



# 2024 SAKHIR EVENT

28 February to 2 March 2024

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**From** The FIA Formula 2 Race Director

**Document** 10

**To** All Teams, All Officials

**Date** 29 February 2024

**Time** 09:26

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**Title** Event Notes V2

**Description** Event Notes V2

**Enclosed** Event Notes V2 Combined.pdf

**Rui Marques**

**The FIA Formula 2 Race Director**

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	10
<b>To</b>	FIA Formula 2 Teams and Officials / The Stewards	<b>Date</b>	29 February 2024
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## **Event Notes V2**

[\(Changes in light blue. All other pages from V1 which are not included here remain in full force and effect.\)](#)

### **General Instructions.**

#### **1. Pit lane map**

- 1.1. Safety Car lines.
- 1.2. The location of the pit entry and the pit exit.
- 1.3. Designated garage areas.
- 1.4. Safety Car position for first lap and rest of race.
- 1.5. Blue flag marshal at the pit exit.
- 1.6. Track light panels displaying pit entry status.
- 1.7. Pit Stop Position.

#### **2. Pirelli Event Preview.**

- 2.1. With reference to Article 10.4.3 e) of the Technical Regulations see the attached document provided by the official tyre supplier.

#### **3. Pre & Post Session / Race Procedure from support paddock to F1 pit lane**

- 3.1. For the transfer procedures from the support pit lane to the F1 pit lane, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations can be used.
- 3.2. A detailed description and further information of this procedure (pit Lane order and timing) are described in the attached document – F2 Event Procedures [V2](#)

#### **4. Tyre Schedule**

- 4.1. Refer to attached document – F2 Tyre Schedule.

#### **5. Track light panels.**

- 5.1. 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.

#### **6. Drivers leaving their pit stop position in the pit lane.**

- 6.1. For safety reasons, during practice and qualifying drivers must not do burn outs from their pit stop position, for the avoidance of doubt this also applies when the pit exit is open for reconnaissance laps.
- 6.2. It is not permitted to do burn outs or clutch bite points checks in the paddock, support pit lane, garage areas and in the pit lane at any time during the Event.
- 6.3. For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.
- 6.4. For reasons of safety and sporting equity, drivers must not drive through other team's pit bay after being released from their pit stop position.
- 6.5. No wheel nuts must be left on the ground at all times.

#### **7. Fuel pressure release in parc fermé.**

- 7.1. For safety reasons, teams are authorised to appoint one person specifically in order to release the pressure

inside the fuel cell when the cars return after each session. In addition, teams are authorised to attach fans to the car in the parc fermé.

- 7.2. When the cars are in the parc fermé, this person must request prior authorisation from the FIA Technical Delegate on site and is only authorized to perform the action specified above.
- 7.3. This person will not count as far as Article 21.5 of the FIA F2 Sporting Regulations is concerned (team personnel limitation).

## **8. Observing yellow flags during free practice and qualifying.**

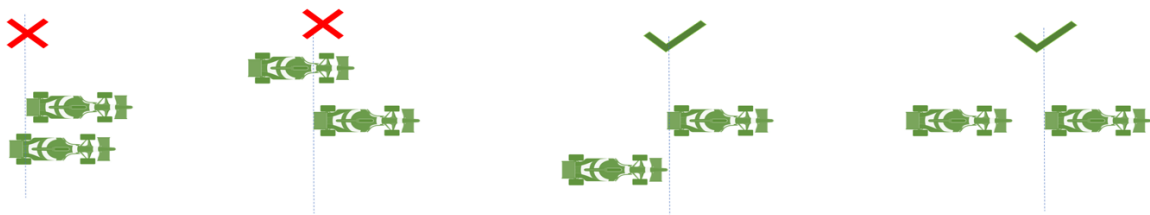
- 8.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. 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, for practical purposes this means any driver in a double yellow sector, will have that lap time deleted.
- 8.3. Double Waved during VSC or SC: Any driver passing through a double waved yellow marshalling sector, in addition to the requirement in 1.2 above, must remain positive of the delta time in the sector concerned.

