



## 2017 SPANISH GRAND PRIX

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	12
<b>To</b>	All Teams, All Officials	<b>Date</b>	12 May 2017
		<b>Time</b>	10:30

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**Title** Revised Event Notes

**Description** Revised Event Notes

**Enclosed** EVENT\_NOTES\_12\_05\_2017\_v2.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**



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### EVENT NOTES (v2)

12 MAY 2017

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1) **Issues arising from the Russian Grand Prix**

2) **Changes to the circuit**

2.1 None since the pre-season test in February and March.

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 13.30 on Saturday (between 12.00 and 13.30 each visit will be restricted to five minutes).
- b) From when the cars are returned to the teams after qualifying until 18.30 on Saturday.

c) From 09.00 until 13.00 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 sessions**

6.1 See the attached drawing.

**7) Practice starts**

7.1 Practice starts may only be carried out at the pit exit on the right hand side and, for the avoidance of doubt, this includes any time the pit exit is open for the race.

7.2 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 For reasons of safety and sporting equity, cars may not stop in the fast lane 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 keep to the right of the bollard at the pit entry.

8.3 The dotted white line across the pit exit is the track edge.

**9) Run-off area around turns 1 and 2**

9.1 Any driver who fails to negotiate turn 2 by using the track, and who passes over one of the speed bumps across the run-off area, must then re-join the track by driving to the left of the bollard before the entry to turn 3, drivers are reminded that having left the track they must re-join safely. See the photos on page 5.

**10) DRS**

10.1 DRS will be globally disabled if panels 1, 2, 11, 12 or 18 are displaying yellow.

10.2 Detection will be automatically disabled if the light panels below are displaying yellow :

**Zone 1** : Panels 9 or 10.

**Zone 2** : Panels 16 or 17.

10.3 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 9, 10, 16 or 17 are displaying yellow.

**11) Observing yellow flags during free practice and qualifying**

11.1 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).

11.2 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.

**12) Track light panels**

12.1 The FIA track 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.

**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 :

- a) It has first been driven into the pit stop position having just entered the pit lane from the track, and ;
- b) 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) Support races and pit walks**

16.1 Teams are asked to keep their barriers no more than two metres from the garages during all support race practice sessions and races in addition to all pit walks (including two on Thursday).

**17) In laps and reconnaissance laps**

17.1 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.

**18) Post qualifying parc fermé**

18.1 The cameras should be installed and operated in the same way as 2016.

**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 Two gates in the pit wall, beside grid positions 2 and 17.

**21) Car number light panels for the start**

- 21.1 On the driver's right.

**22) Track light panels displaying pit entry status**

- 22.1 The light panels indicated on the pit lane map will display flashing yellow arrows if cars are required to use the pit lane once the Safety Car has been deployed during the race.
- 22.2 The light panels indicated on the pit lane map will display flashing red crosses 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 1.0s 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**



Charlie Whiting  
FIA Formula One Race Director







## Spanish GP 12-14/05/2017

	FL	FR	RL	RR
Hard	60H	62H	70H	72H
Medium	60M	62M	70M	72M
Soft	60S	62S	70S	72S
Intermediate	37I	38I	39I	40I
Xwet	37R	38R	39R	40R

