



## 2015 BELGIAN GRAND PRIX

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	2
<b>To</b>	All Teams, All Officials	<b>Date</b>	20 August 2015
		<b>Time</b>	08:50

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<b>Title</b>	Event Notes
<b>Description</b>	Event Notes
<b>Enclosed</b>	Event Notes 20-08-2015_V1.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**



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### EVENT NOTES

20 AUGUST 2015

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

**2) Changes to the circuit**

- 2.1 A 50mm domed kerb has been laid behind the kerb on the exit of turn 1.
- 2.2 A new debris fence has been installed behind the guardrail around the outside of turn 3 and extends as far as turn 4.
- 2.3 A 30mm high domed kerb has been laid on the concrete strip behind the kerb on the apex of turn 4.
- 2.4 A small amount of re-surfacing has been carried out on the approach to turn 8.
- 2.5 The asphalt bordering the track on the right between turns 16 and 17 has been painted with green non-slip paint to a width of two metres from the track edge.
- 2.6 The section of grass leading up to the kerb on the apex of turn 18 has been laid with asphalt in order that it finishes at the top of the kerb. This new area of asphalt has also been painted with green non-slip paint.

**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 13.30 on Saturday (between 12.00 and 13.30 each visit will be restricted to five minutes).
- b) From when the cars are returned to the teams after qualifying until 18.30 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 during practice sessions may only be carried out on the right after leaving the pit lane, these must be done before the SC2 line and with all four wheels between the white line on the right hand edge of the pit exit and the wall (the area bordered by black in the photograph on page 5).

5.2 During the time the pit exit is open for the race practice starts may be carried out on the track after the pit exit before the SC2 line. Drivers wishing to carry out a start should stop wholly within the pit exit in order to allow other cars to pass on their left (the area bordered by red in the photograph on page 5). 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 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 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.

#### **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, and other than under 5.2 above, 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 when entering the pits, no part of any car entering the pits may cross this line.

#### **7) DRS**

7.1 DRS will be globally disabled if panels 1, 5, 6, 18 or 19 are displaying yellow.

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

**Zone 1** : Panels 2, 3 and 4.

**Zone 2** : Panel 17.

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 2, 3, 4 or 17 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) Escape road at turn 5**

9.1 If a driver overshoots the corner at turn 5 there is a small road along the front of the tyre barrier which leads back on to the track at turn 7, please ensure that your drivers use this when necessary.

## **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 The GP2, GP3 and Porsche teams will be operating from the F1 pit lane for both their practice sessions and races so please set up your barriers in order that they have enough room to work comfortably, we suggest three metres would suffice.

## **15) Removing cars from the grid**

15.1 Through the gate adjacent to pole position.

## **16) Car number boards for the start**

16.1 On the left hand side of the grid.

## **17) Post race parc fermé**

17.1 Drivers should not complete a full slowing down lap but should enter the pits via the pit exit and proceed down the pit lane in the "wrong" direction, all cars will then be stopped in the weighing area.

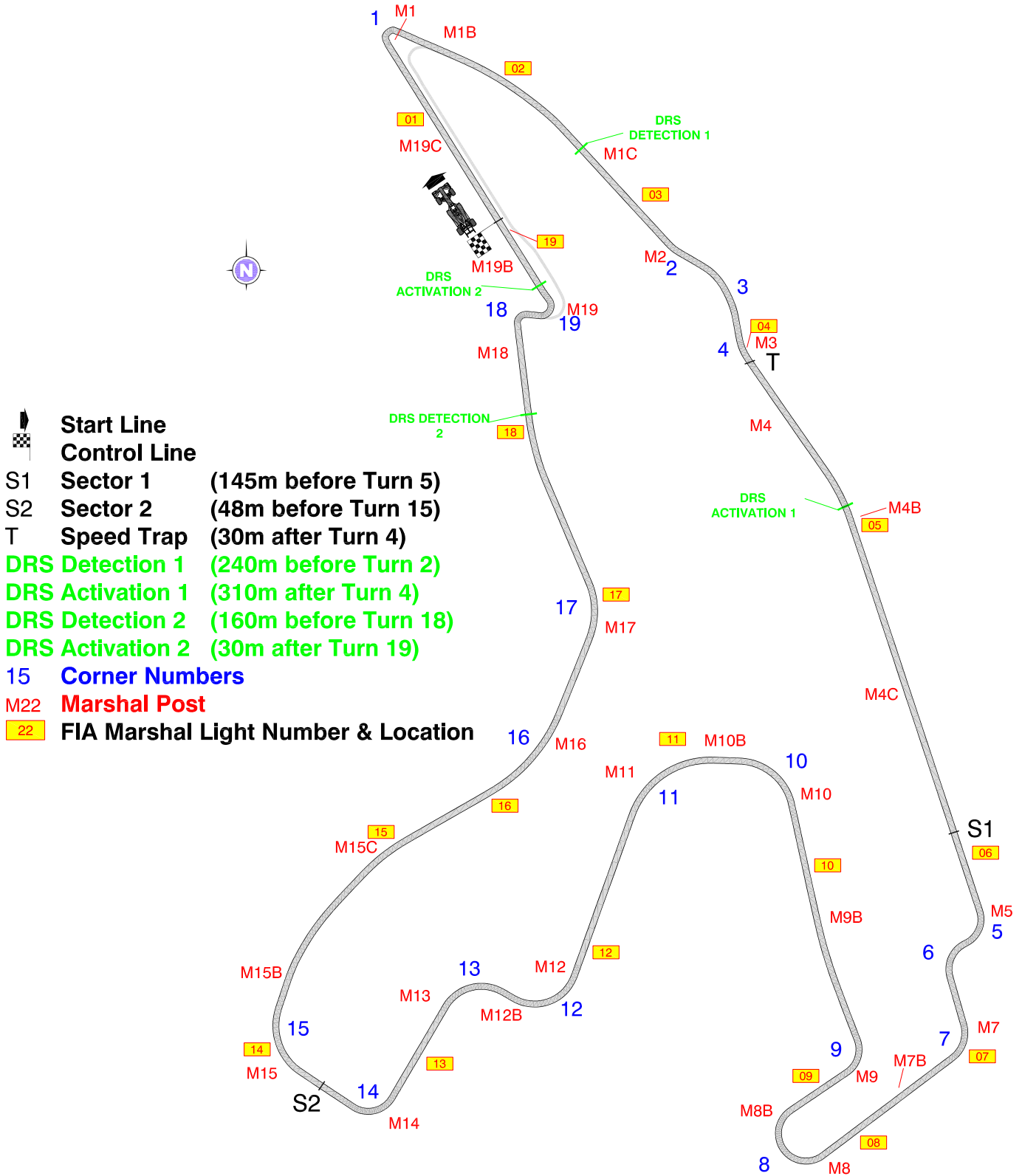
18) Any other business

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

Charlie Whiting  
FIA Formula One Race Director



**Circuit Map**



**Circuit Centreline Length = 7.004 km**

**2015 FORMULA 1 SHELL BELGIAN GRAND PRIX - Spa-Francorchamps**

