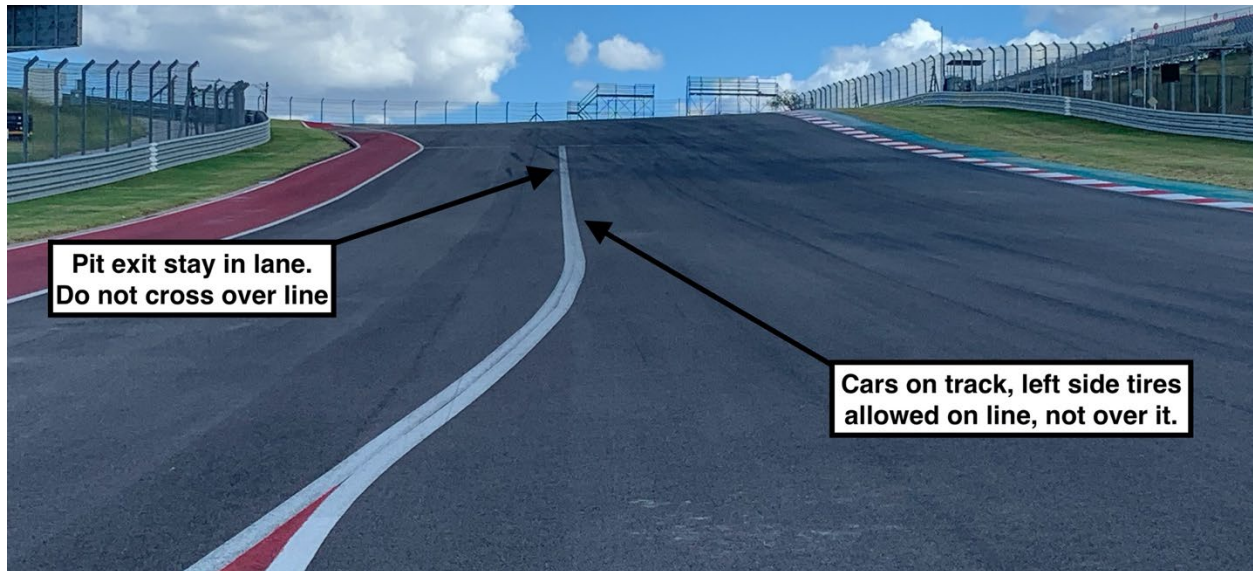
On Track Congestion: Please be mindful and find an opening on the track during practice and qualifying that allows you to space yourself from other cars. Teams, please assist your driver in reminding them of this and help them find an opening on the track. As we have over 3 miles of racetrack, we should have a good chance to accomplish this. Drivers, discuss with your team and plan a practice and qualifying strategy that works best for you.

Blend Lines: You may not 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 pit entry or exit in practice, qualifying or the race event, will be given a penalty under Article 15.3.

