



2017 RUSSIAN GRAND PRIX

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|-------------|-----------------------------------|-----------------|---------------|
| From | The FIA Formula One Race Director | Document | 6 |
| To | All Teams, All Officials | Date | 27 April 2017 |
| | | Time | 15:00 |

Title Revised Event Notes

Description Revised Event Notes

Enclosed 2017_04_27_RUSSIAN_GP_EVENT_NOTES_v2.pdf

Charlie Whiting

The FIA Formula One Race Director



2017 RUSSIAN GRAND PRIX

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EVENT NOTES (v2)

27 APRIL 2017

1) Matters arising from the Bahrain Grand Prix

2) Changes to the circuit

- 2.1 Speed bumps 50mm high and painted fluorescent orange have been placed 3 metres from the track edges either side of the kerb on the apex of the start of turn 3 (the exit of turn 2).
- 2.2 Improvements to the TecPro barriers have been made in turns 2, 4 and 13.
- 2.3 [A section of grass on the exit of turn 13 has been replaced by concrete.](#)
- 2.4 [A new kerb element has been installed behind the kerb on the apex of turn 14.](#)

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 14.30 on Saturday (between 13.00 and 14.30 each visit will be restricted to five minutes).
- b) From when the cars are returned to the teams after qualifying until 19.30 on Saturday.
- c) From 10.00 until 14.00 on Sunday.

Any team found to be abusing the time limits or personnel restrictions 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.

Drivers must leave adequate room on their left for another driver to pass.

- 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, bollards and flags 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 solid 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 white line and the bollard at the pit entry.

- 8.3 Whilst in the pit entry between turns 17 and 18, no part of the car may cross the [orange](#) line bordering the blue section on the driver's left.

- 8.4 The line separating the pit entry from the track, as described in Chapter 4, Section 4(d) of Appendix L to the ISC, [will be deemed to be white line](#) (marked in red in the [first](#) photo on page 6) [and the orange line bordering the blue section on the driver's left between turns 17 and 18](#).

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

9) Run-off area around turn 2

- 9.1 Any driver who fails to negotiate turn 2 by using the track, and who passes completely to the left of the orange kerb element on the [apex](#) (see the first photo on page 7), must then keep to the left of the [second new orange kerb element on the edge of the artificial grass](#) and re-join the track safely at the start of turn 3 (see the second photo on page 7).

10) Stopping on the circuit

- 10.1 As recovery from the outer service road is very time consuming we suggest that if one of your drivers has to stop on the track he should pull to the inside (his right) if possible.

11) DRS

- 11.1 DRS will be globally disabled if panels [1, 2, 3, 12, 13, 14 or 15](#) are displaying yellow.
- 11.2 Detection will be automatically disabled if the light panels below are displaying yellow :
- Zone 1** : Panel [20](#).
- Zone 2** : Panel [11](#).
- 11.3 If automatic detection is not working , and permission has been given by race control to use manual detection, DRS should not be used in the relevant zone if panels [11 or 20](#) are displaying yellow.

12) Observing yellow flags during free practice and qualifying

- 12.1 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).
- 12.2 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.

13) Track light panels

- 13.1 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.

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

- 14.1 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.

15) Fire extinguishers around the circuit

- 15.1 Indicated by small fluorescent orange boards with a white letter 'F', these are attached to the debris fences.

16) Places to remove cars from the track

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

17) Places where drivers may leave the track

- 17.1 Indicated by fluorescent orange panels on the walls or guardrails, these panels are half the size of those which are used where a car can be removed.

18) Support races

- 18.1 Teams are asked to keep their barriers no more than four metres from the garages during the support race sessions and races.

19) In laps and reconnaissance laps

- 19.1 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.

20) Post qualifying parc fermé

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

21) Operational personnel curfew

- 21.1 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.

22) Removing cars from the grid

- 22.1 Through the gates in the pit wall beside grid positions 6 and 18.

23) Car number light panels for the start

- 23.1 On the driver's right.

