



2018 AUSTRIAN GRAND PRIX

28 June - 01 July 2018

From	The FIA Formula One Race Director	Document	32
To	All Teams, All Officials	Date	30 June 2018
		Time	19:00

Title Revised Event Notes

Description Revised Event Notes

Enclosed 2_2018_AUSTRIAN_GP_EVENT_NOTES_V2.pdf

Charlie Whiting

The FIA Formula One Race Director

2018 AUSTRIAN GRAND PRIX

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EVENT NOTES V2

30 JUNE 2018

1) **Issues arising from the French Grand Prix**

2) **Changes to the circuit**

- 2.1 The verge on the left approaching turn 3 has been widened at the request of MotoGP.
- 2.2 The opening in the corner of the run-off area at turn 4 has been closed and a new one created further around the run-off.

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 11.30 Thursday until 14.30 on Saturday (between 13.00 and 14.30 each visit will be restricted to five minutes).
- b) From when the cars are returned to the teams after qualifying until 19.30 on Saturday.
- c) From 10.00 until 14.00 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.

6) Red zones for photographers in the pit lane during practice sessions

- 6.1 See the attached drawing.

7) Practice starts

- 7.1 As before practice starts should only be carried out on the track at the end of each free practice session, none may be carried out in the pit lane at all. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and make a practice start.

All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.

- 7.2 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 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 white line preceding the pit entry which starts 50m before turn 9, no part of any car entering the pits may cross this line.

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 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) Escape road at turn 6

11.1 If a driver overshoots the corner at turn 6 there is a small road along the front of the tyre barrier which leads back on to the track before turn 7, please ensure that your drivers use this when necessary.

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

12.1 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.

13) Fire extinguishers around the circuit

13.1 Indicated by small white boards with a red letter "F".

14) Places to remove cars from the track

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

15) In laps and reconnaissance laps

15.1 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.

16) Support races and pit walks

16.1 Teams are asked to keep their barriers no more than two metres from the garages during all support race practice sessions and races in addition to all pit walks (including Thursday afternoon).

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 entry turnstiles at the appropriate times.

19) Removing cars from the grid

19.1 Two gates in the pit wall, beside pole position and position 12.

20) Car number light panels for the start

20.1 On the driver's right.

21) Track light panel displaying pit entry status

21.1 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.

As TSP14 will now also be used to display a flashing yellow arrow, any driver who passed the arrow at TSP13 just before they are turned on may enter the pit lane by crossing the pit entry line referred to in 8.2 above, provided he does so safely.

21.2 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.

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 proceed directly to the weighing area.

24) Any other business



Charlie Whiting
FIA Formula One Race Director

Grand Prix of Austria 29/06-01/07/2018 (18R09SPI)

Compound	FL	FR	RL	RR
SOFT	S60	S62	S70	S72
SUPERSOFT	X60	X62	X70	X72
ULTRASOFT	U60	U62	U70	U72
INTERMEDIATE BASE	I37	I38	I39	I40
WET SOFT	W37	W38	W39	W40

Mandatory race tyres
SOFT
SUPERSOFT
Q3 tyre
ULTRASOFT

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	22.5	20.5
Intermediate	20.5	18.0
Wet	19.5	17.0

FE EOS Camber limit

-3.50 °

RE EOS Camber limit

-2.00 °

FE Blistering sensitivity

High



RE Blistering sensitivity

Medium

TYRE HEATING STRATEGY

<p>Storage temperature: 60°C</p> <p>Optimum time in blanket (@80°): 2h</p> <p>Maximum boost temperature 1h @ 110°C</p> <p>Blanket time window (@80°): 1h to 3h</p> <p>SLICKS</p>	<p>Storage temperature: 40°C</p> <p>Optimum time in blanket (@60°): 1h</p> <p>Maximum boost temperature 30min @ 80°C</p> <p>Blanket time window (@60°): 30 min to 2h</p> <p>INTER</p>
<p>Storage temperature: 40°C</p> <p>Optimum time in blanket (@60°): 1h</p> <p>NO BOOST</p> <p>Blanket time window (@60°): 30 min to 2h</p> <p>WET</p>	

