



Race Preview

2019 AUSTRALIAN GRAND PRIX

15 – 17 March 2019

Following a 14-week off-season, F1 returns this weekend with the first round of the 2019 FIA Formula One World Championship: the Australian Grand Prix.

Albert Park is a tricky circuit on which to begin the year. The parkland track sees high evolution over the course of the weekend: little used outside the grand prix weekend, it starts off very dusty, but cleans-up rapidly with F1 cars and support series sweeping the racing line and laying down a thick coating of rubber in the braking zones.

This creates a headache for race engineers, who need to set up their unfamiliar car for practice with a view to preparing for the level of grip they expect on Sunday, rather than the level of grip they see on Friday. This has to be tempered with the requirement of giving the drivers a car in which they can be confident on a track with little run-off and unforgiving barriers.

This first race of 2019 is also the first opportunity to see F1's new aerodynamics at work, with a simplified, wider front wing and bigger rear wing. While overtaking is expected to remain difficult at Albert Park, changes to the DRS geometry are expected to make it more powerful in the three DRS zones.

Pirelli's new tyre nomenclature see the tyre supplier bring hard (white) medium (yellow) and soft (red) tyres to each race, chosen from five compounds ranging from C1 (hardest) to C5 (softest). For Australia, the Italian manufacturer offers the C2, C3 and C4 tyres. In line with recent seasons, the drivers all heavily favour the softer end of the offering, with each taking between eight and ten sets of the C4 tyre.

F1's two top teams of 2018 shared top honours in winter testing, with Ferrari setting the fastest headline time while Mercedes completing the most laps. Red Bull's pace, meanwhile, remains something of an unknown after a compromised end to pre-season testing: this weekend may give a pointer to whether we can expect a three-way title fight this year.



MELBOURNE GRAND PRIX CIRCUIT

Length of lap:

5.303km

Lap record:

1:24.125 (Michael Schumacher, Ferrari, 2004)

Start line/finish line offset:

0.000km

Total number of race laps:

58

Total race distance:

307.574km

Pitlane speed limits:

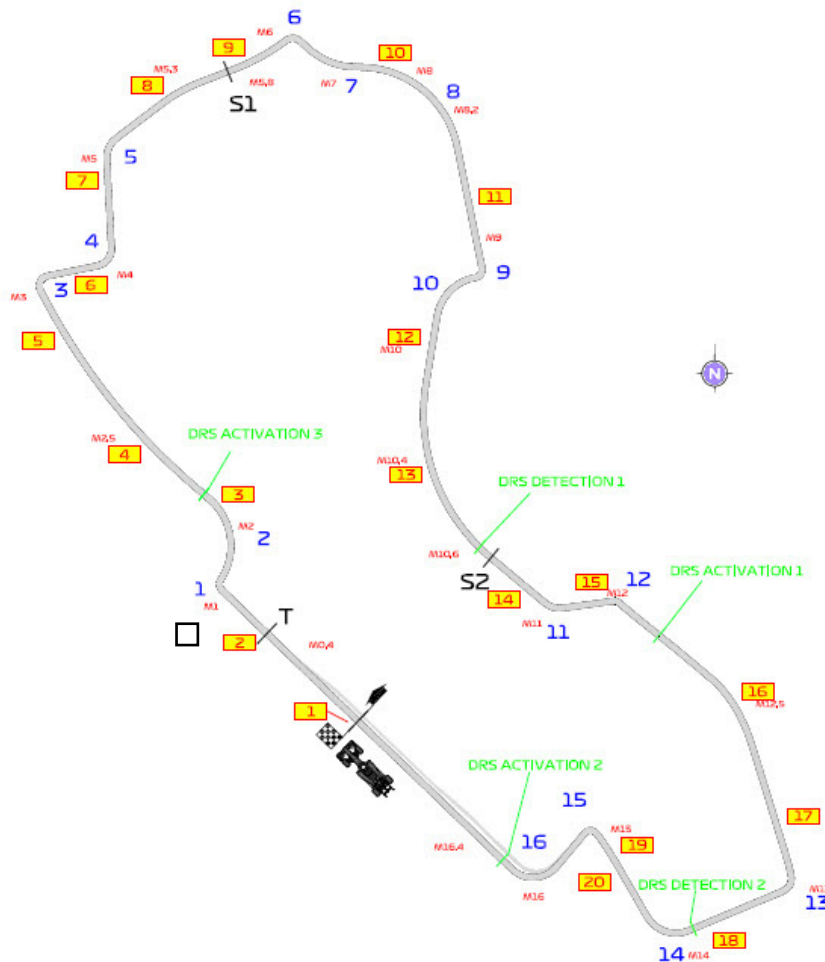
60km/h in practice, qualifying, and the race

CIRCUIT NOTES

- ▶ New permanent apex kerbs have been installed on the apices of Turns 4, 11 and 12 as well as the exit of Turn 4. All these are to the same dimensions as the previous kerbs but are made from concrete.

