

# 2019 AUSTRALIAN GRAND PRIX

14 - 17 March 2019

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<b>From</b>	The Stewards	<b>Document</b>	4
<b>To</b>	All Teams, All Officials	<b>Date</b>	14 March 2019
		<b>Time</b>	19:10

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**Title** Event Notes

**Description** Event Notes

**Enclosed** 2019 Australian Grand Prix 2019 Race Director's Note - Doc 04.pdf

**Nish Shetty**

**Dennis Dean**

**Danny Sullivan**

**Steve Chopping**

**The Stewards**

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	4
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## 1) Changes to the circuit

- 1.1 New permanent kerbs have been installed at the apex of turns 4, 11 and 12 as well as the exit of turn 4. All of these are of the same dimensions as the previous kerbs but are made of concrete.

## 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.

## 3) Pirelli Event Preview

- 3.1 With reference to Article 24.4(a) of the Sporting Regulations see the attached document provided by the official tyre supplier.

## 4) Weighing and weighing platform

- 4.1 The FIA weighing platform will be available for teams to use at the following times, however, no more than 10 team personnel may be present during any visit. Each visit should last no more than 10 minutes unless no other team is waiting in the pit lane:
- a) From 12.00 on Thursday until 16.30 on Saturday (between 15.00 and 16.30 each visit will be restricted to five minutes).
  - b) From when the cars are returned to the teams after qualifying until 21.30 on Saturday.
  - c) From 11.00 until 15.00 on Sunday.

Any team found to be abusing the time limits set out above, which will be enforced by FIA security personnel and our own CCTV, will not be permitted to use the weighbridge again during the Event.

## 5) Red zones for photographers in the pit lane during practice sessions

- 5.1 See the attached drawing

## 6) Practice starts

- 6.1 Practice starts during practice sessions may also **only** be carried out on the right at the pit exit before the end of the pit wall. Drivers must leave adequate room on their left for another driver to pass.

6.2 Practice starts during the time the pit exit is open for the race (15.30-15.40 on Sunday) may be carried out on the right in the pit exit before the point at which the white line on the track starts. Room must always be left on the driver's left to allow other cars to pass.

6.3 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).

#### **7) Lines or bollards at the pit entry and pit exit**

7.1 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.

7.2 For safety reasons drivers must stay to the right of the bollard at the pit entry.

7.3 The dotted yellow lines across the pit entry and the pit exit are the track edge.

#### **8) Observing yellow flags during free practice and qualifying**

8.1 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).

8.2 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.

#### **9) Track light panels**

9.1 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.

#### **10) Drivers leaving their pit stop position in the pit lane**

10.1 For safety reasons, no car should be driven from its pit stop position at any time unless:

- a) It has first been driven into the pit stop position having just entered the pit lane from the track, and;
- b) It is then driven immediately back onto the track from the pit stop position.

#### **11) Fire extinguishers around the circuit**

11.1 Indicated by white boards with a red letter "F".

#### **12) Places to remove cars from the track**

12.1 Indicated by fluorescent orange panels on the walls or guardrails.

#### **13) Places for drivers to leave the track**

13.1 Indicated by white and green panels (showing a man running) on the fences.

#### **14) Support races**

14.1 Team barrier placement during support race sessions and races: Please place your barriers on the joint between asphalt and concrete surfaces.

14.2 Please do not push cars to the weighing area by using the fast lane during any support race activity.

**15) In laps during qualifying and reconnaissance laps**

- 15.1 In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end of qualifying or during reconnaissance laps when the pit exit is opened for the race, drivers must stay below the maximum time set by the FIA between the Safety Car lines shown on the pit lane map.

You will be informed of the maximum time after the first day of practice.

**16) Post qualifying parc fermé**

- 16.1 The cameras should be installed and operated in the same way as usual.

**17) Operational personnel curfew**

- 17.1 Boards warning anyone attempting to enter the paddock that the curfew is in operation will be placed immediately ~~after~~ before the turnstiles at the appropriate times.

**18) Removing cars from the grid**

- 18.1 Pit exit or the single gate in the pit wall beside grid position 10.

