

PIT MARSHALS BRIEFING NOTES – GENERAL

Report what is observed, UNDER NO CIRCUMSTANCES TRY TO ENFORCE any regulations

Duties

- Will be detailed at Thursday's sign on. Please be aware, duties will be split between the new and old Pit lane. Those in the new pit lane will be likely to undertake both pit and startline duties.
- For those in the new Pit Lane and not allocated to an F1 Team or an associated F1 duty for a specific session will need to stand down for that session. Please ensure that you are clear of the Pit Lane before the commencement of that session.
- Please ensure you know when you have to be on duty, and "sign-on" in the Pit Office before taking up your duty on a daily basis. (Attendance sheet will be on the office notice board).
- Breaks will be co-ordinated by the Team Leaders, please ensure you know when you are on a stand down and be back in position at the correct time.

General

- No smoking in the Pit Lane, garages, on the Grid or on the Pit Wall.
- Except for a competing driver in their appropriate session, or during an official Pit Road Walkabout, no one under the age of 16 is to be in the Pit Lane or on the Grid.
- Be aware that you are working in a very sensitive area, and therefore be polite and courteous at all times, and never be drawn into any arguments with team personnel, the Media or members of the public. If you experience any problems call on the assistance of the Team Leaders, Deputies or Chief.
- There is no such thing as a 'silly question', therefore if you are unsure of anything, please ask the Deputy Chief or Chief Pit/Startline Marshal.
- Do not enforce race regulations; act as an observer, report the facts - not opinions.
- Check the notice board for any information posted during the course of the meeting, such as grid allocations or FIA briefings.
- There must be absolutely NO autograph hunting, souvenir collecting or photography.
- There is minimal time between some support race sessions. It is essential we all assist getting the support crews in and out of the Pit Lane promptly. Please keep Chief/Pit office aware of issues getting support crew and/or vehicles in/out of the Pit Lane.

Reports

- Report all infringements and retirements on the formal report pad.
- Reports must have your name, date, time (24 hour format), and a clear, full, description of the incident.
- Record all stops on a log sheet, with brief details of any work completed.
- Any infringement reports during a race need to be passed to radio operators for prompt dispatch to the Pit Office with any written reports passed to the pit office in a timely manner.
- Reports to be handed personally to Linda Walker/Chief in the Pit Office.

Radio Usage

- Keep messages clear and concise.
- Sensitive matters are NOT to be discussed over the radio.
- Give priority to users in the active pit lane.
- Radio silence at race starts and during any safety car period.
- Radios and headsets to be returned to the Pit Office at the end of each day.
- Clearly identify any radios and/or headsets that are faulty or problematic.
- Please request any breakdown vehicles as soon as you believe they will be required – it is easier to cancel an unwanted vehicle than it is to get one at short notice.

PIT MARSHALS BRIEFING NOTES - F1

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General

- Fast lane must be kept clear at all times. Team personnel are only allowed in the Pit Lane immediately before they are to work on the car and must return to the garage after the work is completed.
- It is the team's responsibility to release the car when it is safe to do so.
- Only 6 personnel per car, with signalling wall passes, are permitted on the pit wall.
- The garage scrutineers check the use of tyres and any other technical matters. Ensure that any questions from the teams on these points are referred to the garage scrutineers. Please stay out of the garages to avoid being mistaken for a garage scrutineer.
- At no time may a car be reversed in the Pit Lane under its own power.
- External starters are permitted.
- Report any team who attempts to enhance the grip of the Pit Lane.
- Report any team painting lines on the surface of the Pit Lane.
- Rear Lights must be on if using intermediate or wet weather tyres.
- No smoking permitted in the Pit Lane, garage or Pit Wall.

Additional notes for Pit Exit Marshal

- Report any car pushed into the Pit Lane from the Pit Exit road, from past the line denoting the Pit Exit or from the paddock area.
- Should the F1 lights fail to automatically control the exit, inform Pit Office and control Pit Exit with flags to replicate the F1 lights.

