



## 2015 CANADIAN GRAND PRIX

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**From** The FIA Formula One Race Director  
**To** All Teams, All Officials

**Document** 2  
**Date** 04 June 2015  
**Time** 09:00

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**Title** Event Notes

**Description** Event Notes

**Enclosed** Event Notes 04-06-2015\_V1.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**



## 2015 CANADIAN GRAND PRIX

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| <b>From</b> | The FIA Formula One Race Director | <b>Document</b> | 2           |
| <b>To</b>   | Formula One Team Managers         | <b>Date</b>     | 4 June 2015 |
|             |                                   | <b>Time</b>     | 09.00       |

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### EVENT NOTES

4 JUNE 2015

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- 1) **Issues arising from the Monaco Grand Prix**
- 2) **Changes to the circuit**
  - 2.1 The wall and fence behind the run-off area at turn 10 have been renewed.
  - 2.2 New walls and fences have replaced the guardrail on both sides of the track between turns 10 and 12.
  - 2.3 Arrangements for cars to re-join the track having gone into the run-off area at turn 13 have been made, i.e. lines and bollards to follow as at the second chicane in Monza.
- 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 weighing platform will be open between the following times, 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 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 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 left hand side.
- 5.2 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 and, for the avoidance of doubt, 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 should keep to the left 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 left of the white line at the pit entry when entering the pits.
- 6.3 There will be no bollards in the first part of the pit lane between the beginning of the speed limit and the first garage. The only exception to this will be at the end of Q3 when it will be necessary to protect cars in the weighing area.

Furthermore, drivers may cut across the white lines in the this section, car speed calculations are based on a straight line between the pit speed loops.

## **7) DRS**

- 7.1 DRS will be globally disabled if panels 1, 13, 14 or 15 are displaying yellow.
- 7.2 Detection will be automatically disabled if the light panels below are displaying yellow :  
**Zones 1 and 2** : Panels 10, 11 or 12.
- 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 10, 11 or 12 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) VSC test after P1 and P2**

- 9.1 There will be a test of the VSC procedure at the end of P1 and P2. The procedure will be as follows :
  - i) All cars on the track when either of these sessions finish may complete another lap and cross the Line on the track for a second (or a third) time.

- ii) As soon as the last car on track has taken the chequered flag all the light panels will display “VSC” and drivers should then maintain a positive “delta” at least once in each marshalling sector.
- iii) All cars should continue on the track for a second lap.
- iv) Once all cars have completed a lap under VSC conditions a message will appear on the official messaging system, and the car dash display, saying “VSC ENDING”. Between 10 and 15 seconds after this message all light panels will change to green and all cars should enter the pit lane.

**10) Drivers leaving their pit stop position in the pit lane**

10.1 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.

**11) Fire extinguishers around the circuit**

11.1 Indicated by small white boards with a red letter “F”.

**12) Places where drivers can leave the track**

12.1 Indicated by fluorescent orange panels on the debris fences or walls.

**13) Places to remove cars from the track**

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

**14) Cutting the last chicane**

14.1 Any driver going straight on at the last chicane (who hence misses the higher part of the apex kerb of turn 13) must stay to the right of the yellow line and red and white polystyrene block, he may then re-join the track at the far end of the asphalt run-off area.

**15) Cars stopping on the exit of turns 4, 7, 9 or 14**

15.1 If a car needs to be recovered from the outside of turns 4, 7, 9 or 14 double waved yellow flags and lights will be shown before the preceding corner. Under these circumstances we expect all drivers to slow down noticeably in order to allow the marshals to work safely.

**16) Support races**

16.1 Teams are asked to keep their barriers no more than four metres from the garages during all support race practice sessions and races.