## **9. Lapping during the race.**

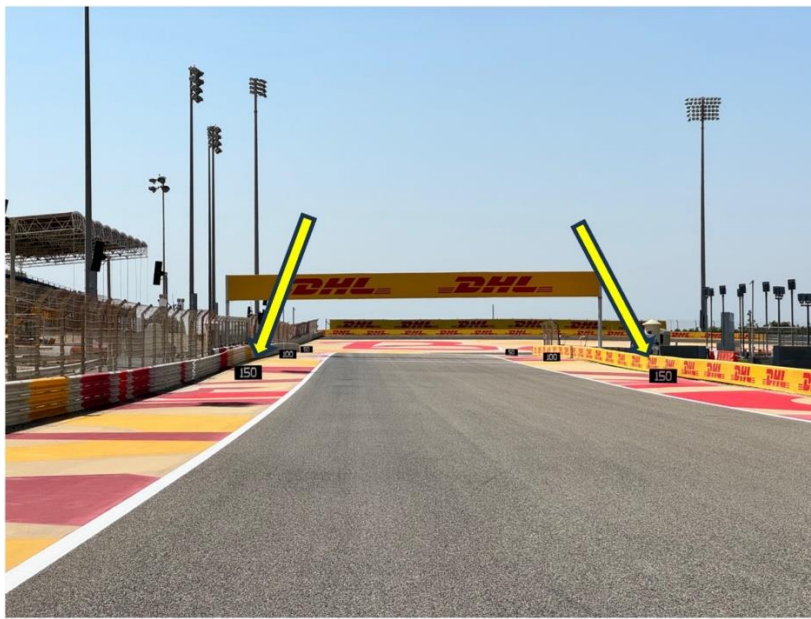
- 9.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.
- 9.2. 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.
- 9.3. It should be noted that the aim of using F1MS is to ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

## **10. Safety Car Procedure / End of VSC period**

- 10.1. Art. 40.13 (...) 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.(...)
- 10.2. At the end of each VSC procedure, Drivers must follow their delta time until the "VSC" on the FIA Light panels have changed to green.
- 10.3. The positioning of the cars in both procedures (Safety Car and VSC) must comply with the below drawing:



- 10.4. To reduce the risk of an incident at the restart, weaving is not permitted from the 150 meters distance marker before T14 until the line.



## **11. Teams Guests**

- 11.1. Teams are reminded that guests are included in the category of participants as defined in Article 20 of the International Sporting Code. At the same time, Article 9.15 from the International Sporting Code states that the competitor is responsible for all acts or omissions on the part of any person to whom the competitor has allowed access to the reserved area. The pit lane and the grid are reserved areas.

## **Event Specific Instructions**

### **12. Changes to the circuit.**

- 12.1. No changes from the event in 2023.

### **13. Pit Lane**

- 13.1. The pit lane speed limit is 60 km/h for the entire event.

### **14. Pit lane Barriers.**

- 14.1. F1 Teams have been instructed to ensure their barriers are no more than four meters from the garages.

### **15. DRS**

- 15.1. 15.1 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:
- 15.1.1. DRS Activation 1: Panels 3, 4
  - 15.1.2. DRS Activation 2: Panels 11, 12
  - 15.1.3. DRS Activation 3: Panels 18, 1, 2

### **16. Practice starts.**

- 16.1. Practice starts may only be carried out on the right-hand side after the pit exit lights but before the end of the pit signaling wall. For the avoidance of doubt, this includes any time the pit exit is open for the race. Drivers must leave adequate room on their left for another driver to pass.

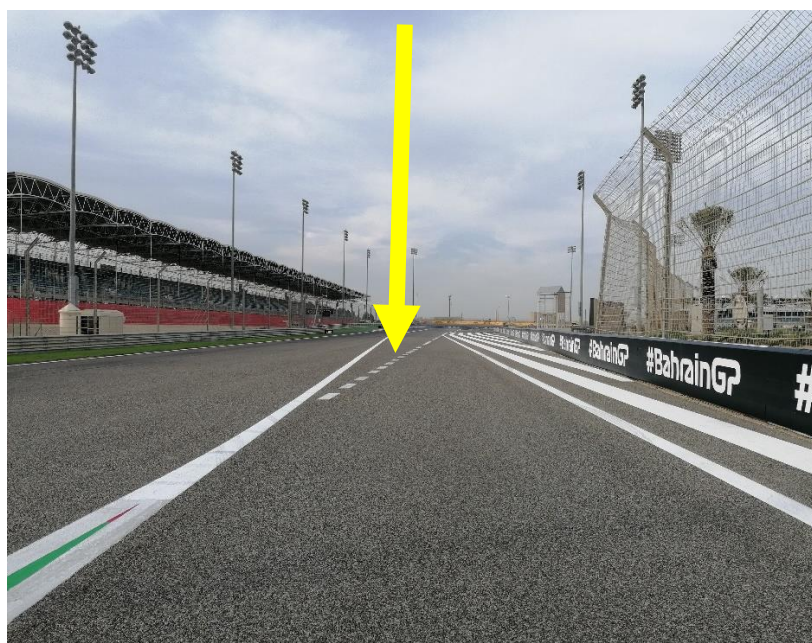


16.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

**17. Lines or bollards at the Pit Entry and Pit Exit.**

17.1. 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.

