



2014 CANADIAN GRAND PRIX

From	The FIA Formula One Race Director	Document	2
To	Formula One Team Managers	Date	5 June 2014
		Time	11.00

EVENT NOTES

5 JUNE 2014

- 1) **Issues arising from the Monaco Grand Prix**
- 2) **Changes to the circuit**
 - 2.1 The gravel around the outside of turns 10 and 13 has been replaced by asphalt.
 - 2.2 The barrier on the outside of turn 13 (just to the right of the pit entry), has been moved further back.
 - 2.3 A new debris fence has been installed on the barrier around the outside of turn 13.
 - 2.4 The speed bumps installed on the exit of turns 9 and 14 have been installed again exactly as they were for the 2013 Grand Prix.
 - 2.5 New guardrail posts have been added in order to ensure that no spacing is greater than two metres.
- 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.

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 must keep to the left of the white line at the pit exit when leaving the pits.
- 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) Drivers leaving their pit stop position in the pit lane

- 9.1 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.

10) Fire extinguishers around the circuit

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

11) Places where drivers can leave the track

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

12) Places to remove cars from the track

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

13) Cutting the last chicane

13.1 A judge of fact has been appointed to make an immediate report concerning any driver who crosses the area behind the apex kerb of turn 14 and the stewards will be asked to assess whether any advantage was gained.

If necessary appropriate action will be taken.

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

14.1 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.

15) Support races

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

16) Post qualifying parc fermé

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

17) Removing cars from the grid

17.1 Via the old pit exit.

18) Car number boards for the start

18.1 On the driver's left.

19) Post race parc fermé

19.1 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 must be driven down the pit lane to the control tower without stopping.

20) Any other business



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