



# 2020 AUSTRALIAN GRAND PRIX

12 - 15 March

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<b>From</b>	The FIA Formula One Race Director	<b>Document</b>	2
<b>To</b>	All Teams, All Officials	<b>Date</b>	12 March 2020
		<b>Time</b>	10:33

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**Title** Race Directors' Event Notes

**Description** Event Notes

**Enclosed** 2020 Australian F1 Grand Prix - Race Directors Event Notes Doc 02.pdf

**Michael Masi**

**The FIA Formula One Race Director**

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<b>To</b>	Formula One Team Managers	<b>Date</b>	12 March 2020
		<b>Time</b>	10:30

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## General Instructions

### 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.

### 2) Pirelli Event Preview

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

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

- 3.1 See the attached drawing.

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

- 5.1 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.

### 6) Observing yellow flags during free practice and qualifying

- 6.1 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).

6.2 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.

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

7.1 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.

**8) Post qualifying parc fermé**

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

**9) Operational personnel curfew**

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

**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 The asphalt path located on the verge between the Pit Exit and the Track has been re-established and smoothed out.
- 11.2 The left-hand barrier between Turns 2 and 3 has been realigned closer to the edge of the Track.
- 11.3 The gate across the support pit entry has been removed.

### **12) Weighing and weighing platform**

- 12.1 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 15:30 on Thursday until 11:00 on Friday.
  - b) From 12:30 on Friday until 16:30 on Saturday (between 15:00 and 16:30 each visit will be restricted to five minutes).
  - c) From when the cars are returned to the teams after qualifying until 21:30 on Saturday.
  - d) From 11:00 until 12:00 and 14:00 until 15:30 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.

### **13) Pit Lane Walk and Support Races team barrier placement**

- 13.1 Team barrier placement prior to and during all support category practice sessions and races and during all pit lane walks: On the joint between the asphalt and the concrete.
- 13.2 It is not permitted to push cars to the weighing area at any time a support category is in pit lane.

### **14) Practice starts**

- 14.1 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.
- 14.2 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.
- 14.3 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).

### **15) Lines or bollards at the Pit Entry and Pit Exit**

- 15.1 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.
- 15.2 For safety reasons, drivers must keep to the right of the bollard immediately at the pit entry when they are entering the pits.
- 15.3 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 white line immediately prior to the pit entry or 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.

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

- 16.1 Indicated by white boards with a red fire extinguisher image attached to the debris fences.

