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ZOLDER

10 – 12 September 2021

From	FIA Race Director	Document N°	01
To	All Officials, All Teams	Date	10 September 2021
		Time	12:00

BRIEFING NOTES VERSION 1

PART A: SPECIFIC EVENT NOTES

1. OFFICIALS OF THE COMPETITION

Chairman of the Panel of the Stewards:	Mr Walter JOBST (AUT)
2 nd International Steward:	Mr Matthew NORMAN (ITA)
ASN Steward:	Mr Leo SUETENS (BEL)
Clerk of the Course:	Mr Pascal VANHULLEBUSCH (BEL)
FIA Race Director:	Mr Michal MAREK (CZE)
FIA Series Development Co-ordinator:	Mr Anthony IDDON (GBR)
FIA Technical Delegate:	Mr Carlos BARROS (PRT)
Assistant to the FIA Technical Delegate:	Mr Zoltán BALLA (HUN)
Speed Control:	Mr Marco ZANIRATO (ITA)
FIA Sporting Coordinator:	Mr Sina AMIRDIVANI (CHE)

2. CHANGES TO THE CIRCUIT FROM LAST FIA ETRC EVENT

2.1 New surface on the whole track

3. CIRCUIT MAIN DATA:

- 3.1 Lap length centre line is 4,000 meters.
- 3.2 Race direction is clockwise.
- 3.3 Start and control (finish) lines are offset + 9,5 meters
- 3.4 Red flag line is SC1.
- 3.5 Pole position is on the LHS.
- 3.6 Pit entry is on the RHS before T15.
- 3.7 Pit lane speed limit is 60 kph.
- 3.8 Official notice board is virtual.
- 3.9 Scrutineering bay is in the truck paddock.
- 3.10 Fire points are on the RHS after the hill in T7 and in the pit entrance.
- 3.11 Fire extinguishers around the track are indicated by the orange square.
- 3.12 Race Director's signalling place is on the RHS up to the Control line.
- 3.13 Accesses for mechanics to the grid are opening in the pit wall before the grid, next to P2 and P14.
- 3.14 Location of the FIA Race Director's room: 1st floor of the race building – chequered stairs
- 3.15 Location of the Steward's room: 1st floor of the race building – chequered stairs
- 3.16 Location of the Race Control: 1st floor of the race building – chequered stairs

4. PRE-GRID AREA AND TRACK ENTRY

- 4.1 10 minutes before the beginning of each session the pre-grid area will be opened.
- 4.2 5 minutes before the pit exit open time will be opened the gate from the paddock to the track in T3.
- 4.3 All trucks will continue by using the track to the pit lane.
- 4.4 Once all the trucks are in the pit lane, the pit exit could be opened and the gate from the paddock in T3 will be closed before this time.



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4.5 Any late truck, which would like to participate in the session must pass via the whole paddock and enter the pit lane next to the pit exit.

5. LEAVING THE TRACK TO THE PADDOCK

- 5.1 After chequered flag drivers can cover one cooling lap.
- 5.2 Yellow flags waved will be displayed from the T1 to T3.
- 5.3 Those drivers, who do not take the cooling lap, may enter the paddock by using the gate on RHS in T3.
- 5.4 Those drivers, who take the cooling lap, at the end of this lap they must enter the pit lane.
- 5.5 Behind the Pace Truck such trucks will leave the pit lane and continue to the paddock.
- 5.6 Parc Fermé conditions apply from the chequered flag time.

6. PARC FERMÉ

- 6.1 Parc Fermé during this event will be organised by each team in their designated area in the paddock.
- 6.2 Each team is required to create a space of 1 meter around a truck once it enters the teams designated area (preferably by erecting a fence/rope) and it is forbidden for any team member to enter this area or touch the truck in any way.
- 6.3 Teams may be asked to temporarily switch on the electricity supply to the ignition to enable FIA to record the required data sequence from the on-board cameras for the further investigation. Once the data upload is complete, teams will be informed to turn the power back off.

7. PODIUM CEREMONY

- 7.1 Podium ceremony will take a place in the origin ceremony place between race building and pit building.
- 7.2 After the races first 3 drivers of overall classification and first 3 drivers of Goodyear Cup will stop in front of the pit garages 1 -3 and take participation by the ceremony.
- 7.3 Mechanics are allowed to replace the drivers and behind the Pace Truck continue to their designated area.

8. LEAVING THE TRACK IN T12

- 8.1 Any driver going straight on at turn 12 must re-join the track by driving through service road with dramatically reduced speed to 60 kph.
- 8.2 Next to the re-joining point is a marshal with red/green lollypop. If marshal is signalling with the red side of the lollypop, driver is not allowed to re-join.
- 8.3 This escape road is not considered as a part of the track, which means, the drivers on the track have a priority.

