



2017 BRITISH GRAND PRIX

From	The FIA Formula One Race Director	Document	2
To	All Teams, All Officials	Date	13 July 2017
		Time	08:00

Title Event Notes

Description Event Notes

Enclosed 2017_07_13_BRITISH_GP_EVENT_NOTES.pdf

Charlie Whiting

The FIA Formula One Race Director



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To	Formula One Team Managers	Date	13 July 2017
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EVENT NOTES

13 JULY 2017

- 1) Issues arising from the Austrian Grand Prix**

- 2) Changes to the circuit**
 - 2.1 The tyre and TecPro barriers have been increased in depth in places around the outside of turns 1, 2, 6, 9, 15 and 16.
 - 2.2 New double kerbs have been installed on the exit of turns 9 and 18.
 - 2.3 A new debris fence has been installed on the left between turns 14 and 15.

- 3) Pit lane map**
 - 3.1 Safety Car lines.
 - 3.2 The location of the pit entry and the pit exit.
 - 3.3 Designated garage areas.
 - 3.4 Safety Car position for first lap and rest of race.
 - 3.5 Blue flag marshal at the pit exit.
 - 3.6 Track light panels displaying pit entry status.

- 4) Pirelli Event Preview**
 - 4.1 With reference to Article 24.4(a) of the Sporting Regulations see the attached document provided by the official tyre supplier.

5) Weighing and weighing platform

- 5.1 The FIA weighing platform will be available for teams to use at the following times, however, no more than 10 team personnel may be present during any visit. Each visit should last no more than 10 minutes unless no other team is waiting in the pit lane :
- a) From 10.30 Thursday until 12.30 on Saturday (between 11.00 and 12.30 each visit will be restricted to five minutes).
 - b) From when the cars are returned to the teams after qualifying until 17.30 on Saturday.
 - c) From 08.00 until 12.00 on Sunday.

Any team found to be abusing the time limits set out above, which we will be enforced by FIA security personnel and our own CCTV, will not be permitted to use the weighbridge again during the Event.

6) Red zones for photographers in the pit lane during practice sessions

- 6.1 See the attached drawing.

7) Practice starts

- 7.1 As before practice starts should only be carried out on the track at the end of each free practice session, none may be carried out in the pit lane at all. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and make a practice start.

All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.

- 7.2 During the time the pit exit is open for reconnaissance laps (12.30-12.40), a reminder about Article 36.1 :

"All drivers going to the pit exit at this time must do so at a constant speed and with constant throttle. This applies over the whole of the pit lane whether a driver is going to the pit exit from his garage or travelling through the pit lane between reconnaissance laps."

This paragraph prohibits practice starts, bite point checks and burn outs during these times. In order to ensure that this requirement is respected cars leaving the pit lane at this time may only do so directly from their garage, not from their pit stop position.

- 7.3 At all times :

For reasons of safety and sporting equity, cars may not stop in the fast lane of the pits at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

8) Lines or bollards at the pit entry and pit exit

- 8.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the right of the white line at the pit exit when leaving the pits, no part of any car leaving the pits may cross this line.
- 8.2 For safety reasons drivers must stay to the right of the bollard at the pit entry when entering the pits.

9) DRS

- 9.1 DRS will be globally disabled if panels 4, 5, 6, 11, 12 or 13 are displaying yellow.
- 9.2 Detection will be automatically disabled if the light panels below are displaying yellow :
- Zone 1** : Panels 1, 2 or 3.
- Zone 2** : Panel 10.
- 9.3 If automatic detection is not working , and permission has been given by race control to use manual detection, DRS must not be used in the relevant zone if panels 1, 2, 3 or 10 are displaying yellow.

10) Observing yellow flags during free practice and qualifying

- 10.1 Double waved : Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the stewards to be satisfied that any such driver has complied with these requirements it must be clear that he has not attempted to set a meaningful lap time, for practical purposes this means the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).
- 10.2 Single waved : Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

11) Track light panels

- 11.1 The FIA light panels have been installed in the positions shown on the circuit map. In accordance with Appendix H to the ISC the light signals have the same meaning as flag signals.

12) Practice session lap times

- 12.1 Teams and drivers are reminded that only lap times which have been completed on the track will be included in any session classification.

13) Drivers leaving their pit stop position in the pit lane

- 13.1 For safety reasons, no car should be driven from its pit stop position at any time unless :
- It has first been driven into the pit stop position having just entered the pit lane from the track, and ;
 - It is then driven immediately back onto the track from the pit stop position.

14) Fire extinguishers around the circuit

- 14.1 Indicated by small white boards with a red letter "F".

15) Places to remove cars from the track

- 15.1 Indicated by fluorescent orange panels on the walls or guardrails.

16) In laps and reconnaissance laps

16.1 In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end of qualifying or during reconnaissance laps when the pit exit is opened for the race, drivers must stay below the maximum time set by the FIA between the Safety Car lines shown on the pit lane map.

You will be informed of the maximum time after the first day of practice.

