



## 2017 MEXICAN GRAND PRIX

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**From** The FIA Formula One Race Director

**Document** 22

**To** All Teams, All Officials

**Date** 28 October 2017

**Time** 09:00

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**Title** Revised Event Notes

**Description** Event Notes V2

**Enclosed** 2017\_10\_28\_MEXICAN\_GP\_EVENT\_NOTES\_V2.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**



# 2017 MEXICAN GRAND PRIX

## RACE DIRECTORS REPORT

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	22
<b>To</b>	Formula One Team Managers	<b>Date</b>	28 October 2017
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### EVENT NOTES

**28 OCTOBER 2017**

**1) Issues arising from the United States Grand Prix**

**2) Changes to the circuit**

- 2.1 An area of grass verge on the left between turns 2 and 3 has now been paved with asphalt.
- 2.2 Speed bumps 50mm high and 2 metres long have been installed behind the U-drain on the left between turns 1 and 2. A second series of these bumps has been placed 1 metre from the left hand track edge between turns 2 and 3. These are painted bright orange.
- 2.3 The wall straight on at turn 4 has been moved back some 20 metres.
- 2.4 Speed bumps have been placed after the apex kerbs on turns 8 and 11 in order to ensure drivers re-join the track off line. These are painted bright orange.
- 2.5 All of the exit kerbs have now been ground at the back edge in order to ensure there is a 150mm chamfer present.
- 2.6 Additional TecPro barriers have been installed in parts of the barriers at turns 1, 7, 10, 12 and 16.

**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 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 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 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.

- 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 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**

- 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.

## **10) DRS**

- 10.1 DRS will be globally disabled if panels 1, 2, 3, 4 or 14 are displaying yellow.
- 10.2 Detection will be automatically disabled if the light panels below are displaying yellow :

**Zones 1 and 2** : Panels 12 or 13.

- 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 either zone if panels 12 or 13 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.

## **13) Escape road at turn 4**

- 13.1 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.

## **14) Drivers leaving their pit stop position in the pit lane**

- 14.1 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.

## **15) Turns 1, 2 and 3**

- 15.1 For safety reasons, any driver who either passes to the left of or runs over the orange 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 orange kerb sections on the driver's left between turns 2 and 3.

## **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 orange 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 wholly [to the right of the new block and then](#) wholly to the left of the orange kerb parallel to the track on the exit of the corner.

[Please see the attached photographs 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.

You will be informed 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 panel 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) Post-qualifying and post-race parc fermé**

26.1 At the end of qualifying all drivers except those in the first three positions should complete a full slowing down lap and enter the pits normally and stop in the weighing area.

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 attached drawings on pages 11 and 12.

**27) Any other business**



Charlie Whiting  
FIA Formula One Race Director







**Mexican GP 27-29/10/2017 (17R18MEX)**

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
WET (new)	37W	38W	39W	40W

Mandatory race tyres
SOFT
SUPERSOFT

Q3 tyre
ULTRASOFT

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

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

	Front (psi)	Rear (psi)
Slicks	21.0	19.5
Intermediate	19.0	18.5
Wet	18.0	17.5

**FE EOS Camber limit**  
-3.50 °

**RE EOS Camber limit**  
-2.00 °

**FE Blistering sensitivity**  
Low



**RE Blistering sensitivity**  
Low

**TYRE HEATING STRATEGY**

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

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

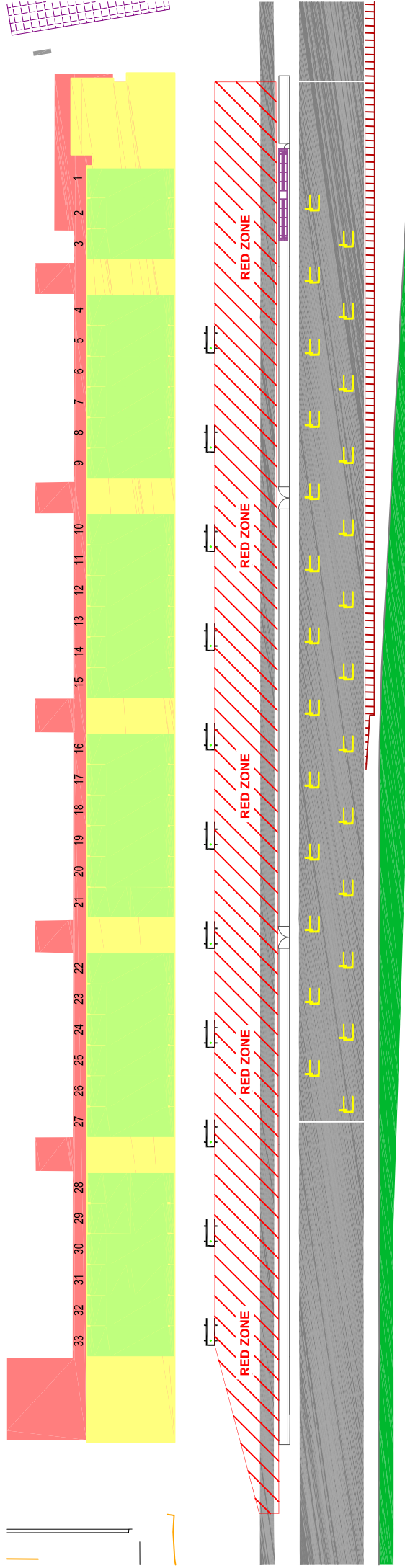
- Starting pressure.
- Camber at maximum speed.
- Maximum blanket temperature.
- Tyre swapping.

