



2017 MONACO GRAND PRIX

From	The FIA Formula One Race Director	Document	2
To	All Teams, All Officials	Date	24 May 2017
		Time	08:35

Title Event Notes

Description Event Notes

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Charlie Whiting

The FIA Formula One Race Director



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EVENT NOTES

24 MAY 2017

1) Issues arising from the Spanish Grand Prix

2) Changes to the circuit

- 2.1 Improvements to the TecPro barriers have been made in turns 1, 4, 11, 12 and 15.
- 2.2 Additional guardrail posts have been added between turns 1 and 3 and also between turns 4 and 5.
- 2.3 The guardrail on the left between turns 4 and 5 is now fitted on the pavement, as opposed to the road surface itself.
- 2.4 The track has been re-surfaced :
 - From the Line to approximately 50m after turn 1.
 - Between turn 4 and the entry to turn 8.
 - From the exit of the tunnel to the entry to turn 10.
 - From before turn 12 to just after turn 14.
 - From turn 19 to the Line.
- 2.5 The guardrail inside turn 13 has been increased to three rows high and a debris fence has been fitted.
- 2.6 The speed bumps across the run-off in turns 15 and 16 have been removed and replaced by one speed bump parallel to the track after the kerb on the apex of turn 16 to a point 3m from the TecPro barrier.
- 2.7 A number of drain covers are now bolted down.
- 2.8 A new gate has been installed in the pit wall beside grid position 2.

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 10.30 on Wednesday until midnight on Thursday.
 - b) From 14.00 on Friday until 13.30 on Saturday (between 12.00 and 13.30 on Saturday each visit will be restricted to five minutes).
 - c) From when the cars are returned to the teams after qualifying until 18.30 on Saturday.
 - d) 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 sessions

- 6.1 See the attached drawing.

7) Practice starts

- 7.1 Practice starts may only be carried out on the track at the end of each free practice session, none may be carried out in the pit lane. 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 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.

If any driver appears to be disregarding any of the above a red flag will be displayed and the possibility to carry out any further starts will be immediately terminated.

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 stay to the right of the yellow line at the pit exit when leaving the pits and stay to the right of it until it finishes after turn 1.

8.2 In order to warn drivers leaving the pits that the pit exit is obstructed two yellow arrows will be illuminated, one at the pit exit and one just before turn 1. If either of these are illuminated drivers leaving the pits may cross the yellow line.

8.3 There are no restrictions at the pit entry.

9) **Lights before the pit exit**

9.1 There are two yellow arrows above the track just before the pit exit, these will be flashed to warn drivers on the track that a car is leaving the pit lane.

10) **Chicane escape road**

10.1 If a car uses the escape road at the chicane the driver may re-join the track only when the lights, operated by the marshal on the spot, are turned green.

11) **DRS**

11.1 DRS will be globally disabled if panels 1, 18 or 19 are displaying yellow.

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

Zone 1 : Panels 15, 16 or 17.

11.3 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 zone if panels 15, 16 or 17 are displaying yellow.

12) **Observing yellow flags during free practice and qualifying**

12.1 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).

12.2 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.

13) **Track light panels**

13.1 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.

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) Fire extinguishers around the circuit

15.1 Indicated by small fluorescent orange boards attached to the debris fences.

16) Places to remove cars from the track

16.1 Indicated by fluorescent orange panels on the walls or guardrail.

17) In laps and reconnaissance laps

17.1 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.

18) Support races

18.1 Well before and during each support race practice session and race please be kind enough to ensure all your pit equipment is no more than one metre from your garage. The organisers have asked if you could keep your equipment within one metre of the garages from the following times :

Thursday	07.15	(Before Eurocup Renault practice)
	11.35	(Before the Formula 2 practice)
	15.45	(Before the Formula 2 qualifying)
	16.55	(Before the Porsche practice)
Friday	07.10	(Before the Eurocup Renault qualifying)
	09.10	(Before the Porsche qualifying)
	10.45	(Before the first Formula 2 race)
Saturday	08.30	(Before the first Eurocup Renault race)
	15.15	(Before the second Formula 2 race)
Sunday	09.15	(Before the Porsche race)
	10.15	(Before the second Eurocup Renault race)

On no account should F1 cars be pushed to the weighing area while a support race is in the pit lane.

19) Post qualifying parc fermé

19.1 The cameras should be installed and operated in the same way as 2016.

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 Pit exit.

22) Car number light panels for the start

22.1 On the right hand side of the grid.

23) Track light panels displaying pit entry status

- 23.1 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.
- 23.2 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.

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 1.0s 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) Suspending a race

- 25.1 If the race is suspended we would like the first car entering the pit lane to stop at the end of the last garage, rather than going to the pit exit lights. This will provide more room for the teams and allow any cars permitted to un-lap to be pushed to the front of the line of cars in the fast lane.