**17) Post qualifying parc fermé**

17.1 The cameras should be installed and operated in the same way as 2014.

**18) Removing cars from the grid**

18.1 Via the old pit exit.

**19) Car number boards for the start**

19.1 On the driver's left.

**20) Post race parc fermé**

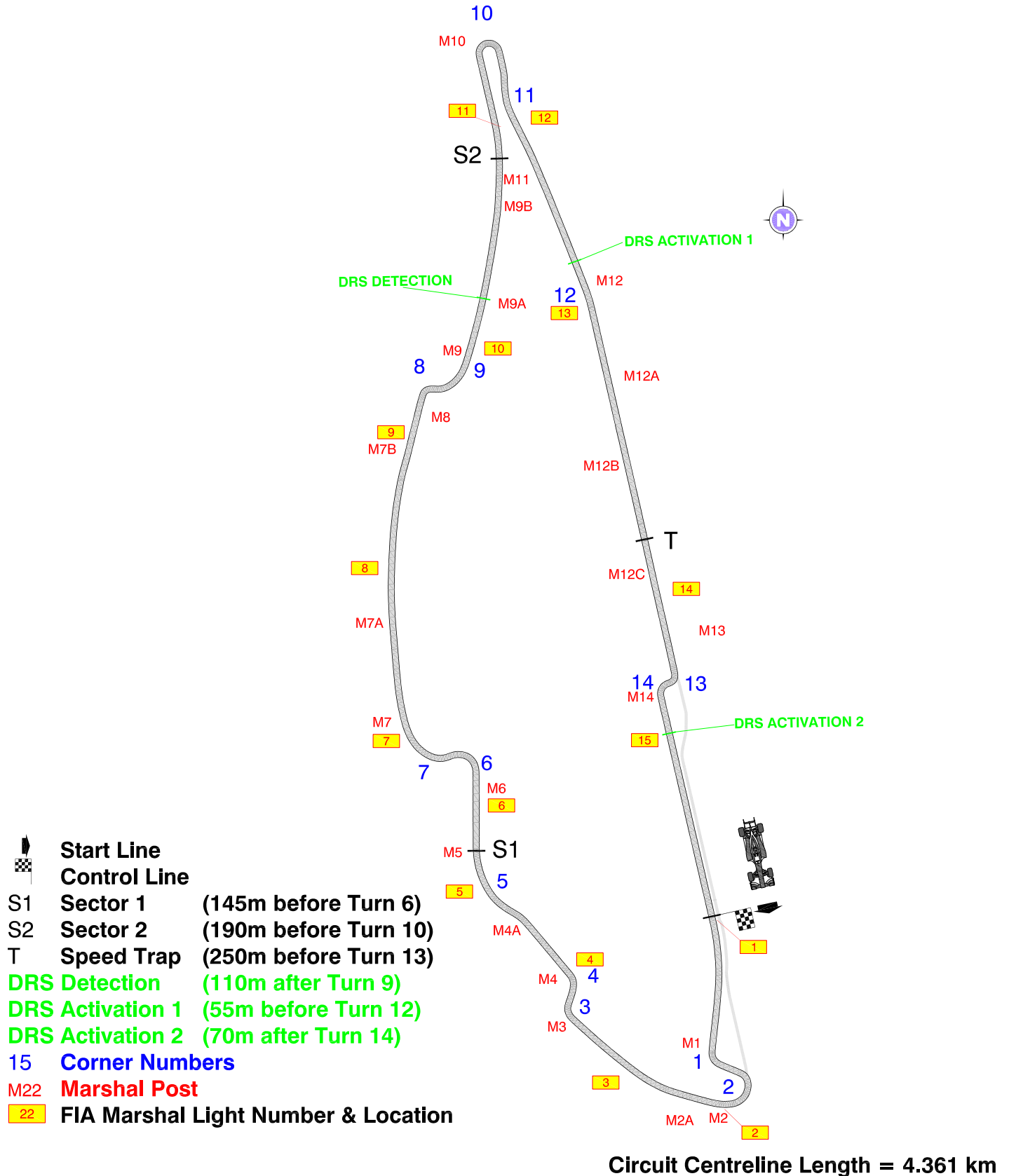
20.1 All cars must enter the pit lane and, with the exception of the first three, should be driven directly to the weighing area. The first three cars should be driven down the pit lane to the control tower without stopping.

**21) Any other business**

A handwritten signature in blue ink, appearing to read 'Charlie Whiting', with a stylized flourish at the end.

Charlie Whiting  
FIA Formula One Race Director

### Circuit Map



### FORMULA 1 GRAND PRIX DU CANADA 2015 - Montréal

