



Driver & Team Meeting Notes
F4 U.S. & FR Americas
Road America Race Event
May 14-17, 2021

From: Race Director:	Scott Goodyear	Chairman of Stewards:	Pat di Natale
Clerk of Course:	John Walsh	Event Steward:	Wes Cunningham
Technical Delegate:	Buddy Fey	Event Steward:	John Walsh
Chief Scrutineer:	Adam Gavalla	General Manager:	Sydney Davis Yagel

To: All Drivers & Competitors.

On behalf of everyone at Parella Motorsport Holdings and SCCA Pro Racing, welcome to Road America.

Congratulations to everyone for a very successful first event at Road Atlanta. After a long off-season, we're always ready to get back to the track and go racing, so it was nice to see everyone trackside again.

Atlanta threw some weather issues our way with rain and lightning, along with a track oil down larger than I have ever seen in all my years of racing, but we thank the track crew for their hard work.

Please know that I will never send our drivers onto a racetrack that I wouldn't put my own son on, not only from a driver safety perspective, but also an equipment point of view. We do not need drivers sliding off the track because of bad track conditions risking injury and damaging race cars. Safety will always come first. My view on racing in the rain is also about safety.

If we are about to start race in the rain, tire choice is simple. When the rain has stopped or looks like it's about to stop during our race, there are many factors I need to consider when making a tire choice. Realizing that the track may dry out during our race, the main criteria is to have a clean start and to get the race underway safely. Although there may be a dry line developing on some portions of the track, we need to get through the first turn and the first lap and allow drivers to settle in and read track conditions. Often, the track is not dry enough all the way around the circuit for slicks, which certainly was the case at Road Atlanta. We had the usual water flowing over the track at the top of the hill at turn 2, water running down the track from turn 3 to turn 5, and although there were portions of the track starting to dry, we still had either a wet or damp track off-line where drivers would try and pass. Those conditions would be tough for an experienced driver, so I do not feel it's fair to ask our young drivers (F4 is 75% rookies) to learn in those conditions. Using wet weather tires gave drivers enhanced grip, allowed them to drive on the wet/damp portions of the track without incident, and complete laps and gain confidence. We are fortunate that Hankook has supplied us a terrific wet weather tire that can take punishment in drying conditions which was taken into consideration when making a tire choice.

We will continue to keep safety on the forefront of all decisions made in Race Control.





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 FR/F4 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 Supplemental Regulations before each event.

Drivers Meetings: *Attendance is mandatory.*

There will be a separate driver meeting for F4 and FR. The F4 driver and crew chief meeting will be Friday morning at 8:00am. The FR driver and crew chief meeting is Sunday morning at 7:30am. Both meetings will be at the Medical Building. All drivers and a crew chief from each team are required to attend. 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

Track Walk: A track walk will be available Thursday from 5:15pm - 6:30pm. No wheeled 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 come 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.
- Pit Speed Limit:** 40 mph
- Track Access:** Refer to Supplemental Regulations for Pre-Grid Location.

Track Details

Track Length: 4.0 miles
14 Turns, five left, nine right.
Elevation Change 150 Ft.

Road Course: Road America Straight, Hurry Downs, Carousel, The Kink & Canada Corner





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 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 Starts: The official start lights will be available in pit lane Friday and Saturday only during practice/test sessions. Practice starts are not available during qualifying. Location of the 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 SCCA 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. Note: Start lights and practice starts will not be available during qualifying.

General Track Notes

Track Cutouts: Road America uses orange markings to denote where drivers can pull their car behind the barrier. 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. **DO NOT STOP ON THE TRACK SURFACE, PULL OFF THE CIRCUIT IF YOU HAVE AN ISSUE.**





Circuit Characteristics: Road America is a European style circuit with a blend of slow and high-speed turns along with elevation changes. The circuit is very demanding and takes a high level of concentration to not only go quickly, but also to make sure you do not have “moment” that will lead to a crash. The circuit has three long straights that lead into heavy braking zones at turn 1, 5 and turn 12, also known as Canada Corner. Many drivers drive too deep into the braking area and lock up their brakes and cause themselves to go off the track or make contact with another car. Please be aware of this and do not initiate contact with other cars.

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.

Track Competition Reminders

Cockpit Yellow Caution Light: This event at Road America will be the first event using the driver yellow cockpit light system. The yellow light is being installed by your team for use starting at this event. The yellow light will be located on top of the steering wheel in direct view for the driver. The yellow light serves two functions, first to alert the driver of a full course caution, and second, to assist the Stewards to confirm when the circuit went to a full course caution allowing them to make an immediate decision on whether cars passed under a full course yellow. Yellow flags will still be displayed at corner stations and Race Control will still call full course yellow over the driver all call channel. It is the driver’s responsibility to respond to the first indicator he/she sees for a yellow.