26) Post race parc fermé

- 26.1 The first three cars on the grid as usual and the remainder in the weighing area.

27) Any other business



Charlie Whiting
FIA Formula One Race Director



Monaco GP 26-28/05/2017

	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	X46	X47	X48	X49

Mandatory race tyres
Soft
Supersoft
Q3 tyre
Ultrasoft

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER

	Front (psi)	Rear (psi)
Slicks	17	16,5
Intermediates	17	16
XWet	16	15

FE EOS Camber limit

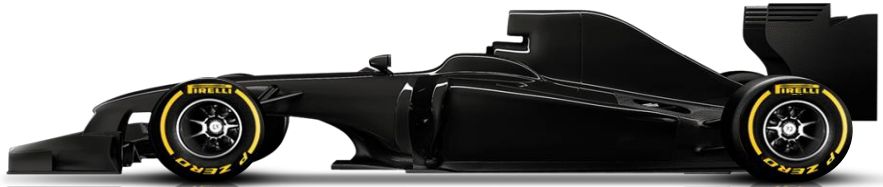
-4,25 °

RE EOS Camber limit

-3,00 °

FE Blistering sensitivity

Low



RE Blistering sensitivity

Low

TYRE HEATING STRATEGY

Storage temperature: 60°C Optimum time in blanket (@80°): 2h SLICKS Maximum boost temperature: 1h @ 110°C Blanket time window (@80°): 1h to 3 h	Storage temperature: 40°C Optimum time in blanket (@60°): 1h INTERS Maximum boost temperature: 30min @ 80°C Blanket time window (@60°): 30 min to 2 h
Storage temperature: 40°C Optimum time in blanket (@60°): 1h XWET NO BOOST Blanket time window (@60°): 30 min to 2 h	

GENERAL NOTES

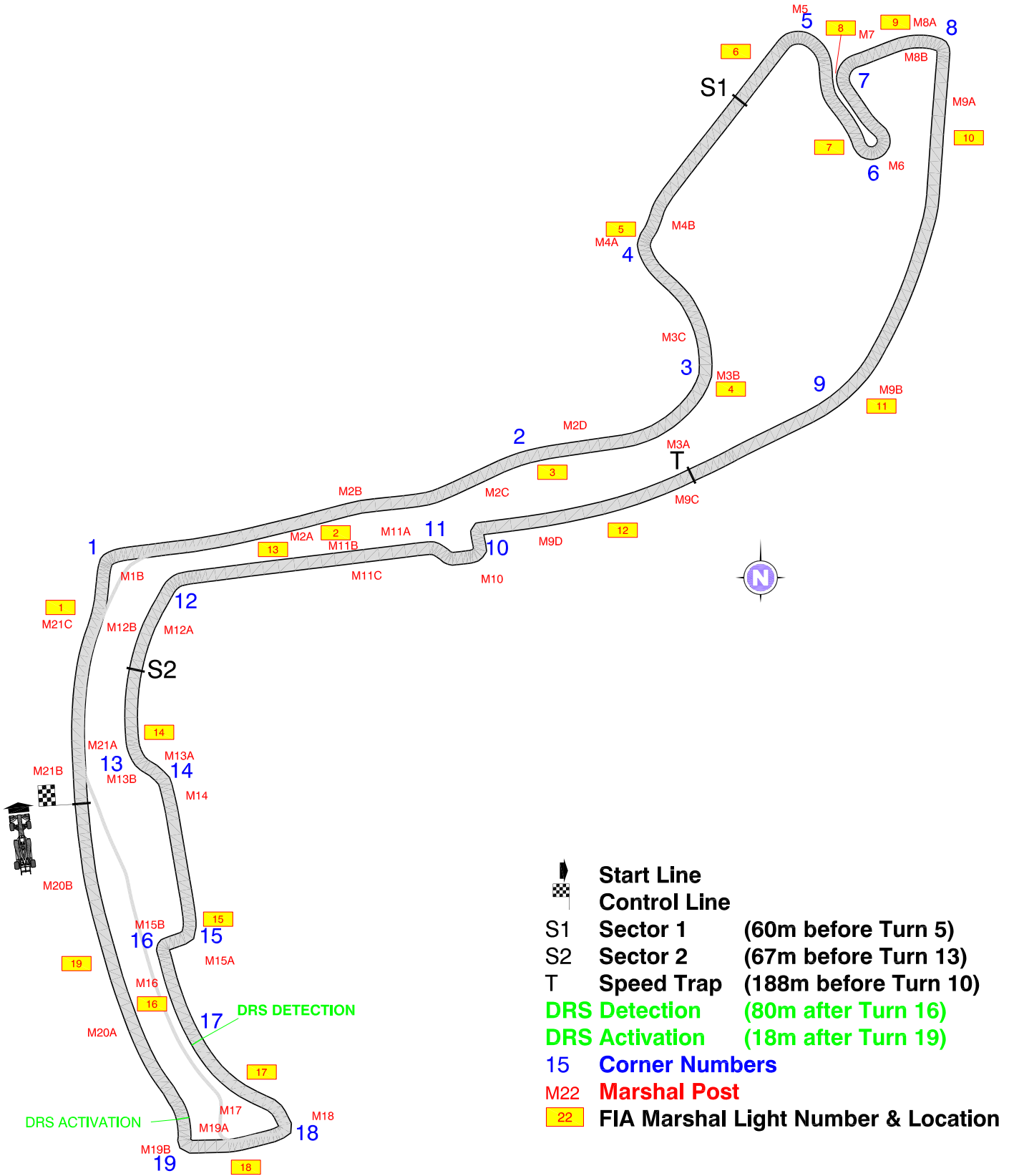
Teams are kindly reminded that the parameters will be subjected to FIA checks during the event:

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

Tyre Notes

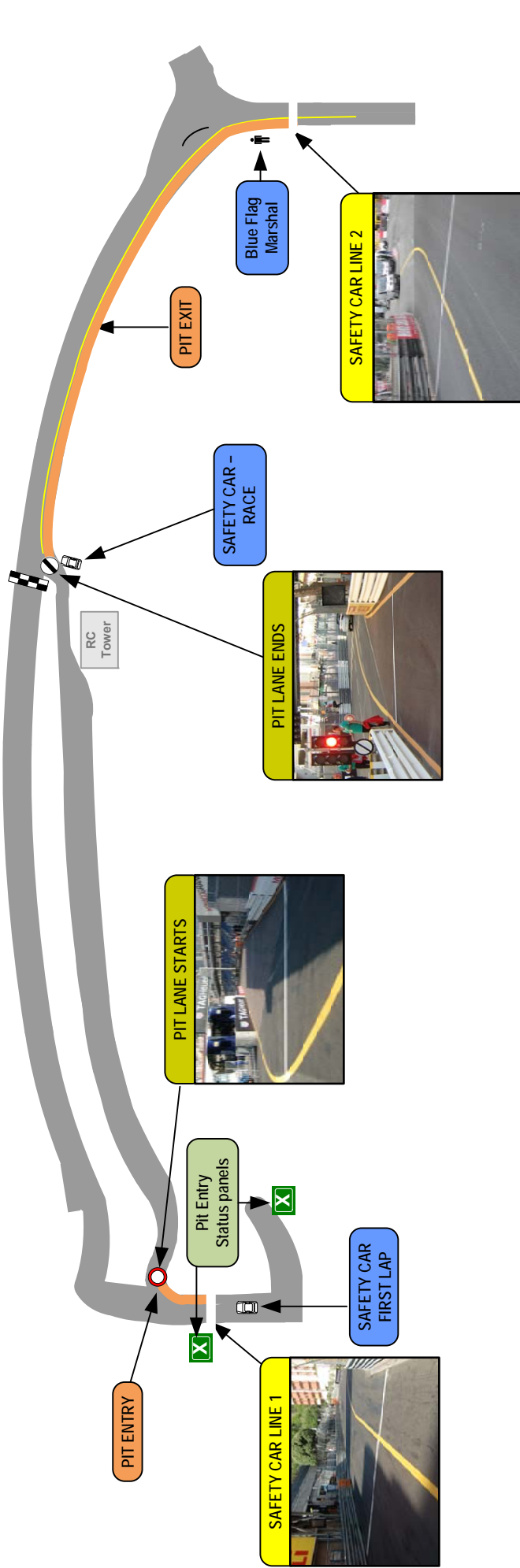
<ul style="list-style-type: none"> • Not permitted to switch tyres from their originally allocated position • Do not subject tyres to large deformation or heavy impact • Don't leave fitted tyres exposed at an air temperature lower than 15°C and/or any UV emission • Revised prescriptions could be issued 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
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Circuit Map



Circuit Centreline Length = 3.337 km

FORMULA 1 GRAND PRIX DE MONACO 2017 - Monte Carlo



Position	Designated Garage Areas	1	2	3	4	5	6	7	8	9	10	11	12	13	Pit Stop Position																			
		FOM / FIA	FIA	FIA	FIA	Mercedes	Mercedes	Mercedes	Red Bull	Red Bull	Ferrari	Ferrari	Force India	Force India	Williams	McLaren	McLaren	Toro Rosso	Toro Rosso	Haas	Haas	Renault	Renault	Sauber	Sauber	FOM	FOM	FOM						



**PHOTOGRAPHERS EXCLUSION
RED ZONE**

