

2018 MEXICAN GRAND PRIX

25 - 28 October 2018

From The FIA Formula One Race Director

To All Teams, All Officials

Document 18

Date 27 October 2018

Time 08:00

Title Revised Event Notes

Description Revised Event Notes

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Charlie Whiting

The FIA Formula One Race Director

2018 MEXICAN GRAND PRIX

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EVENT NOTES

27 OCTOBER 2018

1) **Matters arising from the United States 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.

3.6 Pit entry status light panels.

4) **Pirelli Event Preview**

4.1 With reference to Article 24.4(a) of the Sporting Regulations see the attached [revised](#) document provided by the official tyre supplier.

5) **Weighing and weighing platform**

5.1 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 11.00 on 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 to 09.00 and then from 11.15 to 12.00 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.

- 5.2 Cars should not be pushed to the weighing platform whilst any support race cars or personnel are in the pit lane unless they are behind the barriers (see 9.1 below).

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 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.

Unless there are no cars behind also waiting to carry out a practice start, drivers should take no more than five seconds to prepare for their car for a practice start.

- 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) 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 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 start of the pit entry.

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

9) Support races and pit walks

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

- 9.2 Similarly, please align your barriers approximately five metres from the front of your garages during all pit walks.

10) Leaving the track on the exit of turn 11

- 10.1 If a driver crosses the kerb on the exit of turn 11 during qualifying and, as a result, no part of the car remains in contact with the red and white section of the kerb, the lap time of the driver concerned will be deleted by the stewards.

During the race a black and white flag will be shown to any driver who clears the red and white section of the kerb three times, any further occurrence will then be reported to the stewards. Each time any car clears the red and white section teams will be informed via the official messaging system.

11) Observing yellow flags during free practice and qualifying

- 11.1 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).

11.2 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.

12) Light panels

12.1 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.

13) Drivers leaving their pit stop position in the pit lane

13.1 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.

14) Turns 1, 2 and 3

14.1 For safety reasons, any driver who either passes to the left of or runs over the fluorescent yellow kerb sections on the driver's left 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 driver's right between turns 2 and 3.

15) Escape road at turn 4

15.1 If a driver overshoots the corner at turn 4 there is a small road to the left of the asphalt area which leads back on to the track before turn 6, please ensure that your drivers use this when necessary.

16) Turns 8 and 11

16.1 For safety reasons, any driver whose car passes completely behind the 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 the corner.

16.2 For safety reasons, any driver whose car passes completely behind the kerb on the apex of turn 11 must re-join the track by keeping to the right of the polystyrene block and then wholly to the left of the fluorescent yellow kerb parallel to the track on the exit of the corner.

Please see the attached photograph on page 6.

17) Fire extinguishers around the circuit

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

18) Places to remove cars from the track

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

19) In laps and reconnaissance laps

19.1 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.

We will inform you of the maximum time after the first day of practice.

20) Post qualifying parc fermé

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

21) Operational personnel curfew

21.1 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.

22) Removing cars from the grid

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

23) Car number light panels for the start

23.1 On the driver's right.

24) Track light panels displaying pit entry status

24.1 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.

24.2 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.

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) Rolling starts

26.1 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.

27) Post-race parc fermé

27.1 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 as directed. The cars will then be pushed by the marshals to the weighing area, team members may assist.

