



2020 SAKHIR EVENT

3 to 6 December

From	The FIA Formula 2 Race Director	Document	20
To	All Teams, All Officials	Date	05 December 2020
		Time	14:11

Title F2 Event Notes v2

Description Race track limits, correction item 22.2 (support pit lane)

Enclosed F2 Shakhir Event Notes v2.pdf

Silvia Bellot

The FIA Formula 2 Race Director

SAKHIR EVENT

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To	FIA Formula 2 Teams and Officials / The Stewards	Date	5 December 2020
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VERSION 2 EVENT NOTES

General Instructions

1) Matters arising from Bahrain 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 (**panels 10 and 11**).

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.

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.



SAKHIR EVENT

3 TO 6 DECEMBER 2020

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.



SAKHIR EVENT

3 TO 6 DECEMBER 2020

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 A tyre barrier has been installed in front of the guardrail on the right-hand side at Turn 3.

11.2 The remainder of the layout is classified as a new circuit for the purposes of this article.

12) Formula 1

12.1 F1 Teams have been asked to keep their barriers no more than four 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 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.

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).



SAKHIR EVENT

3 TO 6 DECEMBER 2020

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.
- 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 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.
- 14.4 The dotted white line across the pit exit is the track edge line.

15) Track Limits

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

15.2 Turn 8 – Exit

- a) A lap time achieved during the race by leaving the track and cutting behind the white line on the exit of Turn 8, will result in that lap time being invalidated by the stewards.

15.3 General - Turn 8 Exit

- a) Each time any car fails to negotiate Turn 8 Exit by using the track, teams will be informed via the official messaging system.
- b) On the third occasion of a driver failing to negotiate Turn 8 Exit 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. For the avoidance of doubt this means a total of three occasions combined not three at each corner.
- c) 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.
- d) 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.

17) Driving Unnecessarily Slowly – Turns 4-9

- 17.1 During any practice session, any driver intending to create a gap in front of him in order to get a clear lap or on a cool down/in between lap should not attempt to do this from Turn 4 through to Turn 9. 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.



SAKHIR EVENT

3 TO 6 DECEMBER 2020

18) Fire extinguishers around the circuit

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

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.

20) Removing cars from the grid

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

21) Car number light panels for the start

21.1 On the right-hand side of the grid.

22) Support Race Pit Lane.

22.1 Speed limit 60 km/h at all times.

22.2 When leaving the support race pit lane before the practice sessions and races cars must **continue straight, drive through the Loop and enter the F1 pit lane.**

22.3 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.

22.4 Should you 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.

23) Sporting Regulation Article 42.3

For reasons of safety, Article 42.3 is amended as follows with the additions displayed underlined:

42.3 When the three-minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed if the car has been moved out of the fast lane or during a further race suspension.

A penalty under Article 38.3(d) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

At the two minute point any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended, will be allowed to leave the pit

SAKHIR EVENT

3 TO 6 DECEMBER 2020

lane and complete a further lap, without overtaking, enter the pit lane and then join the line of cars behind the safety car which left the pit lane when the race was resumed.

24) End of practice procedure

24.1 After taking the chequered flag, turn right at Turn 4 and continue on track to enter the support race pit lane.

25) End of qualifying procedure

25.1 After taking the chequered flag, turn right at Turn 4 and continue on track to enter the support race pit lane and go directly to Parc Fermé.

26) Post-race procedures

26.1 The first 3 cars continue to the F1 pit lane podium, all other cars must turn right at Turn 4 and continue on track to enter the support race pit lane and go directly to Parc Fermé.

27) Fuel pressure release in parc fermé

27.1 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.

27.2 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 actions specified above.

