



2019 MEXICAN GRAND PRIX

24 - 27 October 2019

From	The FIA Formula One Race Director	Document	16
To	All Teams, All Officials	Date	26 October 2019
		Time	09:00

Title Race Directors' Event Notes Version 3

Description Event Notes Version 3

Enclosed 2019 Mexican F1 Grand Prix Race Directors Event Notes V3 Doc 16.pdf

Michael Masi

The FIA Formula One Race Director

2019 MEXICAN GRAND PRIX

24 – 27 October 2019

From	The FIA Formula One Race Director	Document	16
To	All Officials, All Teams	Date	26 October 2019
		Time	09.00

EVENT NOTES **VERSION 3**

1) Matters arising from the Japanese 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 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 12:00 on Thursday until 09:00 on Friday.

b) From 10:30 on Friday until 12:30 on Saturday (between 11:00 and 12:30 each visit will be restricted to five minutes).

c) From when the cars are returned to the teams after qualifying until 17:30 on Saturday.

d) From 08:00 until 09:00 and 11:00 until 12:30 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-hand side of the fast lane at the pit exit and, for the avoidance of doubt, this includes any time the pit exit is open for the race.
- 7.2 Drivers should take no more than five seconds to prepare for their car for a practice start if any cars are waiting behind them.
- 7.3 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 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 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits. Additionally, drivers must keep to the left of the bollard at the pit entry adjacent to the pit lane speed limit sign.
- 8.3 Except in the cases of force majeure (accepted as such by the Stewards), the crossing by any part of the car, in any direction, of the red and white kerb between 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.
- 8.4 The dotted white line across the pit entry and the pit exit are the track edges.

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. *(Updated Map attached showing correct Marshal Post Locations)*

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) Track Limits

12.1 Turns 1, 2 and 3

- a) Any driver who either passes to the left of or runs over the fluorescent yellow kerb sections on the left hand side between Turns 1 and 2, or who passes to the left of the bollard on the apex of Turn 2, must re-join the track by driving around the end of the fluorescent yellow kerb sections on the right hand side between Turns 2 and 3.

12.2 Turn 8

- a) Any driver whose car passes completely behind the red and white kerb on the apex of Turn 8 must re-join the track by keeping wholly to the right of the fluorescent yellow kerb parallel to the track on the exit of Turn 8.

12.3 Turn 11 – Apex

- a) Any driver whose car passes completely behind the red and white kerb on the apex of Turn 11 must re-join the track by keeping to the right of the first ~~two~~ **three** polystyrene blocks and then wholly to the left of the second polystyrene block parallel to the track on the exit of the corner. (See attached **updated image**)

12.4 Turn 11 – Exit

- a) A lap time achieved during any practice session or the race by a driver completely crossing the red and white kerb on the exit of Turn 11 with no part of the car remaining in contact with the red and white section of the kerb, will be invalidated by the stewards.
 - b) On the third occasion of a driver completely crossing the red and white kerb on the exit of Turn 11 with no part of the car remaining in contact with the red and white section of the kerb during the race, he will be shown a black and white flag, any further cutting will then be reported to the stewards.
 - c) Each time any car completely crosses the red and white kerb on the exit of Turn 11, teams will be informed via the official messaging system.
 - d) The above requirements will not automatically apply to any driver who is judged to have been forced off the track, each such case will be judged individually.
- 12.5 In all cases detailed in point 12.1 to 12.4 above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.

13) Escape road at Turn 4

- 13.1 If a driver overshoots the corner at Turn 4 there is a small road to the left of the asphalt run-off area which leads back on to the track prior to Turn 6. Please ensure that your drivers use this when necessary.
- 13.2 In the case detailed above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.

14) Fire extinguishers around the circuit

- 14.1 Indicated by small fluorescent orange boards with a white letter "F" and by small white boards with an orange letter "F" attached to the debris fence.

15) Places where drivers may leave the track

- 15.1 Indicated by fluorescent orange panels on the walls or guardrails and at any location where a fire extinguisher is located.

16) Places to remove cars from the track

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

17) Pit Lane Walk and support races team barrier placement

- 17.1 Team barrier placement prior to and during all support category practice sessions and races: No more than five metres from the garages.
- 17.2 It is not permitted to push cars to the weighing area at any time a support category is in pit lane.

18) In laps during qualifying and reconnaissance laps

- 18.1 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.

19) Post qualifying parc fermé

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

20) Operational personnel curfew

20.1 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.

