



## 2017 BELGIAN GRAND PRIX

---

<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	25
<b>To</b>	All Teams, All Officials	<b>Date</b>	26 August 2017
		<b>Time</b>	10:00

---

**Title** Event Notes V2

**Description** Event Notes V2

**Enclosed** 2017\_08\_26\_BELGIAN\_GP\_EVENT\_NOTES\_v2.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**



## 2017 BELGIAN GRAND PRIX

---

<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	25
<b>To</b>	Formula One Team Managers	<b>Date</b>	26 August 2017
		<b>Time</b>	10.00

---

### EVENT NOTES

**26 AUGUST 2017**

---

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

**2) Changes to the circuit**

- 2.1 Two additional rows of tyres and a second conveyor belt have been added in turns 4, 9, 10, 11, 12, 13, 14 and 15.
- 2.2 A total of 2000 tube inserts have been fitted to various tyre barriers around the track.
- 2.3 The guardrail on the right between turns 8 and 9 has been replaced by a wall.
- 2.4 The kerb on the apex of turn 15 has been extended as far as the asphalt section on the right after the corner, a drain has also be installed in front of this kerb.

**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 :
- From 10.30 Thursday until 13.30 on Saturday (between 12.00 and 13.30 each visit will be restricted to five minutes).
  - From when the cars are returned to the teams after qualifying until 18.30 on Saturday.
  - 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.

## **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 during practice sessions may only be carried out on the right after leaving the pit lane, these must be done before the SC2 line and with all four wheels between the white line on the right hand edge of the pit exit and the wall (the area bordered by black in the photograph on page 6).
- 7.2 During the time the pit exit is open for the race practice starts may be carried out on the track after the pit exit before the SC2 line. Drivers wishing to carry out a start should stop wholly within the pit exit in order to allow other cars to pass on their left (the area bordered by red in the photograph on page 6). During this time any driver passing a car which has stopped to carry out a practice start may cross the white line that is referred to in 8.1 below.
- 7.3 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 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.
- 7.4 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) 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, and other than under 7.2 above, 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 white line and the bollard at the pit entry when entering the pits, no part of any car entering the pits may cross this line.

## **9) DRS**

- 9.1 DRS will be globally disabled if panels 1, 5, 6, 18 or 19 are displaying yellow.

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

**Zone 1** : Panels 2, 3 and 4.

**Zone 2** : Panel 17.

9.3 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 2, 3, 4 or 17 are displaying yellow.

#### **10) Observing yellow flags during free practice and qualifying**

10.1 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).

10.2 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.

#### **11) Track light panels**

11.1 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.

#### **12) Escape road at turn 5**

12.1 If a driver overshoots the corner at turn 5 there is a small road along the front of the tyre barrier which leads back on to the track at turn 7, please ensure that your drivers use this when necessary.

#### **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) Fire extinguishers around the circuit**

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

#### **15) Places to remove cars from the track**

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

**16) Support races**

- 16.1 The F2, GP3 and Porsche teams will be operating from the F1 pit lane for both their practice sessions and races so please set up your barriers in order that they have enough room to work comfortably, we suggest three metres would suffice.

**17) Cutting behind the apex of turn 4**

Any lap completed during qualifying by leaving the track and cutting behind the apex of turn 4, as judged by the detection loop in this location, will be deleted by the stewards.

On the third occasion of a driver cutting behind the apex during the race he will be shown a black and white flag, any further cutting will then be reported to the stewards.

Each time any car cuts behind the apex teams will be informed via the official messaging system.

**18) In laps 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 entry turnstiles at the appropriate times.

**21) Removing cars from the grid**

- 21.1 Through the gate adjacent to pole position.

**22) Car number light panels for the start**

- 22.1 On the driver's left.

**23) Track light panel displaying pit entry status**

- 23.1 The light panel 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.

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

**24) Lapping during the race**

- 24.1 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.

**25) Post race parc fermé**

**25.1** Drivers should not complete a full slowing down lap but should enter the pits via the pit exit and proceed down the pit lane in the “wrong” direction, all cars will then be stopped in the weighing area.

**26) Any other business**



Charlie Whiting  
FIA Formula One Race Director





**Belgian GP 25-27/08/2017 (17R12SPA)**

Compound	FL	FR	RL	RR
SOFT	60S	62S	70S	72S
SUPERSOFT	60X	62X	70X	72X
ULTRASOFT	60U	62U	70U	72U
INTERMEDIATE	37I	38I	39I	40I
XWET (new)	37W	38W	39W	40W

Mandatory race tyres
SOFT
SUPERSOFT
Q3 tyre
ULTRASOFT

**MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT**

	Front (psi)	Rear (psi)
Slicks	23.5	21.5
Intermediate	21.5	20.5
XWet	20.5	19.5

**FE EOS Camber limit**

-2.75 °

**RE EOS Camber limit**

-1.50 °

**FE Blistering sensitivity**

High



**RE Blistering sensitivity**

High

**TYRE HEATING STRATEGY**

Storage temperature: <b>60°C</b>	Optimum time in blanket (@80°): <b>2h</b>
<b>SLICKS</b>	
Maximum boost temperature <b>1h @ 110°C</b>	Blanket time window (@80°): <b>1h to 3h</b>