24) Track light panel displaying pit entry status

- 24.1 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.
- 24.2 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.

25) Use of the intercom after the race

- 25.1 As in the past we would be very grateful if your pit wall intercom could be manned for a period of five minutes after the last car able to do so has crossed the Line to finish the race.

26) Lapping during the race

- 26.1 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.

27) Post race parc fermé

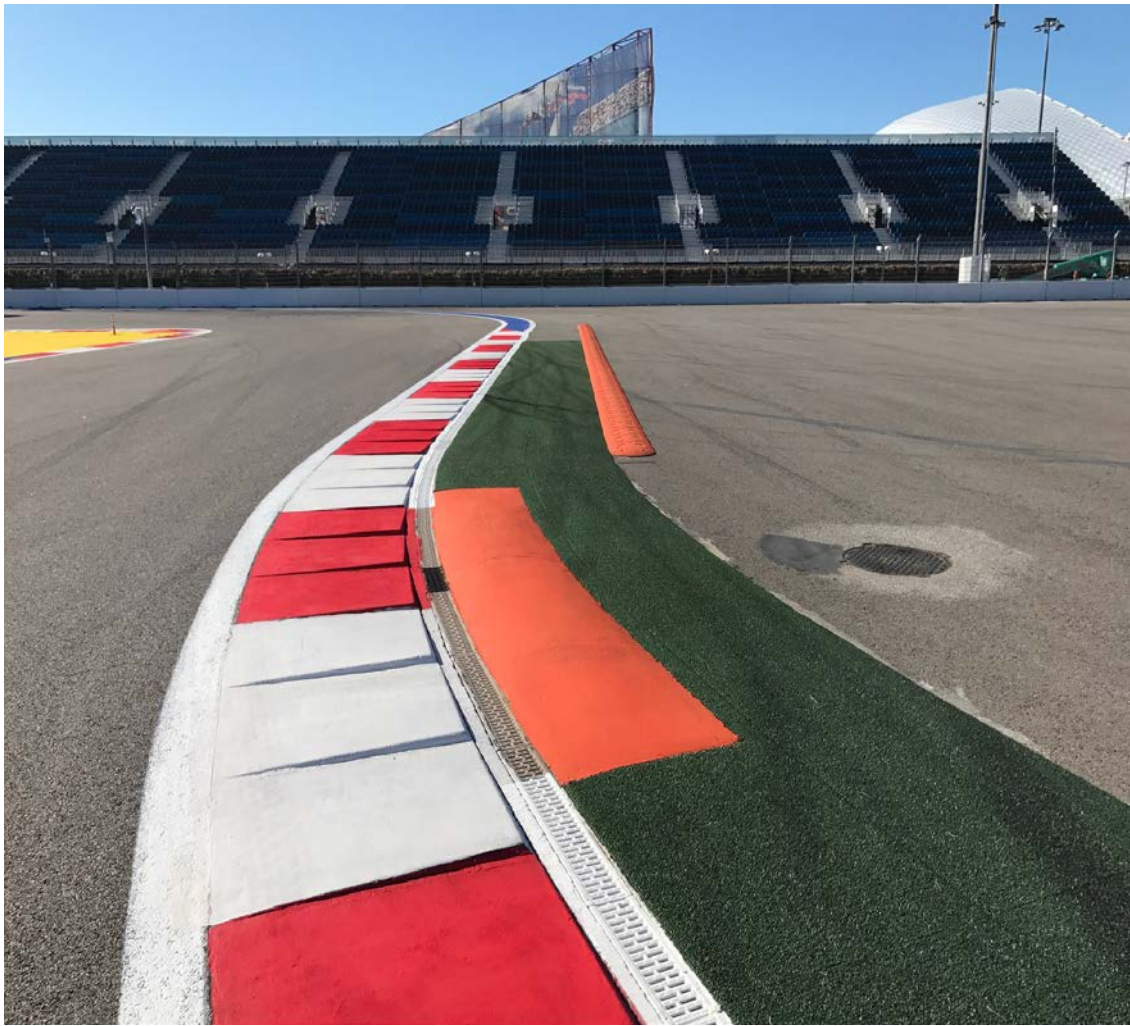
27.1 All cars must enter the pit lane and proceed directly to the weighing area.