17.2. The dashed white line across pit entry and pit exit marks the track edge line.





## **18. Track Limits.**

- 18.1. In accordance with the provisions of Article 27.3, the white lines define the track edges. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards.
- 18.2. The fourth and following offences will be reported to the Stewards, regardless of having displayed the warning flag to the driver beforehand.

## **19. Fire extinguishers around the circuit.**

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

## **20. Places to remove cars from the track.**

- 20.1. Indicated fluorescent orange panels/paintings on the barriers.

## **21. Removing cars from the grid.**

- 21.1. Through the gate in the pit wall adjacent to grid position 2 and 18.

## **22. Car number light panels for the start**

- 22.1. On the right-hand side of the grid.

## **23. Suspending a Race.**

- 23.1. In case of a race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

## **24. General – End of session/races**

- 24.1. The three podium cars should stay in front of the field and enter the F1 pitlane. They will be under parc fermé conditions and be pushed back to the support pit lane.

## **25. VSC Test**

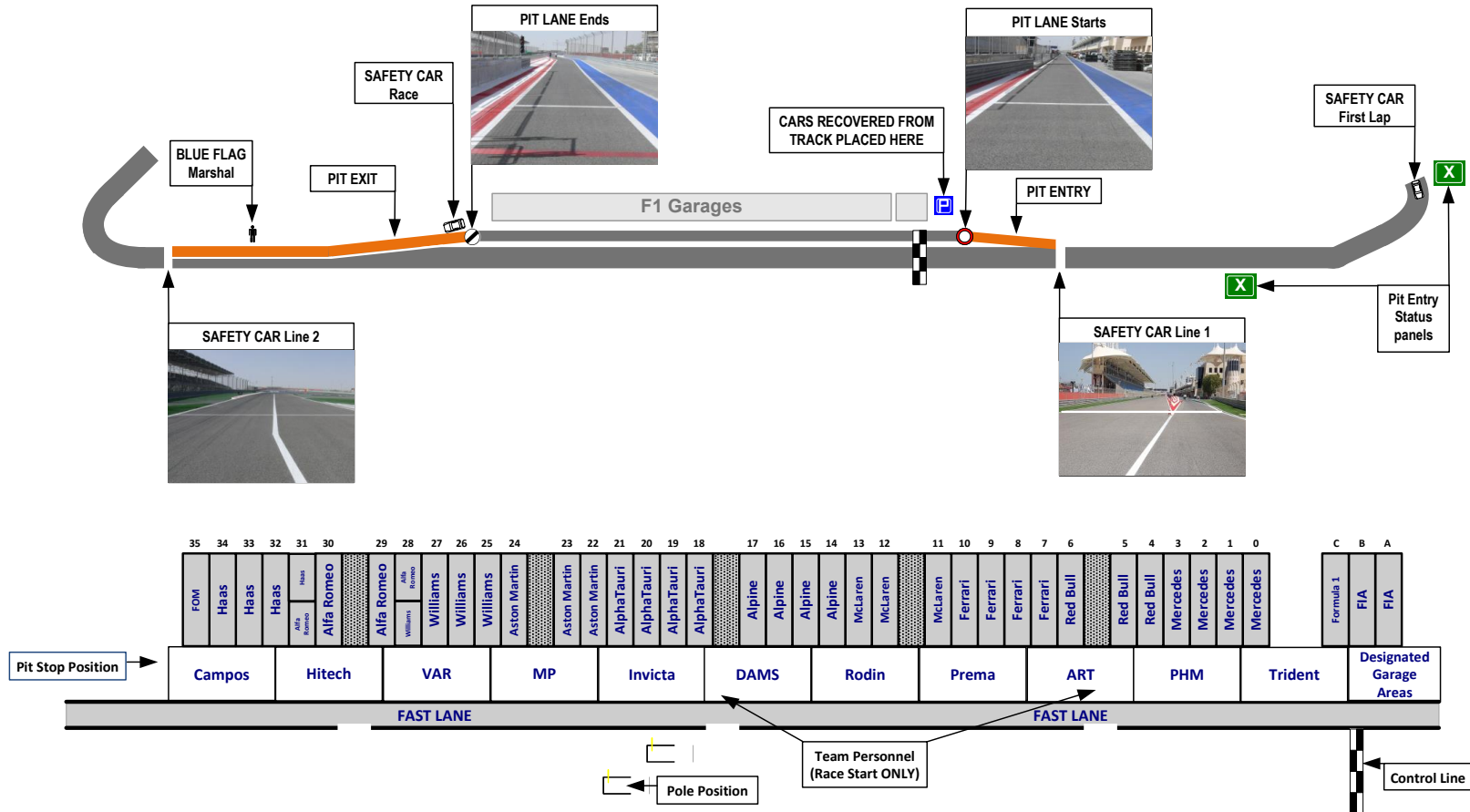
- 25.1. A VSC test will take place at the beginning of the practice session. All cars must leave the pit lane immediately after the pit exit is open to take part in the VSC test.

