

2019 SPANISH GRAND PRIX

9 - 12 May 2019

From	The FIA Formula One Race Director	Document	4
To	All Teams, All Officials	Date	09 May 2019
		Time	17:35

Title Race Directors' Event Notes Version 2

Description Event Notes Version 2

Enclosed 2019 Spanish F1 Grand Prix Race Directors Event Notes V2 - DOC 4.pdf

Michael Masi

The FIA Formula One Race Director

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EVENT NOTES **VERSION 2**

1) Matters arising from the Azerbaijan Grand Prix

2) Changes to the circuit

- 2.1 The kerb at the entry to Turn 9 has been extended by 10m towards Turn 9.
- 2.2 The combination kerb at the rear of the Turn 14 apex has been shortened.

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.

4) Pirelli Event Preview

- 4.1 With reference to Article 24.4(a) of the Sporting Regulations see the attached updated 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 10:00 on Friday.
 - b) From 11:30 on Friday until 14:30 on Saturday (between 13:00 and 14:30 each visit will be restricted to five minutes).
 - c) From when the cars are returned to the teams after qualifying until 19:30 on Saturday.
 - d) From 10:00 until 11:00 and 13:00 until 14:30 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 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.
- 7.2 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) 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.
- 8.3 Except in the cases of force majeure (accepted as such by the Stewards), the crossing, in any direction, of the red/white chevron 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.
- 8.4 The dotted white line across the pit exit is the track edge.

9) Run-off area around turns 1 and 2

- 9.1 Any driver who fails to negotiate Turn 2 by using the track, and who passes either over one of the speed bumps across the run-off area or between them, must then re-join the track by driving to the left of the bollard located before the entry to Turn 3. Drivers are reminded that having left the track they must re-join safely. *See the photos on page 5.*

10) Observing yellow flags during free practice and qualifying

- 10.1 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).
- 10.2 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.

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 and Pit Walks

- 15.1 Team barrier placement during support race sessions and races: No more than two metres from the garages.
- 15.2 Team barrier placement during all pit walks, including the two on Thursday: On the joint between the asphalt and the concrete approximately five metres from the garages.
- 15.3 Please do not push cars to the weighing area by using the fast lane during any support race activity.

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 grid position 2 and the second adjacent to grid position 17.

20) Car number light panels for the start

- 20.1 On the driver's right.

21) Track light panels displaying pit entry status

- 21.1 The two 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 two 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 All cars must enter the pit lane and should be driven 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

Run-Off area around Turns 1 and 2



Grand Prix of Spain 10-12/05/2019 (19R05BCN)					
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	22.5	20.5
Intermediate	20.5	18.5
Wet	19.5	17.5

FE EOS Camber limit

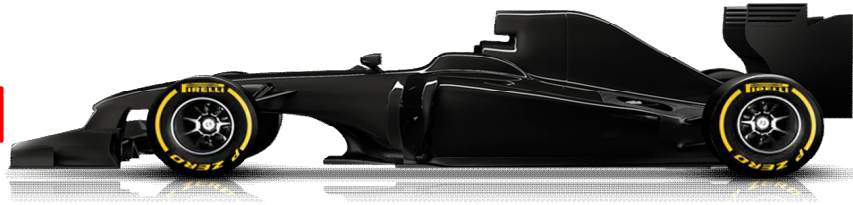
-3.25 °

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.

