



2014 ITALIAN GRAND PRIX

From	The FIA Formula One Race Director	Document	15
To	All Teams, All Officials	Date	05 September 2014
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The FIA Formula One Race Director



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EVENT NOTES (V2)

5 SEPTEMBER 2014

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

2) **Changes to the circuit**

2.1 Approximately half the gravel around the outside of turn 11 (Parabolica) has been replaced by asphalt.

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 during practice sessions**

- 5.1 Practice starts during sessions 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.

6) **Practice starts before reconnaissance laps**

- 6.1 During the time that the pit exit is open for reconnaissance laps (13.30-13.45 on Sunday) practice starts should be carried out on the track after the pit exit but before the old start box. Drivers wishing to carry out a start should stop on the right 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 7.1 below. Any driver crossing this line must move back to the right of it as quickly as possible.

7) **Lines at the pit entry and pit exit**

- 7.1 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
- 7.2 For safety reasons drivers must stay to the right of the bollard at the pit entry when entering the pits.

6.3 [The dotted white line across the pit exit is the track edge.](#)

8) **Chicanes**

- 8.1 Any driver who uses a part of the areas behind the second apexes of the first and second chicanes, and which is suspected of gaining any sort of advantage from doing so, will be immediately reported to the Stewards.
- 8.2 As normal three rows of polystyrene blocks have been placed in the escape road at the first chicane in exactly the same positions as last year. In order to ensure that cars are able to re-join the track safely any driver using the escape road must go around the end of each of these rows and re-join the track at the end of the escape road.
- Drivers may only use the grass if it is clearly unavoidable.
- 8.3 Any driver going straight on at the second chicane (who hence misses the black and yellow bumps placed before the apex kerb of turn 5) must stay to the right of the yellow line and red and white polystyrene block, he may then re-join the track at the far end of the asphalt run-off area.

9) **DRS**

- 9.1 DRS will be globally disabled if panels 1, 2, 3, 10, 11, 12, 13 or 17 are displaying yellow.
- 9.2 Detection will be automatically disabled if the light panels below are displaying yellow :
- Zone 1** : Panels 8 and 9. [\[Note : As the 250m lock out distance for panel 8 virtually coincides with the DRS notification point, drivers should not attempt to use DRS in this zone under any circumstances if the panel is displaying yellow or double yellow\]](#)
- Zone 2** : Panels [14](#), 15 and 16. [\[Note : As the 250m lock out distance for panel 14 virtually coincides with the DRS notification point, drivers should not attempt to use DRS in this zone under any circumstances if the panel is displaying yellow or double yellow\]](#)
- 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 panels 8, 9, [14](#), 15 or 16 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 white boards with a red letter "F" on the guardrail or debris fences.

13) Places to remove cars from the track

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

14) Cars in the pit lane and the pit entry during the time the pit exit is open for the race

14.1 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."

For the avoidance of doubt, this paragraph prohibits practice starts, bite point checks and burn outs during these times.

15) Removing cars from the grid

15.1 Via the pit exit or through the gate in the pit wall.

16) Car number boards for the start

16.1 On the right hand side of the grid.

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



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