



## 2014 BRAZILIAN GRAND PRIX

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

**Document** 31  
**Date** 09 November 2014  
**Time** 09:00

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**Title** Revised Event Notes  
**Description** Revised Event Notes  
**Enclosed** Event Notes 09-11-2014\_V2.pdf

**Charlie Whiting**

**The FIA Formula One Race Director**



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### EVENT NOTES (V2)

9 NOVEMBER 2014

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1) **Issues arising from the United States Grand Prix**

2) **Changes to the circuit**

- 2.1 The pit lane and the entire circuit has been resurfaced.
- 2.2 The pit exit has been re-aligned further to the left to provide run-off area around the outside of turn 2.
- 2.3 The pit entry has been re-aligned further left in order to allow the pit wall end to be moved further from the track.

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 may be carried out on the left at the end of the pit exit, room must always be left on the right for another car to pass if necessary.

As usual there is a pair of orange lights on the driver's right half way around the pit exit, when flashing these will warn drivers if another car has stopped around the corner in order to carry out a practice start.

## 6) **Pit exit**

- 6.1 If one of your drivers is forced to stop in the pit exit, i.e. between the end of the pit lane and the place where they re-join the track proper, please ask them to stop on the left. There is more space on the left and the car can remain in a safe position.

## 7) **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 left of the solid white line at the pit exit when leaving the pits.
- 7.2 For safety reasons drivers must stay to the left of the white line at the pit entry.
- 7.3 Taking equipment to or from the grid via the gate in the pit entry will be permitted during the time the pit lane is open for the race (13.30-13.45 on Sunday), provided this is done by using only the green painted area to the left of the pit entry (when viewed from the pit lane looking towards the pit entry). Whenever team personnel are using this route a waved yellow flag will be shown to drivers entering the pits, they must slow down significantly in the pit entry and drive a greatly reduced speed in the pit lane itself.
- 7.4 Due to the nature of the pit exit we do not expect any driver intending to carry out a practice start to carry out any pre-start routines, this will be considered driving unnecessarily slowly in the pit exit and a report will be made to the stewards as a breach of Article 30.13 of the Sporting Regulations.

Therefore, and for the avoidance of doubt, any driver intending to carry out a practice start at the pit exit must drive to the allocated place as quickly as possible without slowing to carry out "burn-outs", "clutch learns" or any associated pre-start routine.

This will apply at all times during the remainder of the Event.

## 8) **DRS**

- 8.1 DRS will be globally disabled if panels 1, 2, 4, 5, 15 or 16 are displaying yellow.
- 8.2 Detection will be automatically disabled if the light panels below are displaying yellow :
  - Zone 1** : Panel 3.
  - Zone 2** : Panels 13 or 14.
- 8.3 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 3, 13 or 14 is displaying yellow.

**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) VSC test after P1 and P2**

10.1 There will be a test of the Virtual Safety Car (VSC) at the end of P1 and P2. The procedure will be as follows :

- i) All cars on the track when either of these sessions finish may complete another lap and cross the Line on the track for a second time.
- ii) As soon as the last car on track has taken the chequered flag for the first time we will deploy the VSC, all the light panels will show "VSC" with a flashing yellow border.
- iii) From this time onwards drivers will be given ten seconds to achieve a positive "delta". They should then follow the VSC "delta" time and must be positive at least once in each marshalling sector (a marshalling sector is the sector between each of the FIA light panels) and must also be positive at SC1, the Line and SC2.
- iv) We will then select two cars which we would like to enter the pits at the end of the lap, stop in their pit stop position for a short time and then re-join the track (to simulate a race pit stop).
- v) Once all cars have crossed the Line for a second time we will end the test by replacing the "VSC" on the light panels with "10", this is the signal that the light panels will go green in ten seconds. At the point the lights go green the "delta" must be positive and cars may then resume at an appropriate speed.

**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 an red letter 'F' on the guardrails or debris fences.

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

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

**14) Removing cars from the grid**

14.1 Via the gate in the pit entry.

**15) Car number boards for the start**

15.1 On the driver's left.

**16) Suspending the race**

16.1 If the race needs to be suspended we intend to do this by bringing the cars into the pit lane. If the Safety Car has already been deployed it will lead the cars into the pits, if not, then the first car to reach the pit entry after the red flags have been shown should enter the pits, stay in the fast lane and stop at the pit exit. The remaining cars should follow.