Practice/Qualifying

- Additional drivers are permitted in Sessions P1 and P2. A team may use no more than 4 drivers per session.
- All cars are deemed to be in Parc Fermé from the time they exit the Pit Lane for the start of Q1 until the start of the formation lap.
- All team personnel carrying out any work on a car in the pit lane when the car is in its pit stop position during the qualifying practice session, or during a race pit stop, must be wearing head and eye protection.

Refuelling

- No car may be refuelled after it has left the Pit Lane for the first time whilst the Pit Exit is open for the race.
- Fuel may not be added to nor removed from a car during a race.
- The driver may remain in the car during refuelling; the engine must be stopped.
- During all fuel and fuelling operations, an assistant equipped with a suitable fire extinguisher is present; all personnel associated with these operations must be suited and booted.

Race

- Stop/go penalty served at drivers allocated pit. No work may be undertaken during a penalty stop. An external starter may be used during a penalty stop. The team are responsible for timing a stop.
- A car may not be worked on until 5 seconds has expired for a 5 second penalty (Art 16.3.a); no work may be undertaken during a 10 second stop/go penalty, however if the engine stops, it may be restarted. Record the time of any car 'driving through' the pit lane without stopping.
- No powered device may be used to lift any part of a car in the pit lane during a race.

Race Start

- Pit Lane opens at 30 minutes and closes at 15 minutes.
- All drivers must travel down the pit lane at a constant speed and with constant throttle.
- Cars may complete reconnaissance laps to the grid via the Pit Lane at a greatly reduced speed. Should a car stop at its pit, it must be driven from the garage and not its pit stop position. Any car which does not reach the grid under its own power will not be permitted to start the race from the grid.
- Any car(s) still in the Pit Lane at 15 minutes may start the race on the first racing lap. This car(s) must be driven to the Pit Exit, and will join the race in qualifying order. Any car reaching the pit exit after the 5 minute signal must start behind any car already there.
- The Pit Wall must be clear for the race start, with the exception of two people from each team, marshals and authorised officials.
- Any car causing an aborted start and able to join the formation lap must come in to the pits at the end of the formation lap.
- Should the formation lap(s) be behind the safety car, any car starting the race from the pit lane may join the formation lap, however, any such cars must start the race from the pit lane. Any car entering the pit lane during safety car formation laps is also required to start the race from the pit lane. Report any tyre changes completed during this period.

Suspending a race

- Pit Lane Exit is closed on display of the Red Flag or suspension of formation laps behind safety car due to weather conditions.
- All cars must enter the pit lane, forming a single file in the fast lane. The safety car will take up position at the front of the line.
- Changes to cooling ducts, driver comfort changes, wheels, genuine accident damage repairs and front wing aero changes may be completed in the fast lane provided they do not impede the race restart. Report any car being moved to the working lane.
- When instructed, cars between the safety car and race leader will be released to the track, along with any lapped cars – all instructions will be given by race control.
- The order of cars in the pit lane may be changed under instruction from race control, report any changes observed.
- Any race restart will be under the safety car, be in position beside your car from the race start, with a yellow flag during any race suspension, use the yellow flag to indicate any stalled car to those behind. Stalled cars to be moved to the working lane once all other cars have left the pit lane.

Safety Car & virtual safety car

- The Pit Exit remains open when the Safety Car/VSR is on track.
- Report any Pit Stops made during a safety car/VSR period.
- VSR may be deployed in practice and race, safety car in race only.

PIT MARSHALS BRIEFING NOTES – FIA F2

Report what is observed, UNDER NO CIRCUMSTANCES TRY TO ENFORCE any regulations

General

- All personnel must be wearing the appropriate pass at all times.
- Team personnel are only allowed in the Pit Lane immediately before they are to work on the car and must return to the garage area after the work is completed. Fast lane must be kept clear at all other times.
- It is the team's responsibility to release the car when it is safe to do so.
- Only 3 personnel per car, with signalling wall passes, are permitted on the pit wall.
- At no time may a car be reversed in the Pit Lane under its own power.
- No one under the age of 16 is permitted in the Pit Lane.
- All team and technical personnel must wear long trousers and fire resistant clothing at all times.
- During practice/qualifying, 'wet' tyres may only be used when the session has been declared 'wet' by the race director. Rear Lights must be on if using wet weather tyres.

