



2019 BRITISH GRAND PRIX

11 - 14 July 2019

From	The FIA Formula One Race Director	Document	13
To	All Teams, All Officials	Date	13 July 2019
		Time	08:55

Title Race Directors' Event Notes Version 3

Description Event Notes Version 3

Enclosed 2019 British F1 Grand Prix Race Director Event Notes DOC 13.pdf

Michael Masi

The FIA Formula One Race Director

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EVENT NOTES **VERSION 3**

1) Matters arising from the Austrian Grand Prix

2) Changes to the circuit

- 2.1 The entire track has been resurfaced.
- 2.2 The gravel trap has been increased so it is closer to the back of the kerb at Turn 7.
- 2.3 The width of the track between Turns 5-6 and Turns 14-15 has been reduced to 12m.
- 2.4 The tarmac run off on the right-hand side at Turn 11 has been replaced with a gravel trap.
- 2.5 Additional concrete humps have been installed at the apex of Turn 7 and Turn
- 2.6 A double width FIA/FIM Kerb has been installed behind the existing kerb at Turn 17.
- 2.7 The SC1 line has moved and is located approximately 29m closer to the Pit Entry.

3) Pit lane map V2

- 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 panel 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 13:30 on Thursday until 09:00 on Friday.
 - b) From 10:30 on Friday until 13:30 on Saturday (between 12:00 and 13:30 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 10:00 and 12:00 until 13:30 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 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 perform 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.

7.2 For reasons of safety and sporting equity, cars may not stop in the fast lane of the pits 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 drivers must keep to the right 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.

8.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.

8.3 Except in the cases of force majeure (accepted as such by the Stewards), the crossing, in any direction, of the chevron/grass separating the pit entry and the track by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.

9) Observing yellow flags during free practice and qualifying

9.1 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).

9.2 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.

10) Lap times in each Practice session and Race

10.1 Only lap times which have been completed on the track will be included in any classification.

11) Track light panels

11.1 The FIA track 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) Drivers leaving their pit stop position in the pit lane

12.1 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.

13) Fire extinguishers around the circuit

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

14) Places to remove cars from the track

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

15) Support races team barrier placement

15.1 Team barrier placement prior to and during all F2, F3 and Porsche Supercup practice sessions and races: No more than one metre from the garages. *Note: All Masters Historic sessions and races will operate from the support pit lane.*

15.2 It is not permitted to push cars to the weighing area at any time F2, F3 and Porsche Supercup are in pit lane.

16) In laps during qualifying 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 turnstiles at the appropriate times.

19) Removing cars from the grid

19.1 Two gates in the pit wall, the first is adjacent to the pole position and the second adjacent to grid position 12.

20) Car number light panels for the start

20.1 On the right-hand side of the grid.

21) Track light panel displaying pit entry status

21.1 The light panel 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 panel 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 All cars must enter the pit lane and should proceed directly to the weighing area.

24) Any other business

A handwritten signature in black ink, appearing to read 'MMJ', with a stylized flourish at the end.

Michael Masi

FIA Formula One Race Director

Grand Prix of Great Britain 12-14/07/2019 (19R10SLV)

Compound	FL	FR	RL	RR	Mandatory race tyres
C1	1A1	1A2	1A3	1A4	C1
C2	2B1	2B2	2B3	2B4	C2
C3	3C1	3C2	3C3	3C4	
INTERMEDIATE	33G	35G	37G	39G	Q3 tyre
WET	34F	36F	37F	39F	C3

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	24.0	22.0
Intermediate	22.0	21.0
Wet	21.0	20.0

FE EOS Camber limit

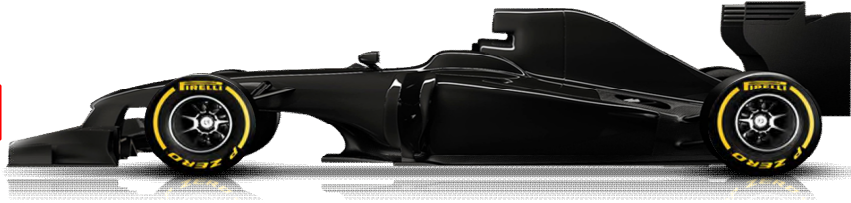
-2.75 °

RE EOS Camber limit

-1.75 °

FE Blistering sensitivity

Medium



RE Blistering sensitivity

Low

TYRE HEATING STRATEGY (TREAD&SIDEWALL)

Temperature	0	40	60	80	100 (°C)
Slicks (front axle)	storage		max. 3h	max. 2h	(max. temp = 100°C)
Slicks (rear axle)	storage		max. 5h		(max. temp = 80°C)
Intermediate	storage	max. 2h	max. 30'		(max. temp = 80°C)
Wet	storage	max. 2h			(max. temp = 60°C)

(The time limits refer to the period leading up to the start of the session in which the tyres are intended for use).
(The temperatures referred to above apply at all times during the event).