GENERAL NOTES

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

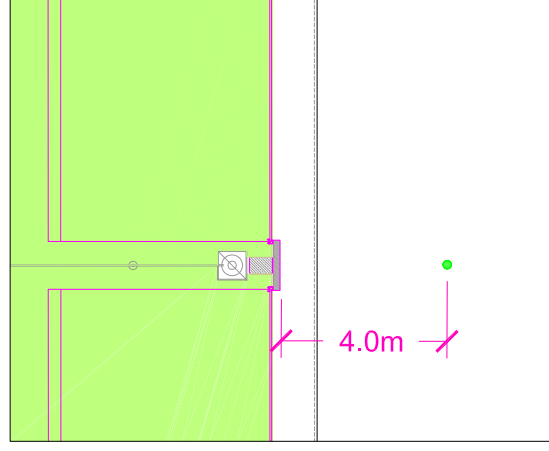
- Starting pressure.
- Camber at maximum speed.
- Maximum blanket temperature.
- Tyre swapping.

Tyre Notes

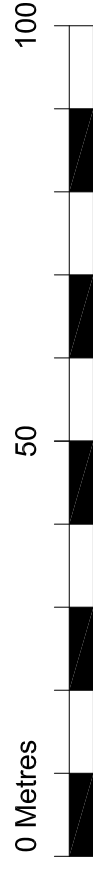
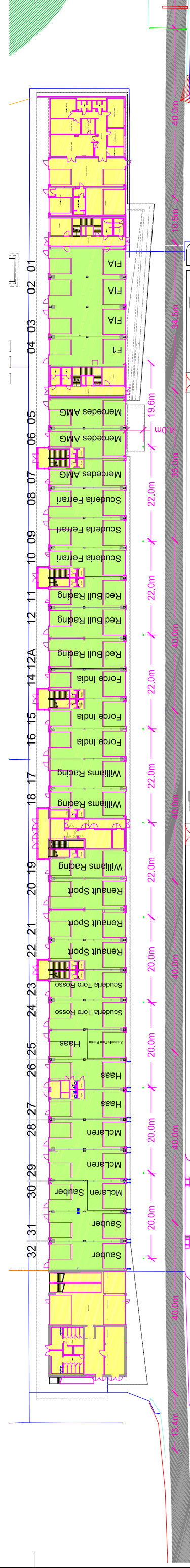
- Not permitted to switch tyres from their originally allocated position.
- Do not subject tyres to large deformation or heavy impact.
- Do not leave fitted tyres exposed at an air temperature lower than 15°C and/or any UV emission.
- Revised prescriptions could be issued during the race weekend in accordance with TD/007-16.

Storage Temp °C 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): you 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.



FRONT AXLE OFFSET MEASURED FROM FRONT OF PILLAR



Race Title: **FORMULA 1 EYETIME GROSSER PREIS VON ÖSTERREICH 2018**
 Event: **Spielberg - Austria**
 Date: **Fri 29 Jun - Sun 01 Jul 2018**
 Red Bull Ring