21) Removing cars from the grid

21.1 Through the gates in the pit wall in front of grid position 1 and adjacent to grid positions 6 and 18.

22) Car number light panels for the start

22.1 On the right-hand side of the grid.

23) Track light panel displaying pit entry status

23.1 The 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.

23.2 The 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.

24) Tyre Blanket Usage during Pit Stops in the Race

24.1 For reasons of safety, tyre blankets are not permitted in the Pit Lane at any time during the race.

25) Lapping during the race

25.1 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.

26) Post race parc fermé

26.1 The drivers in the first three positions at the end of the race should stop on the outside of turn 13 and proceed to the podium in accordance the provisions of the Race Directors Event Note Post Race Interviews.

26.2 All remaining cars must enter the pit lane and should proceed directly to the weighing area.

27) Any other business

27.1 Overhead camera Turn 13-16



Michael Mas

FIA Formula One Race Director

TURN 11 – APEX BLOCK ARRANGEMENTS (UPDATED IMAGE)



Grand Prix of Mexico 25-27/10/2019 (19R18MEX)

Compound	FL	FR	RL	RR	Mandatory race tyres
C2	2A1	2A2	2A3	2A4	C2
C3	3B1	3B2	3B3	3B4	C3
C4	4C1	4C2	4C3	4C4	
INTERMEDIATE	33G	35G	37G	39G	Q3 tyre
WET	34F	36F	37F	39F	C4

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	21.5	19.0
Intermediate	20.5	19.0
Wet	19.5	18.0

FE EOS Camber limit

-3.50 °

RE EOS Camber limit

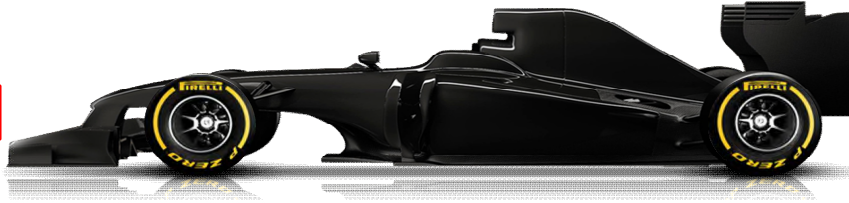
-2.00 °

FE Blistering sensitivity

Low

RE Blistering sensitivity

Low



TYRE HEATING STRATEGY (TREAD&SIDEWALL)

Temperature	0	40	60	80	100 (°C)
Slicks (front axle)	storage		max. 3h	max. 2h	(max. temp = 100°C)
Slicks (rear axle)	storage		max. 5h		(max. temp = 80°C)
Intermediate	storage	max. 2h	max. 30'		(max. temp = 80°C)
Wet	storage	max. 2h			(max. temp = 60°C)

(The time limits refer to the period leading up to the start of the session in which the tyres are intended for use).
(The temperatures referred to above apply at all times during the event).