DRS ZONE

- ▶ There will be three DRS zones at the Australian Grand Prix. The first detection point is 170m before Turn 11, with the Zone 1 activation point coming 104m after Turn 12. The second detection point, shared by Zones 2 and 3, is 13m before Turn 14. The activation point for Zone 2 is 30m after Turn 16, while the activation point for Zone 3 is 32m after Turn 2.



FAST FACTS

- ▶ This is the 35th Formula One World Championship Australian Grand Prix. The race has been a permanent fixture on the calendar since 1985. It has been held at two venues: on the Adelaide Street Circuit until 1995, and from 1996 at the current venue in Albert Park, Melbourne.
- ▶ The most successful driver at the Australian Grand Prix is Michael Schumacher, who won the race four times, in 2000, 2001, 2002 and 2004. Sebastian Vettel has a chance to equal Schumacher this weekend: the younger German driver has won the race driving for Red Bull in 2011, and won in 2017 and last year for Ferrari.
- ▶ Kimi Räikkönen and Lewis Hamilton are the other winners in the 2019 field. Both have won the race twice, and with different teams: Räikkönen with Ferrari (2007) and Lotus (2013); Hamilton with McLaren (2008) and Mercedes (2015).
- ▶ McLaren are the most successful constructor at the Australian Grand Prix, winning the race 11 times. Alain Prost (1986, 1988) took the team's first victories, followed by Ayrton Senna (1991, 1993), Gerhard Berger (1992), David Coulthard (1997, 2003), Mika Häkkinen (1998), Hamilton, and Jenson Button (2010, 2012).
- ▶ In the 23 Australian Grands Prix held in Albert Park, 21 have been season openers. The race was the third round in 2006 (moved to accommodate Melbourne hosting the Commonwealth Games) and the second round in 2010. Of the 21 season openers in Albert Park, 12 winning drivers have gone on to be crowned World Champion at the end of the season. The winning constructor has gone on to win the Constructors' Championship on 14 occasions.
- ▶ By virtue of the 1985 season finishing in Adelaide and the 1996 season beginning in Melbourne, the Australian Grand Prix is the only race to be held consecutively (countries have hosted consecutive races of different names, ie: the Detroit and Dallas Grands Prix of 1984 and the Pacific and Japanese Grands Prix of 1995).
- ▶ Most of this year's field made their F1 debut in Albert Park. The exceptions are Robert Kubica (Hungary 2006), Sebastian Vettel (US, 2007), Romain Grosjean (Valencia, 2009), Nico Hülkenberg (Bahrain, 2010), Daniel Ricciardo (GB, 2011) and Pierre Gasly (Malaysia, 2017).
- ▶ Kubica's most recent grand prix start came at the 2010 Abu Dhabi Grand Prix, leading to a gap of eight years, four months, and four days between races. This doesn't beat the absence of Jan Lammers, who did not race in F1 for ten years between the 1982 Dutch Grand Prix and the Japanese Grand Prix of 1992.
- ▶ George Russell, Lando Norris and Alex Albon make their F1 debut this weekend. F1's three rookies race at Albert Park for the first time in any category. Russell has two previous Friday drives, driving for Force India in FP1 at the Brazilian and Abu Dhabi Grands Prix in 2017. Norris ran seven times in FP1 during the second half of 2018, missing only Singapore and Abu Dhabi. Albon has never driven in FP1.
- ▶ While not a rookie, Alfa Romeo's Antonio Giovinazzi starts only his third grand prix this weekend. He previously raced in 2017, replacing the injured Pascal Wehrlein in Australia and China.

RACE STEWARDS BIOGRAPHIES

NISH SHETTY

FIA STEWARD AND MEMBER OF THE FIA INTERNATIONAL COURT OF APPEAL

Nish Shetty sits on the FIA International Court of Appeal as a judge and is a permanent member of the National Court of Appeal (Singapore). He is also Chairman of the Disciplinary Commission of the Singapore Motor Sports Association and a national steward of the Singapore Grand Prix. Shetty has assisted the Singapore Motor Sports Association for many years as a legal advisor and committee member. In addition to being involved in the Singapore Grand Prix, Shetty has acted as a steward in the Singapore Karting Championship. Away from motor sport, he is a Partner and Head of International Arbitration and Dispute Resolution, South East Asia at global law firm Clifford Chance.



DENNIS DEAN

FIA WORLD MOTOR SPORT COUNCIL MEMBER; MEMBER, INTERNATIONAL SPORTING CODE REVIEW COMMISSION; F2, FORMULA E STEWARD

Dennis Dean has been involved in motor sport since becoming a scrutineer with the Sports Car Club of America (SCCA) in the late 1970s. He has served at national level as a scrutineer, steward, and race director, including 10 years as either assistant chief steward or chief steward (race director) of the SCCA's National Championship Runoffs. He has scrutineered at 10 US Formula One races, in Las Vegas, Indianapolis and Austin. He was also vice president of Club Racing and Rally/Solo for SCCA. He currently serves as a member of both the FIA's International Sporting Code Review Commission.