**17) Places where drivers may leave the track**

17.1 Indicated by white boards with a green running man image attached to the debris fences.

**18) Places to remove cars from the track**

18.1 Indicated by fluorescent orange panels on the barriers.

**19) Removing cars from the grid**

19.1 Through the Pit Exit or the gate in the pit wall adjacent to grid position 10.

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

20.1 On the left-hand side of the grid.

**21) Track light panel displaying pit entry status**

21.1 The light panels 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.

21.2 The light panels indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

**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**



Michael Masi

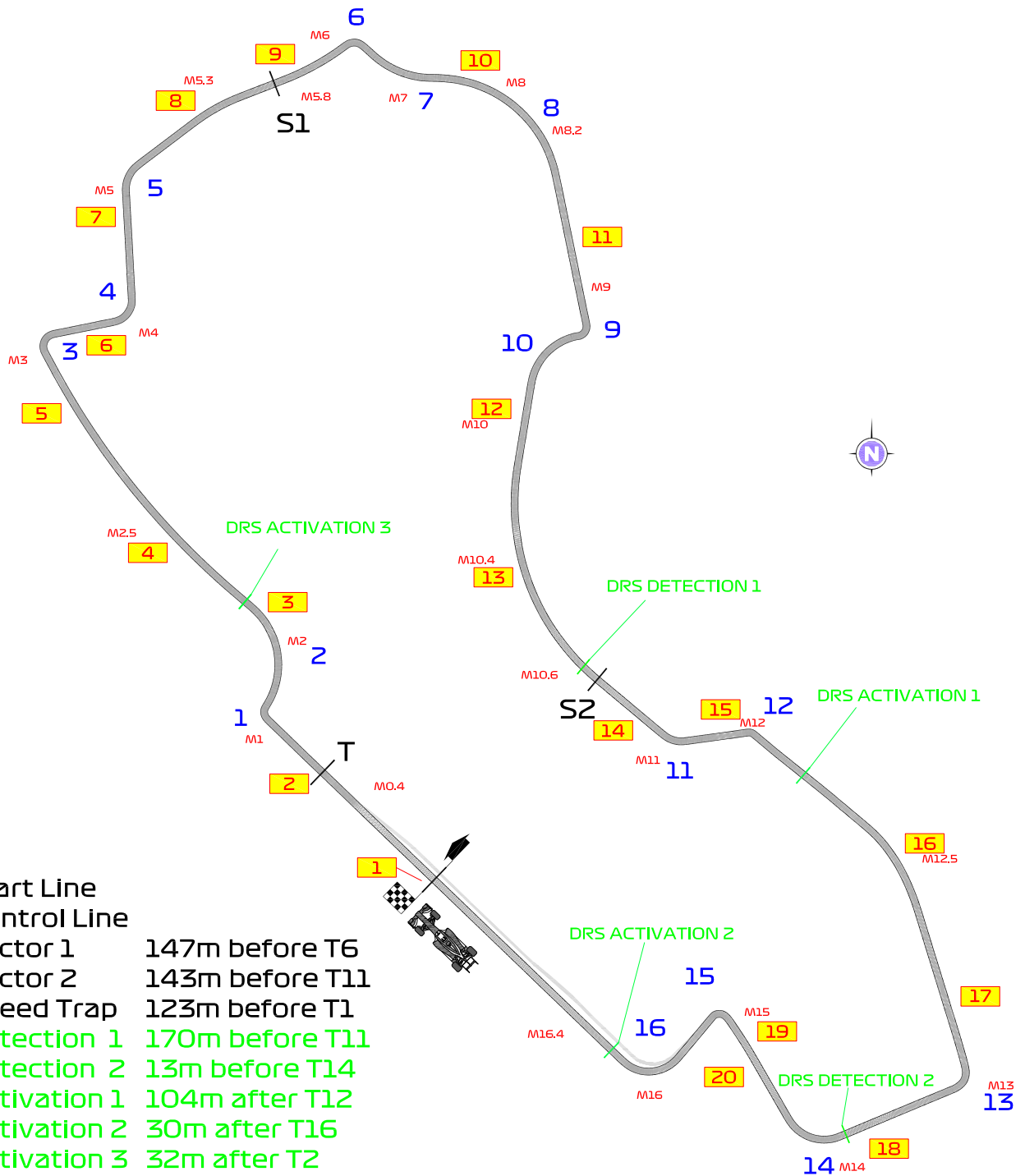
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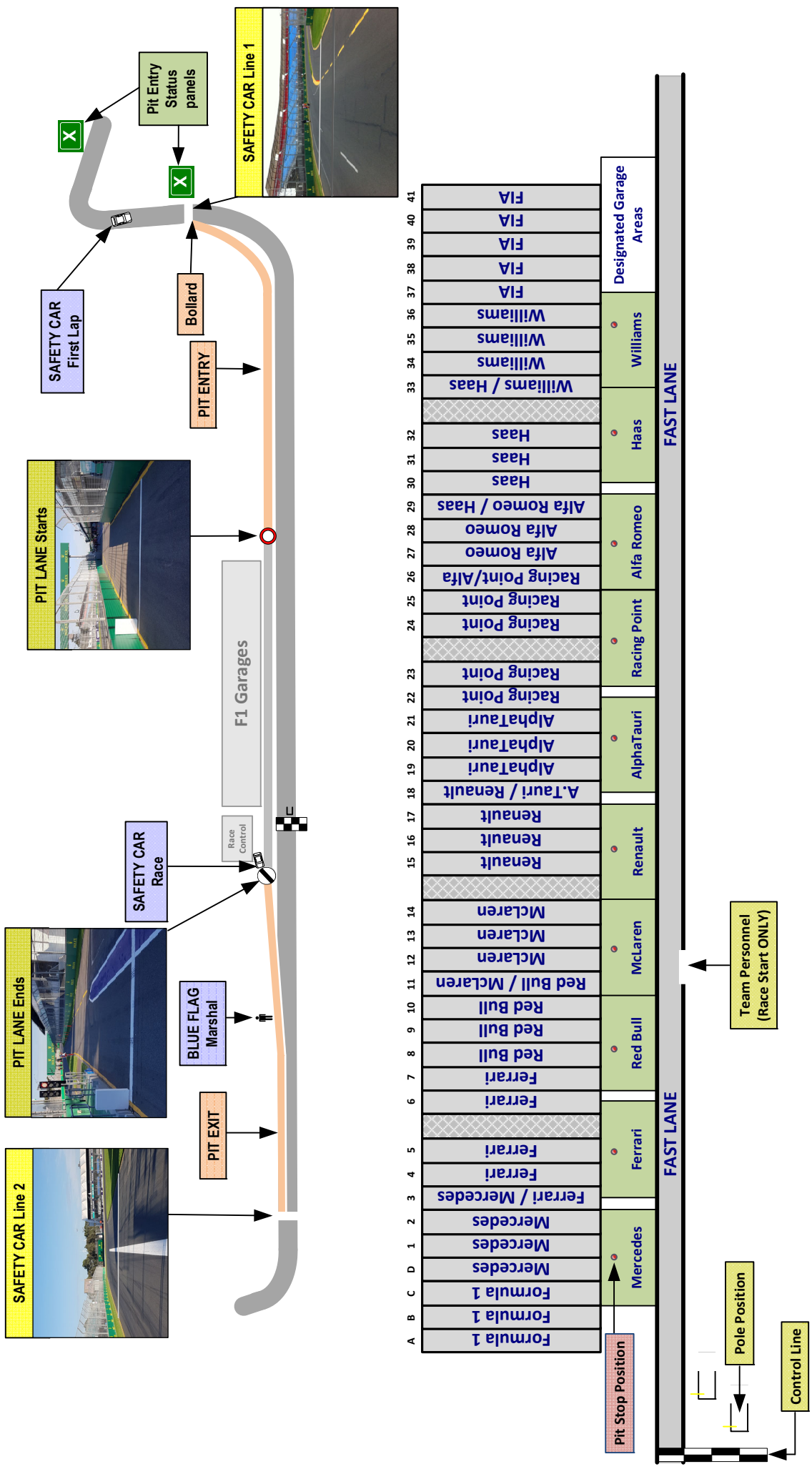
# FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX 2020 - Melbourne