Drawing Title: **F1 Pitlane - Front Axle**

Race No./Tag: **09AUT**

Drawing Number: **AUSTRIA_GARAGES.18**

Drawn: **RG**

Date: **04.06.18**

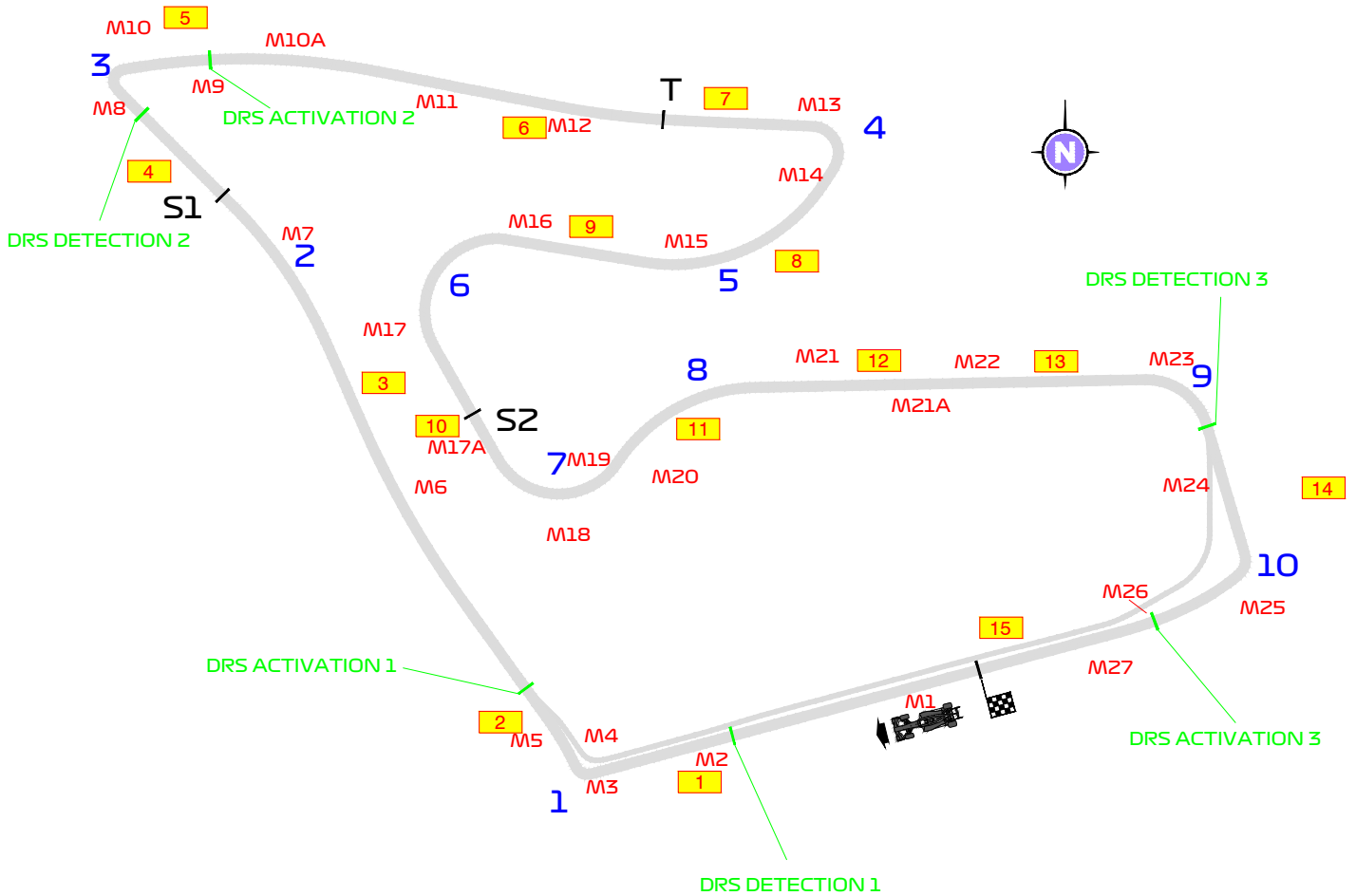
Scale: **NTS**

Rev



FORMULA 1 EYETIME GROSSER PREIS VON ÖSTERREICH 2018 - Spielberg

Circuit Map



- Start Line
- Control Line
- S1 Sector 1 [170m before T3]
- S2 Sector 2 [60m before T7]
- T Speed Trap [170m before T4]
- DRS Detection1 [160m before T1]
- DRS Activation1 [102m after T1]
- DRS Detection2 [40m before T3]
- DRS Activation2 [100m after T3]
- DRS Detection3 [151m before T10]
- DRS Activation3 [106m after T10]
- 15 Corner Numbers
- M22 Marshal Post
- FIA Marshal Light No.

Circuit Centreline Length = 4.318km