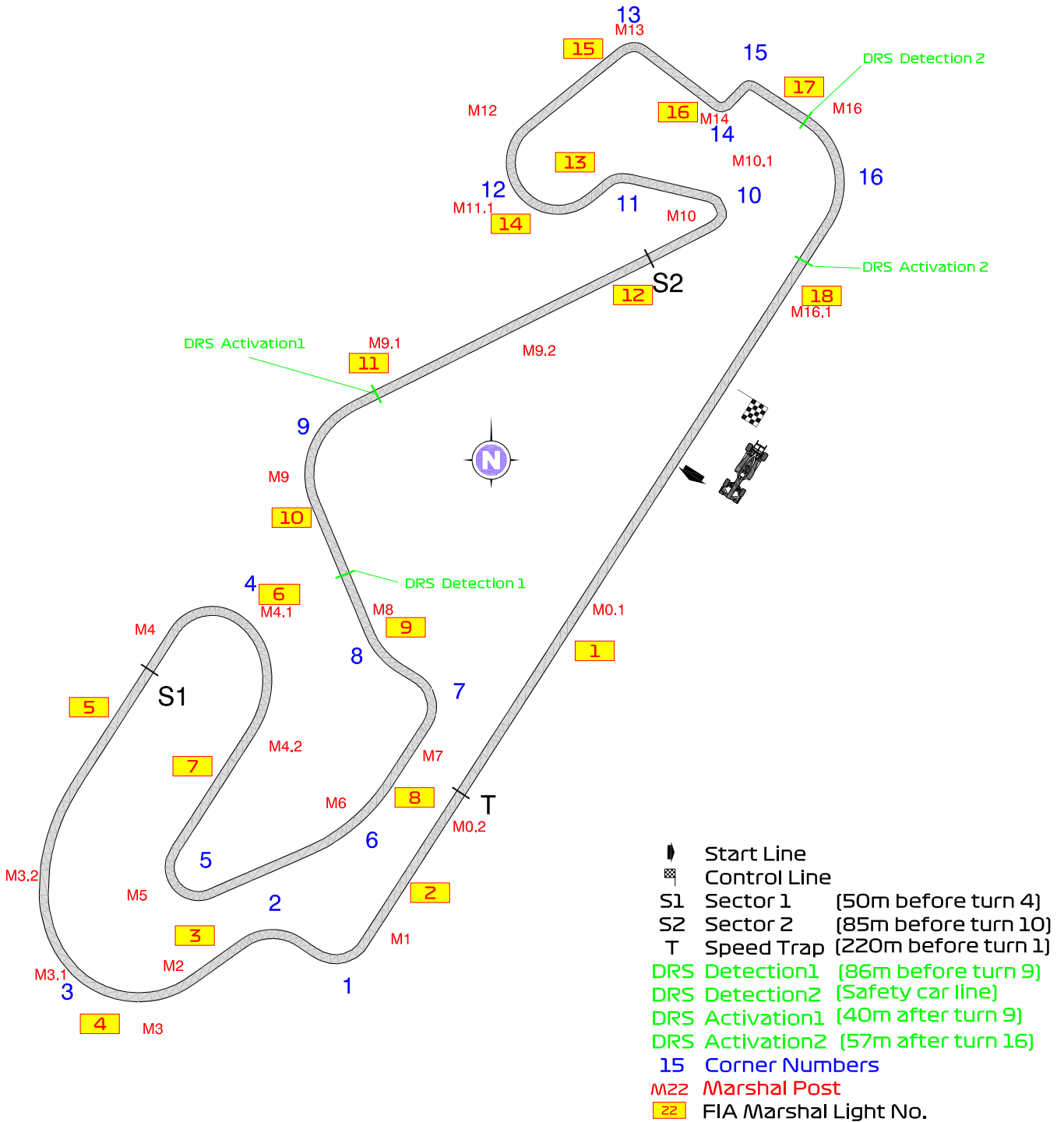
- All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.
- STORAGE temperature is the recommended temperature the tyre can stay in blankets without time limit.
- BLANKET HEATING TIME for each temperature range to be counted from the moment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



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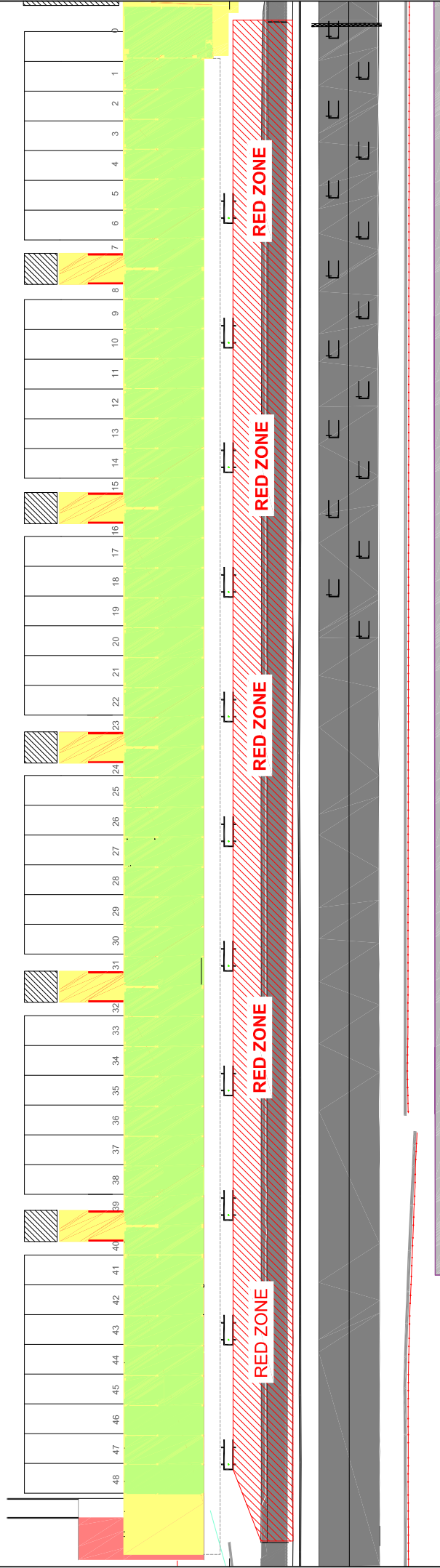
FORMULA 1 EMIRATES GRAN PREMIO DE ESPAÑA 2019 - Barcelona

Circuit Map



Circuit Centreline Length = 4.655 km

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FORMULA 1 EMIRATES GRAN PREMIO DE ESPAÑA 2019
 Catalunya - Spain
 Circuit de Barcelona-Catalunya
 Fri 10 May - Sun 12 May 2019

		RED ZONE	
Race No./Tag OSCAT	Drawing Number BARCELONA REDZONE 19	Date 12/04/2019	Scale NTS
Drawn NMS	Rev NTS		