PART B: 2021 SEASON – GENERAL NOTES

9. FIA MEASURING DEVICES

- 9.1 Any equipment fitted by the FIA or its representatives for the verification of any technical or other points including instruments or equipment for the measurement should not in any way be tampered with and may only be accessed by the FIA officials.

10. OFFICIAL CAMERAS

- 10.1 These will be supplied by the promoter. Competitors are reminded that it is forbidden to interfere with or open these instruments. The contents are the property of the FIA/Series Promoter.

11. STARTING GRID

- 11.1 In the event that the starting grid for a race is determined by the results of a previous race and the final results of that race are not available before the start of the race, the starting grid will be determined by the provisional results.

12. STANDARD START PROCEDURE

- 12.1 Start procedure – countdown
 - a) 20 min before the start – pre grid and pit lane open
 - b) 10 min before the start – pit lane close, all team mechanical staff and officials allowed on the grid
 - c) 5 min before the start – grid access closed, competitors not on the grid at this point must enter and start from the pit lane



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- d) 3 min before the start
- e) 1 min before the start – all team mechanical staff must clear the grid
- 12.2 Pace truck and green flag lap:
 - a) The Pace Truck will lead the grid on the green flag lap. Pole position truck must maintain a position of not more than 20 meters behind the pace truck and all other trucks must maintain a position not more than 5 trucks lengths from the row in front.
 - b) Drivers must keep station according to the dummy grid spacing during the green flag lap.
 - c) At the end of this lap (provided the Race Director is happy with the formation of the grid – if not, the pace truck will continue for a further lap) the pace truck will enter the pit lane.
 - d) Speed during the green flag lap and prior to the start signal should be a minimum of 50 kph and a maximum 70 kph. The Race Director may change the minimum speed according to the circuit and weather conditions. The pace truck will extinguish its flashing yellow lights and the pole man will control the speed from that moment.
 - e) Accelerating or slowing down before the start signal will be considered as a false start and will be penalise accordingly.
 - f) Signal to start when all red lights are turned to GREEN.
 - g) Drivers must not cross the white lines delineating the track limits with any part of the truck until after the race start and until they pass the end of the pit wall unless otherwise published.
 - h) No person is allowed in the pit wall at the race start and during first 2 laps of the race.

13. WET START PROCEDURE

- 13.1 In the event of a wet track the Race Director reserves the right to declare a wet race and the start procedure will be as follows:
 - a) The Pace Truck will start with competitors behind and complete the normal green flag lap.
 - b) At the end of the green flag lap, if the Race Director considers it is safe to continue racing, the Pace Truck will extinguish its yellow lights and enter the pit lane, the yellow flags/yellow lights will be displayed. For race distance purposes this will be the first racing lap, OVERTAKING IS STRICTLY FORBIDDEN, pole man takes control of the speed.
 - c) If at the end of this lap the Race Director is happy with track conditions, the green light will be shown at the control line and green flag waved on all marshal posts after the control line and racing will commence FROM THIS POINT OVERTAKING BEFORE THE CONTROL LINE IS FORBIDDEN.

14. FULL COURSE YELLOW

- 14.1 In certain circumstances and in the interest of the safety a full course yellow (FCY) may be used.
- 14.2 The radio/timing monitors will announce that FCY period will begin in 15 seconds.
- 14.3 5 seconds later the FCY boards will be displayed on each flag marshal posts and OVERTAKING IS FORBIDDEN from that moment.
- 14.4 10 seconds later yellow flags waved will be displayed and the maximum 70 kph speed limit during the FCY period and no overtaking will be applied.
- 14.5 Yellow flags will be displayed until the Race Director is happy with the situation on the track. Timing systems will not be stopped.
- 14.6 Deliberate slow driving will be reported to the Stewards.
- 14.7 It is not permitted to enter the pit lane unless for repairs and drive through penalties cannot be taken until a green situation is restored.
- 14.8 When the FCY situation finishes, the FCY boards and yellow flags will be withdrawn and immediately replaced by green flags. The green flags will be displayed at the same moment at ALL posts around the track. At this moment racing will re-commence and overtaking will be permitted.

15. PENALTY MARKERS

- 15.1 Any truck, that touches a marker and/or gains an advantage, will be reported to the Race Control.
- 15.2 Any driver, who consistently crosses the white line with more than 2 wheels, will be reported to the Race Control.
- 15.3 A driver gaining an advantage by corner cutting, will be reported to the Race Control. This also includes crossing the white line at a point where a penalty marker has been removed or is damaged.
- 15.4 Warnings will be displayed on the live timing and team managers will be informed by radio which will have the same effect as flag signals.



