



2016 GERMAN GRAND PRIX

From	The FIA Formula One Race Director	Document	2
To	All Teams, All Officials	Date	27 July 2016
		Time	12:00

Title Event Notes

Description Event Notes

Enclosed Event Notes 27-07-2016.pdf

Charlie Whiting

The FIA Formula One Race Director



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To	Formula One Team Managers	Date	27 July 2016
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EVENT NOTES

27 JULY 2016

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

2) **Changes to the circuit**

- 2.1 The kerbs on the exit of turns 1 and 12 have been replaced by double negative kerbs. The remaining areas formerly laid with artificial grass has been laid with concrete.
- 2.2 A wide kerb has been laid between the two sections of green-painted concrete on the left between turns 1 and 2.
- 2.3 A 50mm high domed kerb has been installed behind the existing kerb on the exit of turn 6.
- 2.4 A 50mm high domed kerb has been installed behind the existing kerb on the exit of turn 11.
- 2.5 A 200m section of track has been resurfaced on the approach to turn 12.
- 2.6 The walls on both sides of the track between turns 13 and 16 have been re-aligned to accommodate the rallycross track, all are however further from the track.

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 Safety Car "arrow man".

4) Weighing and weighing platform

- 4.1 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 09.00 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 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.

5) Practice starts

- 5.1 Practice starts may only be carried out at the pit exit on the right hand side and, for the avoidance of doubt, this includes any time the pit exit is open for the race.
- 5.2 Reminder about Article 38.1 :

"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.

- 5.3 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).

6) Lines or bollards at the pit entry and pit exit

- 6.1 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.
- 6.2 For safety reasons drivers must stay to the right of the bollard at the pit entry when entering the pits.

7) DRS

- 7.1 DRS will be globally disabled if panels 1, 2, 3, 4, 5 or 6 are displaying yellow.
- 7.2 Detection will be automatically disabled for individual cars if the light panels below are displaying yellow :
- Zone 1** : Panel 14.
- Zone 2** : Panel 3.
- 7.3 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 3 or 14 are displaying yellow.

8) Light panels

8.1 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.

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

9.1 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.

10) Fire extinguishers around the circuit

10.1 Indicated by fluorescent orange boards around the circuit.

11) Places to remove cars from the track

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

12) Support races and pit walks

12.1 Teams are asked to keep their barriers no more than three metres from the garages during all support race practice sessions and races in addition to all pit walks.

13) Post qualifying parc fermé

13.1 The cameras should be installed and operated in the normal way.

14) Removing cars from the grid

14.1 Two gates in the pit wall, beside pole position and position 14.

15) Car number light panels for the start

15.1 On the driver's right.

16) Post race parc fermé

16.1 All cars must enter the pit lane and proceed directly to the weighing area.

17) Any other business

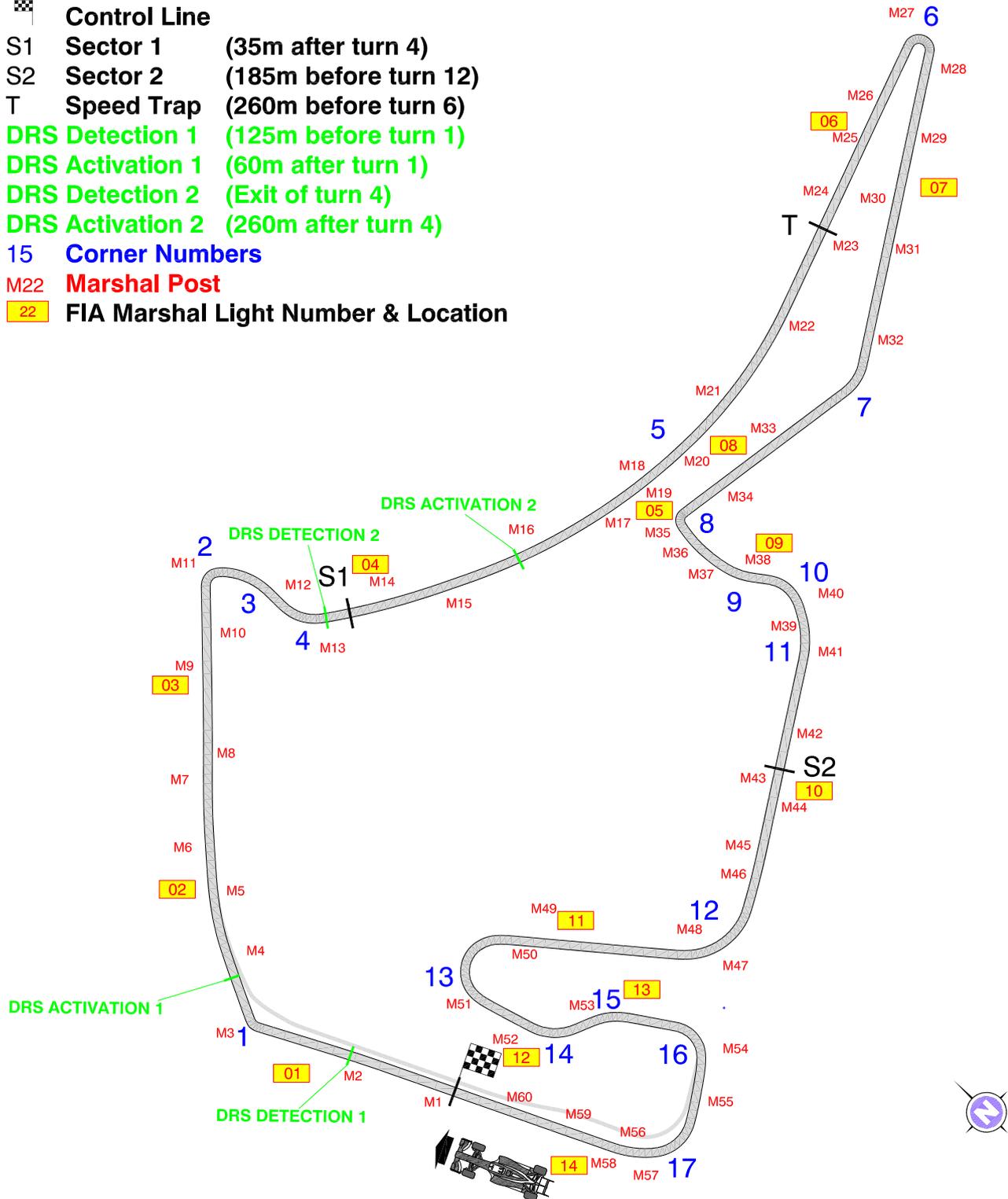
17.1



Charlie Whiting
FIA Formula One Race Director

Circuit Map

-  **Start Line**
-  **Control Line**
- S1 Sector 1 (35m after turn 4)**
- S2 Sector 2 (185m before turn 12)**
- T Speed Trap (260m before turn 6)**
- DRS Detection 1 (125m before turn 1)**
- DRS Activation 1 (60m after turn 1)**
- DRS Detection 2 (Exit of turn 4)**
- DRS Activation 2 (260m after turn 4)**
- 15 Corner Numbers**
- M22 Marshal Post**
-  **FIA Marshal Light Number & Location**



Circuit Centreline Length = 4.574 km

FORMULA 1 GROSSER PREIS VON DEUTSCHLAND 2016 - Hockenheim

