



## 2017 BRAZILIAN GRAND PRIX

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	2
<b>To</b>	All Teams, All Officials	<b>Date</b>	09 November 2017
		<b>Time</b>	08:30

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**Title** Event Notes

**Description** Event Notes

**Enclosed** 2017\_11\_09\_BRAZILIAN\_GP\_EVENT\_NOTES.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**



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### EVENT NOTES

9 NOVEMBER 2017

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- 1) **Issues arising from the Mexican Grand Prix**
- 2) **Changes to the circuit**
  - 2.1 The apex areas of turns 2 and 12 have been resurfaced.
  - 2.2 Additional grooving of the track has been carried out in places where water was accumulating the most during the race last year, notably in turns 2, 3, 12, 13, 14 and 15.
  - 2.3 In order to ensure that the grip of the track is more consistent it has been cleaned twice with very high pressure water.
  - 2.4 'Sausage' kerb elements have been installed behind the existing kerbs on the apex of turns 2, 4, 8 and 10.
  - 2.5 Additional tyre barriers have been installed in parts of the barriers at turns 1, 6, 7, 8 and 10.
- 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 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 10.30 on Thursday until 13.30 on Saturday (between 12.00 and 13.30 each visit will be restricted to five minutes).
- b) From when the cars are returned to the teams after qualifying until 18.30 on Saturday.
- c) From 09.00 to 10.00 and then from 12.15 to 13.00 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.

## **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 left at the end of the pit exit, room must always be left on the right for another car to pass if necessary.

There will be two marshals on the left behind the guardrail in the pit exit who will wave white flags when a car is stopped for the purpose of carrying out a practice start.

7.2 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, 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.

7.3 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).

## **8) Pit exit**

8.1 If one of your drivers is forced to stop in the pit exit, i.e. between the end of the pit lane and the place where they re-join the track proper, please ask them to stop on the left. There is more space on the left and the car can remain in a safe position.

## **9) Pit entry and pit exit**

9.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the left 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.

9.2 For safety reasons drivers must stay to the left of the white line at the pit entry.

9.3 Taking equipment to or from the grid via the gate in the pit entry will be permitted during the time the pit lane is open for the race (13.30-13.45 on Sunday), provided this is done by using only the green painted area to the left of the pit entry (when viewed from the pit lane looking towards the pit entry). Whenever team personnel are using this route a waved yellow flag will be shown to drivers entering the pits, they must slow down significantly in the pit entry and drive a greatly reduced speed in the pit lane itself.

- 9.4 Due to the nature of the pit exit we do not expect any driver intending to carry out a practice start to carry out any pre-start routines, this will be considered driving unnecessarily slowly in the pit exit and a report will be made to the stewards as a breach of Article 27.4 of the Sporting Regulations.

Therefore, and for the avoidance of doubt, any driver intending to carry out a practice start at the pit exit must drive to the allocated place as quickly as possible without slowing to carry out “burn-outs”, “clutch learns” or any associated pre-start routine.

This will apply at all times during the Event.

## **10) DRS**

- 10.1 DRS will be globally disabled if panels 1, 2, 3, 4, 5, 15 or 16 are displaying yellow.
- 10.2 Detection will be automatically disabled for individual cars if the light panels below are displaying yellow :
- Zone 2** : Panel 13 or 14.
- 10.3 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 13 or 14 are displaying yellow.

## **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.
- 12.2 The light panel on the left in the pit entry relates only to cars in the pit entry (as opposed to cars on the track) and will be used to warn cars entering the pits that a car is either stopped or going slowly in the pit entry. This panel is designated “PE” on the circuit map.

## **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 Where there are white boards with an red letter 'F' on the guardrails or debris fences these are accompanied by a small orange sticker. In these locations extinguishers are manned (40 in total around the track).

14.2 Where there are only small orange stickers present there is an extinguisher but it is not manned (360 in total around the track).

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

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

**16) In laps and reconnaissance laps**

16.1 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.