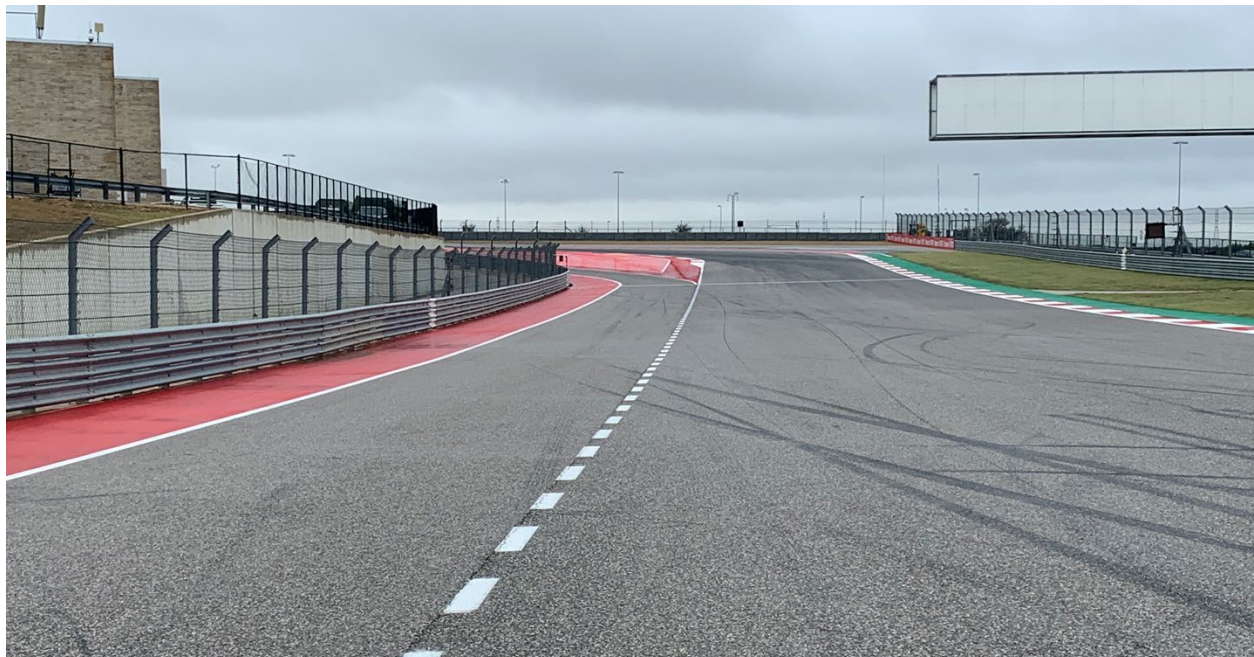




Exiting Pit Lane: It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars heading to turn 1. Keep to your left when leaving pit lane and stay inside the white line. Do not drive directly out onto the racing line, you will be penalized. Teams, please communicate with your driver and alert them of any traffic coming along the front straight that may meet your driver as they exit pit lane.

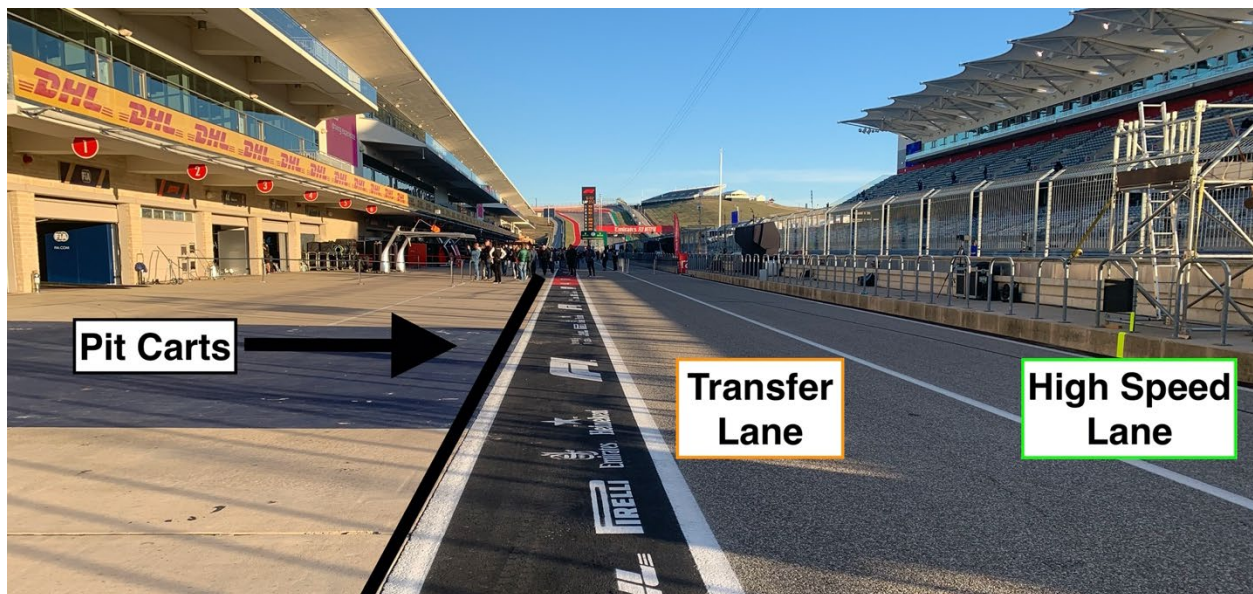


Entering Pit Lane: When preparing to enter pit lane, once you've exited turn 19, move to your left as quickly as possible to be inside the dotted white line. This signals to other drivers your intent to enter pit lane. This also leaves the racing line to those drivers who are staying on track. Once you make the left turn onto pit lane, the speed limit comes into play very quickly.





