



2022 SAKHIR EVENT

17 to 20 March 2022

From The FIA Formula 3 Race Director

To All Teams, All Officials

Document 8

Date 18 March 2022

Time 10:05

Title 2022 F3 Sakhir Event Notes V2

Description 2022 F3 Sakhir Event Notes V2

Enclosed 2022 F3 Sakhir Event Notes V2 apps.pdf

Claro Ziegahn

The FIA Formula 3 Race Director

From	The FIA Formula 3 Race Director	Document	8
To	All Teams, All Officials	Date	18 March 2022
		Time	10:00

Event Notes Version 2

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 (panel 17 & 18).

2) Pirelli Event Preview

- 2.1 With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.

3) Transfer Procedure from support paddock to F1 pit lane

- 3.1 For the transfer procedures from the support paddock to the F1 pitlane, prior to all sessions and races, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations, may be used.
- 3.2 A detailed description and further information of this procedure (a.o. pit lane order and timing) are described in the appendix (Version 3).

4) Track light panels

- 4.1 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.

5) Track light panel displaying pit entry status

- 5.1 The light panel indicated on the pit lane map will display a flashing yellow arrow if cars are required to use the pit lane once the Safety Car has been deployed during the race.
- 5.2 The light panel indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

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, 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. They must not drive side by side with another car.
- 6.4 For reasons of safety and sporting equity, drivers must not drive through other teams' pit bay after being released from their pit stop position.

7) Observing yellow flags during free practice and qualifying

- 7.1 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 the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).
- 7.2 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. Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

8) Lapping during the race

- 8.1 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. As it was at the end of last season 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. Event Specific Instructions

9) Changes to the circuit

- 9.1 No changes from the F1 event in 2021.

10) Formula 1

- 10.1 F1 teams have been asked to keep their barriers no more than four meters from the garages during all support series' practice sessions and races.
- 10.2 F3 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

11) Practice starts

- 11.1 Practice starts may only be carried out on the right-hand side after the pit exit lights but before the end of the pit signalling 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.
- 11.2 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).

12) Lines or bollards at the Pit Entry and Pit Exit

- 12.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the right of the solid white line at the pit exit when leaving the pits.
- 12.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.
- 12.3 Except in the cases of force majeure (accepted as such by the Stewards), the crossing by any part of the car, in any direction, of the red and white painted area, between the pit entry and the track, by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.

13) Track Limits

- 13.1 Drivers are reminded of the provisions of Article 27.3 of the Sporting Regulations.

14) Drivers reducing speed when off track

- 14.1 Any driver that leaves the track at any point, must significantly reduce his speed in order to rejoin the track a safe manner.

15) Fire extinguishers around the circuit

- 15.1 Indicated by small orange boards with a white letter 'F' on the barriers and debris fences.

16) Places to remove cars from the track

- 16.1 Indicated by fluorescent orange panels on the barriers.
- 16.2 Should a car stop on the track during a session, the driver must keep all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.
- 16.3 If a driver has to stop between Turns 10 and 11, he should make every reasonable attempt to stop on the left-hand side, as cars may then be recovered more easily.

17) Removing cars from the grid

- 17.1 Two gates in the pit wall, the first is located adjacent to grid position 2 and the second adjacent to grid position 18.

18) Car number light panels for the start

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

19) Support Race Pit Lane.

- 19.1 Speed limit 60 km/h at all times.
- 19.2 Entering the support race pit lane is only allowed at the end of each session or race. And only when the driver have received the chequered flag.
- 19.3 For safety reasons, the fast lane must be kept clear during Porsche support racetrack sessions, for the avoidance of doubt, vans and team equipment must remain behind the line defining the inner lane from the fast lane.
- 19.4 Should a car encounter a mechanical problem and have to stop the car when entering the narrow section of support race pit lane, pull over to the side as far as possible to allow other cars to overtake.

20) VSC Test

- 20.1 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.

21) End of practice procedure

- 21.1 After taking the chequered flag, continue to Turn 10 and enter the support race pit lane.
- 21.2 All cars in the pit lane at the end of the session will be allowed to drive back to the support pit lane using the track.

22) End of qualifying procedure

- 22.1 After taking the chequered flag, continue to Turn 10, enter the support race pit lane and go directly to Parc Fermé.
- 22.2 All cars in the pit lane at the end of the session will be allowed to drive back to the support pit lane using the track.

23) Post-race procedure

- 23.1 The first 3 cars continue to the F1 pit lane podium, all other cars must leave the track at Turn 10, enter the support race pit lane and go directly to Parc Fermé.

