



2020 SOCHI EVENT

24 to 27 September 2020

From	The FIA Formula 2 Race Director	Document	15
To	All Teams, All Officials	Date	25 September 2020
		Time	19:15

Title F2 Event Notes v2

Description Additions to items 11 - Changes to the track and item 15 - Track Limits Turn 2

Enclosed F2 Event Notes Sochi v2.pdf

Silvia Bellot

The FIA Formula 2 Race Director

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To	FIA Formula 2 Teams and Officials / The Stewards	Date	25 September 2020
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EVENT NOTES **VERSION 2** **General Instructions**

1) Matters arising from Mugello Event

2) Pit lane map

- 2.1 Safety Car lines.
- 2.2 The location of the pit entry and the pit exit.
- 2.3 Designated garage areas.
- 2.4 Safety Car position for first lap and rest of race.
- 2.5 Blue flag marshal at the pit exit.
- 2.6 Track light panels displaying pit entry status (panel 19).

3) Pirelli Event Preview

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

4) Drivers' Meeting

- 4.1 In order to avoid any possible miscommunication during the Drivers' Meeting, teams are not allowed to start the engines on Thursday between 17:00 and 18:00 hours.

5) Transfer Procedure from support paddock to F1 pit lane

- 5.1 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.

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6) Track light panels

- 6.1 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.

7) Track light panel displaying pit entry status

- 7.1 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.
- 7.2 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.

8) Drivers leaving their pit stop position in the pit lane

- 8.1 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.
- 8.2 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.
- 8.3 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.
- 8.4 For reasons of safety and sporting equity, drivers must not drive through other teams' pit bay after being released from their pit stop position.

9) Observing yellow flags during free practice and qualifying

- 9.1 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).
- 9.2 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.

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10) Lapping during the race

- 10.1 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

11) Changes to the circuit

- 11.1 Other than routine maintenance nothing of significance.
- 11.2 The orange dome kerb behind the Turn 4 exit kerb has been reduced in length by approximately 1m.
- 11.3 The orange dome kerb behind the Turn 7 exit kerb has been reduced in length by approximately 2m.

12) Formula 1

- 12.1 F1 Teams have been asked to keep their barriers no more than three meters from the garages during all support race practice sessions and races.
- 12.2 F2 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

13) Practice starts

- 13.1 Practice starts may only be carried out on the right-hand side after the pit exit lights and, 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.
- 13.2 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).

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

- 14.1 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. No part of any car leaving the pits may cross this line other than in the cases detailed in 13.1 and 13.2 above.
- 14.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.
- 14.3 The line separating the pit entry from the track is considered to be the white line on the left edge of the pit entry.
- 14.4 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 painted area and/or the white line detailed in 14.3 above, 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.
- 14.5 The dotted white line across the pit exit is the track edge.

15) Track Limits - Turn 2

- 15.1 Each time any car fails to negotiate Turn 2 by using the track, and who passes to the left of, **or has any part of the car over** the first orange kerb element prior to the apex, or to the left of the orange apex sausage at Turn 2, must then re-join the track by driving around the array of blocks as indicated by the arrows before the rejoining the track at Turn 3. **See attached images 1-2 on pages 7 and 8**
- 15.2 A lap time achieved during any practice session or the race by leaving the track and failing to negotiate Turn 2 by using the track, will result in that lap time being invalidated by the stewards.
- 15.3 Each time any car fails to negotiate Turn 2 by using the track, teams will be informed via the official messaging system.
- 15.4 On the second occasion of a driver failing to negotiate Turn 2 by using the track during the race, he will be shown a black and white flag, any further cutting will then be reported to the stewards.
- 15.5 In all cases detailed above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.
- 15.6 The above requirements will not automatically apply to any driver who is judged to have been forced off the track, each such case will be judged individually.

16) Drivers reducing speed when off track

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

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17) Driving Unnecessarily Slowly – Turns 12 and 13

- 17.1 Any driver intending to create a gap in front of him in order to get a clear lap should not attempt to do this around Turns 12 and/or 13. Any driver seen to have done this will be reported to the Stewards as being in breach of Article 27.4 of the Sporting Regulations: “at no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to another person”.

18) Fire extinguishers around the circuit

- 18.1 Indicated by small white boards with a red letter ‘F’.