17) Support races

17.1 Teams are asked to keep their barriers no more than one metre from the garages during all support race practice sessions and races (the free practice sessions for F2 and GP3 on Thursday afternoon are however being run from the support pit lane).

18) Post qualifying parc fermé

18.1 The cameras should be installed and operated in the same way as usual.

19) Operational personnel curfew

19.1 Boards warning anyone attempting to enter the paddock that the curfew is in operation will be placed immediately before the entry turnstiles at the appropriate times.

20) Removing cars from the grid

20.1 One of two gates in front of pole position and beside grid position 12.

21) Car number light panels for the start

21.1 On the driver's right.

22) Track light panel displaying pit entry status

22.1 The light panel indicated on the pit lane map will display a flashing yellow arrow if cars are required to use the pit lane once the Safety Car has been deployed during the race.

22.2 The light panel indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

23) Lapping during the race

23.1 The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.

As it was at the end of last season the system will be set to give a pre-warning when the faster car is within 3.0s of the car about to be lapped, this should be used by the team of the slower car to warn their driver he is soon going to be lapped and that allowing the faster car through should be considered a priority. When the faster car is within 1.2s of the car about to be lapped blue flags will be shown to the slower car (in addition to blue light panels, blue cockpit lights and a message on the timing monitors) and the driver must allow the following driver to overtake at the first available opportunity.

It should be noted that the aim of using F1MS is ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

24) Post race parc fermé

24.1 All cars must enter the pit lane and proceed directly to the weighing area.

25) Any other business

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke.

Charlie Whiting
FIA Formula One Race Director



British GP 14-16/07/2017

Compound	FL	FR	RL	RR
Medium	60M	62M	70M	72M
Soft	60S	62S	70S	72S
Supersoft	60X	62X	70X	72X
Intermediate	37I	38I	39I	40I
Xwet (base)	37R	38R	39R	40R

Mandatory race tyres
Medium
Soft
Q3 tyre
Supersoft

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	22.5	20.5
Intermediates	20.5	18.5
XWet	19.5	17.5

FE EOS Camber limit

-3.25 °

RE EOS Camber limit

-2.00 °

FE Blistering sensitivity

Low



RE Blistering sensitivity

Low

TYRE HEATING STRATEGY

<p>Storage temperature: 60°C</p> <p>Optimum time in blanket (@80°): 2h</p> <p align="center">SLICKS</p> <p>Maximum boost temperature: 1h @ 110°C</p> <p>Blanket time window (@80°): 1h to 3 h</p>	<p>Storage temperature: 40°C</p> <p>Optimum time in blanket (@60°): 1h</p> <p align="center">INTERS</p> <p>Maximum boost temperature: 30min @ 80°C</p> <p>Blanket time window (@60°): 30 min to 2 h</p>
<p>Storage temperature: 40°C</p> <p>Optimum time in blanket (@60°): 1h</p> <p align="center">XWET</p> <p>NO BOOST</p> <p>Blanket time window (@60°): 30 min to 2 h</p>	

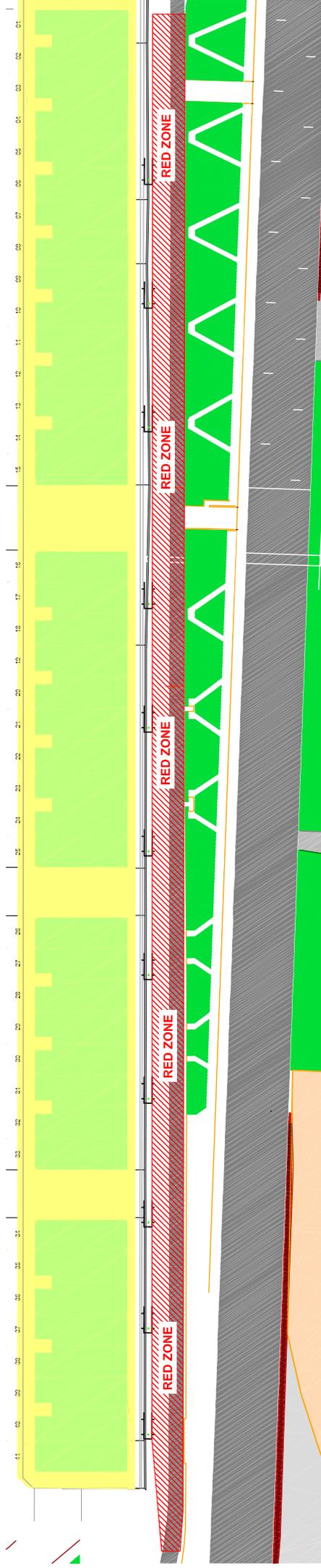
GENERAL NOTES

Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- Starting pressure.
- Camber at maximum speed.
- Maximum blanket temperature.
- Tyre swapping.

