



## 2018 BELGIAN GRAND PRIX

23 - 26 August 2018

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	2
<b>To</b>	All Teams, All Officials	<b>Date</b>	23 August 2018
		<b>Time</b>	08:14

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<b>Title</b>	Event Notes
<b>Description</b>	Event Notes
<b>Enclosed</b>	2018_08_23_BELGIAN_GP_EVENT_NOTES.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**

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## 2018 BELGIAN GRAND PRIX

### 23-26 AUGUST 2018

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<b>To</b>	Formula One Team Managers	<b>Date</b>	23 August 2018
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### EVENT NOTES

23 AUGUST 2018

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

2) **Changes to the circuit**

2.1 Other than routine maintenance no changes of significance have been made.

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 11.00 and 15.00 on Thursday, and by prior arrangement with Jo Bauer, the weighing platform will be available for teams to use for private deflection 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 15.00 on 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 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.

Lastly, cars should not be pushed to the weighing platform whilst any support race cars or personnel are in the pit lane.

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

- 6.1 See the attached drawing.

## **7) Practice starts**

- 7.1 Practice starts during practice sessions may only be carried out on the right after leaving the pit lane, these must be done before the SC2 line and with all four wheels between the white line on the right hand edge of the pit exit and the wall (the area bordered by black in the photograph on page 5).
- 7.2 During the time the pit exit is open for the race practice starts may be carried out on the track after the pit exit before the SC2 line. Drivers wishing to carry out a start should stop wholly within the pit exit in order to allow other cars to pass on their left (the area bordered by red in the photograph on page 5). During this time any driver passing a car which has stopped to carry out a practice start may cross the white line that is referred to in 8.1 below.
- 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, and other than under 7.2 above, 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) Escape road at turn 5**

11.1 If a driver overshoots the corner at turn 5 there is a small road along the front of the tyre barrier which leads back on to the track at turn 7, please ensure that your drivers use this when necessary.

**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) Support races and pit walks**

15.1 Teams are asked to keep their barriers no more than three metres from the garages during all support race practice sessions and races in addition to all pit walks.

**16) Cutting behind the apex of turn 4**

16.1 Any lap completed during qualifying by leaving the track and cutting behind the apex of turn 4, as judged by the detection loop in this location, will be deleted by the stewards.

On the third occasion of a driver cutting behind the apex during the race he will be shown a black and white flag, any further cutting will then be reported to the stewards.

Each time any car cuts behind the apex teams will be informed via the official messaging system.

**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 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 Through the gate adjacent to pole position.

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

21.1 On the driver's left.

**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) Rolling starts**

24.1 If a rolling start procedure is used as set out in Article 39.16 the race will be deemed to have started when the leading car crosses the Line after the safety car has returned to the pits.

For the avoidance of doubt, and with the exception of the permission given in Article 39.16, no driver may overtake until he reaches the Line, unless a car slows with an obvious problem.

**25) Post race parc fermé**

25.1 Drivers should not complete a full slowing down lap but should enter the pits via the pit exit and proceed down the pit lane in the "wrong" direction, all cars will then be stopped in the weighing area.

**26) Any other business**



Charlie Whiting  
FIA Formula One Race Director



**Grand Prix of Belgium 24-26/08/2018 (18R13SPA)**

Compound	FL	FR	RL	RR
MEDIUM	M60	M62	M70	M72
SOFT	S60	S62	S70	S72
SUPERSOFT	X60	X62	X70	X72
INTERMEDIATE BASE	I37	I38	I39	I40
WET SOFT	W37	W38	W39	W40