19) Places to remove cars from the track

- 19.1 Indicated by fluorescent orange panels on the barriers.
- 19.2 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.
- 19.3 If a driver has a choice where to stop during a session, it is recommended they do so on the right-hand side, as cars may then be recovered more easily.
- 19.4 On the pit straight, should you have to stop your car, if possible, pull to the inside near one of the gates in the pit wall that are marked with orange on the top.

20) Places where drivers may leave the track

- 20.1 Indicated by white and green panels displaying a man running, attached to the debris fences.

21) Removing cars from the grid

- 21.1 Two gates in the pit wall, the first is located adjacent to grid position 6 and the second adjacent to grid position 18.

22) Car number light panels for the start

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

23) End of practice procedure

- 23.1 After taking the chequered flag, complete the lap, enter the pit lane and continue to the pit exit. When the pit exit light is turned to green, continue to Turn 1 where marshals will direct you off track and into the Support Paddock.

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24) End of qualifying procedure

- 24.1 After taking the chequered flag, complete the lap, enter the pit lane and continue to the pit exit. When the pit exit light is turned to green, continue to Turn 1 where marshals will direct you off track and into the Parc Fermé.

25) Post-race procedures

- 25.1 After taking the chequered flag, complete the lap and enter the pit lane. The top 3 cars will stop at the podium, all other cars must continue to the pit exit. When the pit exit light is turned to green, continue to Turn 1 where marshals will direct you off track and into the Parc Fermé.
- 25.2 Following the podium presentation, the first here cars will be pushed to the pit exit by marshals, the cars can then be towed on the service road to the parc fermé by the team.

26) Fuel pressure release in parc fermé

- 26.1 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.
- 26.2 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.
- 26.3 This person will not count as far as Article 21.5 of the 2020 FIA F2 Sporting Regulations is concerned (team personnel limitation).

