

## 2019 BAHRAIN GRAND PRIX

28 - 31 March 2019

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	26
<b>To</b>	All Teams, All Officials	<b>Date</b>	30 March 2019
		<b>Time</b>	21:40

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**Title** Event Notes Version 2

**Description** Event Notes Version 2

**Enclosed** 2019 Bahrain F1 Grand Prix - Event Notes V2 Doc 26.pdf

**Michael Masi**

**The FIA Formula One Race Director**

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## EVENT NOTES VERSION 2

### 1) Matters arising from the Australian 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.

### 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 14.00 on Thursday until 17.30 on Saturday (between 15.00 and 16.30 each visit will be restricted to five minutes).

b) From when the cars are returned to the teams after qualifying until 22.30 on Saturday.

c) From 13.10 until 17.10 on Sunday.

Any team found to be abusing the time limits set out above, which 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 Practice starts may only be carried out on the right of the pit exit before the end of the pit wall. Drivers must leave adequate room on their left for another driver to pass.
- 7.2 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 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 ~~In accordance with Chapter 4 (Section 4) of Appendix L to the ISC drivers must keep to the right of the solid white line at the pit entry when entering the pits~~
- 8.3 For safety reasons, drivers must keep to the right of the red/white chevron at pit entry.
- 8.4 Except in the cases of force majeure (accepted as such by the Stewards), the crossing, in any direction, of the red/white chevron separating the pit entry and the track by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.
- 8.5 The dotted white lines across the pit exit are the track edge.

## **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 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.

## **11) Drivers leaving their pit stop position in the pit lane**

- 11.1 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.

## **12) Fire extinguishers around the circuit**

- 12.1 Indicated by fluorescent orange boards with a white letter "F".

## **13) Places to remove cars from the track**

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

## **14) Places for drivers to leave the track**

- 14.1 Indicated by white and green panels (showing a man running) on the fences.

**15) Support races**

15.1 Team barrier placement during support race sessions and races: No more than four metres from the garages.

15.2 Please do not push cars to the weighing area by using the fast lane during any support race activity.

**16) In laps during qualifying 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) 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 turnstiles at the appropriate times.

**19) Removing cars from the grid**

19.1 Two gates in the pit wall, adjacent to grid positions 2 and 18.

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

20.1 On the driver's right.

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

21.1 The two 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.

21.2 The two 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.

**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 should be driven directly to the weighing area.

**24) Any other business**

A handwritten signature in black ink, consisting of stylized, cursive letters that appear to read 'MMJ'.

Michael Masi  
FIA Formula One Race Director