



# 2024 YAS MARINA EVENT

## 5 to 8 December

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<b>From</b>	The FIA Formula 2 Technical Delegate	<b>Document</b>	48
<b>To</b>	The Stewards	<b>Date</b>	07 December 2024
		<b>Time</b>	21:34

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**Title** F2 Technical Delegates Report 4  
**Description** F2 Technical Delegates Report 4  
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**Florian Bartsch**

**The FIA Formula 2 Technical Delegate**



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## Technical Delegate's Report

### **Before Race 1:**

Oil samples were taken from cars **6** and **24**.

The rear wing configuration was checked on all cars.

On the starting grid, all cars had mounted their wheels before the 3-minute signal was shown.

All cars had their tyre codes recorded.

### **After Race 1:**

The following cars were drained and then weighed

<u>No.</u>	<u>Driver</u>	<u>Team</u>
3	Oliver Bearman	PREMA Racing
8	Dino Beganovic	DAMS Lucas Oil
10	Gabriel Bortoleto	Invicta Racing
17	Paul Aron	Hitech Pulse-Eight
20	Isack Hadjar	Campos Racing
21	Josep Maria Marti	Campos Racing

All the above cars were checked for:

- 1) Front wing height.
- 2) Undertray front strake heights.
- 3) Underfloor height.
- 4) Side skirt height.
- 5) Diffusor strake height.
- 6) Rear wing gurney height
- 7) Wheel camber conformity.
- 8) Wind screen height.
- 9) Rear suspension pick-up points configuration.

The skid planks and brake discs were checked for nomination and thickness on car numbers **10, 17** and **21**.

The Front wing was checked for conformity on car numbers **10, 17** and **21**.

The DRS was checked for conformity on car numbers **10, 17** and **21**.

The Rear wing was checked for conformity on car numbers **10, 17** and **21**.

The VCU was checked for conformity on car numbers **3, 8, 10, 17, 20** and **21**.

The Start set-up procedure was checked for conformity on car numbers **3, 8, 10, 17, 20** and **21**.

The gearbox ratios were checked for conformity on car numbers **3, 8, 10, 17, 20** and **21**.



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The tyre pressures were checked for conformity on car numbers **3, 8, 10, 17, 20** and **21**.

All cars had their tyre codes recorded and were checked for the correct allocation.  
All driver weights have been recorded.

The oil samples were checked for density and analyzed by gas chromatography.  
The result of the oil analysis shows that the oil was the same as the one, which has been supplied by the official supplier at the event.

All the above items and car weights were found to be in conformity with the requirements of the 2024 Formula 2 Championship Regulations, except for car **17** see additional report.

Florian Bartsch  
Technical Delegate  
FIA Formula 2 Championship