



2016 MEXICAN GRAND PRIX

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

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The FIA Formula One Race Director



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EVENT NOTES (v2)

27 OCTOBER 2016

1) **Issues arising from the United States Grand Prix**

2) **Changes to the circuit**

- 2.1 Sections of concrete have replaced parts of the grass verges at turns 8 and 11, this is to allow cars to re-join the track without the need to driver across grass.
- 2.2 The TecPro barrier straight on at turn 12 has been increased in depth to a “Tec3++” configuration (one extra row of grey blocks and one extra row of red blocks).

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 Pit entry status light panels.

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 Thursday until 12.30 on Saturday (between 11.00 and 12.30 each visit will be restricted to five minutes).
 - b) From when the cars are returned to the teams after qualifying until 17.30 on Saturday.

c) From 08.00 until 12.00 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 during practice sessions

5.1 Practice starts may only be carried out at the pit exit on the asphalt to the right of the fast lane and, for the avoidance of doubt, this includes any time the pit exit is open for the race.

5.2 Reminder about Article 38.1 :

“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 entry and pit exit

6.1 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.

6.2 For safety reasons drivers must stay to the right of the bollard at the start of the pit entry.

6.3 The dotted white lines across the pit entry and the pit exit are the track edges.

7) Support races

7.1 Please be kind enough to align your barriers ten metres from the front of your garages during all support practice sessions and races.

8) DRS

8.1 DRS will be globally disabled if panels 1, 2, 3, 4 or 14 are displaying yellow.

8.2 Detection will be automatically disabled if the light panels below are displaying yellow :

Zones 1 and 2 : Panels 12 or 13.

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 either zone if panels 12 or 13 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.

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) Turns 8 and 11

- 12.1 As last year, any qualifying lap time of a driver whose car passes completely behind the kerb on the apex of turns 8 or 11 will be automatically deleted.

13) Fire extinguishers around the circuit

- 13.1 Indicated by small fluorescent orange panels on the guardrails or debris fences.

14) Places to remove cars from the track

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

15) Removing cars from the grid

- 15.1 Via the gates in the pit wall in front of pole position or beside grid positions 6 and 18.

16) Car number light panels for the start

- 16.1 On the driver's right.

17) Track light panels displaying pit entry status

- 17.1 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.
- 17.2 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.

18) Defensive manoeuvres

- 18.1 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.

19) Lapping during the race

19.1 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.

20) Post-qualifying and post-race parc fermé

20.1 All drivers except those in the first three positions should complete a full slowing down lap and enter the pits normally and stop in the weighing area.

The drivers in the first three positions should stop as shown in the attached drawing on the outside of turn 13 and proceed to the podium as directed. The cars will then be pushed by the marshals to the weighing area, team members may assist.

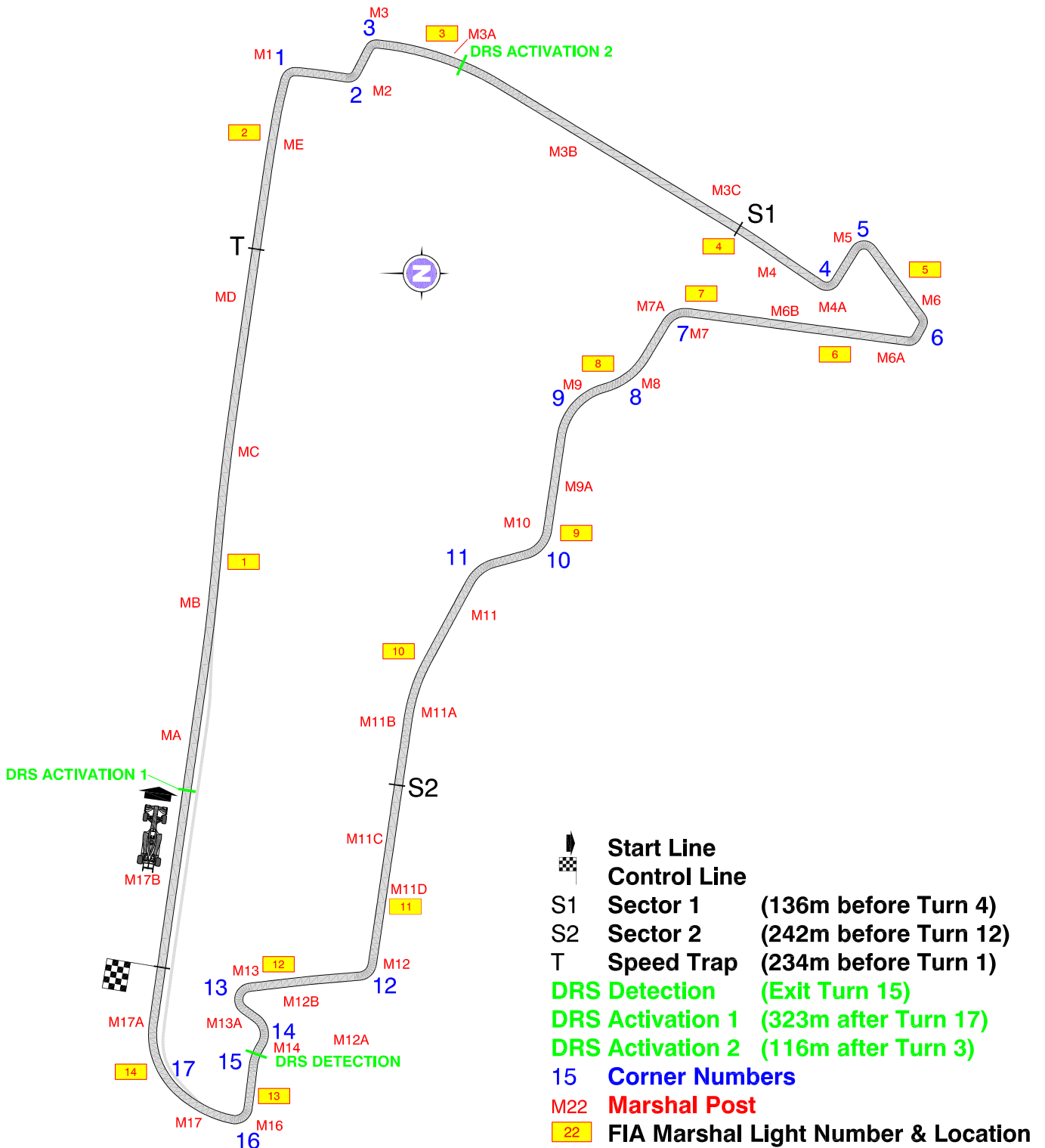
[Please see the attached maps.](#)