## 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 Detection 1 170m before T11
- DRS Detection 2 13m before T14
- DRS Activation 1 104m after T12
- DRS Activation 2 30m after T16
- DRS Activation 3 32m after T2
- 15 Corner Numbers
- M22 Marshal Post
- 22 FIA Marshal Light No.

Circuit Centreline Length = 5.303km



Grand Prix of Australia 13-15/03/2020 (20R01MEL)					
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	33X	35X	37X	39X	Q3 tyre
WET	34Y	36Y	37Y	39Y	C4

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

	Front (psi)	Rear (psi)
Slicks	22.5	20.5
Intermediate	20.5	18.5
Wet	19.5	17.5

FE EOS Camber limit

-3.75 °

RE EOS Camber limit

-2.00 °

FE Blistering sensitivity

Low



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**

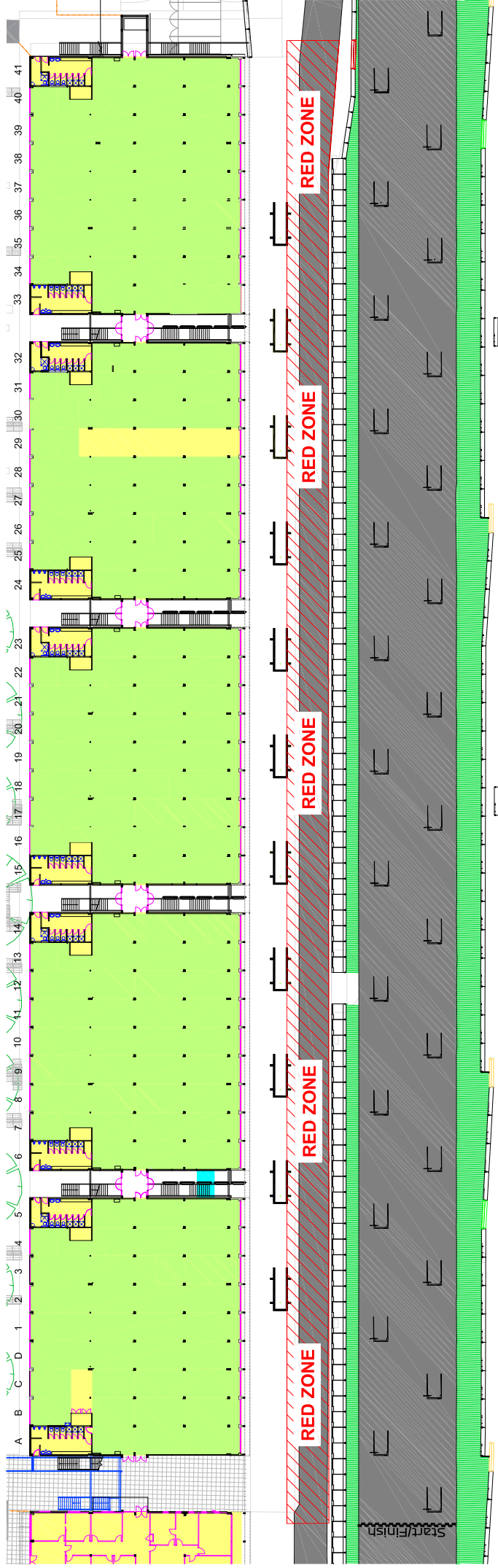
- Not permitted to switch tyres from their originally allocated position.
- Do not subject tyres to large deformation or heavy impact.
- Do not leave fitted tyres exposed at an air temperature lower than 15°C and/or any UV emission.
- Revised prescriptions could be issued during the race weekend in accordance with TD/040-17.

- All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD/029-15.
- 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.





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EXCLUSION RED ZONE**



## FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX 2020