27) Any other business



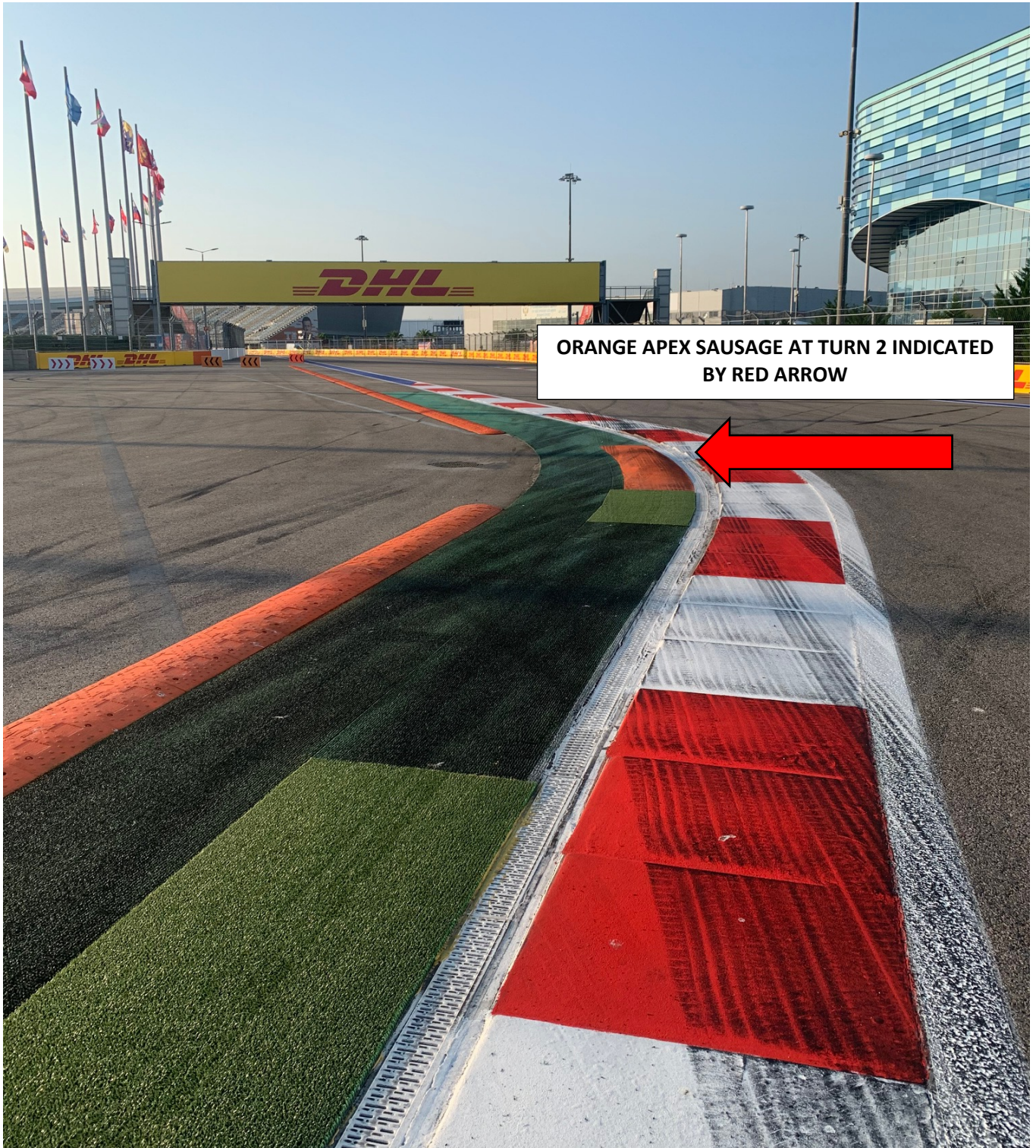
Silvia Bellot
FIA F2 Race Director

IMAGE 1 – TURN 2 TRACK LIMITS



FIRST ORANGE KERB ELEMENT INDICATED BY
RED ARROW

IMAGE 2 – TURN 2 TRACK LIMITS

