



2016 BRAZILIAN GRAND PRIX

From The FIA Formula One Race Director
To All Teams, All Officials

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Date 10 November 2016
Time 09:01

Title Event Notes

Description Event Notes

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The FIA Formula One Race Director



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To	Formula One Team Managers	Date	10 November 2016
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EVENT NOTES

10 NOVEMBER 2016

- 1) **Issues arising from the Mexican Grand Prix**
- 2) **Changes to the circuit**
 - 2.1 No changes of significance to the track but additional garages have been built and race control relocated.
- 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.
 - 3.6 Safety Car "arrow man".
- 4) **Weighing and weighing platform**
 - 4.1 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 on 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.

5) Practice starts

- 5.1 Practice starts may only be carried out on the left at the end of the pit exit, room must always be left on the right for another car to pass if necessary.

There will be two marshals on the left behind the guardrail in the pit exit who will wave white flags when a car is stopped for the purpose of carrying out a practice start.

- 5.2 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.

- 5.3 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).

6) Pit exit

- 6.1 If one of your drivers is forced to stop in the pit exit, i.e. between the end of the pit lane and the place where they re-join the track proper, please ask them to stop on the left. There is more space on the left and the car can remain in a safe position.

7) Pit entry and pit exit

- 7.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the left 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.

- 7.2 For safety reasons drivers must stay to the left of the white line at the pit entry.

- 7.3 Taking equipment to or from the grid via the gate in the pit entry will be permitted during the time the pit lane is open for the race (13.30-13.45 on Sunday), provided this is done by using only the green painted area to the left of the pit entry (when viewed from the pit lane looking towards the pit entry). Whenever team personnel are using this route a waved yellow flag will be shown to drivers entering the pits, they must slow down significantly in the pit entry and drive a greatly reduced speed in the pit lane itself.

- 7.4 Due to the nature of the pit exit we do not expect any driver intending to carry out a practice start to carry out any pre-start routines, this will be considered driving unnecessarily slowly in the pit exit and a report will be made to the stewards as a breach of Article 30.13 of the Sporting Regulations.

Therefore, and for the avoidance of doubt, any driver intending to carry out a practice start at the pit exit must drive to the allocated place as quickly as possible without slowing to carry out “burn-outs”, “clutch learns” or any associated pre-start routine.

This will apply at all times during the Event.

8) DRS

- 8.1 DRS will be globally disabled if panels 1, 2, 3, 4, 5, 15 or 16 are displaying yellow.
- 8.2 Detection will be automatically disabled for individual cars if the light panels below are displaying yellow :
Zone 2 : Panel 13 or 14.
- 8.3 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 13 or 14 are displaying yellow.

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) 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.
- 10.2 The light panel on the left in the pit entry relates only to cars in the pit entry (as opposed to cars on the track) and will be used to warn cars entering the pits that a car is either stopped or going slowly in the pit entry. This panel is designated "PE" on the circuit map.

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 Where there are white boards with an red letter 'F' on the guardrails or debris fences these are accompanied by a small orange sticker. In these locations extinguishers are manned (40 in total around the track).
- 12.2 Where there are only small orange stickers present there is an extinguisher but it is not manned (360 in total around the track).

13) Places to remove cars from the track

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

14) Removing cars from the grid

14.1 Via the gate in the pit entry alongside grid position 17.

15) Car number light panels for the start

15.1 On the driver's right.

16) Track light panels displaying pit entry status

16.1 The light panels 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.

16.2 The light panels indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

17) Defensive manoeuvres

17.1 Article 27.5 of the Sporting Regulations states that "*...no car may be driven...in a manner which could be potentially dangerous to other drivers...*", furthermore, Article 27.8 prohibits any manoeuvre "*...liable to hinder other drivers, such as...any abnormal change of direction*".

With the above in mind, and with the exception of any move permitted by Article 27.6, any change of direction under braking which results in another driver having to take evasive action will be considered abnormal and hence potentially dangerous to other drivers. Any such move will be reported to the stewards.

18) Lapping during the race

18.1 Article 27.9 of the Sporting Regulations 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. Whilst this has been largely successful the way in which teams and drivers use the system seems to have become inconsistent.

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 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.