28) Any other business

A handwritten signature in blue ink, appearing to read 'Charlie Whiting', with a stylized flourish at the end.

Charlie Whiting
FIA Formula One Race Director







Russian GP 28-30/04/2017

| | FL | FR | RL | RR |
|--------------|-----|-----|-----|-----|
| Soft | 60S | 62S | 70S | 72S |
| Supersoft | 60X | 62X | 70X | 72X |
| Ultrasoft | 60U | 62U | 70U | 72U |
| Intermediate | 37I | 38I | 39I | 40I |
| Xwet new | X46 | X47 | X48 | X49 |

Mandatory race tyres

| |
|-----------|
| Soft |
| Supersoft |

Q3 tyre

Ultrasoft

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER

| | Front (psi) | Rear (psi) |
|---------------|-------------|------------|
| Slicks | 21,5 | 21 |
| Intermediates | 19,5 | 19 |
| XWet | 18,5 | 18 |

FE EOS Camber limit

-3,25 °

RE EOS Camber limit

-2,00 °

FE Blistering sensitivity

High



RE Blistering sensitivity

Medium

TYRE HEATING STRATEGY

| | |
|--|--|
| <p>Storage temperature: 60°C</p> <p>Optimum time in blanket (@80°): 2h</p> <p>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>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>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 parameters will be subjected to FIA checks during the event:

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

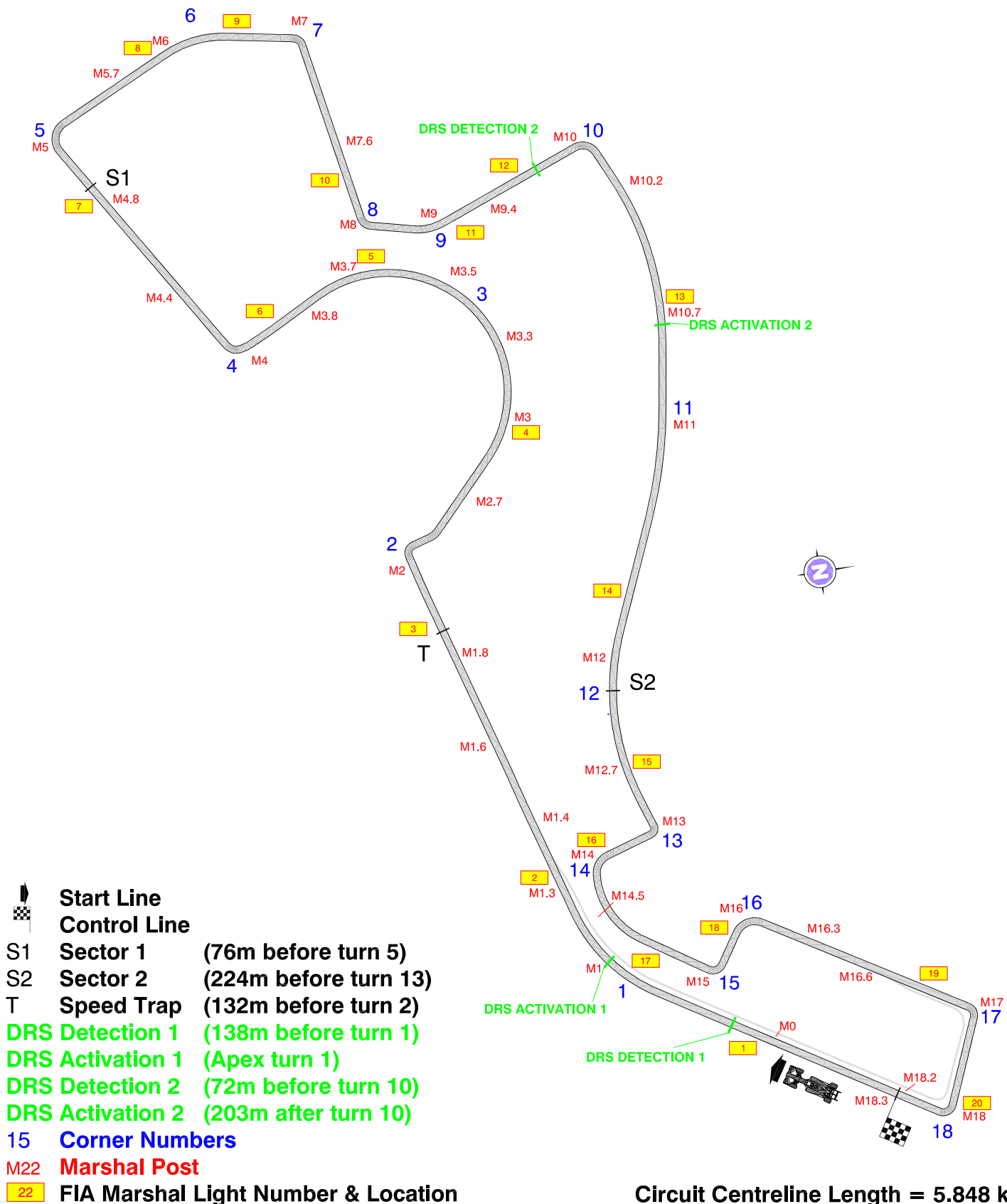
Tyre Notes

- 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

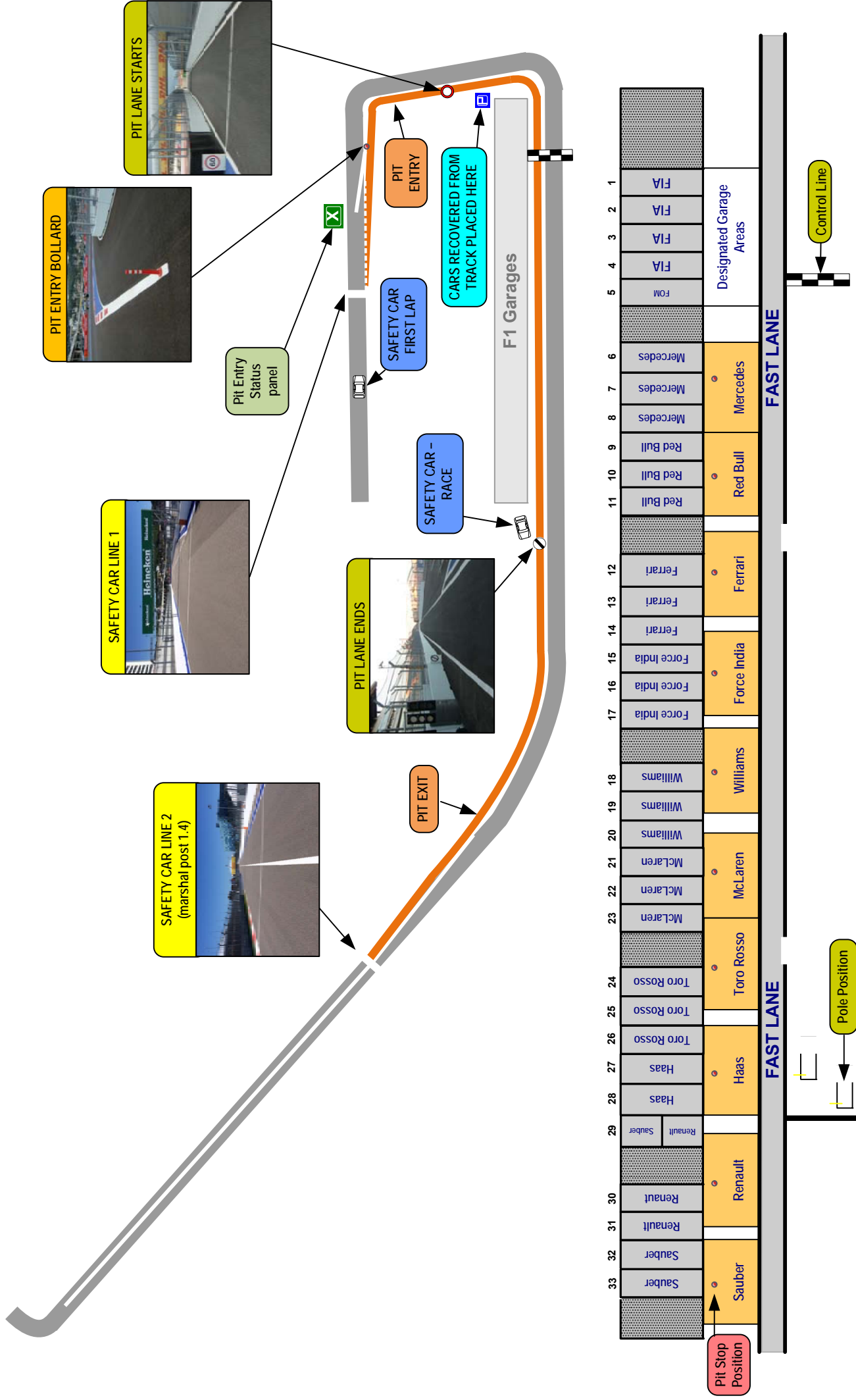
Storage Temp °C is the recommended temperature the tyre can stay in blankets without time limit. All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.