Mandatory race tyres
Hard
Medium
Q3 tyre
Soft

## MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER

	Front (psi)	Rear (psi)
Slicks	22,5	20
Intermediates	19	17
XWet	18	16

FE EOS Camber limit

-3,50 °

RE EOS Camber limit

-2,00 °

FE Blistering sensitivity

LOW



RE Blistering sensitivity

LOW

## TYRE HEATING STRATEGY

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

## GENERAL NOTES

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

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

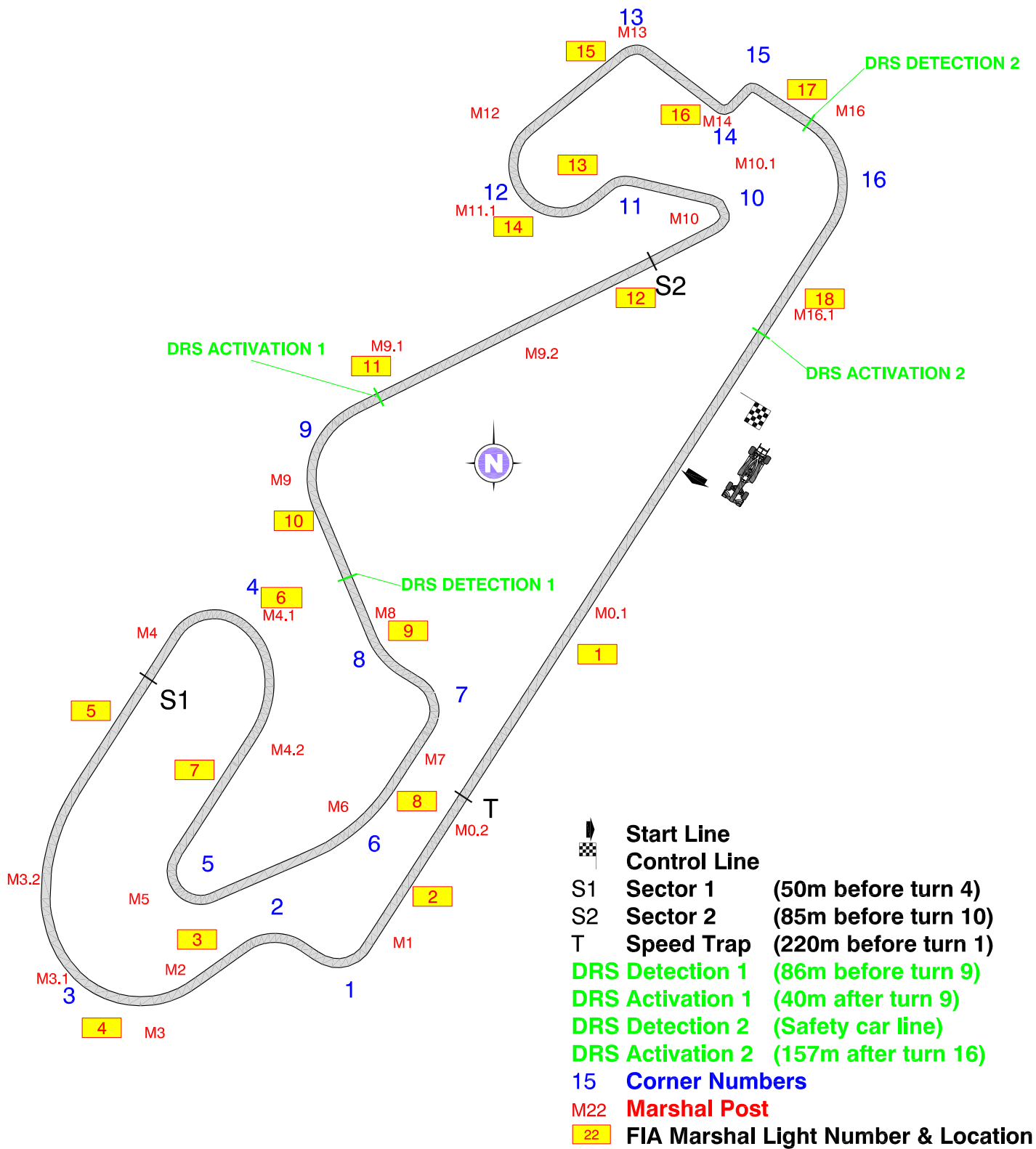
## Tyre Notes

- 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

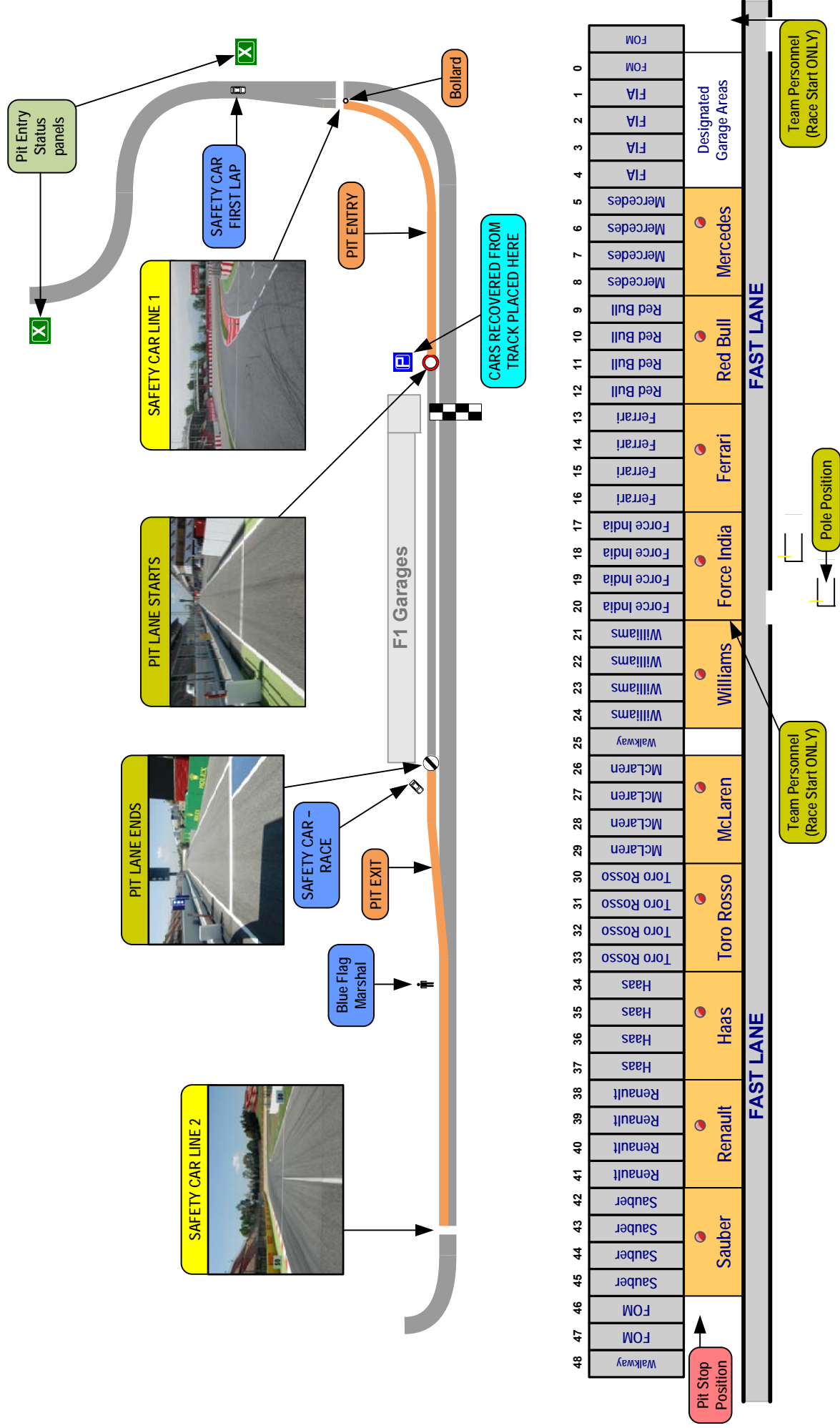
## Circuit Map

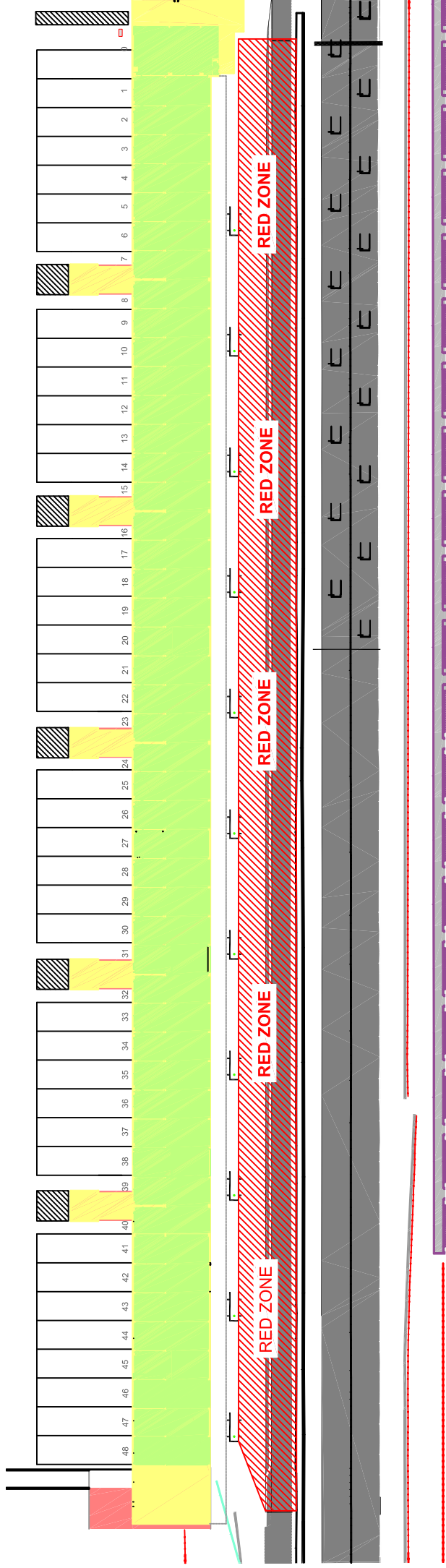


**Circuit Centreline Length = 4.655 km**

## FORMULA 1 GRAN PREMIO DE ESPAÑA PIRELLI 2017 - Catalunya







**PHOTOGRAPHERS EXCLUSION  
RED ZONE**

## 2017 FORMULA 1 GRAN PREMIO DE ESPAÑA - Barcelona