**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 Via the gate in the pit entry alongside grid position 17.

**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 flashing yellow arrows if cars are required to use the pit lane once the Safety Car has been deployed during the race.

21.2 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.

**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 Cars should complete a full slowing down lap and enter the pits normally, all cars will then be stopped in the weighing area.

**24) 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

## Brazilian GP 10-12/11/2017 (17R19INT)

Compound	FL	FR	RL	RR
MEDIUM	60M	62M	70M	72M
SOFT	60S	62S	70S	72S
SUPERSOFT	60X	62X	70X	72X
INTERMEDIATE	37I	38I	39I	40I
WET (base)	37R	38R	39R	40R

Mandatory race tyres

MEDIUM

SOFT

Q3 tyre

SUPERSOFT

Cross-Over time WET > 119% > INT > 113% > DRY

## MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	22.5	20.0
Intermediate	20.5	19.0
Wet	19.5	18.0

FE EOS Camber limit

-3.25 °

RE EOS Camber limit

-2.00 °

FE Blistering sensitivity

Medium

RE Blistering sensitivity

Low



## TYRE HEATING STRATEGY

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

## GENERAL NOTES

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

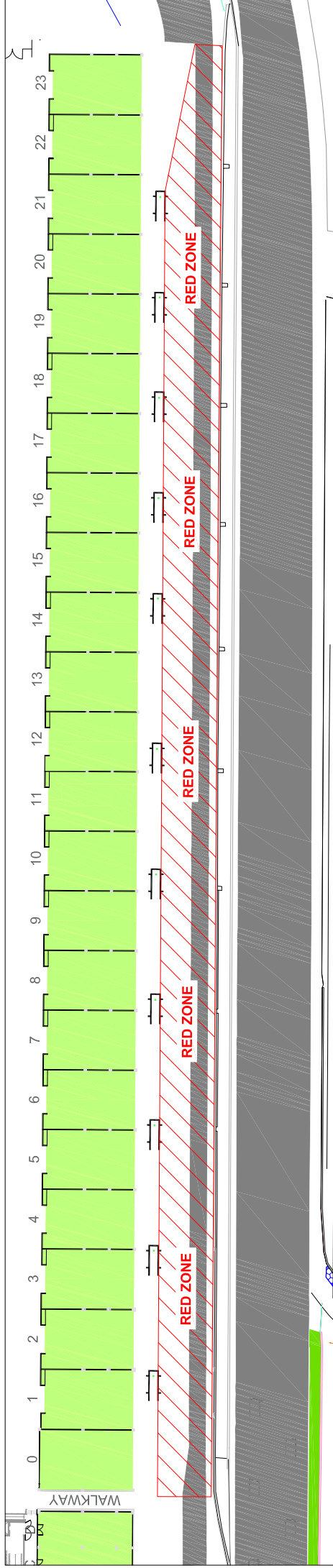
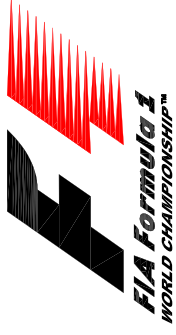
- Starting pressure.
- Camber at maximum speed.
- Maximum blanket temperature.
- Tyre swapping.