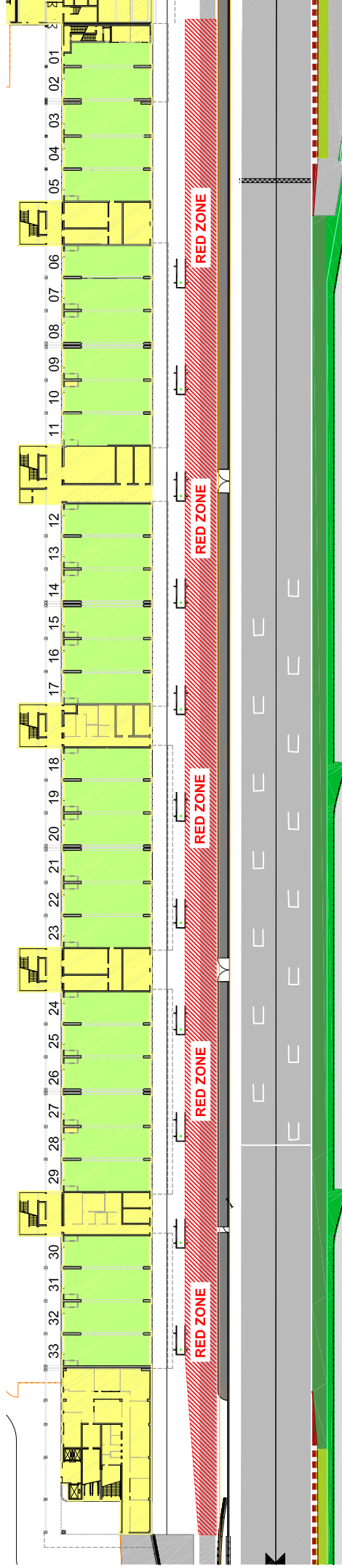
SIDEWALLS HEATING CLARIFICATION, ALL PRODUCTS: you are allowed to apply a max. temperature of 100 °C for max. 1 hr to the sidewalls as long as the max. temp/time at any part of the tread is the one described in the corresponding section above

Circuit Map



2017 FORMULA 1 VTB RUSSIAN GRAND PRIX - Sochi





**PHOTOGRAPHERS EXCLUSION
RED ZONE**

2017 FORMULA 1 RUSSIAN GRAND PRIX - Sochi