Mandatory race tyres
MEDIUM
SOFT
Q3 tyre
SUPERSOFT

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

	Front (psi)	Rear (psi)
Slicks	24.0	22.0
Intermediate	22.0	21.0
Wet	21.0	20.0

**FE EOS Camber limit**

-2.75 °

**RE EOS Camber limit**

-1.50 °

**FE Blistering sensitivity**

High



**RE Blistering sensitivity**

Medium

**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:

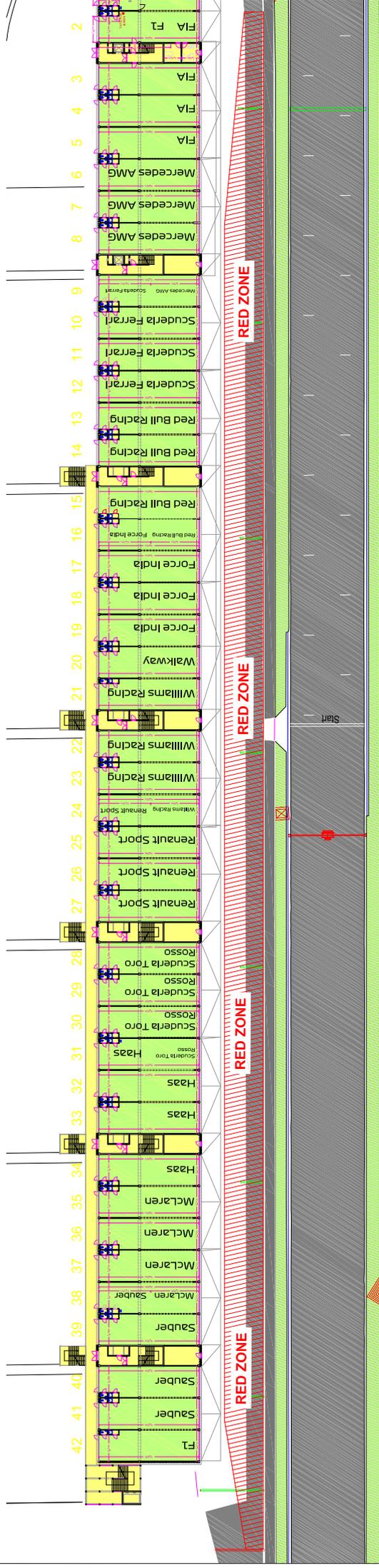
- Starting pressure.
- Camber at maximum speed.
- Maximum blanket temperature.
- Tyre swapping.

**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.

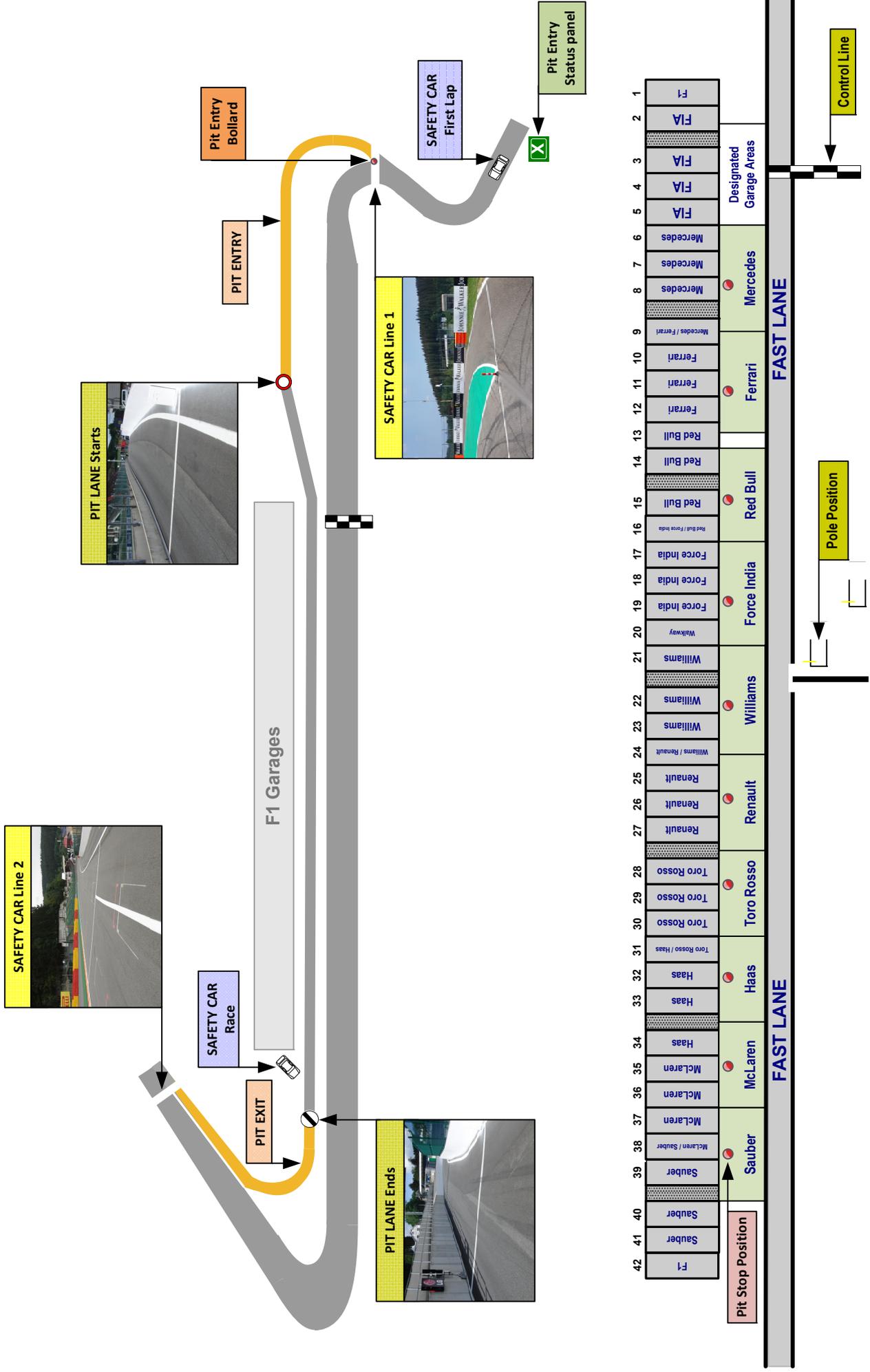
SIDEWALLS HEATING CLARIFICATION (ALL PRODUCTS): you are allowed to apply a max. temperature of 100 °C for max. 1 hr to the sidewalls as long as the max. temp/time at any part of the tread is the one described in the corresponding section above.



