



# 2026 MELBOURNE EVENT

5 to 8 March 2026

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**From** The FIA Formula 2 Technical Delegate

**Document** 60

**To** The Stewards

**Date** 08 March 2026

**Time** 14:54

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**Title** Race 2

**Description** Race 2

**Enclosed** 2026\_01\_F2\_Technical\_Report\_04.pdf

**Lars Altseimer**

**The FIA Formula 2 Technical Delegate**



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### Technical Delegate's Report

#### **Before Race 1:**

Fuel samples were taken from car numbers 7 and 14.

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>
1	Rafael Camara	Invicta Racing
3	Ritomo Miyata	Hitech
6	Nikola Tsolov	Campos Racing
10	Oliver Goethe	MP Motorsport
17	Tasanapol Inthraphuvasak	ART Grand Prix
24	Laurens van Hoepen	TRIDENT

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) Rear suspension pick-up points configuration.

The skid planks and brake discs were checked for nomination and thickness on car numbers **1, 6 and 24**.

The monocoque reference plane was checked for conformity on car numbers **1, 6 and 24**.

The ballast was checked for conformity on car numbers **1, 6 and 24**.

The front wing assembly was checked for conformity on car numbers **1, 6 and 24**.

The apparent caster was checked for conformity on car numbers **1, 6 and 24**.



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The VCU was checked for conformity on car numbers **1, 3, 6, 10, 17** and **24**.

The Start set-up procedure was checked for conformity on car numbers **1, 3, 6, 10, 17** and **24**.

The gearbox ratios were checked for conformity on car numbers **1, 3, 6, 10, 17** and **24**.

The tyre pressures were checked for conformity on car numbers **1, 3, 6, 10, 17** and **24**.

All cars had their tyre codes recorded and were checked for the correct allocation.

All driver weights have been recorded.

The fuel samples were checked for density and analysed by gas chromatography. The result of the fuel analysis shows that the fuel 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 2026 Formula 2 Championship Regulations.

Lars Altseimer  
Technical Delegate  
FIA Formula 2 Championship