



## 2023 CANADIAN GRAND PRIX

16 - 18 June 2023

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	5
<b>To</b>	All Teams, All Officials	<b>Date</b>	15 June 2023
		<b>Time</b>	15:30

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<b>Title</b>	Race Director's Event Notes
<b>Description</b>	Race Director's Event Notes
<b>Enclosed</b>	2023 Canadian Grand Prix - Event Notes.pdf

**Niels Wittich**

**The FIA Formula One Race Director**

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## **EVENT NOTES**

### **General Instructions**

#### **1) Track light panels**

The FIA track 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.

#### **2) Drivers leaving their pit stop position in the pit lane**

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.

#### **3) Observing yellow flags**

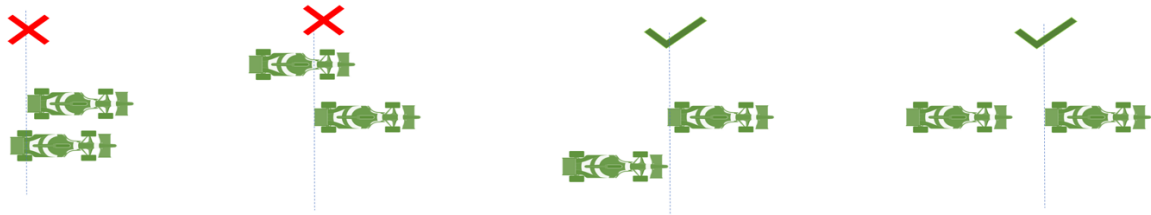
- 3.1 Single waved: Drivers reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 3.2 Double 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. Furthermore, during qualifying any driver in a double yellow sector will have that lap time cancelled.
- 3.3 Double Waved during VSC or SC: Any driver passing through a double waved yellow marshalling sector during a VSC or SC, in addition to the requirements in 3.2 above, must remain positive of the SECU delta time in the sector concerned.

#### **4) Laps during Qualifying and Reconnaissance Laps**

- 4.1 In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end of qualifying or during reconnaissance laps when the pit exit is opened for the race, drivers must stay below the maximum time set by the FIA between the Safety Car lines shown on the pit lane map. Teams and Drivers will be informed of the maximum time after the second practice session.

5) **Article 55.14**

*“In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart”.*



6) **Parc Fermé**

- 6.1 The Parc Fermé cameras must be always uncovered and operational during the Event.
- 6.2 No more than three (3) team personnel per car are permitted into the Parc Fermé area for the sole purpose of fitting cooling fans and any work required by the FIA.

7) **Lapping during the race**

The ISC requires drivers who are caught by another car to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.

The system will be set to give a pre-warning when the faster car is within 3.0s of the car about to be lapped, this should be used by the team of the slower car to warn their driver he is soon going to be lapped and that allowing the faster car through should be considered a priority. When the faster car is within 1.2s of the car about to be lapped blue flags will be shown to the slower car (in addition to blue light panels, blue cockpit lights and a message on the timing monitors) and the driver must allow the following driver to overtake at the first available opportunity.

It should be noted that the aim of using F1MS is ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

8) **Article 19.4**

In accordance with the provisions of Article 19.4 a), upon permission given by the Technical Delegate, it is considered acceptable to connect the umbilical to the cars and close the HV contactors (TR 5.26.5) for the sole purpose of checking the car ERS safety status, during the pre-race car display period.

**Event Specific Instructions**

9) **Formula 1 Sporting Regulations Article 23.1**

In accordance with the provisions of Article 23.1 b), this Event is an Open Event.

**10) FIA Outside Scales Times**

Should the outside scales be set-up at the pit-lane entrance, these will be available for teams to use at any time outside the curfew times and the Parc Fermé cover-up times, except for the 30 minutes preceding the start of the Qualifying session and if there are support competitions using the pit lane.

**11) Specific Technical Procedures**

Please note that the FIA have introduced an Appendix Index File which contains all the relevant and active Appendix documents, Technical and Sporting Directives. The latest version of this Index file (“2023 Formula 1 Appendix – iss 3 – 2023-05-12.xlsx”) and all relevant documents can be found on the FIA SFTP site.

Competitors are hereby required to ensure compliance with these directives for the safe and orderly conduct of the Event.

**12) Support Races team barrier placement and Movements**

Team barrier placement prior to and during all support category practice sessions and races: No more than (3) three meters from the garages.

It is not permitted to push cars to or from the weighing area at any time a support category is in the pit lane.

Support Crews and Trolleys will be released into Pit Lane no earlier than 20 minutes prior to the opening of Pit Exit for their respective sessions.

Support Category competition vehicles will be released from the marshalling area no earlier than 15 minutes prior to the opening of Pit Exit for their respective sessions.