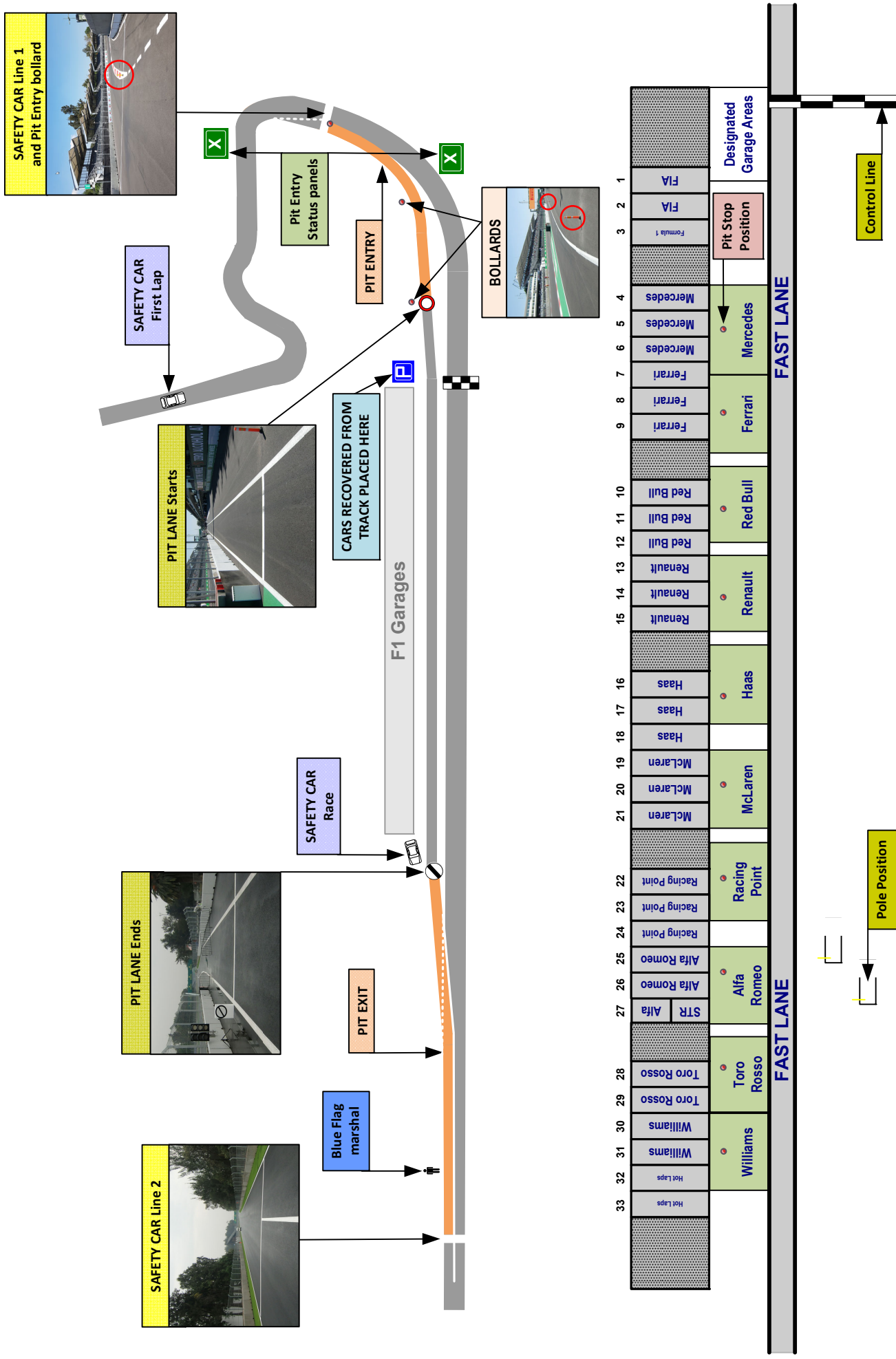
GENERAL NOTES

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.
- All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.
- STORAGE temperature is the recommended temperature the tyre can stay in blankets without time limit.
- BLANKET HEATING TIME for each temperature range to be counted from the moment the blanket control unit is set to reach its targeted temperature within its correspondent interval.

