



2018 AUSTRALIAN GRAND PRIX

22 - 25 March 2018

From	The FIA Formula One Race Director	Document	2
To	All Teams, All Officials	Date	22 March 2018
		Time	12:32

Title	Event Notes
Description	Event Notes
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Charlie Whiting

The FIA Formula One Race Director

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EVENT NOTES

22 MARCH 2018

1) Changes to the circuit

- 1.1 The kerb on the exit of turn 5 has been lengthened by 5m.
- 1.2 The kerb on the exit of turn 12 has been ground again to remove the bump that was troublesome last year.
- 1.3 The kerbs on the exit of turns 13 and 14 have been renewed (the same 50mm negative kerb type).

2) 2017 Sporting Regulations and procedures

- 2.1 Multiple formation laps behind the Safety Car and the race start, rolling or standing.
- 2.2 Power unit penalties.
- 2.3 Tyres being used in sets.
- 2.4 Testing of tyres on rigs or similar.
- 2.5 Being positive on the "delta" time after red flags have been shown.
- 2.6 Work permitted on the car during a race suspension.

3) Pit lane map

- 3.1 Safety Car lines.
- 3.2 The location of the pit entry and the pit exit.
- 3.3 Designated garage areas.
- 3.4 Safety Car position for first lap and rest of race.
- 3.5 Blue flag marshal at the pit exit.

4) Pirelli Event Preview

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

5) Weighing and weighing platform

- 5.1 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 12.30 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.

6) Practice starts

- 6.1 In order to provide drivers with a chance to see the relocated start lights, practice starts at the end of P1 and P2 may be carried out on the track at the end of each of those sessions. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and make a practice start.

All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.

- 6.2 Practice starts during practice sessions may also 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.
- 6.3 Practice starts during the time the pit exit is open for the race (15.40-15.50 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.
- 6.4 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) DRS

- 8.1 DRS will be globally disabled if panels 1, 2, 3, 4, 14, 15, 16, 19 or 20 are displaying yellow.
- 8.2 Detection will be automatically disabled if the light panels below are displaying yellow :
- Zone1 1** : Panels 12 and 13.

Zones 2 and 3 : Panels 17 or 18.

- 8.3 If automatic detection is not working, and permission has been given by race control to use manual detection, DRS must not be used in the relevant zone if panels 12, 13, 17 or 18 are displaying yellow.

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.

10) Track light panels

- 10.1 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.

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

- 11.1 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.

12) Fire extinguishers around the circuit

- 12.1 Indicated by white boards with a red letter "F".

13) Places to remove cars from the track

- 13.1 Indicated by fluorescent orange panels on the walls or guardrails.

14) Places for drivers to leave the track

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

15) Support races

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

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

16) In laps and reconnaissance laps

16.1 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.

17) Post qualifying parc fermé

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

18) Operational personnel curfew

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

19) Removing cars from the grid

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

20) Car number light panels for the start

20.1 On the driver's left.

21) Track light panels 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) Lapping during the race

22.1 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.

23) Post race parc fermé

23.1 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.

23.2 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.

24) **Any other business**



Charlie Whiting
FIA Formula One Race Director

Grand Prix of Australia 23-25/03/2018 (18R01MEL)

Compound	FL	FR	RL	RR
SOFT	S60	S62	S70	S72
SUPERSOFT	X60	X62	X70	X72
ULTRASOFT	U60	U62	U70	U72
INTERMEDIATE BASE	I37	I38	I39	I40
WET SOFT	W37	W38	W39	W40

Mandatory race tyres
SOFT
SUPERSOFT
Q3 tyre
ULTRASOFT

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	22.0	19.5
Intermediate	20.0	18.5
Wet	19.0	17.5

FE EOS Camber limit

-3.75 °

RE EOS Camber limit

-2.00 °

FE Blistering sensitivity

Medium



RE Blistering sensitivity

Low

TYRE HEATING STRATEGY

<p>Storage temperature: 60°C</p> <p>Optimum time in blanket (@80°): 2h</p> <p>Maximum boost temperature 1h @ 110°C</p> <p>Blanket time window (@80°): 1h to 3h</p> <p>SLICKS</p>	<p>Storage temperature: 40°C</p> <p>Optimum time in blanket (@60°): 1h</p> <p>Maximum boost temperature 30min @ 80°C</p> <p>Blanket time window (@60°): 30 min to 2h</p> <p>INTER</p>
<p>Storage temperature: 40°C</p> <p>Optimum time in blanket (@60°): 1h</p> <p>NO BOOST</p> <p>Blanket time window (@60°): 30 min to 2h</p> <p>WET</p>	

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.

