



2016 MALAYSIAN GRAND PRIX

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

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EVENT NOTES

2 OCTOBER 2016

1) Issues arising from the Singapore Grand Prix

2) Changes to the circuit

- 2.1 The track and pit lane (fast lane) have been completely re-surfaced. In a number of locations (turns 2, 5, 9 and 15) the levels of the track have been re-profiled to either make the corners flow better or to improve drainage.
- 2.2 Grass-Crete has been laid behind the apex kerbs in turns 2, 4 and 9.
- 2.3 The guardrail on the driver's right on the exit of turn 15 has been moved further from the track.
- 2.4 The complete tyre barrier around the outside of turn 15 has been entirely rebuilt and fitted with a new conveyor belt.
- 2.5 A 70m long section of new debris fence has been installed behind the guardrail straight on at turn 15.
- 2.6 The angle of the guardrail downstream of the openings on the driver's left between turns 15 and 1 have been changed to ensure they are more in line with the normal requirements.

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 FIA weighing platform will be available for teams to use at the following times, however, no more than 10 team personnel may be present during any visit. Each visit should last no more than 10 minutes unless no other team is waiting in the pit lane :

- a) From 10.30 on Thursday until 16.30 on Saturday (between 15.00 and 16.30 each visit will be restricted to five minutes).
- b) From when the cars are returned to the teams after qualifying until 21.30 on Saturday.
- c) From 10.00 until 14.00 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 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 after the pit exit line but no further forward than the start of the dotted line which denotes the track edge. Drivers wishing to carry out a start here should stop as far to the right as possible 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.

5.3 Reminder about Article 37.1 :

“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.

5.4 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 (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 must keep to the right of the solid white line at the pit exit when leaving the pits.

6.2 For safety reasons drivers must stay to the right of the bollard at the pit entry. However, any driver who runs wide in turn 15 and goes to the right of the bollard, and provided it was clear he was not intending to enter the pit lane, may re-join the track without going through the pit lane (in the context of Chapter 4, Article 4(d) of the Appendix L this would be considered a case of *force majeure* at this circuit).

6.3 The dotted white lines across the pit entry and pit exit are the track edges.

7) **DRS**

7.1 DRS will be globally disabled if panels 1, 2, 15, 16, 17, 18 or 19 are displaying yellow.

- 7.2 Detection will be automatically disabled for individual cars if the light panels below are displaying yellow :

Zones 1 and 2: Panels 13 and 14

- 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 13 or 14 are displaying yellow.

8) Observing yellow flags during free practice and qualifying

- 8.1 Double waved : Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the stewards to be satisfied that any such driver has complied with these requirements it must be clear that he has not attempted to set a meaningful lap time, for practical purposes this means the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).

- 8.2 Single waved : Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.

Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

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".

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 five metres from the garages during all support race sessions and races.

14) Removing cars from the grid

- 14.1 Through openings in the wall beside pole position and grid position 7.