Pit Lane Usage: As we are using the F1 pit lane so we need to be mindful that F1 will have equipment outside their garage adjacent to pit lane. This will make it very tight for the teams to park equipment along pit lane causing a very narrow transfer lane. Each pit lane is divided up into three lanes and here your pit box will be on your left where you'd stop to have your team attend to your car if needed. The transfer lane (center) is the middle lane, and the high-speed lane (right) is the lane closest to the racetrack. Although called the high-speed lane (from the day when there wasn't a pit speed limit) the speed limit in the pit lane is 40mph. Here at COTA keep to the right side of pit lane when you enter which is the high-speed lane, continue along the high-speed lane until your about 3 to 4 pit boxes away from your team pit box, then smoothly move over to the middle lane (transfer lane) and drive in this lane until your about to pull into your pit box. When you leave your pit box, once in the middle lane check your mirror to make sure you can safely move into the high-speed lane, then use high speed lane (40 mph) until pit exit.





Out of Bounds: Anyone utilizing the pavement on the inside of any of the turns as a shortcut will be penalized.





Corner Exit Curbing: F1 uses large style curbing on the exits of turns to regulate track limits. Known as “sleeping policeman”, (seen here in yellow) this style of curbing can cause major damage to your car. Its highly recommended you stay off the curbing. Additional details on curbing will be presented during the drivers meeting. NOTE: Any driver deemed to force another driver over the curbing will be referred to the Stewards. You can expect harsh penalties as a result including exclusion from the event.



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 includes when leaving the pit lane, prior to initiating a pass (note - you may have cars on both sides of you especially with the long straights here at COTA) 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 mirrors so they’re informed of cars behind them. Mirrors are not to be used as a tool for blocking another driver.

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 both on and off 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 contact each other usually resulting in a yellow flag situation.





Car Off Track During Formation Lap: If a car leaves the racetrack or loses control and falls out of position during the formation lap, the driver is required to enter the pit lane and may not start the race on track. The driver must start the race from pit lane once the on-track start has taken place. Once in pit lane, the driver should continue down pit lane and stop at pit out and wait for instructions from the official.

Car Off Track During Safety Car Period: If a car leaves the racetrack or loses control and falls out of position during a full course yellow safety car period, that driver is required to go to the rear of the field for the restart. Drivers not adhering to this rule will be referred to the Stewards.

Restart Pass Line: The restart passing line at COTA is the finish line. The restart passing line varies from track to track - so please take note. With the long front straight at COTA, on a restart it allows cars to carry speed entering turn one and it can be easy to drive too deep into the turn and initiate contact with other cars. Please be aware of this issue and look far enough ahead to understand what the traffic is doing in front of you. Do not dive bomb other cars that are ahead of you driving to the apex. Drivers who make contact with other cars will be referred to the Stewards.

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.

Qualifying – Red Flag: As started at Mid-Ohio Event this year, a driver who causes a **Red Flag** during qualifying will have their fastest lap removed from scoring.

Driving Suits: Drivers are required to showcase the correct partner logos on their suits for all events. Those found with competing or missing logos will not be allowed on the podium and will be referred to the Stewards for a fine. Patches will be available at the Championship trailer beginning Thursday afternoon. Most are iron-on, but some may require sewing. Please come prepared.

Standing Start Overview

Safety Car Procedure:

- All cars will line up on pre-grid in the support paddock in their qualifying grid position.
- Cars will follow the safety car from pre-grid 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 19.
- The first two cars will line up in their start boxes with guidance from Championship 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're on.
- If a car is missing from the grid, do not fill that spot. Start in your assigned position.
- Pole position at COTA is on driver's Left.

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 Lights

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 Start - Now a Two-by-Two Rolling Start

Rolling two-by-two start: If the standing start is aborted indicated by three yellow lights on the light panel, once drivers see the green lights, they should proceed off the grid and follow in behind the safety car for another formation lap. The safety car will lead the field around the circuit and turn off its lights going into turn 17. The safety car will enter the pit lane. The pole car should maintain safety car speed and lead the field down the front straight. The leader is free to accelerate once he/she reaches the finish line on the front straight. **Note: The start line and finish line are in different locations at COTA.** Be sure you know the location of both. All drivers are required to maintain pace with the pole car and accelerate only once that driver has accelerated.