Storage temperature: <b>40°C</b>	Optimum time in blanket (@60°): <b>1h</b>
<b>INTER</b>	
Maximum boost temperature <b>30min @ 80°C</b>	Blanket time window (@60°): <b>30 min to 2h</b>

Storage temperature: <b>40°C</b>	Optimum time in blanket (@60°): <b>1h</b>
<b>XWET</b>	
<b>NO BOOST</b>	Blanket time window (@60°): <b>30 min to 2h</b>

**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.

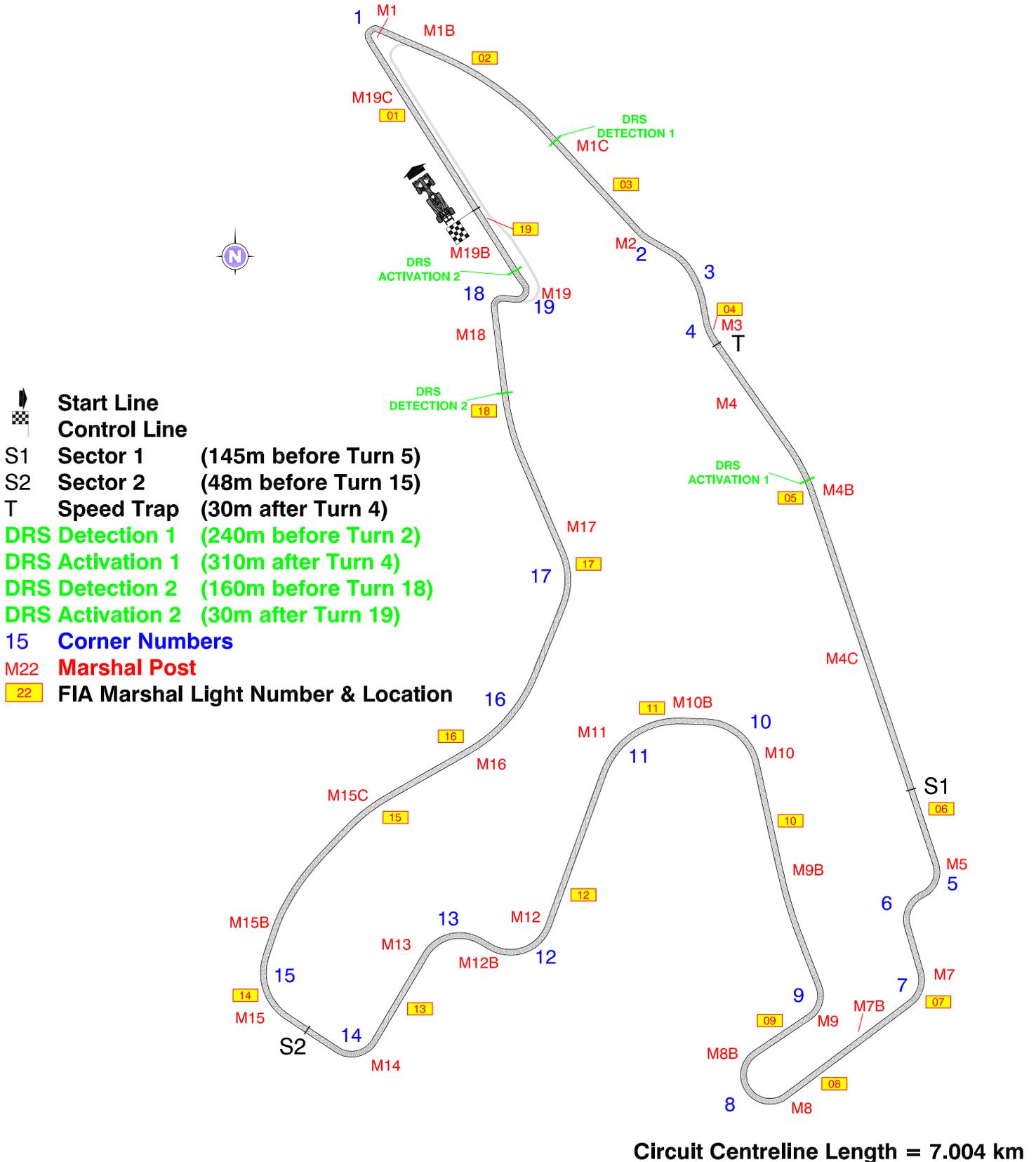


**PHOTOGRAPHERS EXCLUSION  
RED ZONE**

**2017 FORMULA 1 BELGIAN GRAND PRIX - Spa-Francorchamps**

The F1 FORMULA 1 logo, F1 logo, F1 FIA FORMULA 1 WORLD CHAMPIONSHIP logo, FORMULA 1, FORMULA ONE, F1, FIA FORMULA ONE WORLD CHAMPIONSHIP, GRAND PRIX and related marks are trade marks of Formula One Licensing BV, a Formula One group company.  
© 2017 Formula One World Championship Ltd.

### Circuit Map



### 2017 FORMULA 1 PIRELLI BELGIAN GRAND PRIX - Spa-Francorchamps