*Rui Marques*

Rui Marques

Race Director

FIA Formula 2 Championship



## Paddock departures and Return – Trolleys and Cars (V2)

### Departure from Support Race Pit Lane

Teams have been allocated in the correct order for entry into the F1 pit lane, so please keep to this order for each transfer:

1. Campos Racing	7. Rodin Motorsport
2. Hitech Pulse-Eight	8. Prema Racing
3. VAR	9. ART Grand Prix
4. MP Motorsport	10. PHM AIX Racing
5. Invicta Racing	11. Trident
6. DAMS Lucas Oil	

Trolleys will leave the Oasis pits first. At the pit exit they proceed straight ahead, then bear right onto the oval circuit (“the Loop”) and round to the start of the F1 pits. At each visit, trolleys will wait here until a signal to advance is given by the pit marshals.

After trolleys have left the garages, teams may push their cars to the Oasis pit exit and start engines when the signal is given from the pit marshal. Once all equipment is installed in the F1 pits, **cars will proceed under power from the Oasis pit exit via the Loop to the F1 pit lane.**

Teams may enter the F1 pit lane at either end – whichever is closer or more convenient. At the Oasis exit, there is a short-cut through to the F1 pit lane by the side of the Medical Centre.

### Return to Support Race Pit Lane

Teams and trolleys exit the pitlane by turning right before pit exit.

At the end of the practice and qualifying session, after taking the chequered flag, cars should continue to turn 10 where they must leave the track to enter the support race pit lane.

At the end of both races after taking the chequered flag, the podium cars should complete the lap to the F1 pit lane for the podium presentation. All other cars should continue to turn 10 where they must leave the track to enter the support race pit lane. The three podium cars should stay in front of the field and will be under parc fermé conditions to be push back via the green gate.

All cars in the F1 pit lane at the end of each session will be allowed to go on track and continue to turn 10 where they must leave the track to enter the support race pit lane.



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**Pit Lane Procedures Times**

Local marshals will be in control of trolley and race car movements so please follow their instructions. The timings below are approximate and for guidance only:

**Thursday – Practice (12:05 – 12:50)**

Trolleys loaded and ready to depart	11:25
Trolleys released to F1 pits	approx. 11:30
Race cars released to F1 pits	approx. 11:50

**Thursday – Qualifying (16:55 – 17:25)**

Trolleys loaded and ready to depart	16:15
Trolleys released to F1 pits	approx. 16:20
Race cars released to F1 pits	approx. 16:40

**Friday – Sprint Race (pit lane open 17:00)**

Trolleys loaded and ready to depart	16:20
Trolleys released to F1 pits	approx. 16:25
Race cars released to F1 pits	approx. 16:45

**Saturday – Feature Race (pit lane open 13:15)**

Trolleys loaded and ready to depart	12:35
Trolleys released to F1 pits	approx. 12:40
Race cars released to F1 pits	approx. 13:00

Rui Marques  
The FIA Formula 2 Race Director

## BAHRAIN EVENT

28<sup>TH</sup> FEBRUARY TO 02<sup>ND</sup> MARCH 2024

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### TYRE SCHEDULE

(ART. 24.6. 2024 FORMULA 2 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated at the Pirelli service area
- No tyre trollies and no wet tyres will be allowed in the tyre parc fermé
- Wet tyres remain in possession of teams
- All tyres in the possession of teams must be visible to the Scrutineers at all times during the event
- The tyre pressure and temperature master gauge is available at the FIA weigh platform area

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#### Wednesday 28<sup>th</sup> February

**12:30** All teams tyres will be released from the FIA Formula 2 tyre parc fermé

**18:30** All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

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#### Thursday 29<sup>th</sup> February

**09:35** All teams tyres will be released from the FIA Formula 2 tyre parc fermé

**2 h after end of car Parc fermé**

All dry NEW and all USED tyres must be deposited in the FIA Formula 2 tyre parc fermé

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#### Friday 01<sup>st</sup> March

**14:30** All teams tyres will be released from the FIA Formula 2 tyre parc fermé

**2 h after end of car Parc fermé**

All dry NEW and all USED tyres must be deposited in the FIA Formula 2 tyre parc fermé

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#### Saturday 02<sup>nd</sup> March

**10:45** All teams tyres will be released from the FIA Formula 2 tyre parc fermé

**A.S.A.P after end of car Parc fermé**

All tyres must be returned to the Pirelli service area

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FIA Technical Delegate

Florian Bartsch

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