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16. RED FLAG SITUATION

- 16.1 When the red flag is shown, be prepared to stop as there is great danger on the track and proceed slowly on the instructions of the marshals.
- 16.2 During the practice the trucks will reduce immediately their speed (maximum speed is 70 kph) and will drive to the pit lane with extreme caution.
- 16.3 During the race the trucks will reduce immediately their speed (maximum speed is 70 kph) and will stop at the red flag line. Parc Fermé conditions will apply in race stop situation when less than 2 full laps have been completed and also when the race is stopped but less than 75% race duration has been completed. The only exceptions are when the Technical Delegate authorizes as specified an Appendix L, Chapter IV to the FIA ISC.

17. ON TRACK INCIDENTS

- 17.1 If a driver has serious mechanical difficulties during the practice or the race, he must leave the track as soon as it is safe to do so.

18. PIT LANE SAFETY

- 18.1 One mechanic with the lolly-pop for each truck is required to be present in the pit lane during all truck sessions.
- 18.2 One side with red and one side with the green colour on this lolly-pop is recommended.
- 18.3 Once the truck stops in the working lane, this mechanic has to put the lolly-pop onto the windscreen.
- 18.4 If the team would like to release the truck from the working lane, the lolly-pop must be removed.
- 18.5 It is the responsibility of the competitor to release his truck after a pit stop only when it is safe to do so. Trucks in the fast lane have priority over the ones leaving the inner lane.
- 18.6 Passes must be worn and be visible at all times.

19. PADDOCK SAFETY

- 19.1 Traffic in the paddock creates potential danger for all people walking or working in the paddock.
- 19.2 All driving in the paddock shall be as safe as possible, this is a priority.
- 19.3 Maximum speed is limited to 15 kph.
- 19.4 A racing truck may only be driven by the driver or team member holding the relevant drivers' licence.
- 19.5 Whenever a truck is manoeuvring in or out of his work area or into pre-grid or out of Parc Fermé at least 2 mechanics should be with the truck and be positioned one front and one behind to ensure no pedestrians or obstacles are in danger or in the way. This includes any reversing or forward movement.

20. ON TRACK SPEED LIMIT

- 20.1 Free practice and warm-up
 - During free practice sessions and the warm-up, a warning will be given for a first over speeding offence and a drive through penalty for a second or subsequent offence occurring in a subsequent lap.
- 20.2 Qualifying Sessions
 - a) On the first offence of exceeding the 160 kph limit, the lap time in which the offence occurred will be cancelled.
 - b) On the second offence occurring in a subsequent lap, all of the times of the driver concerned will be cancelled, and the starting position will be last place. If there are not enough places on the grid, the driver will be considered not qualified.
- 20.3 Race
 - a) On the first offence of exceeding 160.00 kph, the driver will have 10 seconds added to his race time.
 - b) On the second offence of exceeding 160.00 kph occurring in a subsequent lap, the driver will be issued with a drive through penalty, except when the offence occurs in the last 3 laps. In the latter instance, a 30-second penalty will be added to the competitor's time.
 - c) A third offence occurring in a subsequent lap will be reported to the Stewards for the application of a disqualification penalty.

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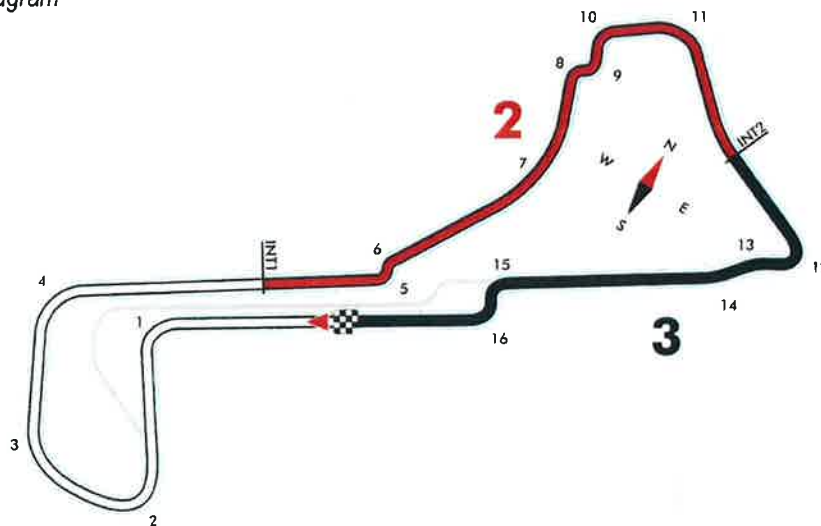
21. FIA REGULATIONS

The latest regulations are available on the FIA website.

Please note, these event notes are by no means comprehensive and should be read in conjunction with the FIA International Sporting Code, the FIA ETRC Sporting regulations and the Supplementary regulations for the Event. Breaching instructions given to the drivers and competitors by these event notes will be considered as a failure to follow the instructions of the relevant officials for the safe and orderly conduct of the event (Art. 12.1.1j) of the FIA ISC).

Michal MAREK
FIA Race Director

Appendix 1 – Circuit diagram



Appendix 2 – Pit lane diagram