Crew Chief Notes

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 (386-760-7110).

Team Radio: All teams must monitor Race Control during all on track activities throughout the event, this includes during the practice sessions, qualifying and both race events. Race control will feed teams information about any on track issues. It’s the team’s responsibility to relay this information to their driver. As above, for radio assistance, please contact Evan at Speedcom for information and assistance.



Tire Scanning: Tires declared by teams must be scanned by Championship technical personnel prior to use. Scanning is currently scheduled to take place at team trailers during the tech safety inspections.

Pit Lane Access: As a reminder, only those issued a Pit Lane credential will be allowed on pit lane, no exceptions. Anyone caught violating this rule will be removed from the event. Teams will drive their golf carts and tuggers down from the Support Paddock via the Ring Road. If there are additional credentialed crew members who need a shuttle, there will be a bus available. Long pants and a team shirt with the appropriate logos are required on pit lane.

Crew Members “Over the Wall”: For this event, there will be a maximum of two (2) crew members admitted to pit lane. Both 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 & crew chief meetings are listed on the schedule and covered in this document. 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. Please wear your credential to all meetings.

On Board Camera: The car on board camera must be positioned so the camera can see the yellow caution light on top the steering wheel. Please check your camera with the driver in the car to ensure visibility.

Livery: A gentle reminder that all team cars, crew uniforms and driver suits must comply with the Sporting Regulations and Style Guide displaying Championship specific logos as specified. Please check to make sure your car, crew uniforms and the drivers race suit is up to date.

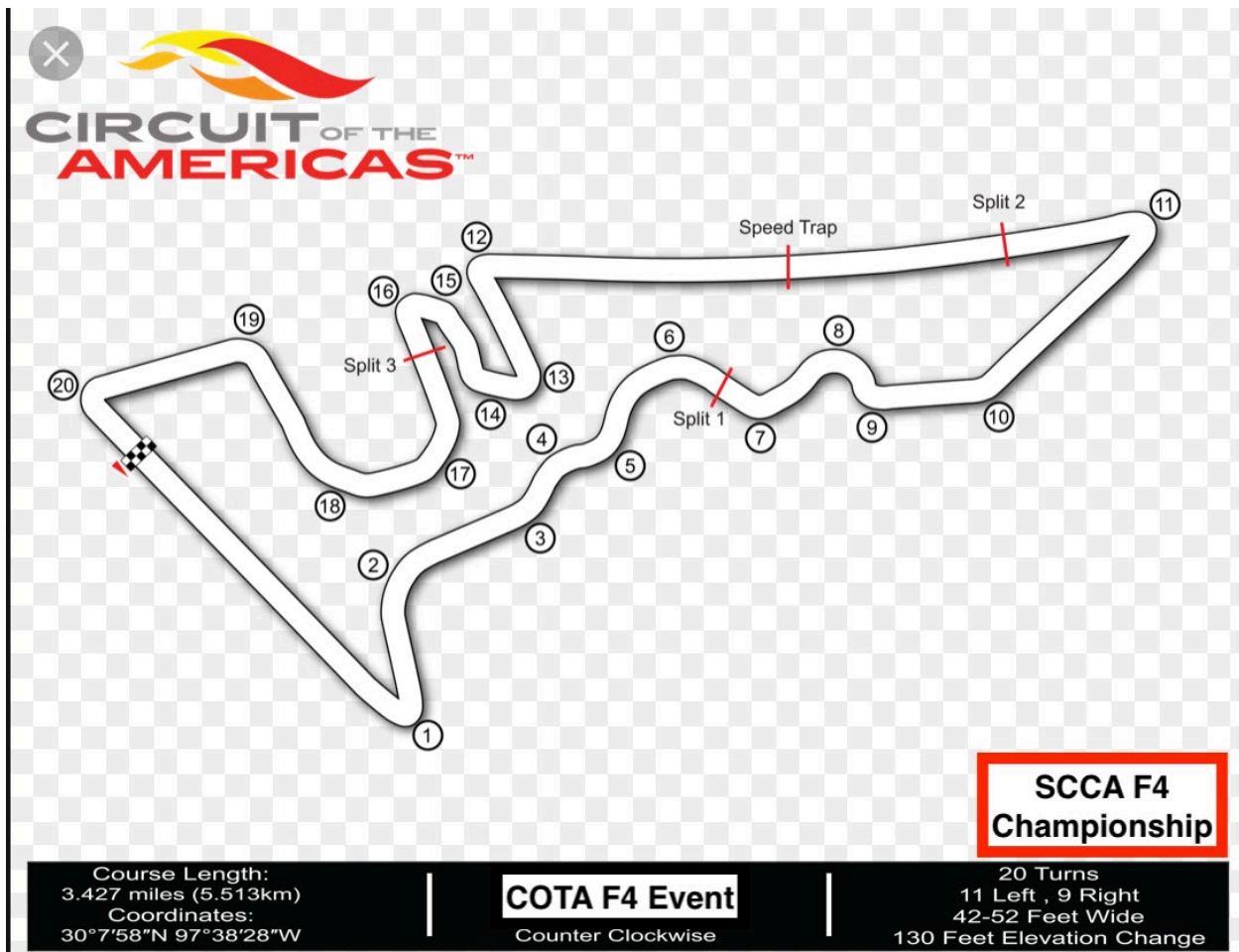
Video Cards: As implemented earlier this year, we will take a stronger stance on teams who do not have a working camera or content on video cards. This season we found many cards without any content which created a problem for the Stewards to do their work in a timely fashion. Without content on a video card, it effects the Stewards ability to collect the information needed to officiate the event. Please see the Competitor Regulation Bulletin (CRB) that went out on June 2, 2021 regarding video cards and new return policy. Due to previous issues, Stewards will be serving escalating fines for teams not in compliance.