24) Fuel pressure release in parc fermé

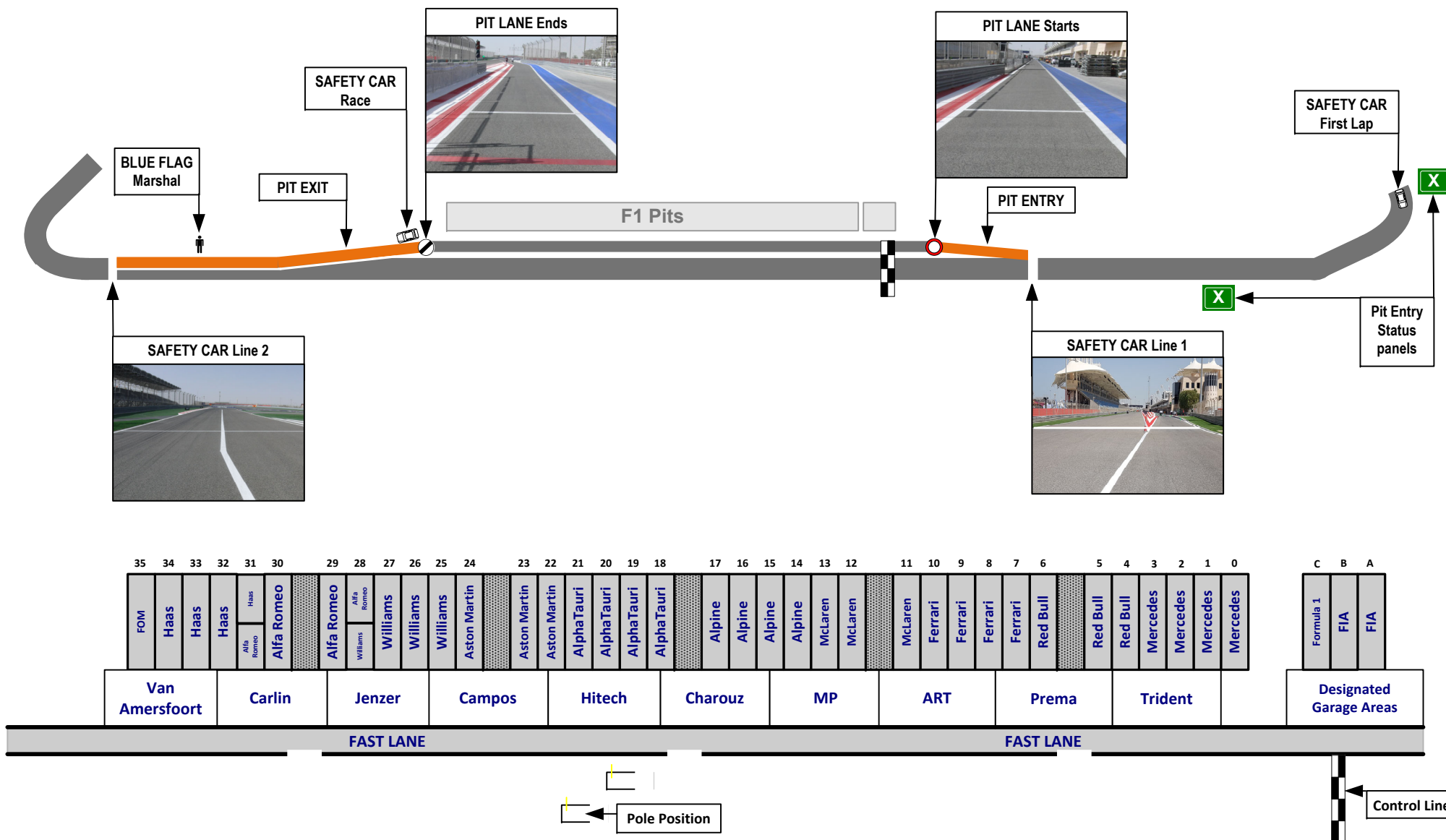
- 24.1 For safety reasons, teams are authorized to appoint one person specifically in order to release the pressure inside the fuel cell when the cars return after each session. In addition, teams are authorized to attach fans to the car in the parc fermé.
- 24.2 When the cars are in the parc fermé, this person must request prior authorization from the FIA Technical Delegate on site and is only authorized to perform the action specified above.
- 24.3 This person will not count as far as Article 21.5 of the 2022 FIA F3 Sporting Regulations is concerned (team personnel limitation).

