



2015 ITALIAN GRAND PRIX

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

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Time 08:55

Title Event Notes

Description Event Notes

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The FIA Formula One Race Director



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To	Formula One Team Managers	Date	3 September 2015
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EVENT NOTES

3 SEPTEMBER 2015

1) Issues arising from the Belgian Grand Prix

2) Changes to the circuit

2.1 Other than routine maintenance no changes of significance have been made since the 2014 Grand Prix.

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 13.30 on Saturday (between 12.00 and 13.30 each visit will be restricted to five minutes).
- b) From when the cars are returned to the teams after qualifying until 18.30 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 during sessions may only be carried out on the right at the pit exit before the end of the pit wall. Drivers must leave adequate room on their left for another driver to pass
- 5.2 During the time the pit exit is open for the race practice starts may be carried out on the track after the pit exit before the old start box. Drivers wishing to carry out a start should stop on the right in order to allow other cars to pass on their left.

During this time any driver passing a car which has stopped to carry out a practice start may cross the white line that is referred to in 6.1 below. Any driver crossing this line must move back to the right of it as quickly as possible.

- 5.3 Reminder about Article 38.1 :

“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 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.

- 5.4 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.

6) Lines at the pit entry and pit exit

- 6.1 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.
- 6.2 For safety reasons drivers must stay to the right of the bollard at the pit entry when entering the pits.
- 6.3 The dotted white line across the pit exit is the track edge.

7) Chicanes

- 7.1 Any driver who uses a part of the areas behind the second apexes of the first and second chicanes, and which is suspected of gaining any sort of advantage from doing so, will be immediately reported to the Stewards.
- 7.2 As normal three rows of polystyrene blocks have been placed in the escape road at the first chicane in exactly the same positions as last year. In order to ensure that cars are able to re-join the track safely any driver using the escape road must go around the end of each of these rows and re-join the track at the end of the escape road.

Drivers may only use the grass if it is clearly unavoidable.
- 7.3 Any driver going straight on at the second chicane (who hence misses the black and yellow bumps placed before the apex kerb of turn 5) 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.

8) DRS

8.1 DRS will be globally disabled if panels 1, 2, 3, 10, 11, 12, 13 or 17 are displaying yellow.

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

Zone 1 : Panels 8 and 9.

Zone 2 : Panels 15 and 16.

8.3 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 8, 9, 15 or 16 are displaying yellow.

9) Light panels

9.1 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.

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 white boards with a red letter "F" on the guardrail or debris fences.

12) Places to remove cars from the track

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

13) Support races

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

14) Removing cars from the grid

14.1 Via the pit exit or through the gate in the pit wall.

15) Car number boards for the start

15.1 On the right hand side of the grid.

16) Post race parc fermé

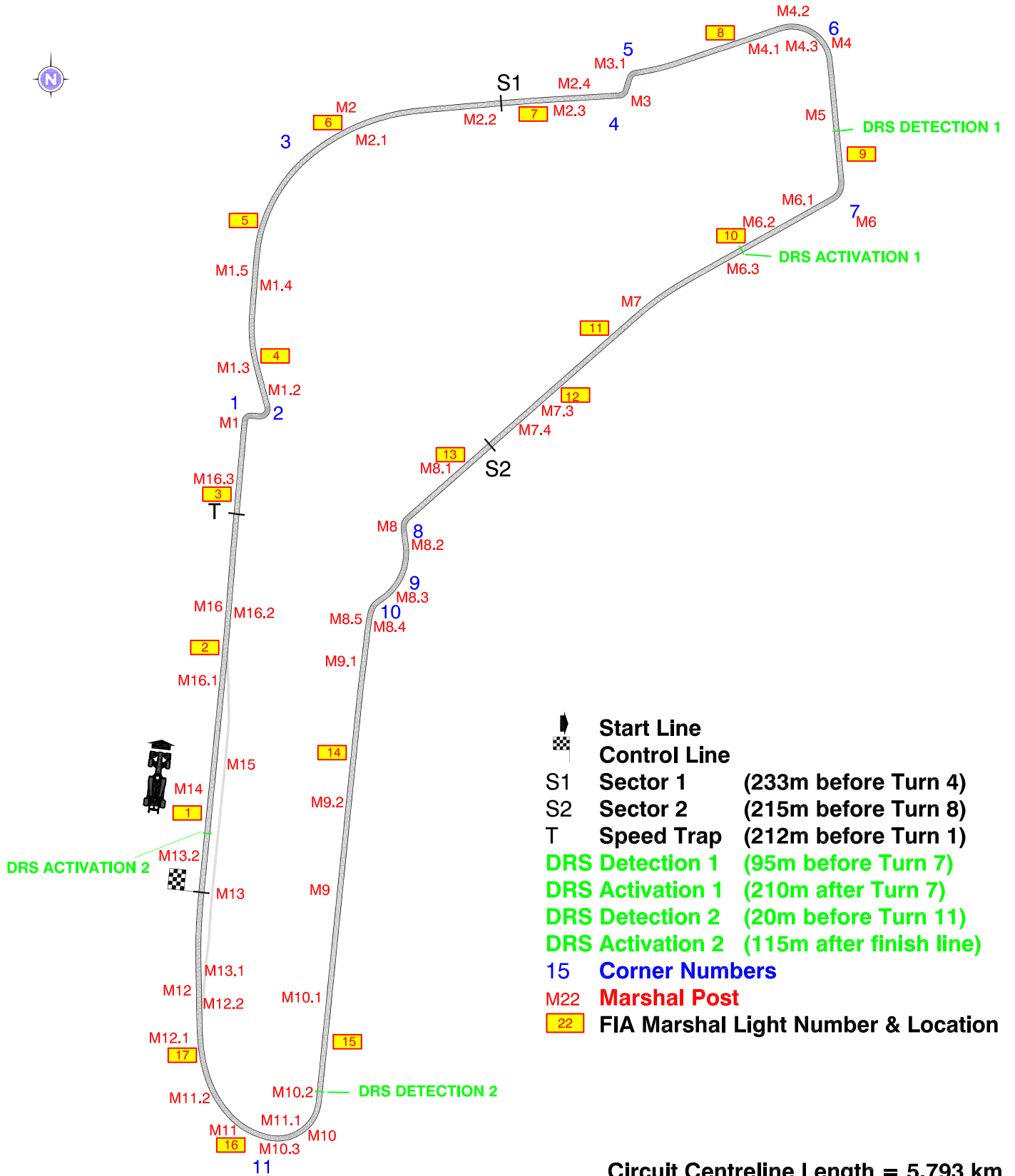
16.1 All cars should complete a full slowing down lap and enter the pits normally, all cars will then be stopped in the weighing area.

17) Any other business



Charlie Whiting
FIA Formula One Race Director

Circuit Map



Circuit Centreline Length = 5.793 km

FORMULA 1 GRAN PREMIO D'ITALIA 2015 - Monza