Practice Runs – Drivers new to Road Atlanta & F4 Rookies: To all drivers new to Road America and returning drivers who are looking to become more comfortable with either their car or the track, Road America, because of its overall length and long straights, makes it a very challenging circuit. 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 have 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 have lost valuable practice time.

On Track Congestion: Often in practice and qualifying with our F4 class, we will have many cars running together on the track. As many drivers are new not only to car racing, and to this track, its highly recommended that you find your own space on the track so you can learn the circuit without being concerned with other cars around you. Discuss with your team and plan a practice and qualifying strategy that works best for you. Work on building your speed at your experience level and do not be so concerned about lap times until you are comfortable with the track.





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. 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 the pit lane.



Entering Pit Lane: When preparing to enter pit lane, once you've exited turn 14, start to move your car to the right upon exiting the turn to signal to other drivers your intent to enter pit lane. This also leaves the racing line to those drivers who are staying on the track.





Pit Lane Usage: Each pit lane is divided up into three lanes. Your pit box (on right) where you will stop to have your team attend to your car. The transfer lane (center) which is the middle lane and the first lane you drive onto when you depart your pit box, and the high-speed lane (left) which 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. An example of entering pit lane to stop in your pit box at Road America would be; once you've arrived at pit in, be certain you are not exceeding 40mph, keep to the left side of pit lane which is the high speed lane (40mph), continue along the high speed lane until your about 3 to 4 pit boxes away from your team pit box, then smoothly move over into the middle lane (transfer lane) and drive in this lane until your about to pull into your pit box.



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 as Road America has very long straights and there may be multiple passing events take place on the same straight) 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 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 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.



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 the rear of the field for the restart. Drivers not adhering to this rule will be referred to the Stewards.

Restart Pass Line: During a restart, you may not pass another car until you have passed Safety Car Line 1. At Road America Safety Car Line 1 is located at the divide of the racetrack and the pit lane entrance. See attached Safety Car Line 1 & Blend Line diagram in this packet for information.

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 14 which is the last turn before you go up 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.
- Pole position at Road America is on drivers right.
- Because of the hill on the front straight at this track, the starting grid starts well past the start & finish line.

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 Will Now Be A Two-by-Two Rolling Start



Crew Chief Notes

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

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 a team shirt with the appropriate logos anytime they are in the pits. Shorts are allowed at Road America.

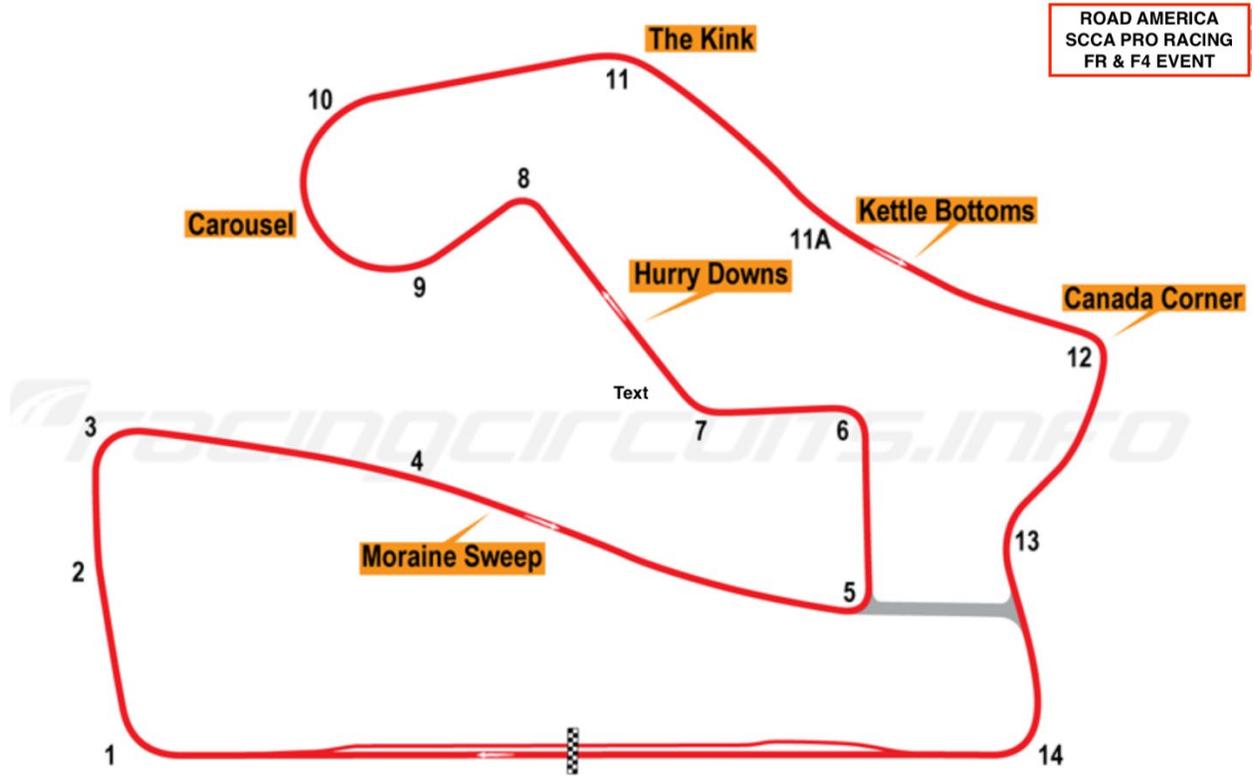
Crew Members over the wall: For any pit stop during a race event, there will be a maximum of three (3) crew members permitted over the wall at any given time. All of them may work on the car, and one of them shall be responsible for the car’s safe entry and release. Per the FIA regulations, a race event 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 two. 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 as we are now using your credential to electronically sign you in.