GENERAL NOTES

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

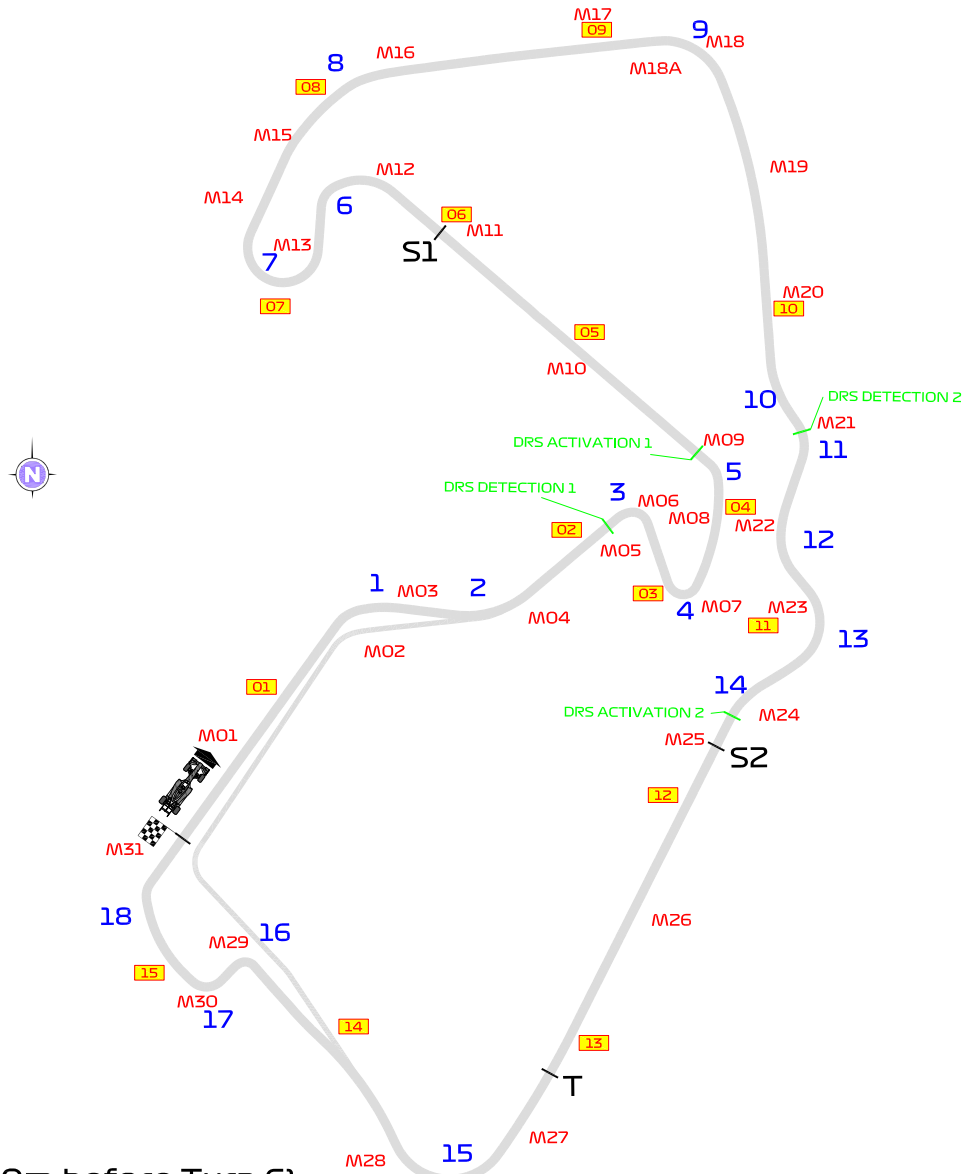
- Starting pressure.
- Camber at maximum speed.
- Maximum blanket temperature.
- Tyre swapping.




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.
- All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.
- STORAGE temperature is the recommended temperature the tyre can stay in blankets without time limit.
- BLANKET HEATING TIME for each temperature range to be counted from the moment the blanket control unit is set to reach its targeted temperature within its correspondent interval.

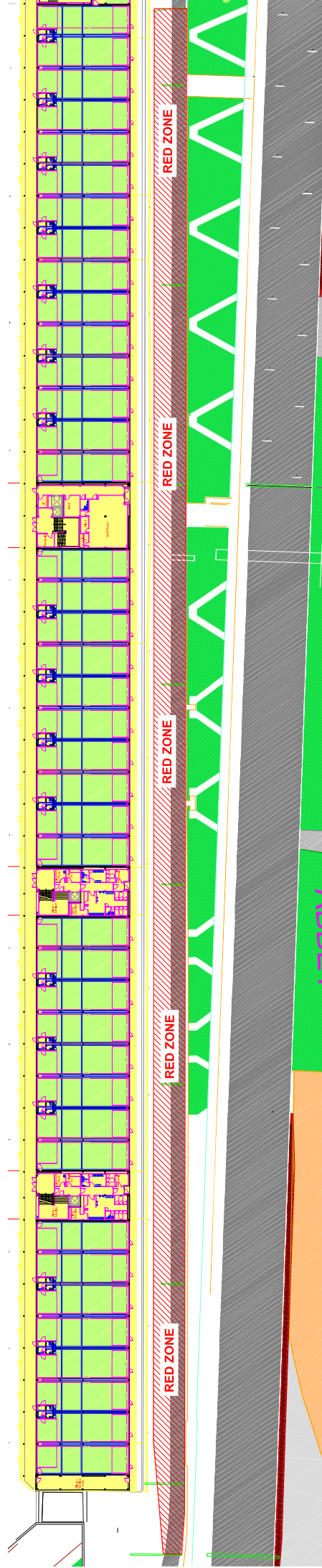
FORMULA 1 ROLEX BRITISH GRAND PRIX 2019 - Silverstone

Circuit Map



-  Start Line
-  Control Line
- S1 Sector 1 (110m before Turn 6)
- S2 Sector 2 (50m after Turn 14)
- T Speed Trap (140m before Turn 15)
- DRS Detection1 (25m before Turn 3)
- DRS Detection2 (Turn 11)
- DRS Activation1 (30m after Turn 5)
- DRS Activation2 (Turn 14)
- 15 Corner Numbers
- M22 Marshal Post
-  FIA Marshal Light No.

Circuit Centreline Length = 5.891km



**PHOTOGRAPHERS EXCLUSION
RED ZONE**



FORMULA 1 ROLEX BRITISH GRAND PRIX - Britain