19) Post race parc fermé

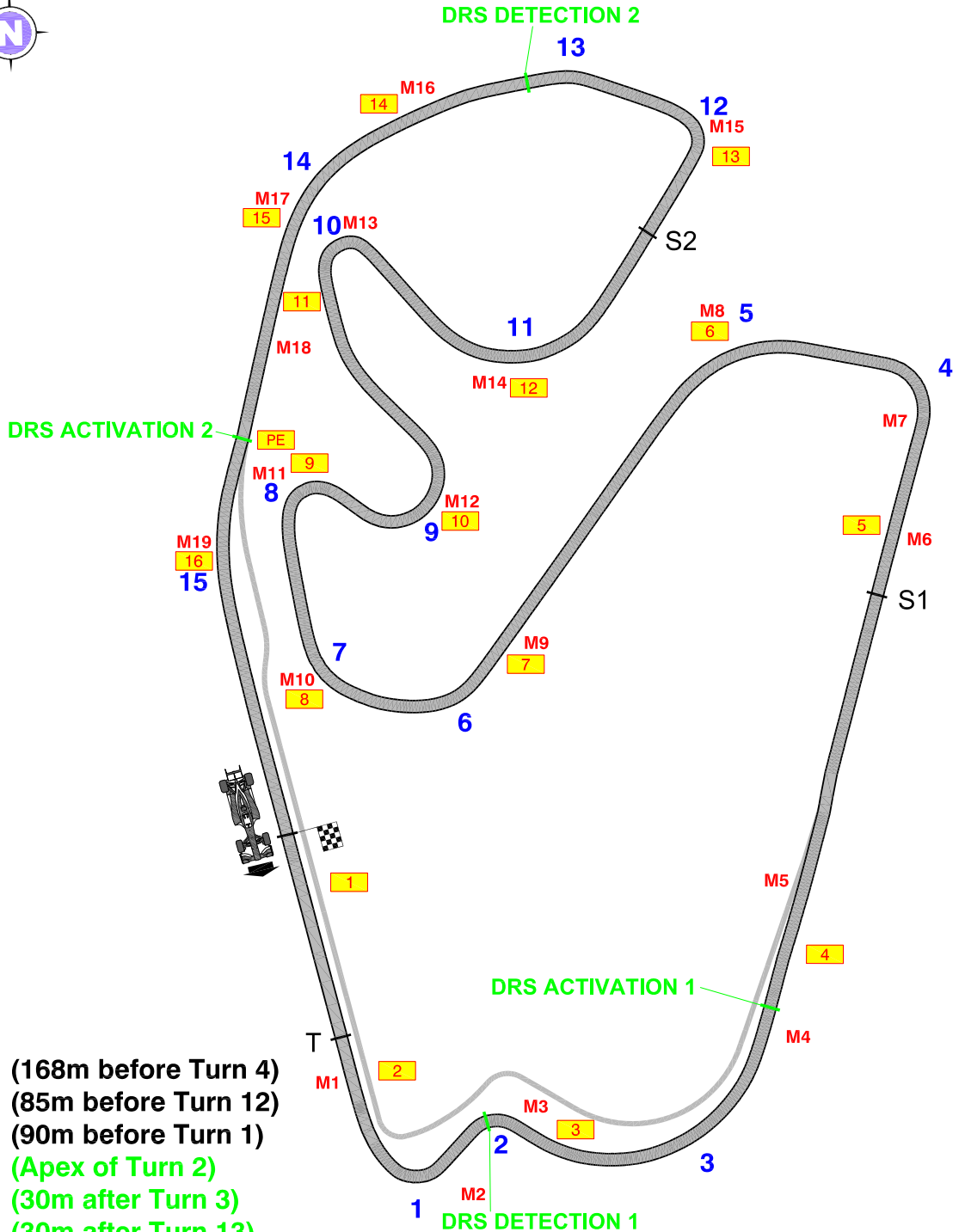
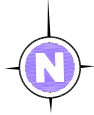
19.1 Cars should complete a full slowing down lap and enter the pits normally, all cars will then be stopped in the weighing area.




20) Any other business

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke.

Charlie Whiting
FIA Formula One Race Director

Circuit Map



-  **Start Line**
-  **Control Line**
- S1** Sector 1 (168m before Turn 4)
- S2** Sector 2 (85m before Turn 12)
- T** Speed Trap (90m before Turn 1)
- DRS Detection 1** (Apex of Turn 2)
- DRS Activation 1** (30m after Turn 3)
- DRS Detection 2** (30m after Turn 13)
- DRS Activation 2** (60m before Turn 15)
- 15** Corner Numbers
- M22** Marshal Post
-  **FIA Marshal Light Number & Location**

Circuit Centreline Length = 4.309 km

FORMULA 1 GRANDE PRÊMIO PETROBRAS DO BRASIL 2016 - São Paulo