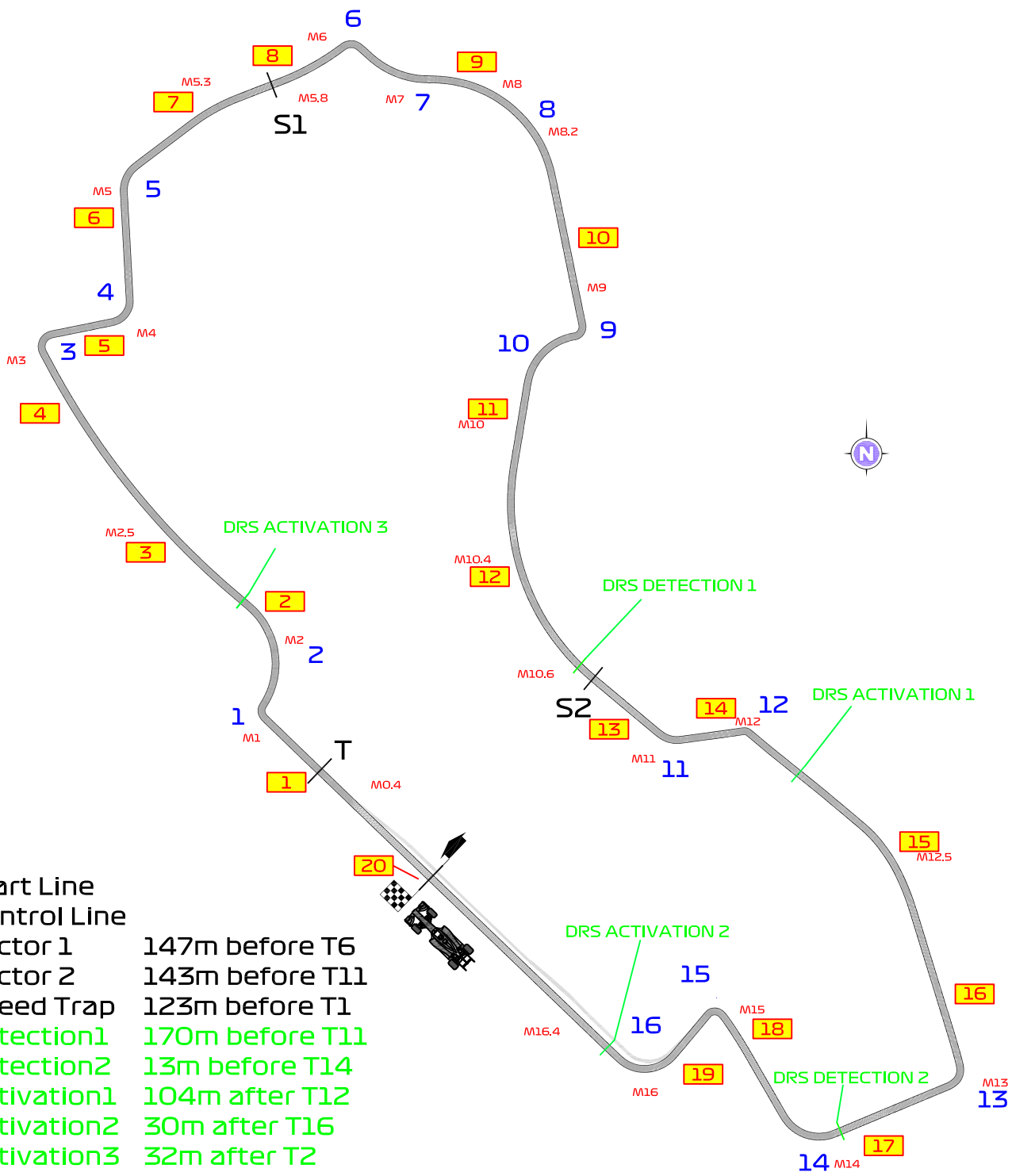
Storage Temp °C is the recommended temperature the tyre can stay in blankets without time limit. All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in TD029-15.

SIDEWALLS HEATING CLARIFICATION (ALL PRODUCTS): you are allowed to apply a max. temperature of 100 °C for max. 1 hr to the sidewalls as long as the max. temp/time at any part of the tread is the one described in the corresponding section above.



FORMULA 1 2018 ROLEX AUSTRALIAN GRAND PRIX - 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