**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.

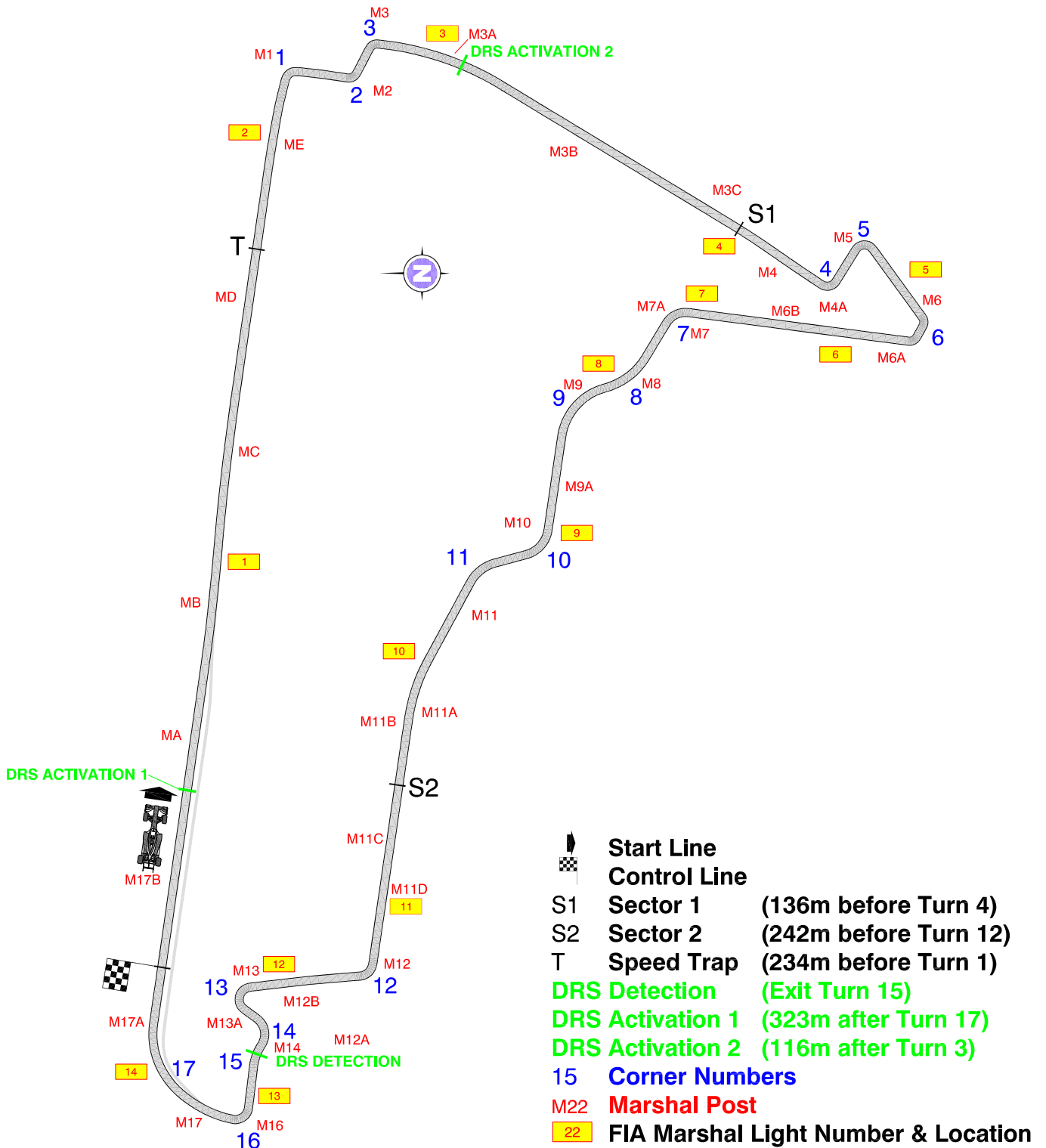
Storage Temp°C is the recommended temperature the tyre can stay in blankets without time limit. All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.  
SIDEWALLS HEATING CLARIFICATION (ALL PRODUCTS): you are allowed to apply a max. temperature 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**

**Circuit Map**



**Circuit Centreline Length = 4.304 km**

**FORMULA 1 GRAN PREMIO DE MÉXICO 2017 - Mexico City**