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

28) Any other business



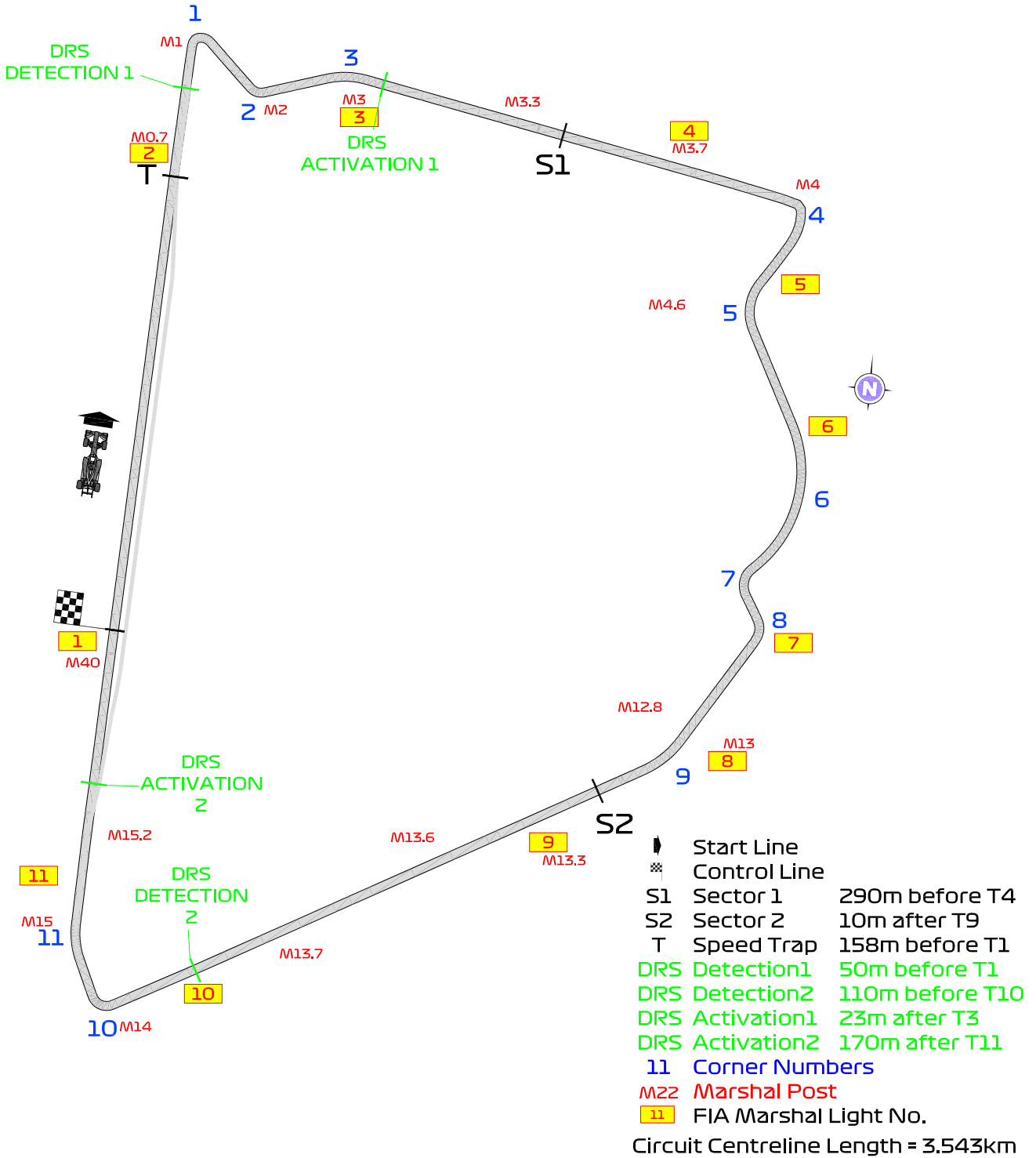