**17) Post race parc fermé**

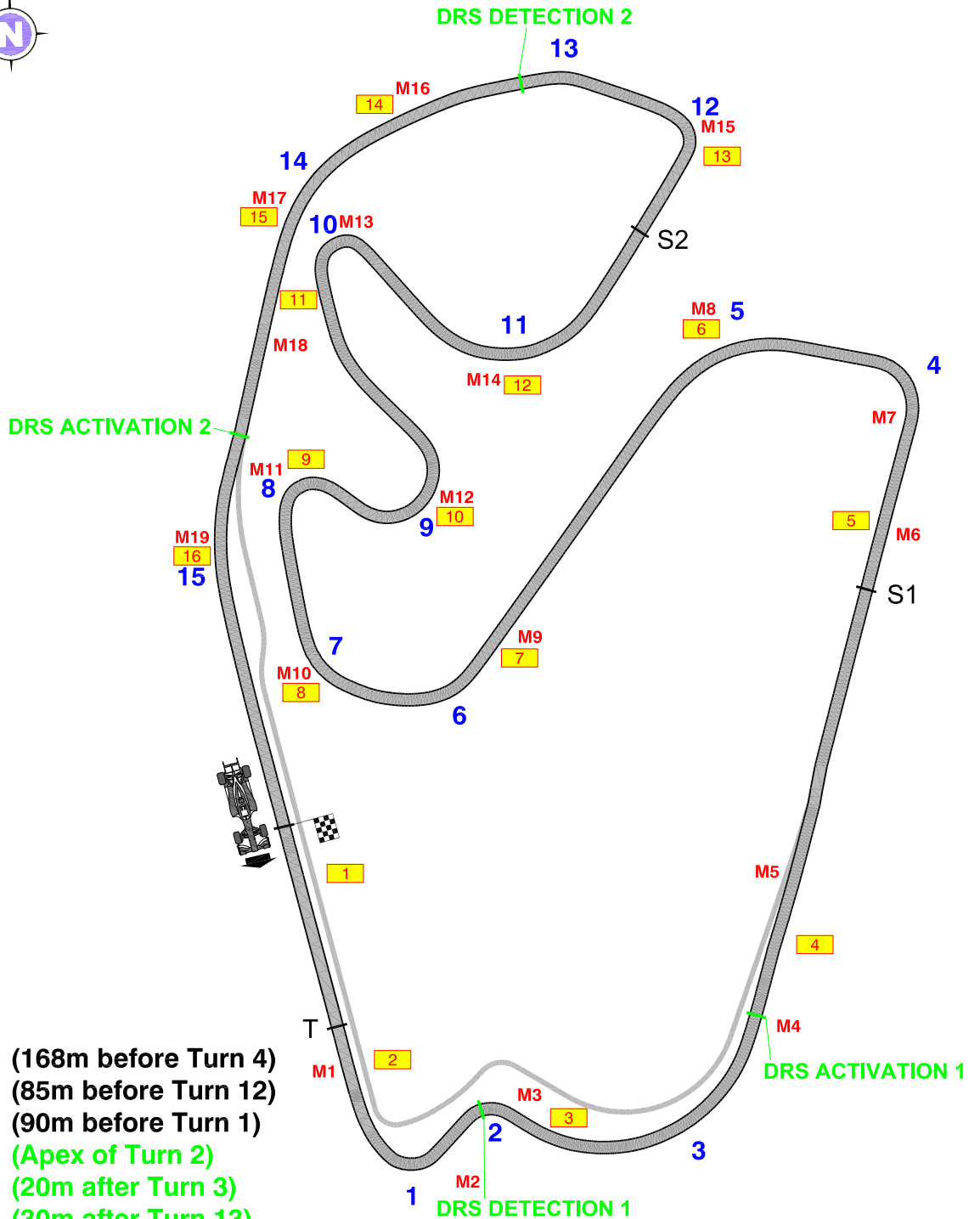
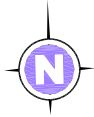
17.1 Cars should complete a full slowing down lap and enter the pits normally, all cars will then be stopped in the weighing area.




**18) Any other business**

A handwritten signature in blue ink, appearing to read 'Charlie Whiting', with a stylized flourish at the end.