Refuelling

- Refuelling is not permitted during the race, including on the starting grid.
- The driver may remain in the car during refuelling, the engine must be stopped. An attendant must be present with a fire extinguisher throughout any refuelling operation. Any team member involved with refuelling or fuel handling must wear protective clothing. Cars must be earthed. Powered pumping systems must turn off if the operator leaves.

Race

- Stop/go penalty served at driver's allocated pit. No work may be undertaken during a penalty stop. Record any "drive through" penalties completed.
- Race One. Each car must make one stop. Stops cannot be undertaken until a driver has completed 6 racing laps, or during a Virtual Safety car period. During a mandatory stop, at least two wheels must be changed; its retaining security device must be replaced. A maximum of 6 people may undertake the wheel change. These people must wear head and eye protection. Any one assigned to control the car may not work on the car.
- Race Two. Should a car undertake a pit stop and a wheel is changed, a maximum of 6 people may undertake the wheel change. These people must wear head and eye protection. Any one assigned to control the car may not work on the car.

Race Start

- Pit Lane opens at 15 minutes and closes at 10 minutes.
- Cars may complete reconnaissance laps via the Pit Lane at a greatly reduced speed. Practice wheel changes are not permitted.
- Any car(s) still in the Pit Lane at 10 minutes may start the race on the first racing lap. This car(s) must be driven to the Pit Exit, and will join the race in qualifying order. Any car reaching the pit exit after the 5 minute signal must start behind any car already there.
- Any car which does not complete a reconnaissance lap under its own power will not be permitted to start the race from the grid. Any car causing an aborted start and able to join the formation lap must come in to the pits at the end of the formation lap.
- Wheel changes, driver comfort adjustments and/or engine starting is permitted in the fast lane after the 10-minute signal.
- If the formation lap is to be behind the safety car, any car starting the race from the pit lane may join the formation lap, but must return to the pit lane for the race start. If tyres are changed, on return, this must be reported.
- Any car entering the pit lane during safety car formation laps must enter the pit lane for the race start; report any tyre changes.
- Once formation laps behind the safety car are completed, a standing start will be undertaken. If weather conditions have not improved, a safety car restart may be used to resume the race.
- The Pit Wall must be clear for the race start, with the exception of two people from each team, marshals and authorised officials.

Suspending a race

- Pit Lane Exit is closed on display of the Red Flag.
- All cars must enter the pit lane, forming a single file in the fast lane. The safety car will take up position at the front of the line.
- Work in the fast lane is limited to wheel changes, driver comfort, changes to cooling ducts, front wing aero adjustments and genuine accident damage provided it does not impede the resumption of the race, report any car moved to the working lane.
- When instructed, cars between the safety car and race leader will be released to the track, along with any lapped cars – all instructions will be given by race control.
- The order of cars in the pit lane may be changed under instruction from race control, report any changes observed.
- Any race restart will be under the safety car, be in position beside your car from the race start, with a yellow flag during any race suspension, use the yellow flag to indicate any stalled car to those behind. Stalled cars to be moved to the working lane once all other cars have left the pit lane.

Additional notes for Pit Exit Marshal

- Report any car pushed back into the Pit Lane from past the line denoting the Pit Exit or from the paddock area.
- FI lights should automatically control the exit. If lights fail, inform Pit Office and control Pit Exit with flags to replicate the FIA F2 lights procedure.
- Any car being driven to the pit exit before it is opened which is then subsequently unable to leave the pit lane without assistance will not be permitted to join the track until the pit exit has been open for one minute.
- If the formation lap is to be behind the safety car, any car starting the race from the pit lane may join the formation lap, but must return to the pit lane for the race start. If tyres are changed, on return, this must be reported.

Safety Car & virtual safety car

- The Pit Exit remains open when the Safety Car/VSR is on track.
- Report any Pit Stops made during a safety car/VSR period.
- VSR may be deployed in practice and race, safety car in race only.