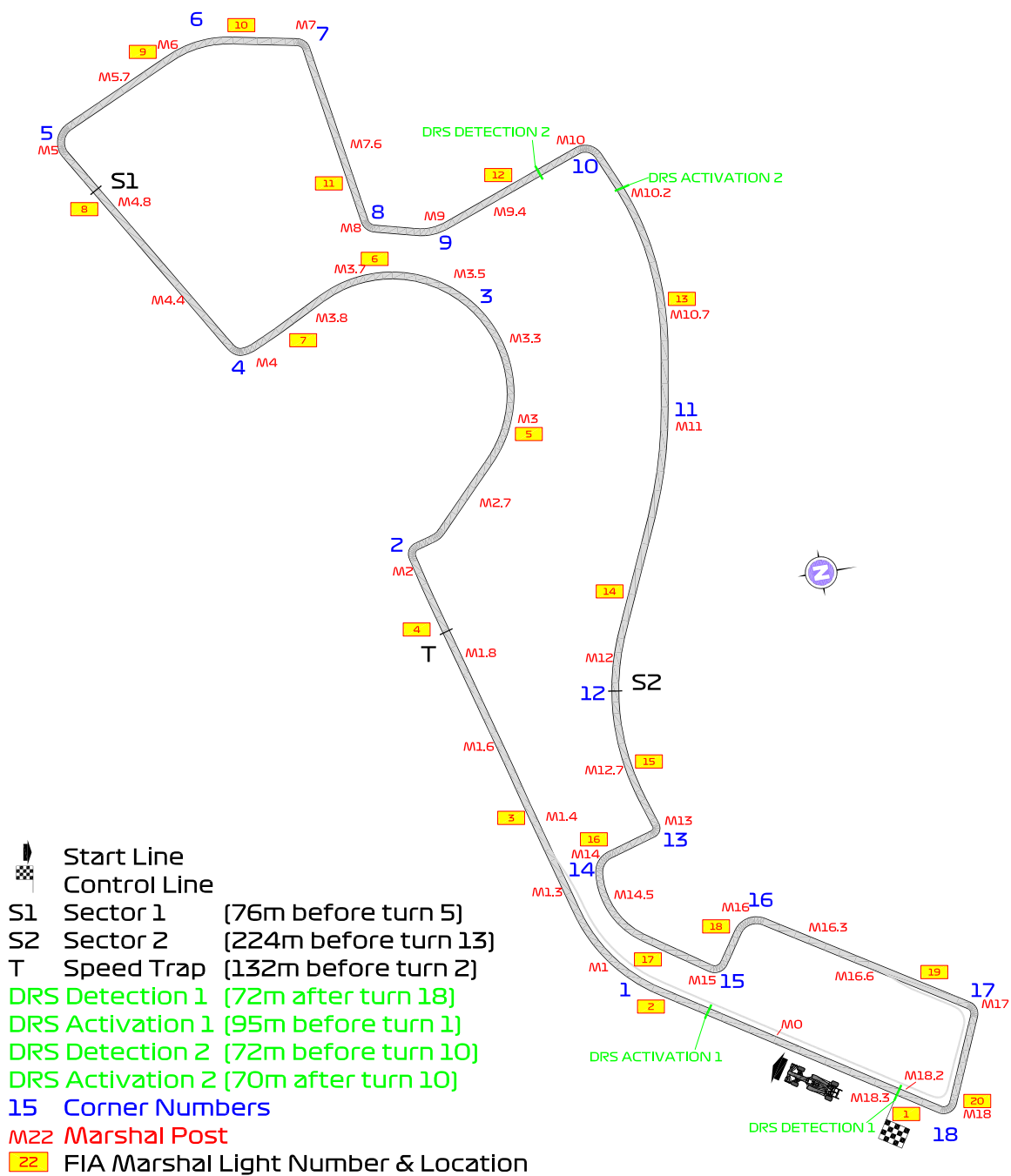




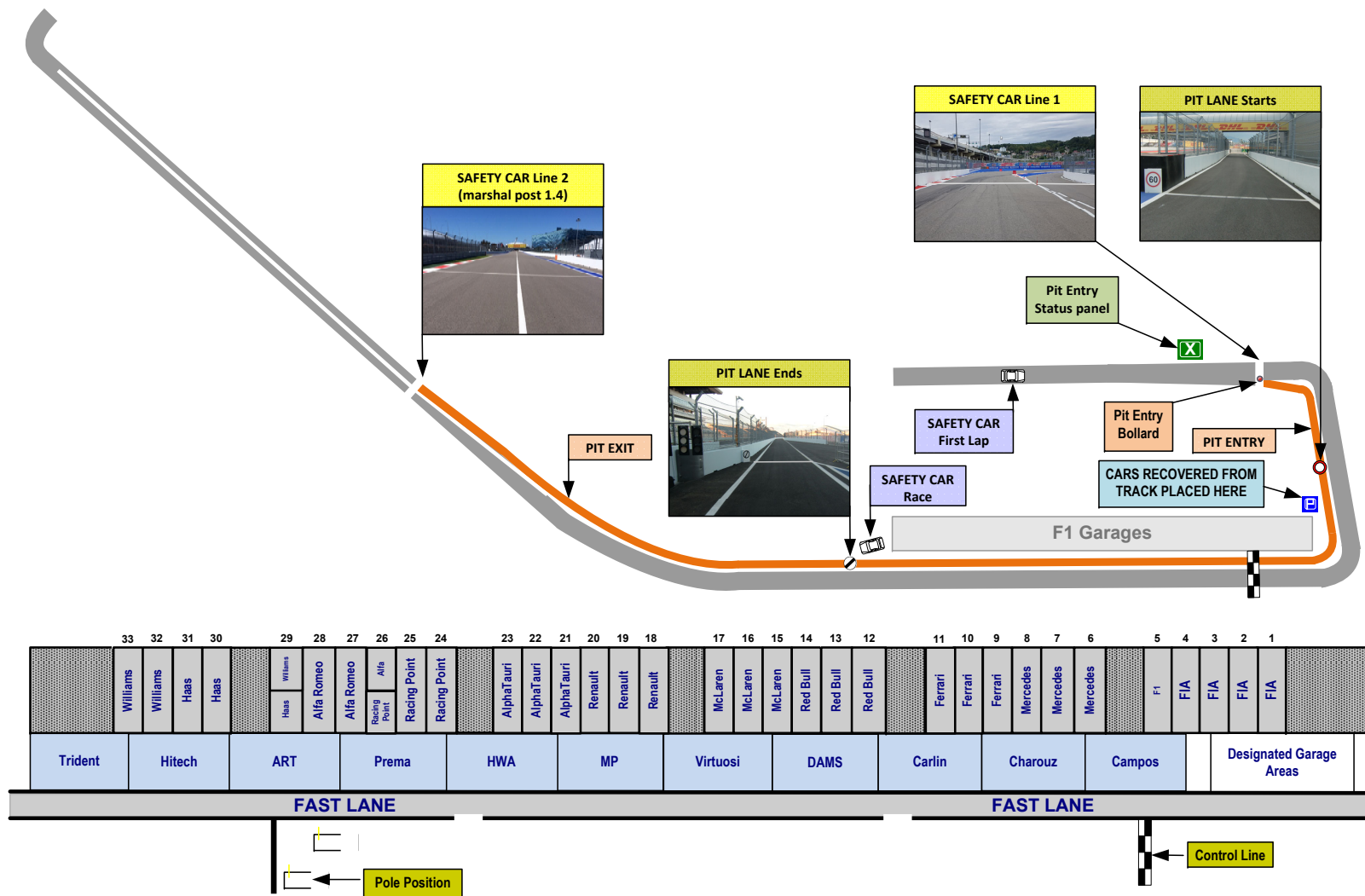
FIA Formula 1
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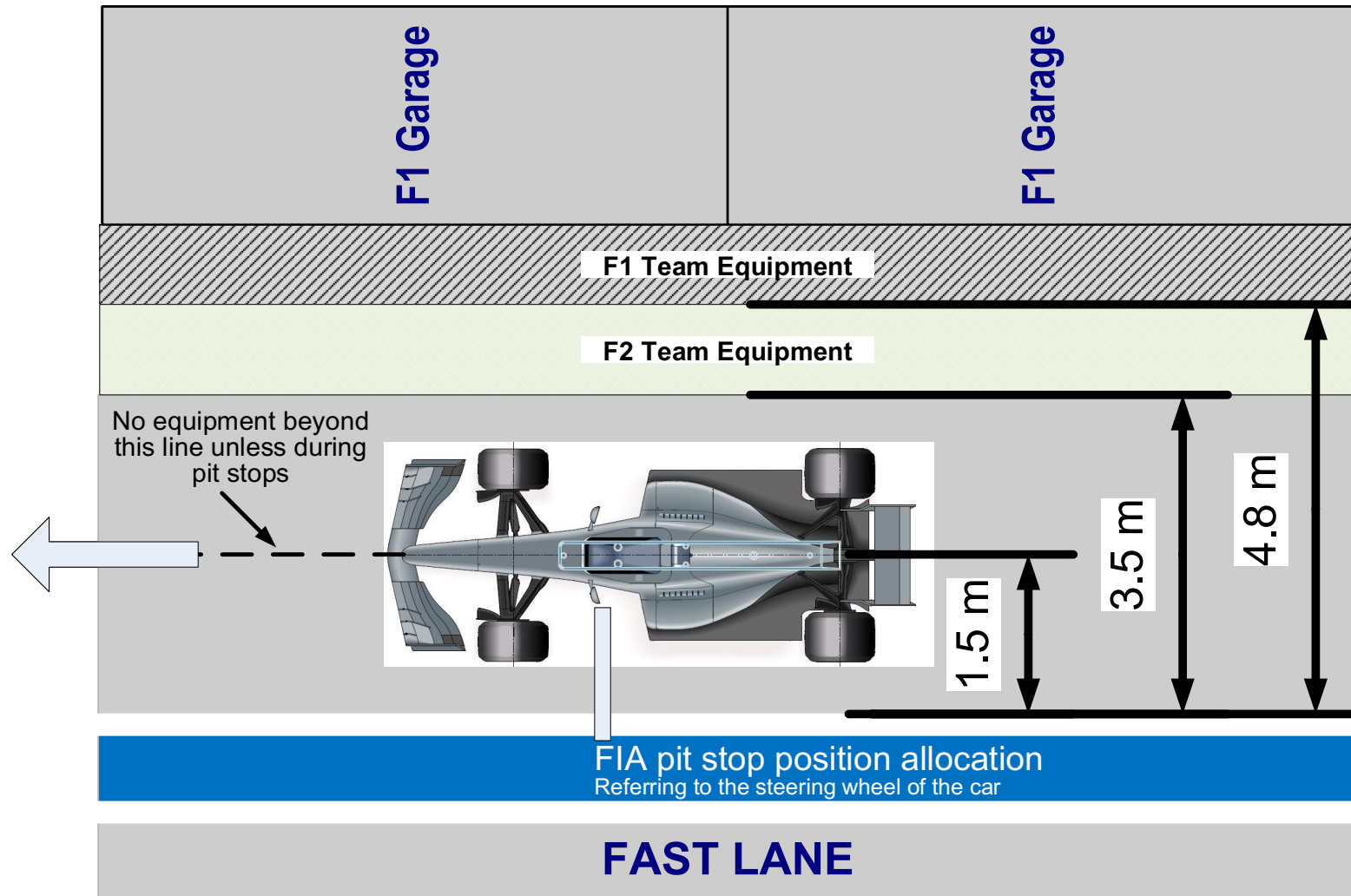
FORMULA 1 VTB RUSSIAN GRAND PRIX 2020 - Sochi

Circuit Map



Circuit Centreline Length = 5.848km





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Paddock Departure and Return – Trolley and Race Cars