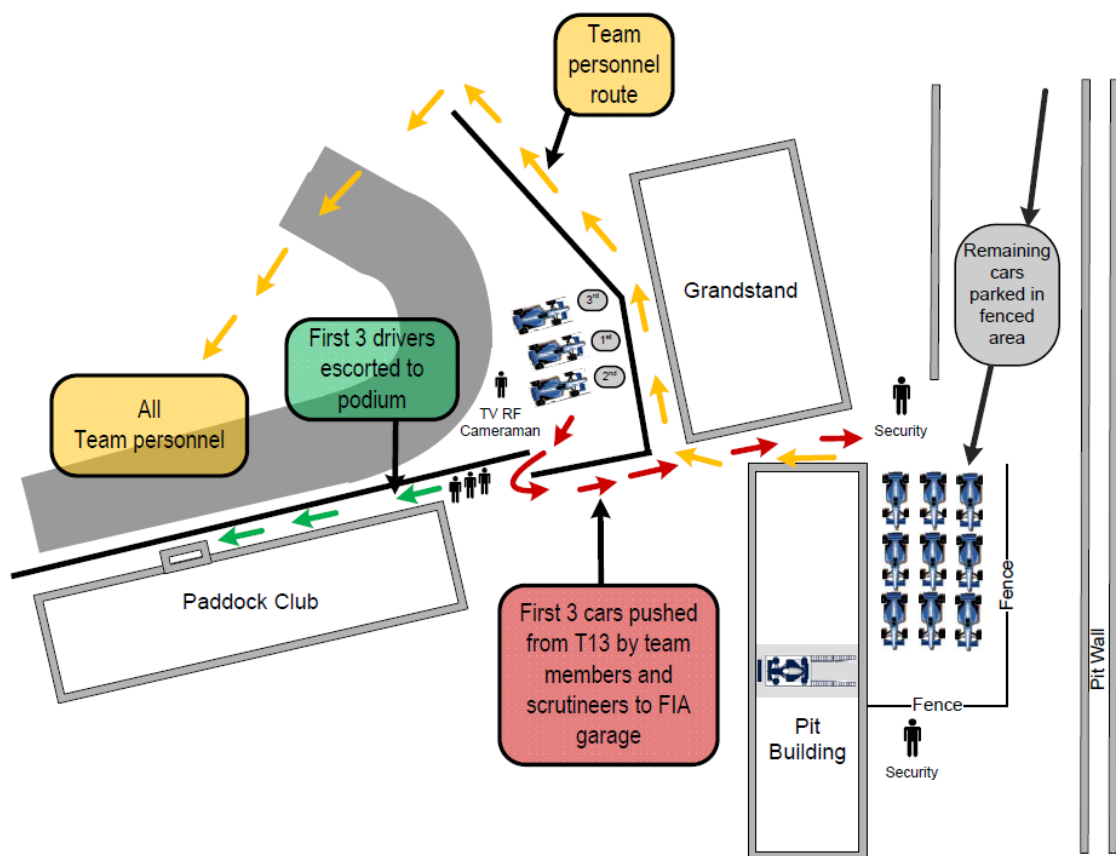
All remaining cars should complete a full slowing down lap and enter the pits normally and stop in the weighing area.

Please see the drawing on page 6.

28) Any other business

A handwritten signature in blue ink, appearing to read 'Charlie Whiting', with a stylized flourish at the end.

Charlie Whiting
FIA Formula One Race Director



Grand Prix of Mexico 26-28/10/2018 (18R19MEX)

Compound	FL	FR	RL	RR	Mandatory race tyres
SUPERSOFT	X60	X62	X70	X72	SUPERSOFT
ULTRASOFT	U60	U62	U70	U72	ULTRASOFT
HYPERSOFT	K60	K62	K70	K72	
INTERMEDIATE SOFT	G37	G38	G39	G40	Q3 tyre
WET SOFT	W37	W38	W39	W40	HYPERSOFT

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	20.5	21.0
Intermediate	19.0	20.0
Wet	18.0	19.0

FE EOS Camber limit

-3.50 °

RE EOS Camber limit

-2.00 °

FE Blistering sensitivity

Low

RE Blistering sensitivity

Low



TYRE HEATING STRATEGY

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

(Time limits apply before the start of each session).

(Max. temperature for each product applies at all times during the event).

GENERAL NOTES

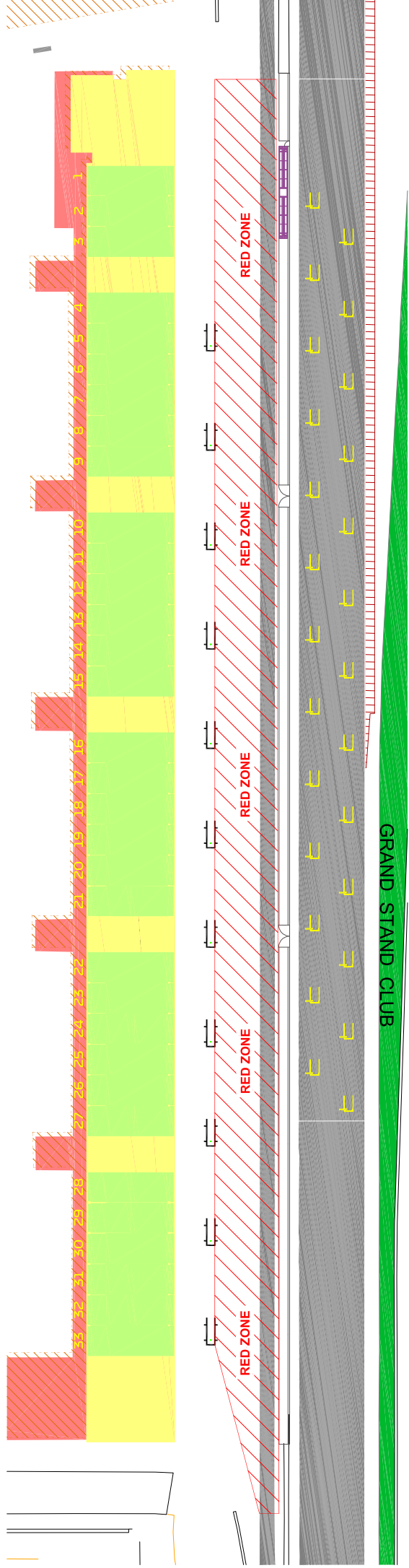
Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- 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.
- STORAGE temperature 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): Teams 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.
- 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.

