



## 2015 SINGAPORE GRAND PRIX

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

**Document** 2  
**Date** 17 September 2015  
**Time** 12:13

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**Title** Event Notes

**Description** Event Notes

**Enclosed** Event Notes 17-09-2015.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**



## 2015 SINGAPORE GRAND PRIX

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<b>To</b>	Formula One Team Managers	<b>Date</b>	17 September 2015
		<b>Time</b>	12.00

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### EVENT NOTES

17 SEPTEMBER 2015

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1) **Issues arising from the Italian Grand Prix**

2) **Changes to the circuit**

- 2.1 The track has been re-aligned between turns 10 and 13 and now uses the left hand side of the Anderson Bridge.
- 2.2 Arrangements for cars to re-join the track having gone into the run-off area at turn 1 will be 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 12.00 Thursday until 20.30 on Saturday (between 19.00 and 20.30 each visit will be restricted to five minutes).

- b) From when the cars are returned to the teams after qualifying until 01.30 on Sunday.
- c) From 15.00 until 18.30 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.

## **5) Practice starts during practice sessions**

5.1 Practice starts may only be carried out at the pit exit on the left hand side and, for the avoidance of doubt, this includes any time the pit exit is open for the race.

5.2 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, bite point checks 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.

5.3 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).

## **6) Lines and bollards at the pit entry and pit exit**

6.1 When leaving the pits drivers must stay to the left of the white line which ends at the SC2 line.

6.2 When entering the pits drivers must stay to the left of the white line which starts 100 metres before turn 22.

6.3 When entering the pits drivers must stay to the right of the two bollards on the edge of the safety zone.

## **7) Run-off area around turns 1, 2 and 3**

Any driver who fails to negotiate turn 2 by using the track, and who passes completely to the left of the orange kerb element, must keep to the right of the red and white polystyrene block and re-join the track on the outside of turn 3.

## **8) DRS**

8.1 DRS will be globally disabled if panels 1, 3 ,4 ,5 ,17 or 18 are displaying yellow.

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

**Zone 1** : Panel 2.

**Zone 2** : Panel 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 2 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 red letter 'F' on the walls or debris fences.

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

12.1 Indicated by small fluorescent orange boards on the debris fences.

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

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

**14) Support races**

14.1 The TCR and Porsche teams will be operating from the F1 pit lane for both their practice sessions and races, would you therefore set up your barriers in order that they have enough room to work comfortably, we suggest one metre from your garages would suffice.

14.2 It is essential that you are out of the pit lane by 15.30 at the latest on Saturday as the TCR teams will be moving in to prepare for their qualifying session scheduled to start at 15.45.

**15) Post qualifying parc fermé**

15.1 In order to ensure that any fans running in your garage at night do not trigger our motion detection alerts please either, keep them turned off during the curfew or direct them away from the cars.

**16) Removing cars from the grid**

16.1 Through one of the two gates in the pit wall, one beside pole position and one beside grid position 12.

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

17.1 On both sides of the grid, on the left for cars on the left and on the right for cars on the right.

**18) Post race parc fermé**

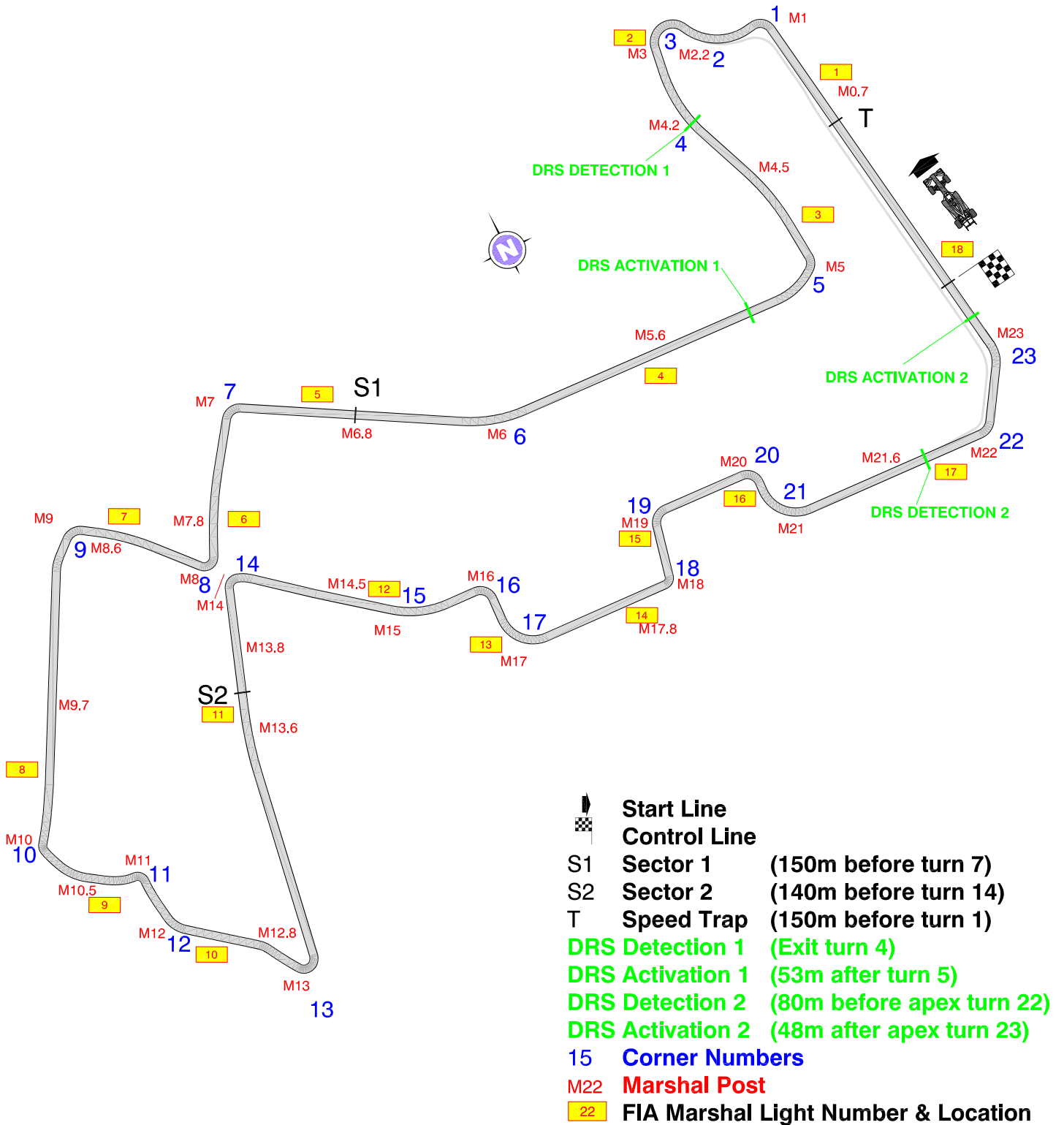
18.1 All cars should complete a full slowing down lap and enter the pits normally, all cars will then be stopped in the weighing area.

**19) Any other business**



Charlie Whiting  
FIA Formula One Race Director

**Circuit Map**



**Circuit Centreline Length = 5.065 km**

**2015 FORMULA 1 SINGAPORE AIRLINES SINGAPORE GRAND PRIX - Singapore**