On Board Camera: The car on board camera must be positioned so the camera can see the yellow caution light on top the driver’s dash.



Road America Track Layout





Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 located at pit in. 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 14 move to the right and keep your car on the right side of the track allowing those still on track to utilize the racing line. 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. Please note location.

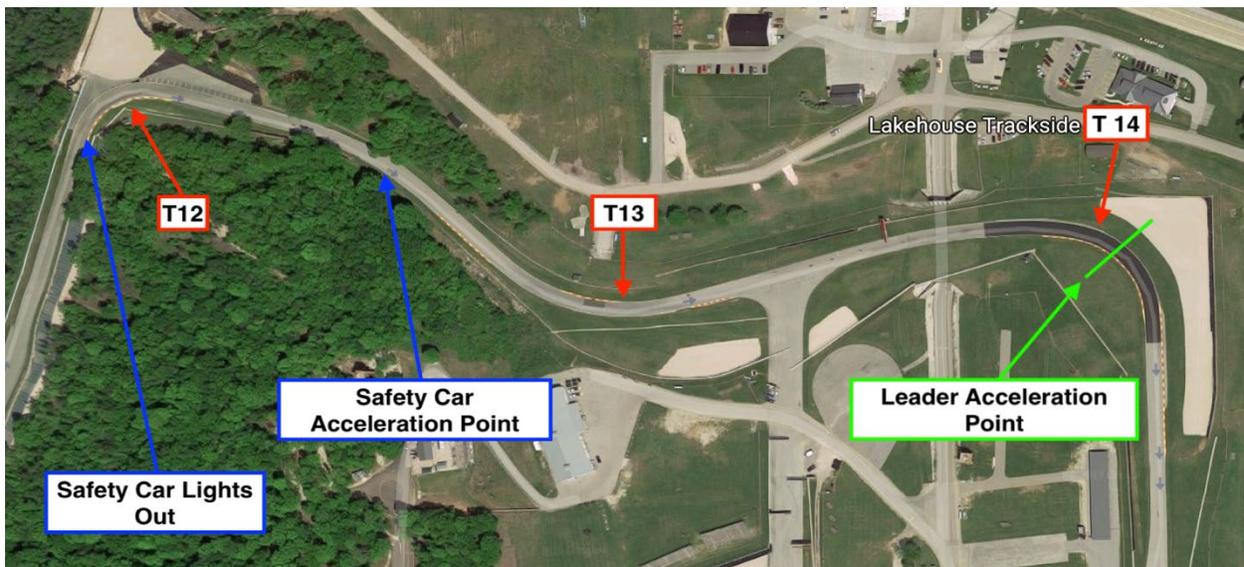
Pit Exit Blend Line: Do not cross the pit exit blend line when re-entering the race track. It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track at turn 1. Teams, please communicate with your driver and alert them of any traffic coming along the front straight and entering turn one that may meet your driver as they exit pit lane. Drivers, the front straight is the fastest part of the Road America circuit. Cars will be approaching turn 1 at top speed. Keep all four wheels inside the blend line. DO NOT MOVE INTO THE RACING LINE WHEN YOU LEAVE PIT EXIT. Even though you may have looked in your mirror when you exited pit lane and didn't see a car, chances are a car will be closing in on you at a high rate of speed by the time you get to turn 1. Keep on the right side of the track until you reach turn 1.





Safety Car Lights Out & Acceleration Point

Leader Acceleration Point: Leader may accelerate once he/she reaches turn 14. 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.



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.

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

Good Luck,

Scott Goodyear