Team trolleys

Trolleys will line up at the paddock main entrance by the bridge and at the allotted time, proceed left along the public road towards the pit exit gate. It will help if teams leave as usual, in pit lane order:

- 1) Campos Racing
- 2) Charouz Racing System
- 3) Carlin
- 4) DAMS
- 5) UNI Virtuosi Racing
- 6) MP Motorsport
- 7) BWT HWA
- 8) PREMA Racing
- 9) ART Grand Prix
- 10) Hitech Grand Prix
- 11) Trident

As you approach close to the pit lane, just passed the Aurus building, please pull to the right-hand side of the road and form a single line.

Once the pit lane is clear, trolleys will move forward through the exit gate into their correct pit lane positions. Equipment should be turned around to leave by the same gate at the end of sessions.

Race Cars

Cars will line up in 2 x 2 format by the track access gate at the rear of the Catering Tent, on the left of the kerbing. Marshals will give the signal to start motors and proceed onto the track on instruction from Race Control.

Van with starter motors: There will be a van service to transport the starter motors from the F2 paddock to the F1 pit lane. Each mechanic should place his own starter on the van to avoid any risk of contamination. Once the van is fully loaded will go to the F1 pit exit gate. Teams must collect their starters from the van. At the end of each session the starter motors will travel in each team's trolley.

Scooters: All mechanics that were involved in the starting of cars are allowed to use scooters to reach the F1 paddock, where they will leave their Scooters in the designated parking area before proceeding to the F1 Pit Lane. It is responsibility of the team to ensure that those riding scooters are wearing the necessary safety equipment.

Notes:

As there is a great deal of empty space in our paddock area, please keep your spares, equipment etc. as tidy as possible and golf buggies parked in an orderly way to maintain a professional appearance – especially as we are highly visible from the main road to the car parks.

Please refer to the Race Director's Event Notes for any additional procedure information.

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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 – please always follow the instructions of the marshals.

Friday – Practice (9:35 – 10:20)

Trolleys ready to depart	09:00
Trolleys released to F1 pits	approx. 09:15
Race cars released to F1 pits	approx. 09:20
Van with batteries to F1 pits	approx. 09:25

Friday – Qualifying (14:00 – 14:30)

Trolleys ready to depart	13:30
Trolleys released to F1 pits	approx. 13:40
Race cars released to F1 pits	approx. 13:45
Van with batteries to F1 pits	approx. 13:50

Saturday – Race 1 (pit lane open 10:00)

Trolleys ready to depart	09:30
Trolleys released to F1 pits	approx. 09:40
Race cars released to F1 pits	approx. 09:45
Van with batteries to F1 pits	approx. 09:50

Sunday – Race 2 (pit lane open 10:40)


Trolleys ready to depart	10:10
Trolleys released to F1 pits	approx. 10:20
Race cars released to F1 pits	approx. 10:25
Van with starters to F1 pits	approx. 10:30

Grand Prix of Russia 25-27/09/20 (20F2R10SOC)

Compound	FL	FR	RL	RR
Medium	27B	27B	29B	29B
Supersoft	27E	27E	29E	29E
Wet	16F	17F	18F	19F

Minimum and Recommended Hot Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	14.0	12.0
Wet	14.0	12.0

	FE recommended hot pressure (psi)		RE recommended hot pressure (psi)	
	21.0		20.0	
FP + Q	FE Camber Limit -4.25°		RE Camber Limit -2°	FP + Q
RACE	-4°		-2°	RACE

	Avg wear @15 Laps		Avg wear @15 Laps	
Medium	N/A -%		N/A -%	
Supersoft	N/A -%		N/A -%	

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.
- Not permitted to mix compounds in tyre sets.
- 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 F2 sporting regulations.
- Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area.
- Teams are kindly asked to return tyres for stripping as soon as possible after Free Practice/Race Two has finished.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are reminded that all mounted wheel units (including Wet) will be stripped following completion of F2R10SOC.



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TYRE SCHEDULE

(ART. 24.6. 2020 FORMULA 2 SERIES SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated adjacent to 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 24th September

14:00 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

18:00 All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

Friday 25th September

07:05 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

Saturday 26th September

07:30 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

Sunday 27th September

08:10 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

A.S.A.P after end of car Parc fermé race TWO

All tyres must be returned to the Pirelli service area

FIA Technical Delegate.

Robert Maas.

Issue: 1

23.09.2020