21) Any other business



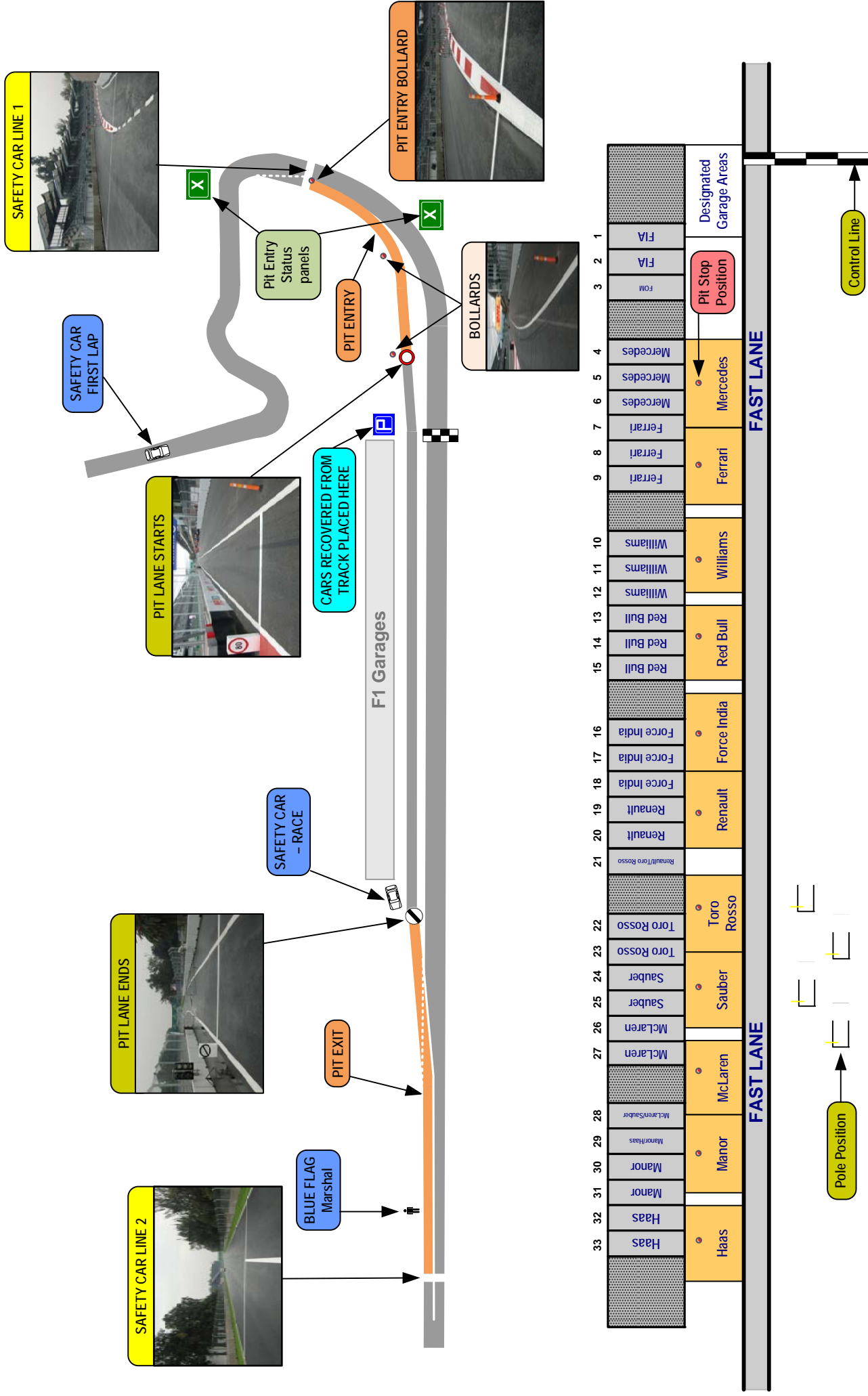
Charlie Whiting
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Circuit Map



Circuit Centreline Length = 4.304 km

FORMULA 1 GRAN PREMIO DE MÉXICO 2016 - Mexico City



Garage Number	Team	Designated Garage Area
1	FIA	
2	FIA	
3	FOM	
4	Mercedes	
5	Mercedes	
6	Mercedes	
7	Ferrari	
8	Ferrari	
9	Ferrari	
10	Williams	
11	Williams	
12	Williams	
13	Red Bull	
14	Red Bull	
15	Red Bull	
16	Force India	
17	Force India	
18	Force India	
19	Renault	
20	Renault	
21	Renault/Toro Rosso	
22	Toro Rosso	
23	Toro Rosso	
24	Sauber	
25	Sauber	
26	McLaren	
27	McLaren	
28	McLaren/Sauber	
29	Manor/Haas	
30	Manor	
31	Manor	
32	Haas	
33	Haas	