PIT MARSHALS BRIEFING NOTES - GP3

Report what is observed, UNDER NO CIRCUMSTANCES TRY TO ENFORCE any regulations

General

- All personnel must be wearing the appropriate pass at all times.
- Fast lane must be kept clear at all times.
- Team personnel are only allowed in the Pit Lane immediately before they are to work on the car and must return to the garage after the work is completed. All team personnel working on the car must wear head protection.
- It is the team's responsibility to release the car when it is safe to do so.
- Only 7 personnel per team (9 for a four car team), with signalling wall passes, are permitted on the pit wall.
- At no time may a car be reversed in the Pit Lane under its own power.
- No one under the age of 16 is permitted in the Pit Lane.
- Report any team who paint lines or attempt to enhance the grip of the surface in the Pit Lane.
- All team and technical personnel must wear long trousers in the pit lane during all practice sessions and the races.
- During practice/qualifying, 'wet' tyres may only be used when the session has been declared 'wet' by the race director. Rear Lights must be on if using wet weather tyres.

Refuelling

- Refuelling is not permitted during the race.
- No refuelling is permitted on the grid or in the pit lane at any time.
- Anyone associated with refuelling must be suited and booted, including fireman.

Race

- Stop/go penalty served at drivers' allocated pit. No work may be undertaken during a penalty stop.
- Drive through penalty. Record the time of any car 'driving through' the pit lane without stopping.
- A maximum of six people, wearing head and eye protection, plus one car controller may work on a car.
- Wheels may only be changed in case of puncture, damage, and precautionary tyre change for clear and genuine safety reasons. Additionally, it is permitted to change wheels if climatic conditions necessitate the use of a different specification of tyre during all reconnaissance laps, formation laps and the race.

Race Start

- Pit Lane opens at 10 minutes and closes at 5 minutes.
- Cars may complete reconnaissance laps to the grid via the Pit Lane at a greatly reduced speed. It is not permitted to undertake any practice wheel changes.
- Any car(s) still in the Pit Lane at 5 minutes may start the race on the first racing lap. This car(s) must be driven to the Pit Exit, and will join the race in qualifying order. Any car reaching the pit exit after the 5 minute signal must start behind any car already there.
- Any car which does not complete a reconnaissance lap and reach the grid under its own power will not be permitted to start the race from the grid. Any car causing an aborted start and able to join the formation lap must come in to the pits at the end of the formation lap.
- It is permitted to change wheels, make adjustments for driver comfort and/or start the engine of any car in the Pit Lane after the 5-minute signal in the Fast Lane.
- The Pit Wall must be clear for the race start, with the exception of two people from each team, marshals and authorised officials.

Suspending a race

- Pit Lane Exit is closed on display of the Red Flag.
- All cars must enter the pit lane, forming a single file in the fast lane. The safety car will take up position at the front of the line.
- Work is restricted to adjustments relating to temperature control, driver comfort, change of wheels, genuine accident damage repairs and front wing aero set up, this must be completed in the fast lane, and must not impede the resumption of the race. Report any car being moved to the working lane.
- When instructed, cars between the safety car and race leader will be released to the track, along with any lapped cars – all instructions will be given by race control.
- The order of cars in the pit lane may be changed under instruction from race control, report any changes observed.
- Any race restart will be under the safety car, be in position beside your car from the race start, with a yellow flag during any race suspension, use the yellow flag to indicate any stalled car to those behind. Stalled cars to be moved to the working lane once all other cars have left the pit lane.

Additional notes for Pit Exit Marshal

- Report any car pushed back into the Pit Lane from past the line denoting the Pit Exit or from the paddock area.
- FI lights should automatically control the exit. If lights fail, inform Pit Office and control Pit Exit with flags to replicate the GP3 lights procedure.
- Any car being driven to the pit exit before it is opened which is then subsequently unable to leave the pit lane without assistance will not be permitted to join the track until the pit exit has been open for one minute.

Safety Car & virtual safety car

- The Pit Exit remains open when the Safety Car/VSR is on track.
- Report any Pit Stops made during a safety car/VSR period.
- VSR may be deployed in practice and race, safety car in race only.