25) Any other business



Claro Ziegahn

The FIA Formula 3 Race Director



F3 Sakhir Pit Procedures Version 3

Paddock departures and Return – Trolleys and Cars

Team trolleys

Once all buggies have been delivered to the circuit, they will be available for collection on Thursday from the Maintenance area beyond the Oasis pit exit. They do not have tow bars attached, but if you wish to install your own this can be done providing you do not damage the buggy in any way.

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. To speed up installation in the pits, trolleys should try to move out from their garages in F1 pit lane order:

- 1) Van Amersfoort Racing
- 2) Carlin
- 3) Jenzer Motorsport
- 4) Campos Racing
- 5) Hitech Grand Prix
- 6) Charouz Racing System
- 7) MP Motorsport
- 8) ART Grand Prix
- 9) PREMA Racing
- 10) Trident

Team Personnel

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.

Race cars

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. ~~Cars further down the pit lane may start race cars from their garages, immediately the marshal signal is given.~~

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.**

Parc ferme will be located in a designated area of the Oasis support pits.



All Event attendees must adopt and promote social distancing, consistent with the local guidance and regulation, in all indoor and outdoor spaces, and as far as practically possible within the constraints of safe working practice. A separation distance of 2 meters between individuals is suggested for the definition of social distance requirements.

For the avoidance of doubt this includes at all times during any movements to the pre-grid area and whilst transiting to and from Pit Lane before and after each session.

Team Members including Drivers must remain within their defined Groups during these times.

All timings below are approximate and in accordance with Timetable [V7](#).
Please always follow the instructions of the marshals.

Friday – Practice (11:25 – 12:10) (45mins)

Trolleys ready to depart	10:45
Trolleys move to park in the Loop	by 11:00
Trolleys released to F1 pits	approx. 11:05
Race cars released to F1 pits	approx. 11:10
Trolleys back into pits for pack-up	approx. 12:15

Friday – Qualifying (16:30 – 17:00) (30mins)

Trolleys ready to depart:	15:50
Trolleys move to park in the Loop	by 16:05
Trolleys released to F1 pits	approx. 16:10
Race cars released to F1 pits	approx. 16:15
Trolleys back into pits for pack-up	approx. 17:05

Saturday – Race 1 (pit lane open 12:30)

Trolleys ready to depart:	11:50
Trolleys move to park in the Loop	by 12:05
Trolleys released to F1 pits	approx. 12:10
Race cars released to F1 pits	approx. 12:15
Trolleys back into pits for pack-up	approx. 13:35

Sunday – Race 2 (pit lane open 11:30)

Trolleys ready to depart:	10:50
Trolleys move to park in the Loop	by 11:05
Trolleys released to F1 pits	approx. 11:10
Race cars released to F1 pits	approx. 11:15
Trolleys into pits for pack-up	approx. 12:40



Claro Ziegahn
The FIA Formula 3 Race Director

BAHRAIN EVENT

17TH TO 20TH MARCH 2022

TYRE SCHEDULE

(ART. 24.6. 2022 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated in the Pirelli service area
- 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

Thursday 17th March

11:00 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

18:00 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 18th March

09:25 All teams' tyres will be released from the FIA Formula 3 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 3 tyre parc fermé

Saturday 19th March

10:30 All teams' tyres will be released from the FIA Formula 3 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 3 tyre parc fermé

Sunday 20th March

09:30 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All tyres must be returned to the Pirelli service area


Grand Prix of Bahrain 18-20/03/22 (22F3R01BAH)

Compound	FL	FR	RL	RR
Hard	RL0	RL0	RL1	RL1
Wet	RL7	RL8	RL9	RM0

Carryover
Not Applicable.

Minimum Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	14.0	14.0
Wet	14.0	14.0

FP & Q	FE Camber Limit -4.75°		RE Camber Limit -3°	FP & Q
Race	-4.25°		-3°	Race
	Hard	Avg wear @15 Laps NA%	Avg wear @15 Laps NA%	

GENERAL NOTES

Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- Minimum tyre pressure
- Static Camber
- Tyre allocation and Tyre swapping

Tyre Notes

- Not permitted to switch tyres from their allocated position.
- Do not subject tyres to large deformation or impact.
- Revised prescriptions could be issued at any time during the weekend in accordance with the FIA F3 Sporting Regulations.
- Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area.

- Teams are kindly asked present rims to the Pirelli Service Area by 09:00 for initial fitting on 16/03.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are advised Wet tyres mounted for Bahrain race activity are scheduled to be stripped at the end of the event. All rims will be returned to teams for onwards transport.