ADR & Yellow Light Transponders: Please be advised that all teams will need to hand in both their ADR and the yellow light transponder before any cars are permitted to leave Parc Ferme on Sunday after the final race. Please be prepared to remove both units when instructed by the Championship Officials.





COTA Track Layout



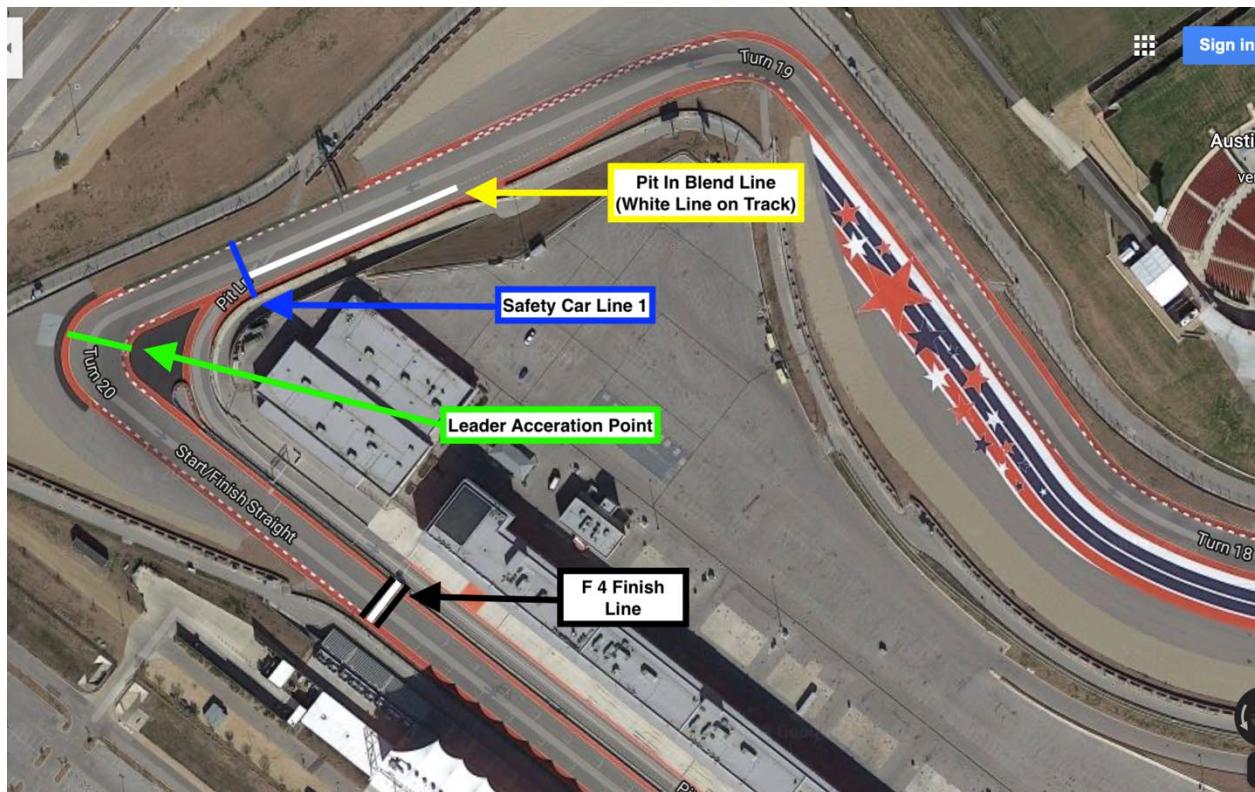


Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 located at pit in. Please note location.