## 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.

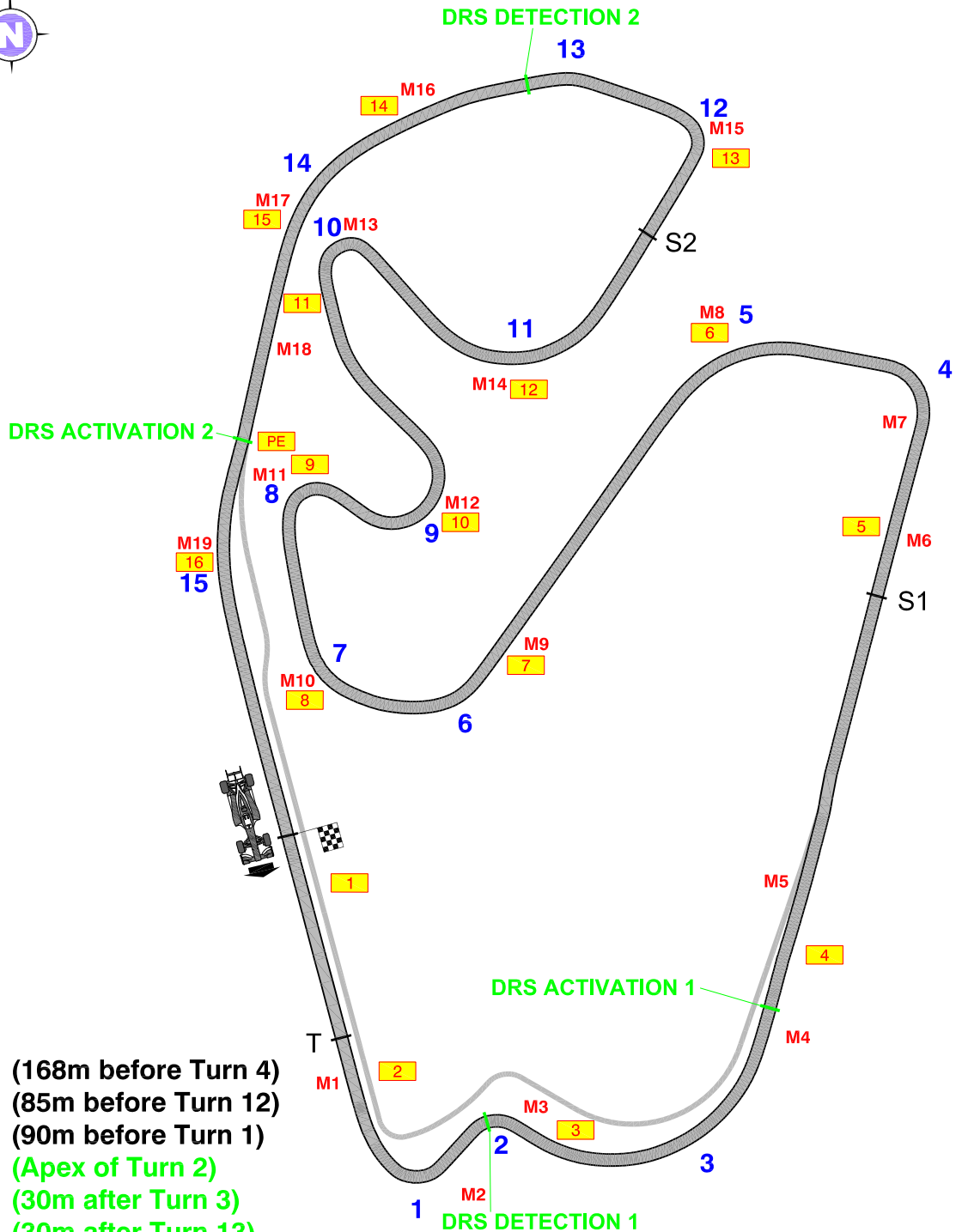
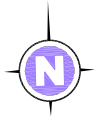




**PHOTOGRAPHERS  
EXCLUSION  
RED ZONE**

## 2017 FORMULA 1 GRANDE PREMIO DU BRASIL- Sao Paulo



## Circuit Map



-  **Start Line**
-  **Control Line**
- S1** Sector 1 (168m before Turn 4)
- S2** Sector 2 (85m before Turn 12)
- T** Speed Trap (90m before Turn 1)
- DRS Detection 1** (Apex of Turn 2)
- DRS Activation 1** (30m after Turn 3)
- DRS Detection 2** (30m after Turn 13)
- DRS Activation 2** (60m before Turn 15)
- 15** Corner Numbers
- M22** Marshal Post
- 22** FIA Marshal Light Number & Location

Circuit Centreline Length = 4.309 km

## FORMULA 1 GRANDE PRÊMIO HEINEKEN DO BRASIL 2017 - São Paulo