Tyre Notes

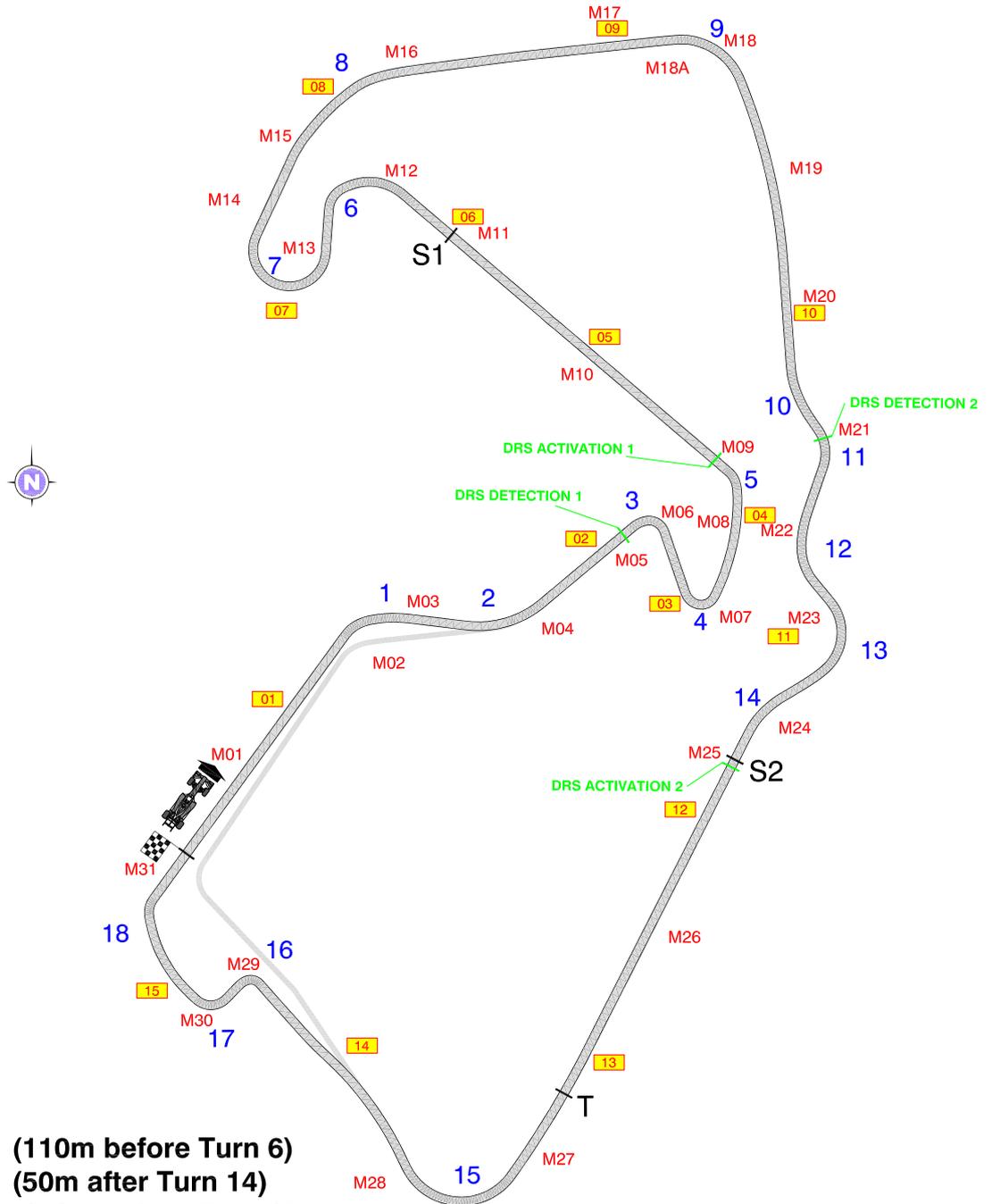
- Not permitted to switch tyres from their originally allocated position.
 - Do not subject tyres to large deformation or heavy impact.
 - Don't leave fitted tyres exposed at an air temperature lower than 15°C and/or any UV emission.
 - Revised prescriptions could be issued during the race weekend in accordance with TD/007-16.
- Storage Temp °C is the recommended temperature the tyre can stay in blankets without time limit. All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.
- SIDEWALLS HEATING CLARIFICATION, ALL PRODUCTS: you are allowed to apply a max. temperature of 100 °C for max. 1 hr to the sidewalls as long as the max. temp/time at any part of the tread is the one described in the corresponding section above.



PHOTOGRAPHERS EXCLUSION
RED ZONE



Circuit Map



-  **Start Line**
-  **Control Line**
- S1 Sector 1 (110m before Turn 6)**
- S2 Sector 2 (50m after Turn 14)**
- T Speed Trap (140m before Turn 15)**
- DRS Detection 1 (25m before Turn 3)**
- DRS Activation 1 (30m after Turn 5)**
- DRS Detection 2 (Turn 11)**
- DRS Activation 2 (55m after Turn 14)**
- 15 Corner Numbers**
- M22 Marshal Post**
-  **FIA Marshal Light Number & Location**

Circuit Centreline Length = 5.891 km

2017 FORMULA 1 ROLEX BRITISH GRAND PRIX - Silverstone