**19) Car number light panels for the start**

- 19.1 On the driver's left.

**20) Track light panels displaying pit entry status**

- 20.1 The two light panels indicated on the pit lane map will display flashing yellow arrows if cars are required to use the pit lane once the Safety Car has been deployed during the race.
- 20.2 The two light panels indicated on the pit lane map will display flashing red crosses if the pit lane is closed at any point during the race.

**21) Lapping during the race**

- 21.1 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.

**22) Post race parc fermé**

- 22.1 All cars must enter the pit lane and, with the exception of the first three, should be driven directly to the weighing area. The first three must be driven down the pit lane to the control tower without stopping.
- 22.2 If a car stops between the Line and turn 1, having taken the chequered flag, it would be very helpful if the team concerned could assist the marshals to bring the car back to the pit lane. Getting a recovery vehicle to the area after the track invasion is very difficult and time consuming.

23) Any other business

A handwritten signature in black ink, appearing to read 'MMJ', with a stylized flourish at the end.

Michael Masi  
FIA Formula One Race Director

Grand Prix of Australia 15-17/03/2019 (19R01MEL)					
Compound	FL	FR	RL	RR	Mandatory race tyres
C2	2A1	2A2	2A3	2A4	C2
C3	3B1	3B2	3B3	3B4	C3
C4	4C1	4C2	4C3	4C4	
INTERMEDIATE	33G	35G	37G	39G	Q3 tyre
WET	34F	36F	37F	39F	C4

**MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT**

	Front (psi)	Rear (psi)
Slicks	22.5	19.5
Intermediate	20.5	19.5
Wet	19.5	18.5

FE EOS Camber limit

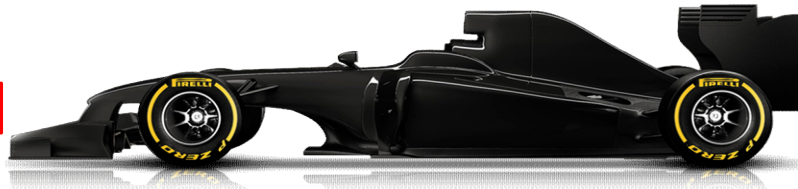
-3.75 °

RE EOS Camber limit

-2.00 °

FE Blistering sensitivity

Medium



RE Blistering sensitivity

Low

**TYRE HEATING STRATEGY (TREAD&SIDEWALL)**

Temperature	0	40	60	80	100 (°C)
Slicks (front axle)	storage		max. 3h	max. 2h	(max. temp = 100°C)
Slicks (rear axle)	storage		max. 5h		(max. temp = 80°C)
Intermediate	storage	max. 2h	max. 30'		(max. temp = 80°C)
Wet	storage	max. 2h			(max. temp = 60°C)

(The time limits refer to the period leading up to the start of the session in which the tyres are intended for use).

(The temperatures referred to above apply at all times during the event).

**GENERAL NOTES**

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

- Starting pressure.
- Camber at maximum speed.
- Maximum blanket temperature.
- Tyre swapping.