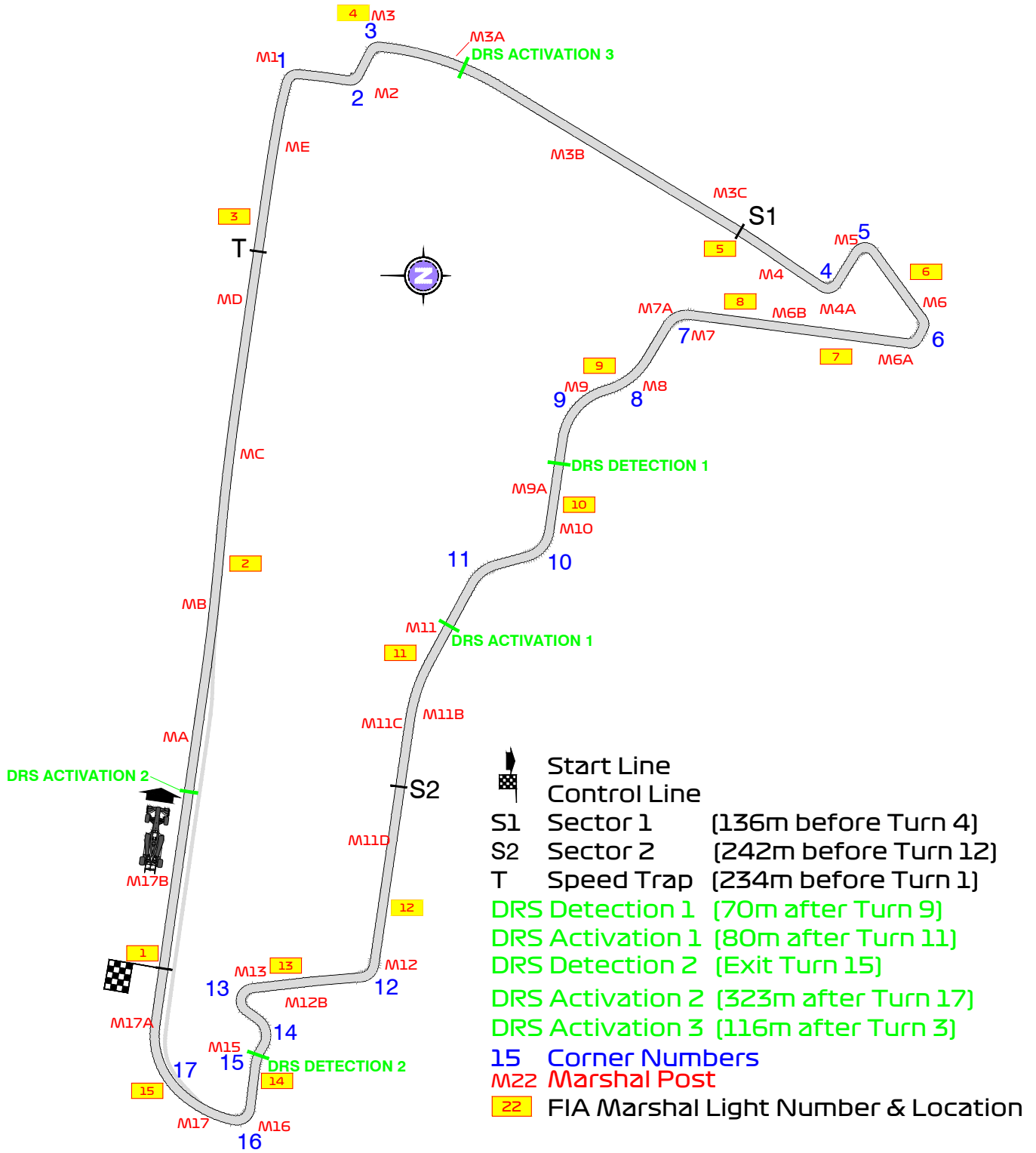




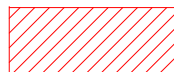
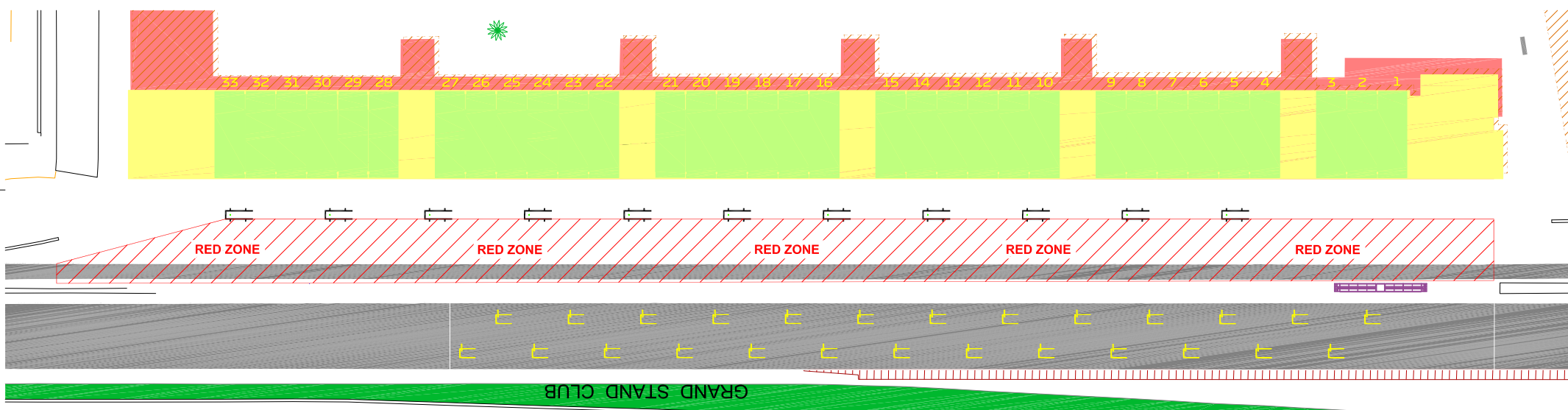
FIA Formula 1 World Championship™

FORMULA 1 GRAN PREMIO DE MÉXICO 2019 - Mexico City

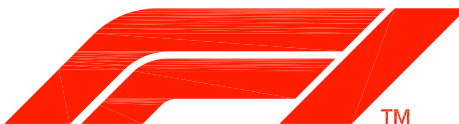
Circuit Map



Circuit Centreline Length = 4.304km



**PHOTOGRAPHERS
EXCLUSION RED
ZONE**



Race Title: **FORMULA 1 GRAN PREMIO DE MEXICO 2019**
 Event: **Mexico City - Mexico**
 Autodromo Hermanos Rodriguez
 Date: **Fri 25 Oct - Sun 27 Oct 2019**



Drawing Title		REDZONE		
Race No./Tag	Drawing Number			
18/MEX	MEXICO_RED_ZONE_19			
Drawn	Date	Scale	Rev	
NMS	18/09/2019	NTS		