When coming to pit lane, keep to your left when you exit turn 19 to signal to other competitors that you're coming into the pits. This also allows the racing line to the cars staying on the track.

Please observe the 40 mph pit speed limit throughout the entire length of the pit lane. Also, ensure you enter the pit lane in the correct lane utilizing the high speed and transfer lanes when appropriate.



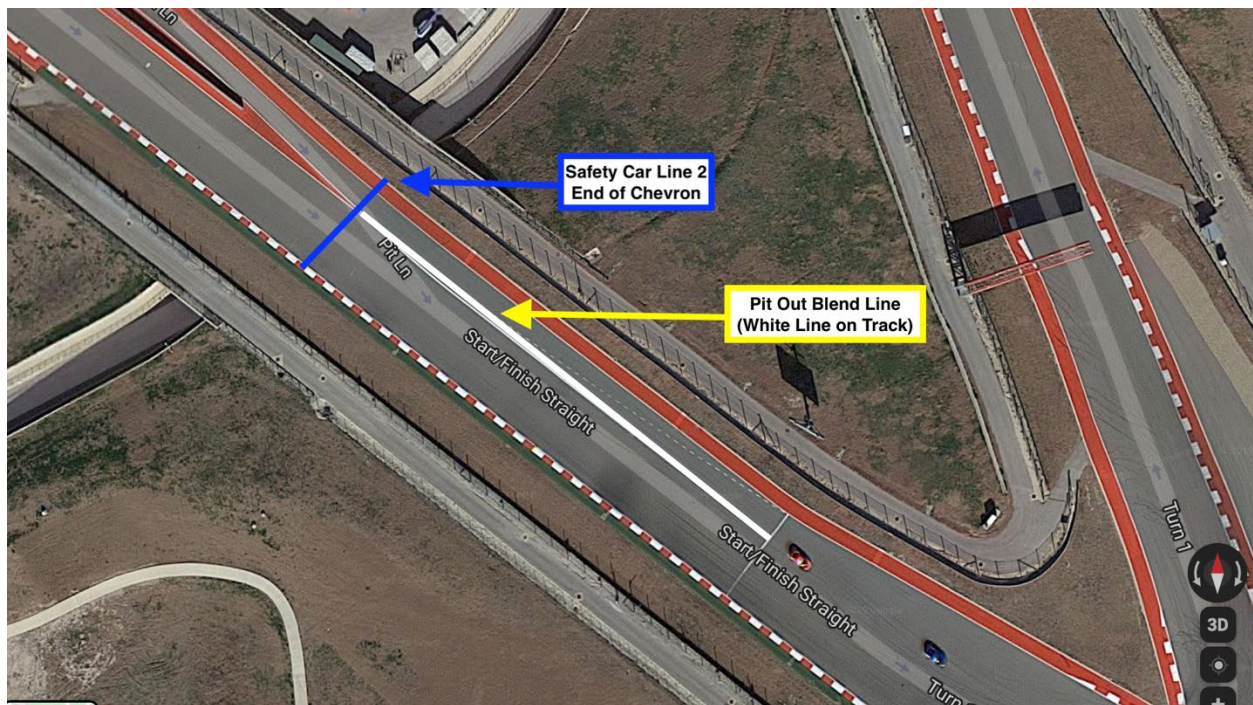


Safety Car Line 2 & Pit Out Blend Line

Safety Car Line 2 located at Pit Out. Please note location.

