

# **2018 BRITISH GRAND PRIX**

**5 - 8 July 2018**

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**From** The FIA Formula One Race Director

**To** All Teams, All Officials

**Document** 2

**Date** 05 July 2018

**Time** 10:00

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**Title** Event Notes

**Description** Event Notes

**Enclosed** 2018\_07\_05\_BRITISH\_GP\_EVENT\_NOTES.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**

## 2018 BRITISH GRAND PRIX

5-8 JULY 2018

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### EVENT NOTES

5 JULY 2018

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- 1) **Issues arising from the Austrian Grand Prix**
- 2) **Changes to the circuit**
  - 2.1 The entire track has been resurfaced.
  - 2.2 The longitudinal and lateral cambers of the track have been changed to assist drainage in a number of places, mainly in turns 1, 6, 16, 17 and 18.
  - 2.3 A new kerb element has been added behind the existing kerb on the exit of turn 15.
  - 2.4 A new kerb element has been added behind the existing kerb on the apex of turn 17.
- 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 Between 10.00 and 14.00 on Thursday, and by prior arrangement with Jo Bauer, the weighing platform will be available for teams to use for private checks.
- 5.2 The weighing platform will be available for general checks 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 14.00 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 be denied access to 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 or pit exit. 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 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) Observing yellow flags during free practice and qualifying**

- 9.1 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).

- 9.2 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.

**10) Track light panels**

- 10.1 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.

**11) Practice session lap times**

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

**12) Drivers leaving their pit stop position in the pit lane**

- 12.1 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.

**13) Fire extinguishers around the circuit**

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

**14) Places to remove cars from the track**

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

**15) In laps and reconnaissance laps**

- 15.1 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.

**16) Support races**

- 16.1 Teams are asked to keep their barriers no more than one metre from their garages during all F2, GP3 and Porsche practice sessions and races (the Masters Historic sessions and races will operate from the support pit lane).

**17) Post qualifying parc fermé**

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

**18) Operational personnel curfew**

- 18.1 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.

**19) Removing cars from the grid**

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

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

20.1 On the driver's right.

**21) Track light panel displaying pit entry status**

21.1 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.

21.2 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.

**22) Lapping during the race**

22.1 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.

**23) Post race parc fermé**

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

**24) Any other business**



Charlie Whiting  
FIA Formula One Race Director

**Grand Prix of Great Britain 06-08/07/2018 (18R10SLV)**

Compound	FL	FR	RL	RR
<b>HARD</b>	Q80	Q82	Q90	Q92
MEDIUM	M80	M82	M90	M92
<b>SOFT</b>	S80	S82	S90	S92
<b>INTERMEDIATE BASE</b>	I37	I38	I39	I40
<b>WET SOFT</b>	W37	W38	W39	W40

Mandatory race tyres
<b>HARD</b>
MEDIUM
<b>Q3 tyre</b>
<b>SOFT</b>

**MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT**

	Front (psi)	Rear (psi)
<b>Slicks</b>	24.0	22.0
<b>Intermediate</b>	22.0	20.0
<b>Wet</b>	21.0	19.0