**PHOTOGRAPHERS  
EXCLUSION RED ZONE**



## FORMULA 1 JOHNNIE WALKER 2018 BELGIAN GRAND PRIX

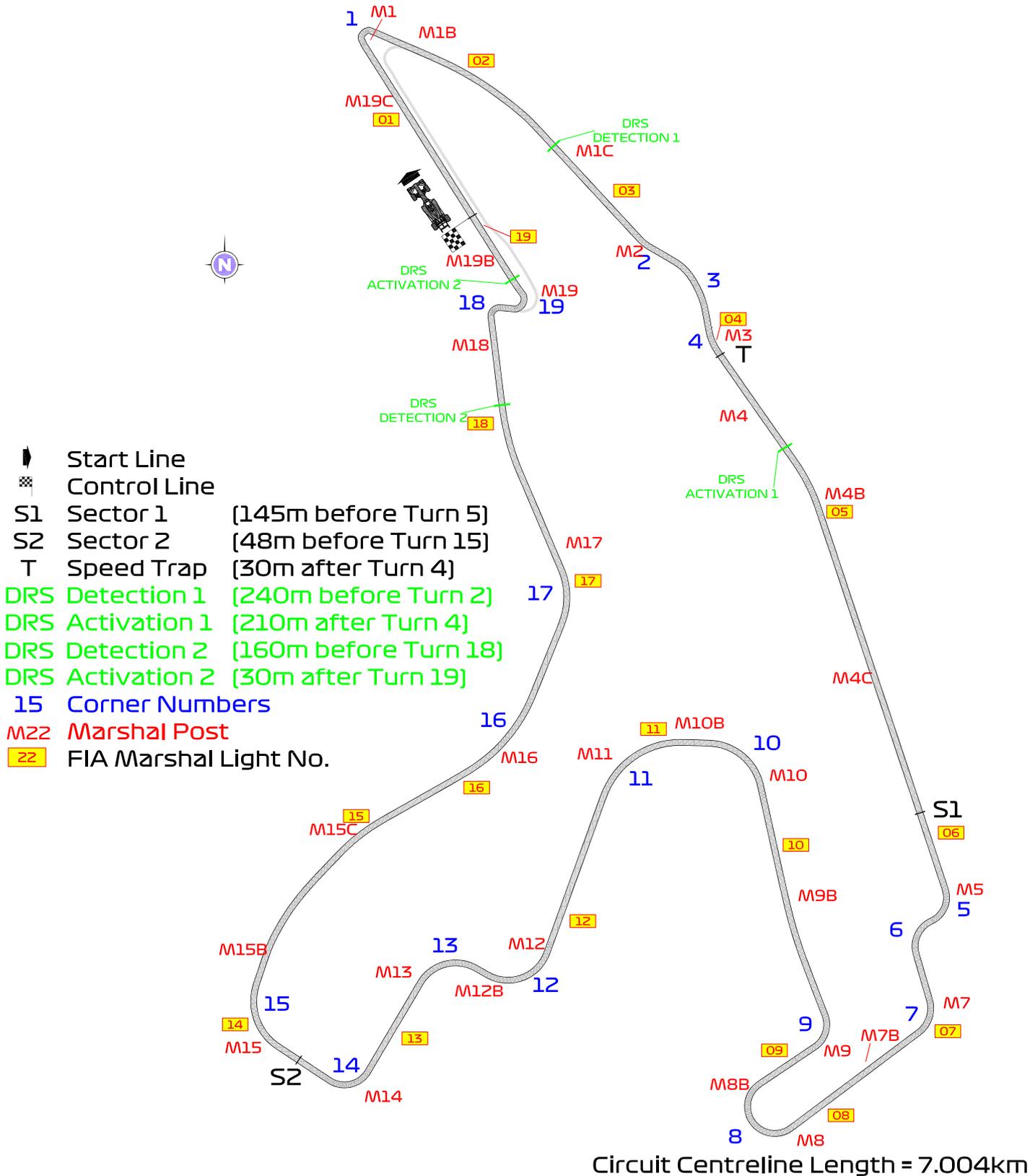




FIA Formula 1 World Championship™

# FORMULA 1 2018 JOHNNIE WALKER BELGIUM GRAND PRIX - Spa-Francorchamps

## Circuit Map



Circuit Centreline Length = 7.004km