Do not cross the pit exit blend line when re-entering the circuit.

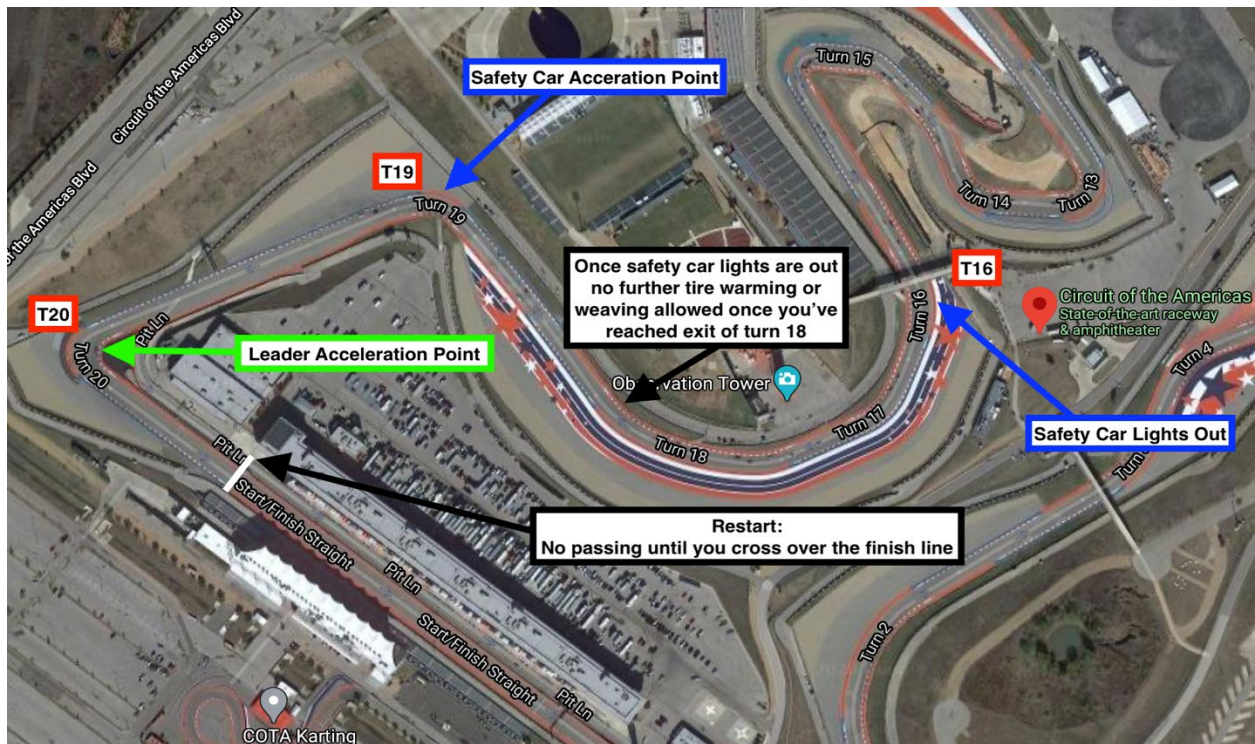
It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track heading to turn 1. Teams, please communicate with your driver and alert them of any traffic coming along the front straight that may meet your driver as they exit pit lane.





Safety Car Lights Out & Acceleration Point

Restart Acceleration Point: Leader may accelerate once he/she reaches Turn 20. All drivers are required to maintain pace with the leader and accelerate only once the leader has accelerated. During a restart you are not allowed to pass another car until after you cross over the Finish Line located as you exit Turn 20. All drivers, please be aware of your surroundings during restarts and don't make any abrupt moves that will cause contact with another 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 see the checkered flag.



Championship Weekend: This weekend we're excited to crown the 2021 F4 U.S. Driver Champion. We've had some terrific racing this season and we look forward to closing out the 2021 season with a great show. Racing at the USGP can create a lot of excitement and add pressure to produce a good result. As the phrase goes, to finish first, you need to first finish the race. On behalf of everyone at PMH & SCCA Pro Racing, we wish you a safe and successful weekend. Enjoy the privilege of racing at the United States Grand Prix.

Scott Goodyear, Race Director

