



2008 BRITISH GRAND PRIX

From :	The FIA Formula One Technical Delegate	Document :	04
To :	The Stewards of the Meeting	Date :	03 July 2008
		Time :	15:00

TECHNICAL DELEGATE'S REPORT

Seals were broken on the gearbox of car number 02, driver Felipe Massa, in order to change the differential actuator.

Seals were broken on the gearbox of car number 10, driver Mark Webber, in order to change the differential actuator and the lay-shaft lip seal.

This was done in accordance with Article 9.5.2 of the 2008 FIA Formula One Technical Regulations.

Jo Bauer
FIA Formula One Technical Delegate

The tyres used by all drivers during the sessions today have been checked.

The results of fuel analyses show that the fuels were the same as ones, which had been approved for use by the relevant competitors prior to the Event.

All the above items were found to be in conformity with 2008 FIA Formula One Technical Regulations.

Jo Bauer
FIA Formula One Technical Delegate

06	Renault	Nelson Piquet
10	Red Bull Renault	Mark Webber
15	STR Ferrari	Sebastian Vettel
22	McLaren Mercedes	Lewis Hamilton
23	McLaren Mercedes	Heikki Kovalainen

Car numbers 01, 02, 04, 05, 09, 10, 11, 12, 22 and 23 were checked for the following:

- 1) Bodywork around the front wheels
- 2) Front wing height and overhang
- 3) Rear wing height and overhang
- 4) Front and rear wing width
- 5) Rear wing configuration
- 6) Rear bodywork area
- 7) Rear winglet height
- 8) Stepped bottom
- 9) Diffuser height
- 10) Diffuser width
- 11) Overall height
- 12) Overall width

The chassis identification transponders have been confirmed for car numbers 01, 02, 03, 04, 05, 06, 10, 15, 22 and 23.

Hardware identification checks have been carried out on car number 15.

Software version checks have been carried out on car numbers 10, 15 and 23.

Gear shift data checks have been carried out on car numbers 01, 10, 15 and 23.

The gear shift configuration of car numbers 10, 15 and 23 was checked.

The throttle mapping was checked on car numbers 10, 15 and 23.

It was checked that car numbers 01, 02, 03, 04, 05, 06, 07, 08, 10, 11, 12 and 15 did not exceed 19000 rpm during the qualifying sessions.

The fuel pressure of car numbers 01, 02, 03, 04, 05, 06, 07, 08, 10, 11, 12 and 15 during the qualifying sessions was checked.

It was confirmed for all drivers taking part in the qualifying session that they have used their sealed engine.

The tyres used by all drivers during the sessions today have been checked.

Fuel samples were taken from car numbers 03, 10 and 15.

All the fuel samples have been checked for density and analysed by gas chromatography.

The results of fuel analyses show that the fuels were the same as ones, which had been approved for use by the relevant competitors prior to the Event.

The following software versions have been used by the teams during the qualifying sessions:

Car numbers	Team	Version
1, 2	: Scuderia Ferrari Marlboro	1.00.0034
3, 4	: BMW Sauber F1 Team	1.00.0035
5, 6	: ING Renault F1 Team	1.00.0034
7, 8	: AT & T Williams	1.00.0035
9, 10	: Red Bull Racing	1.00.0034
11, 12	: Panasonic Toyota Racing	1.00.0034 + Bios B031
14, 15	: Scuderia Toro Rosso	1.00.0034
16, 17	: Honda Racing F1 Team	1.00.0035
20, 21	: Force India F1 Team	1.00.0034
22, 23	: Vodafone McLaren Mercedes	1.00.0035

All the above items were found to be in conformity with 2008 FIA Formula One Technical Regulations.

Jo Bauer
FIA Formula One Technical Delegate



2008 BRITISH GRAND PRIX

From :	The FIA Formula One Technical Delegate	Document :	52
To :	The Stewards of the Meeting	Date :	06 July 2008
		Time :	10:35

TECHNICAL DELEGATE'S REPORT

A seal was broken on the gearbox of car number 04, driver Robert Kubica, in order to change the 1st and 4th gear and associated dog rings due to physical damage.

This was done in accordance with Article 28.6 d) of the 2008 FIA Formula One Sporting Regulations.

A seal was broken on the gearbox of car number 05, driver Fernando Alonso, in order to inspect the 4th and 5th gear and associated dog rings.

This was done in accordance with Article 9.5.2 of the 2008 FIA Formula One Technical Regulations.

A seal was broken on the gearbox of car number 06, driver Nelson Piquet, in order to replace the differential end cap seal and differential output flange seals.

This was done in accordance with Article 9.5.2 of the 2008 FIA Formula One Technical Regulations.