Silvia Bellot
FIA F2 Race Director

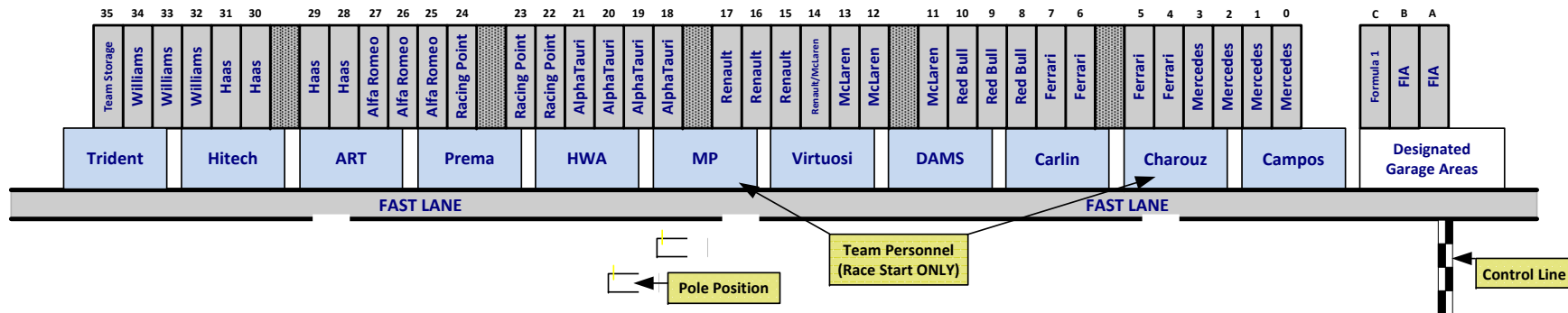
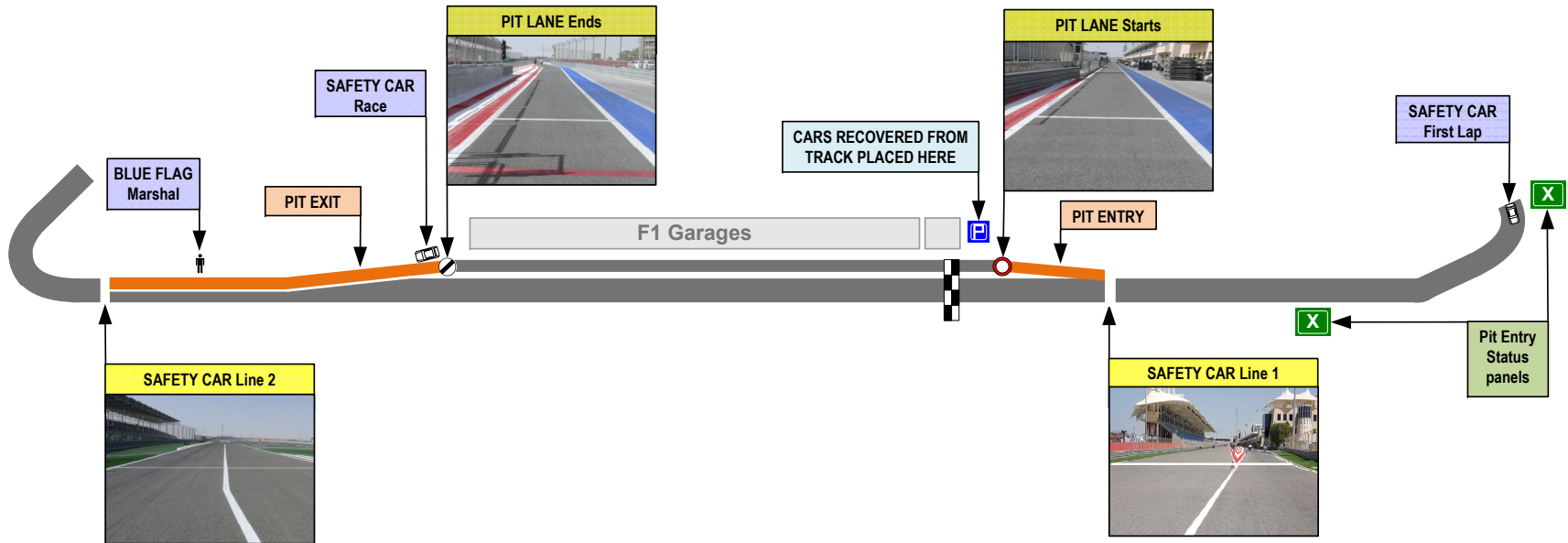