**13) Positioning of the car on track during Free Practice and Qualifying**

To help mitigate any differences in speed, cars on out or slow laps are requested to stay clearly offline where possible between Turns 10 and 13.

**14) Practice starts**

14.1 Practice starts may be carried out at the pit exit on the left-hand side after the pit exit lights.

14.2 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).

14.3 Additionally, practice starts may be carried out on the track at the end of each free practice session. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and carry out a practice start.

14.4 All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.

14.5 If any driver appears to be disregarding any of the above a red flag will be displayed and the possibility to carry out any further starts will be immediately terminated.

**15) Lines at the Pit Entry and Pit Exit**

15.1 In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.

**16) DRS**

DRS Detection will be automatically disabled in each individual zone if any of the light panels in that particular zone are displaying yellow. The zones and corresponding light panels are as follows:

- a) DRS Activation 1: Panels 7, 8, 9
- b) DRS Activation 2: Panels 12, 13, 14
- c) DRS Activation 3: Panels 15, 1

**17) Track Limits**

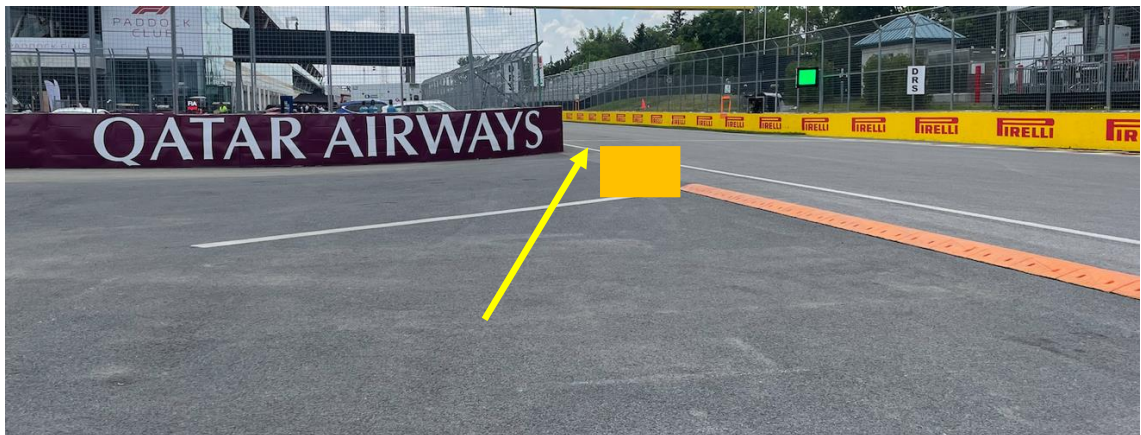
17.1 In accordance with the provisions of Article 33.3, the white lines define the track edges. During Qualifying and the Race, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards.

17.2 Any driver who fails to negotiate with Turn 9 or Turn 14 and passes completely to the left of the orange apex kerb must keep completely to the left of the orange block/bollard on the exit of the corner and re-join the track at the far end of the asphalt run-off.

Turn 9:



Turn 14:



**18) Fire extinguishers around the circuit**

Indicated by white boards with a red fire extinguisher image attached to the debris fences.

**19) Places to remove cars from the track**

Indicated by fluorescent orange panels/paintings on the barriers.

**20) Removing cars from the grid**

Cars may be removed from the grid via the pit exit or pit entry.

**21) Race Suspension**

21.1 In case of a race suspension, cars will be stopped in the fast lane of the pits in the vicinity of the last garage.

21.2 The following procedure for resuming a race with a standing start procedure will apply for the Race in Montreal:

- 10 Minutes Signal
- 5 Minutes Signal
- 3 Minutes Signal
- 2 Minutes - lapped cars will leave the pit lane to complete one lap and return to the pit lane
- 1 Minute Signal
- 15 Seconds Signal
- Pit exit green light - SC will leave the pit lane with its lights on, lights will be extinguished after 1 second.
- **1 Minute** after the SC has left the pit lane, all drivers leave the pit lane and proceed to the grid without overtaking.
- Standing Start Procedure

**22) Car number light panels for the start**

On the left-hand side of the grid.

**23) Guest access to the grid**

For the start of the race and after the end of the race, teams are responsible to ensure that guests do not cross the teams' garages and access the pit lane before all cars are on the grid or have reached Parc Fermé.

**24) Changes to the Circuit**

- Extension of the concrete wall at the end of the pit wall by 106 m.
- Realignment and extension of the concrete wall in Turn 1 run-off.
- Enlargement of the run-off in Turn 3.
- Realignment of the walls in Turn 7.
- Pit entry width reduced to 4.5 m.
- Removal of the orange kerb at the entry of Turn 9 on LHS.
- Removal of the orange kerb at the entry and exit of Turn 14 on LHS.

**Niels Wittich**

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