Charlie Whiting  
FIA Formula One Race Director

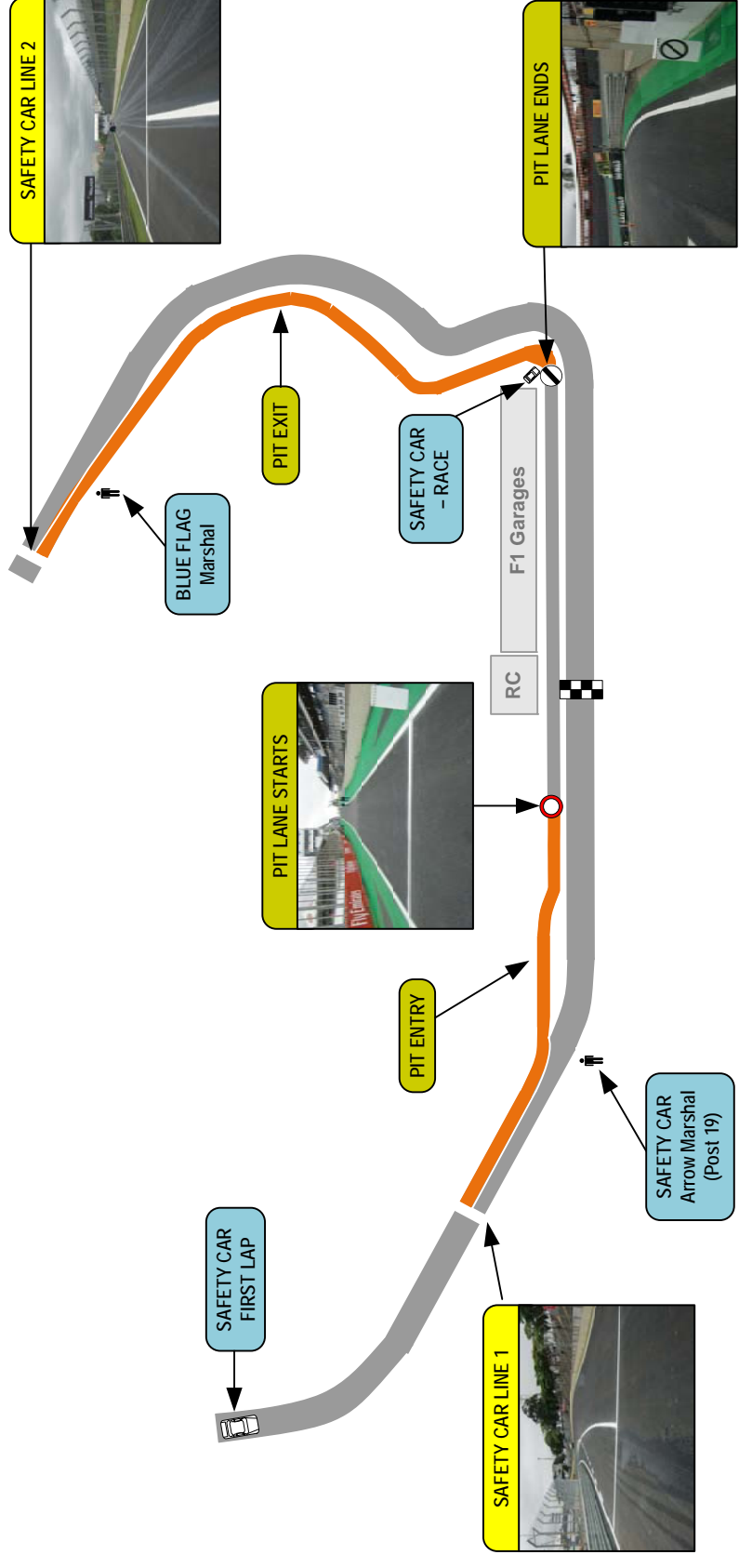
**Circuit Map**



-  **Start Line**
-  **Control Line**
- S1 Sector 1 (168m before Turn 4)**
- S2 Sector 2 (85m before Turn 12)**
- T Speed Trap (90m before Turn 1)**
- DRS Detection 1 (Apex of Turn 2)**
- DRS Activation 1 (20m after Turn 3)**
- DRS Detection 2 (30m after Turn 13)**
- DRS Activation 2 (60m before Turn 15)**
- 15 Corner Numbers**
- M22 Marshal Post**
-  **FIA Marshal Light Number & Location**

**Circuit Centreline Length = 4.309 km**

**FORMULA 1 GRANDE PRÊMIO PETROBRAS DO BRASIL 2014 - São Paulo**



Control Line	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
	FIA	FOM	FIA	Red Bull	Red Bull	Mercedes	Mercedes	Ferrari	Ferrari	Lotus	McLaren	McLaren	McLaren	Williams	Williams	Force India	Force India	Sauber	Sauber	Toro Rosso	Toro Rosso	Walkey	Pirelli	Pirelli
		Designated Garage Areas		Red Bull	Red Bull	Mercedes	Mercedes	Ferrari	Ferrari	Lotus	McLaren	McLaren	McLaren	Williams	Williams	Force India	Force India	Sauber	Sauber	Toro Rosso	Toro Rosso			