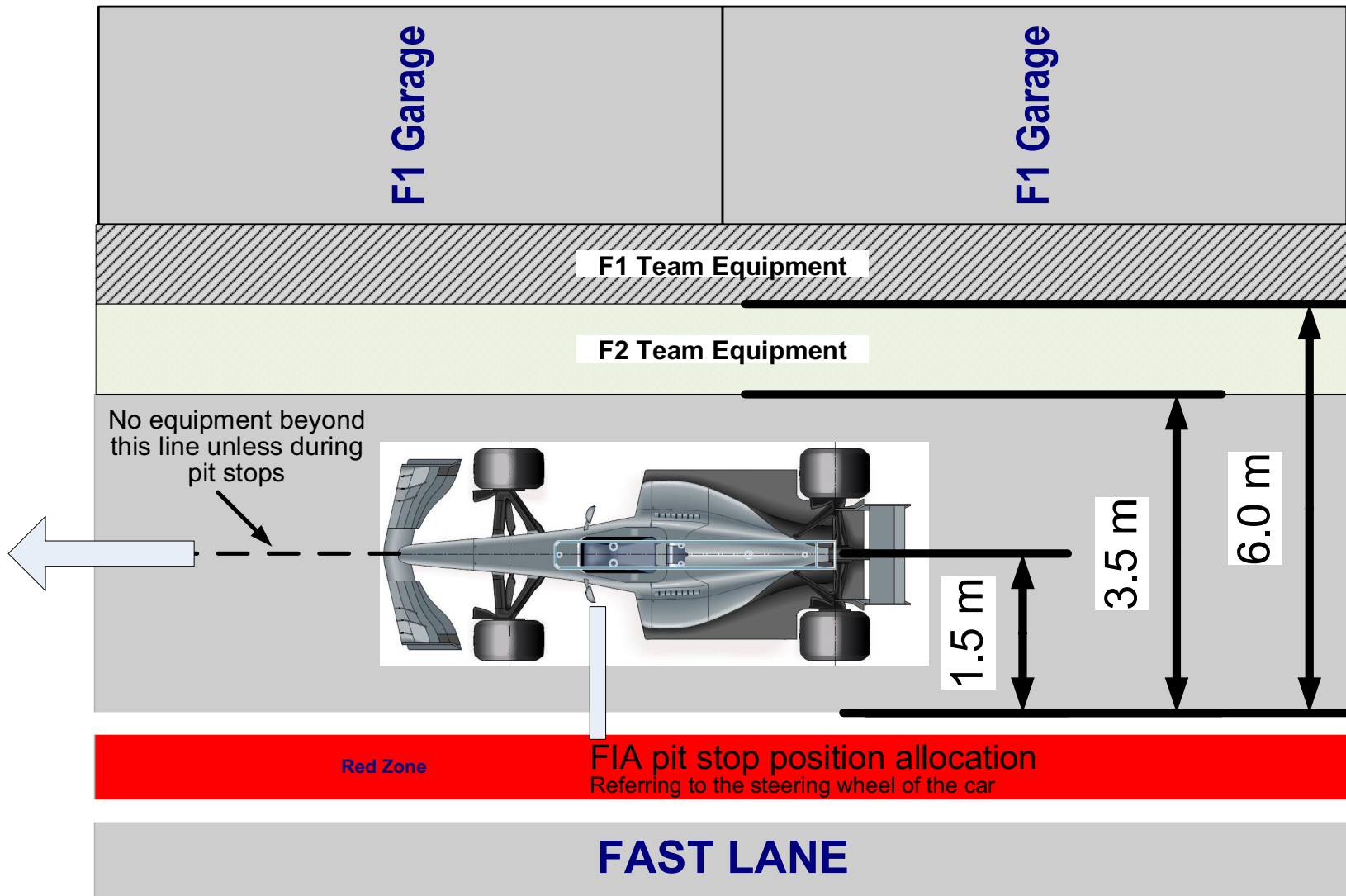
FIA Formula 1 World Championship™

FORMULA 1 ROLEX SAKHIR GRAND PRIX 2020 - Sakhir

Circuit Map









SHAKIR EVENT

3 – 6 DECEMBER 2020

Paddock Departure and Return – Trolley and Race Cars

Team trolleys

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

At the end of all on track sessions buggies and trolleys will exit the F1 pit lane through the gate on the right at the pit exit then go across the pedestrian area and back into the Oasis Pit Lane.

Team Personnel

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 from the Oasis pit exit under power, around the Loop and into the F1 pit lane.**

For all specific post-track session procedures, please refer to the Race Direct’s Event Notes.

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

SHAKIR EVENT

3 – 6 DECEMBER 2020



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 (15:05 – 15:50)

Trolleys ready to depart	14:25
Trolleys move to park in the Loop	by 14:40
Trolleys released to F1 pits	approx. 14:45
Race cars released to F1 pits	approx. 14:50
Trolleys back into pits for pack-up	approx. 15:55

Friday – Qualifying (18:45 – 19:15)

Trolleys ready to depart:	18:05
Trolleys move to park in the Loop	by 18:20
Trolleys released to F1 pits	approx. 18:25
Race cars released to F1 pits	approx. 18:30
Trolleys back into pits for pack-up	approx. 19:20

Saturday – Race 1 (pit lane open 14:55)

Trolleys ready to depart:	14:15
Trolleys move to park in the Loop	by 14:30
Trolleys released to F1 pits	approx. 14:35
Race cars released to F1 pits	approx. 14:40
Trolleys back into pits for pack-up	approx. 16:20

Sunday – Race 2 (pit lane open 15:05)


Trolleys ready to depart:	14:20
Trolleys move to park in the Loop	by 14:35
Trolleys released to F1 pits	approx. 14:40
Race cars released to F1 pits	approx. 14:50
Trolleys into pits for pack-up	approx. 16:10

Grand Prix of Sakhir 04-06/12/20 (20F2R12BAH)

Compound	FL	FR	RL	RR
Hard	27A	27A	29A	29A
Soft	27C	27C	29C	29C
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	
	FE Camber Limit		RE Camber Limit	
FP + Q	-4.25°		-2°	FP + Q
RACE	-4°		-2°	RACE
	Hard	Avg wear @15 Laps	Avg wear @15 Laps	
		N/A -%	N/A -%	
	Soft	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	
<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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.



SAKHIR EVENT

03RD TO 06TH DECEMBER 2020

TYRE SCHEDULE

(ART. 24.6. 2019 FORMULA 2 SERIES SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated adjacent to the Pirelli service area
- No tyre trollies or 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 03rd December

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 04th December

12:35 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2h 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 05th December

12:25 All teams tyres will be released from the FIA Formula 2 tyre parc fermé

2h 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 06th December

12:35 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: 2

03.12.2020