**FE EOS Camber limit**

-2.75 °

**RE EOS Camber limit**

-1.75 °

**FE Blistering sensitivity**

Medium

**RE Blistering sensitivity**

Low



**TYRE HEATING STRATEGY**

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

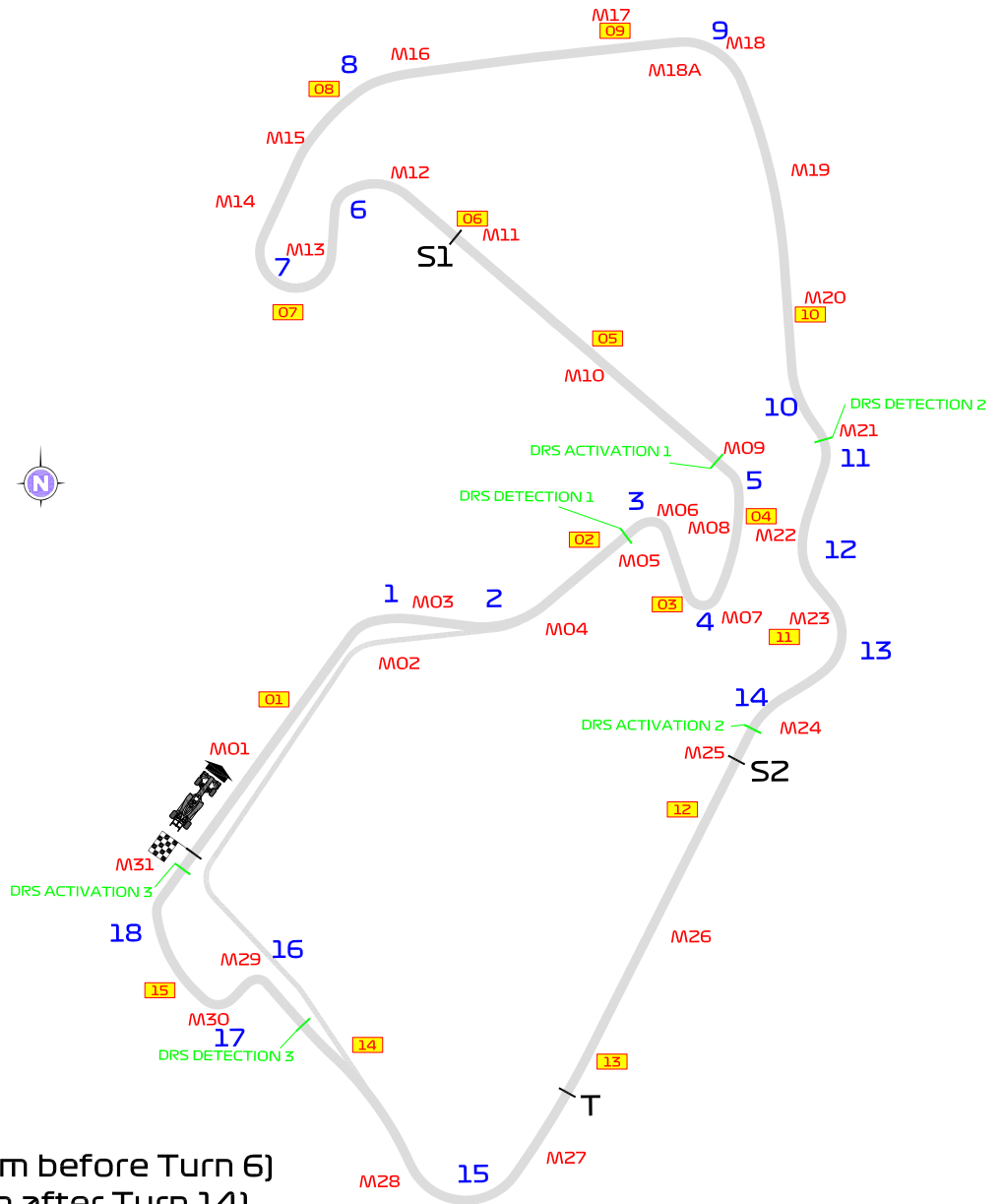
- Not permitted to switch tyres from their originally allocated position.
- Do not subject tyres to large deformation or heavy impact.
- Do not leave fitted tyres exposed at an air temperature lower than 15°C and/or any UV emission.
- Revised prescriptions could be issued during the race weekend in accordance 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.

# FORMULA 1 2018 ROLEX BRITISH GRAND PRIX - Silverstone

## 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 Detection1 (25m before Turn 3)
- DRS Activation1 (30m after Turn 5)
- DRS Detection2 (Turn 11)
- DRS Activation2 (Turn 14)
- DRS Detection3 (83m before Turn 16)
- DRS Activation3 (62m after Turn 18)
- 15 Corner Numbers
- M22 Marshal Post
- 22 FIA Marshal Light No.

Circuit Centreline Length = 5.891km

