



2015 RUSSIAN GRAND PRIX

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

Document 34
Date 11 October 2015
Time 11:50

Title Event Notes

Description Event Notes_V3

Enclosed Event Notes 11_10_2015_v3.pdf

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The FIA Formula One Race Director



2015 RUSSIAN GRAND PRIX

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EVENT NOTES (V3)

11 OCTOBER 2015

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

2) **Changes to the circuit**

- 2.1 The additional kerbs (behind the main kerbs) on the apex of turns 2 and 13 have been lowered in order that they are now 80mm above track level.
- 2.2 A combination kerb 50mm higher than the existing kerb has been installed behind the kerb on the exit of turn 2.
- 2.3 Additional small overlaps for driver egress, similar to those elsewhere, have been provided on the driver's left around turn 3.
- 2.4 Openings for cars have been provided in the walls behind the apex of turns 4 and 5.
- 2.5 The track has been resurfaced in two places, around turn 1 and after turn 16.
- 2.6 The TecPro barrier around the exit of turn 8 has been extended to a point where it is three metres from the track edge.
- 2.7 The wall on the driver's right in the pit entry, from the gate to the end outside race control has been removed and replaced by a two row high guardrail.

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 :
- From 09.00 Thursday until 14.30 on Saturday (between 13.00 and 14.30 each visit will be restricted to five minutes).
 - From when the cars are returned to the teams after qualifying until 19.30 on Saturday.
 - 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 right 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 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 white line and the bollard at the pit entry.

Whilst in the pit entry between turns 17 and 18, no part of the car may cross the left hand white line bordering the blue section on the driver's left.

[The line separating the pit entry from the track, as described in Chapter 4, Section 4\(d\) of Appendix L to the ISC, is the line marked in red in the photos on page 5.](#)

- 6.3 The dotted white line across the pit exit is the track edge.

7) Run-off area around turn 2

- 7.1 [The polystyrene block in the run-off area at turn 2 has now been removed. Therefore, any driver who fails to negotiate turn 2 by using the track, and who passes completely to the left of the red and white kerb element on the apex, will be reported to the stewards if he is suspected of having gained an advantage from doing so.](#)

8) Stopping on the circuit

- 8.1 As recovery from the outer service road is very time consuming we suggest that if one of your drivers has to stop on the track he should pull to the inside (his right) if possible.

9) DRS

- 9.1 DRS will be globally disabled if panels 1, 2, 3, 12, 13, 14 or 15 are displaying yellow.
9.2 Detection will be automatically disabled if the light panels below are displaying yellow :

Zone 1 : Panel 20.

Zone 2 : Panel 11.

- 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 relevant zone if panel 11 or 20 is 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 fluorescent orange boards with a white letter 'F', these are attached to the debris fences.

13) Places to remove cars from the track

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

14) Places where drivers may leave the track

- 14.1 Indicated by fluorescent orange panels on the walls or guardrails, these panels are half the size of those which are used where a car can be removed.

15) Removing cars from the grid

- 15.1 Through the gates in the pit wall beside grid positions 6 and 18.

16) Car number boards for the start

- 16.1 On the driver's right.

17) Post race parc fermé

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

18) Any other business

- 18.1

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

Charlie Whiting
FIA Formula One Race Director