Jo Bauer
FIA Formula One Technical Delegate



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From :	The FIA Formula One Technical Delegate	Document :	53
To :	The Stewards of the Meeting	Date :	06 July 2008
		Time :	10:40

TECHNICAL DELEGATE'S REPORT

The following parts have been replaced during the Parc Fermé yesterday and today by the AT&T Williams Team for parts with a different specification:

Car 07: Side springs
 Central Springs
 Side shock absorbers
 Central shock absorbers
 Bump stops and packers

The parts have been replaced with the approval of the FIA technical delegate following a written request from the team concerned, this being in accordance with Article 34.1 of the 2008 Formula One Sporting Regulations. But as the above parts are different from the ones originally used and also changes have been made to the set up of the suspension, car number 07 should now be required to start from the pit lane according to Article 34.5 of the 2008 Formula One Sporting Regulations.

Jo Bauer
FIA Formula One Technical Delegate



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From :	The FIA Formula One Technical Delegate	Document :	54
To :	The Stewards of the Meeting	Date :	06 July 2008
		Time :	11:30

TECHNICAL DELEGATE'S REPORT

The following parts have been replaced during the Parc Fermé yesterday and today:

Ferrari:

Car 02: RHS rear wheel retaining mechanism
 2 RHS rear wheel nuts
 RHS exhaust thermocouple

BMW Sauber:

Car 04: 1st and 4th gear and associated dog rings
 Rear side shock absorbers
 Rear third shock absorber
 Rear fourth shock absorber
 Front third shock absorber

Renault:

Car 05: LHS drum fence
 LHS forward barge board assembly

Car 06: LHS drum fence
 Differential end cap seal
 Differential output flange seals

Williams Toyota:

Car 07: Side springs
 Central Springs
 Side shock absorbers
 Central shock absorbers
 Bump stops and packers

Car 08: LHS rear hub interface unit
LHS and RHS rear damper unit
LHS engine loom heat shielding

Red Bull Renault:

Car 09: Bump rubber

Car 10: Lap trigger receiver bracket
Rear plank portion and associated skids
Bodywork fastener receptacle on the rear wing pylon shroud (leading edge on LHS)
Front wheel nut assemblies

Toyota:

Car 12: LHS and RHS barge boards

STR Ferrari:

Car 14: LHS and RHS front wheel cover assembly
RHS rear pad wear sensor

Car 15: RHS front brake temperature sensor
RHS exhaust temperature sensor protection
RHS front wheel cover assembly
Gearbox Moog boot

Honda:

Car 16: Rear wing lower main plane

Car 17: LHS rear bargeboard

Force India Ferrari:

Car 21: Oil pressure sensor and loom
RHS pushrod assembly and bolt

McLaren Mercedes:

Car 22: LHS deflector skirt
Bib stay

Car 23: LHS rear pushrod cover

All above parts have been replaced with the approval of the FIA technical delegate following a written request from the team concerned, this being in accordance with Article 34.1 of the 2008 Formula One Sporting Regulations.

Jo Bauer
FIA Formula One Technical Delegate

Car numbers 01, 03, 05, 08, 11, 17, 22 and 23 were checked for the following:

- 1) Bodywork around the front wheels
- 2) Front wing height and overhang
- 3) Rear wing height and overhang
- 4) Front and rear wing width
- 5) Rear wing configuration
- 6) Rear bodywork area
- 7) Rear winglet height
- 8) Skidblock thickness
- 9) Stepped bottom
- 10) Diffuser height
- 11) Diffuser area
- 12) Overall height
- 13) Overall width

The start data of car numbers 01, 03, 10, 17 and 22 have been checked.

Gear shift data checks have been carried out for car numbers 03, 10, 17 and 22.

The gear shift configuration of car numbers 01, 03, 10, 17 and 22 was checked.

The throttle mapping was checked on car numbers 01, 03, 10, 17 and 22.

It was checked that car numbers 03, 05, 17 and 22 did not exceed 19000 rpm during the race.

The fuel pressure of car numbers 03, 05, 17 and 22 during the race was checked.

The tyres used by all drivers during the sessions today have been checked.

The data logger of the refuelling rig of car numbers 03 and 17 has been checked.

A fuel sample was taken from car numbers 01, 17 and 22.

The fuel samples have been checked for density and analysed by gas chromatography.

The results of all the fuel analyses show that the fuels were the same as ones, which had been approved for use by the relevant competitors prior to the Event.

All car weights and the items checked were found to be in conformity with the 2008 FIA Formula One Technical Regulations.

Jo Bauer
FIA Formula One Technical Delegate