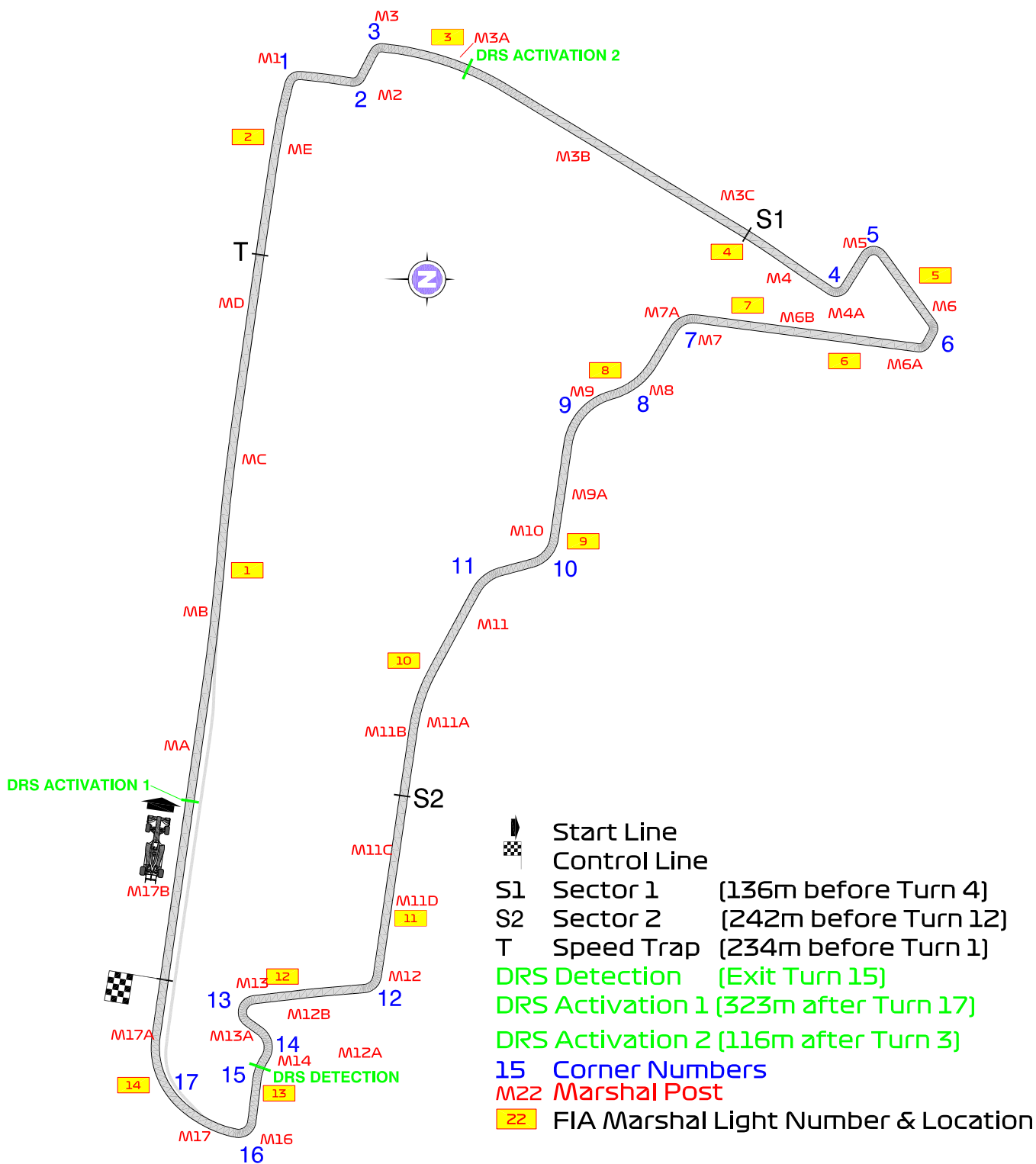


**PHOTOGRAPHERS
EXCLUSION RED
ZONE**

FORMULA 1 GRAN PREMIO DE MEXICO 2018

FORMULA 1 GRAN PREMIO DE MÉXICO 2018 - Mexico City

Circuit Map



Circuit Centreline Length = 4.304km

