



2014 MONACO GRAND PRIX

From	The FIA Formula One Race Director	Document	17
To	Formula One Team Managers	Date	24 May 2014
		Time	08.10

EVENT NOTES

24 MAY 2014

- 1) **Issues arising from the Spanish Grand Prix**
- 2) **Changes to the circuit**
 - 2.1 The track has been resurfaced from the exit of turn 4 until after turn 8. Additionally small sections before the chicane (turn 10) and turn 12 have been resurfaced.
 - 2.2 The entire pit wall and debris fence has been renewed. Note that the walkway at the foot of the fence panels is not for storage, it is intended to give marshals free access along the whole length of the pit wall.
 - 2.3 The TecPro barrier in turn 12 has been more efficiently constrained.
- 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 on Wednesday until midnight on Thursday.

- b) From 14.00 on Friday until 13.30 on Saturday (between 12.00 and 13.30 on Saturday 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 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 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 make 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 we will show a red flag and the possibility to carry out any further starts will be immediately terminated.

6) Lines or bollards at the pit entry and pit exit

- 6.1 Drivers must stay to the right of the yellow line at the pit exit when leaving the pits and stay to the right of it until it finishes after turn 1.
- 6.2 In order to warn drivers leaving the pits that the pit exit is obstructed two yellow arrows will be illuminated, one at the pit exit and one just before turn 1. If either of these are illuminated drivers leaving the pits may cross the yellow line.
- 6.3 There are no restrictions at the pit entry.

7) Lights before the pit exit

- 7.1 There are two yellow arrows above the track just before the pit exit, these will be flashed to warn drivers on the track that a car is leaving the pit lane.

8) Chicane escape road

- 8.1 If a car uses the escape road at the chicane the driver may re-join the track only when the lights, operated by the marshal on the spot, are turned green.

9) DRS

- 9.1 DRS will be globally disabled if panels 1, 18 or 19 are displaying yellow.
- 9.2 Detection will be automatically disabled if the light panels below are displaying yellow :
Zone 1 : Panels 14, 15, 16 or 17.
- 9.3 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 zone if panels 14, 15, 16 or 17 are displaying yellow.

10) Light panels

10.1 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.

11) Drivers leaving their pit stop position in the pit lane

11.1 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.

12) Fire extinguishers around the circuit

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

13) Places to remove cars from the track

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

14) Support races

14.1 Well before and during each support race practice session and race please be kind enough to ensure all your pit equipment is no more than one metre from your garage. The organisers have asked if you could keep your equipment within one metre of the garages from the following times :

Thursday	07.40	(Before the Renault 3.5 practice)
	11.35	(Before the GP2 practice)
	15.45	(Before the GP2 qualifying)
	16.55	(Before the Porsche practice)
Friday	08.45	(Before the Porsche qualifying)
	10.35	(Before the first GP2 race)
Saturday	08.30	(Before the Renault 3.5 qualifying)
	15.15	(Before the second GP2 race)
Sunday	09.15	(Before the Porsche race)
	10.15	(Before the Renault 3.5 race)

15) Post qualifying parc fermé

15.1 The cameras should be installed and operated in the same way as 2013.

16) Removing cars from the grid

16.1 Pit exit.

17) Car number boards for the start

17.1 On the left hand side of the grid.

18) Post race parc fermé

18.1 The first three cars on the grid as usual and the remainder in the weighing area.

19) Any other business

19.1

19.2

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke.

Charlie Whiting
FIA Formula One Race Director