**Tyre Notes**

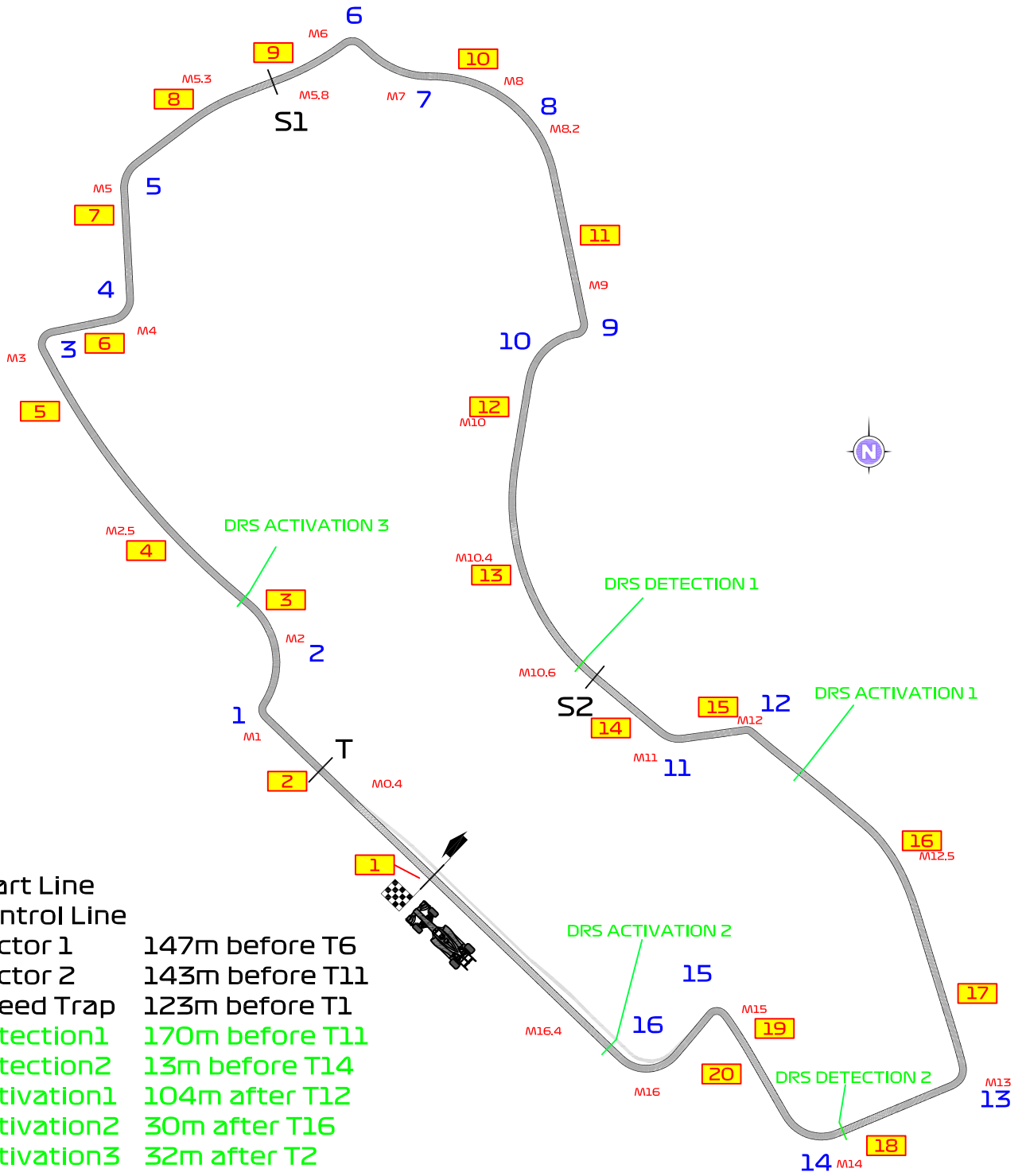
- Not permitted to switch tyres from their originally allocated position.
- Do not subject tyres to large deformation or heavy impact.
- Do not leave fitted tyres exposed at an air temperature lower than 15°C and/or any UV emission.
- Revised prescriptions could be issued during the race weekend in accordance with TD/007-16.

- All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.
- STORAGE temperature is the recommended temperature the tyre can stay in blankets without time limit.
- BLANKET HEATING TIME for each temperature range to be counted from the moment the blanket control unit is set to reach its targeted temperature within its correspondent interval.



# FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX 2019 - Melbourne

## Circuit Map



- Start Line
- Control Line
- S1 Sector 1 147m before T6
- S2 Sector 2 143m before T11
- T Speed Trap 123m before T1
- DRS Detection1 170m before T11
- DRS Detection2 13m before T14
- DRS Activation1 104m after T12
- DRS Activation2 30m after T16
- DRS Activation3 32m after T2
- 15 Corner Numbers
- M22 Marshal Post
- FIA Marshal Light No.

Circuit Centreline Length = 5.303km



FIA Formula 1  
World Championship™

# 2019 Australian Grand Prix

## Pit Lane