DANNY SULLIVAN

FORMER F1 DRIVER, INDIANAPOLIS 500 WINNER AND CART CHAMPION

US racer Danny Sullivan made his F1 debut with Tyrrell at the 1983 Brazilian Grand Prix. He raced just one season in F1, scoring a best result of fifth in Monaco. In 1984, Sullivan returned to the US where he resumed a successful Indy Car career. He is perhaps best known for his 'spin and win' victory at the 1985 Indianapolis 500, where he passed leader Mario Andretti, survived a 360 degree spin, and then caught and re-passed Andretti to claim the Borg-Warner Trophy. He won the Indy Car World Series title in 1988. After 17 victories from 170 Indy Car starts he drew a line under his open-wheel career in 1995. He finished third in the Le Mans 24 Hours in a Dauer Porsche 962 in 1994. He made four starts at Le Mans, the most recent being 2004.



2018 FIA Formula One World Championship

DRIVERS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	BAHRAIN	CHINA	AZERBAIJAN	SPAIN	MONACO	CANADA	FRANCE	AUSTRIA	GB	GERMANY	HUNGARY	BELGIUM	ITALY	SINGAPORE	RUSSIA	JAPAN	USA	MEXICO	BRAZIL	ABU DHABI	POINTS		
1	L. HAMILTON	18 2	15 3	12 4	25 1	25 1	15 3	10 5	25 1	NC	18 2	25 1	18 2	25 1	25 1	25 1	25 1	15 3	12 4	25 1	25 1	408		
2	S. VETTEL	25 1	25 1	4 8	12 4	12 4	18 2	25 1	10 5	15 3	25 1	NC	18 2	25 1	12 4	15 3	15 3	8 6	12 4	18 2	8 6	18 2	320	
3	K. RÄIKÖNEN	15 3	NC	15 3	18 2	NC	12 4	8 6	15 3	18 2	15 3	15 3	15 3	NC	18 2	10 5	12 4	10 5	25 1	15 3	15 3	NC	251	
4	M. VERSTAPPEN	8 6	NC	10 5	NC	15 3	2 9	15 3	18 2	25 1	NC	12 15	NC	15 3	10 5	18 2	10 5	15 3	18 2	25 1	18 2	15 3	249	
5	V. BOTTAS	4 8	18 2	18 2	NC	18 2	10 5	18 2	6 7	NC	12 4	18 2	10 5	12 4	15 3	12 4	18 2	18 2	10 5	10 5	10 5	10 5	247	
6	D. RICCIARDO	12 4	NC	25 1	NC	10 5	25 1	12 4	12 4	NC	10 5	NC	12 4	NC	NC	8 6	8 6	12 4	NC	NC	12 4	12 4	170	
7	N. HÜLKENBERG	6 7	8 6	8 6	NC	NC	4 8	6 7	2 9	NC	8 6	10 5	12 4	NC	13	1	10	12	NC	8 6	8 6	NC	NC	69
8	S. PÉREZ	NC	11	16	12	3	15	2	9	12	14	NC	8	10	6	1	6	4	NC	1	4	8	62	
9	K. MAGNUSSEN	NC	10	1	10	13	8	6	13	13	8	10	2	9	11	6	4	NC	DQ	15	9	10	56	
10	C. SAINZ	1 10	11	2 9	10 5	6 7	1 10	4 8	4 8	12	NC	12	2	9	11	4 8	4 8	1 10	6 7	NC	12	6	53	
11	F. ALONSO	10 5	6 7	6 7	6 7	4 8	NC	NC	16	8	4 8	16	4 8	NC	NC	6 7	14	14	NC	NC	17	11	50	
12	E. OCON	12	1	10	11	NC	8	2	9	NC	8	6	4	8	13	8	8	2	9	DQ	11	15	49	
13	C. LECLERC	13	12	19	6	10	18	1	10	10	1	1	2	9	NC	15	NC	NC	11	2	6	6	39	
14	R. GROSJEAN	NC	13	17	NC	NC	15	12	11	4	NC	6	10	7	DQ	15	11	8	NC	16	8	9	37	
15	P. GASLY	NC	12	4	18	12	NC	6	11	NC	11	13	14	6	9	14	13	NC	11	12	10	13	29	
16	S. VANDOORNE	2 9	4 8	13	2 9	NC	14	16	12	15	11	13	NC	15	12	12	16	15	11	8	14	14	12	
17	M. ERICSSON	NC	2 9	16	11	13	11	15	13	10	NC	9	15	10	15	11	13	12	10	9	NC	NC	9	
18	L. STROLL	14	14	14	4 8	11	17	NC	17	14	12	NC	17	13	2 9	14	15	17	14	12	18	13	6	
19	B. HARTLEY	15	17	20	1	10	12	19	NC	14	NC	NC	10	11	14	NC	17	NC	13	9	14	11	4	
20	S. SIROTKIN	NC	15	15	NC	14	16	17	15	13	14	NC	16	12	1	10	19	18	16	13	13	16	1	

FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 1600

FRIDAY

Practice session 1 1200-1330

Press conference 1400

Practice session 2 1600-1730

SATURDAY

Practice session 3 1400-1500

Qualifying 1700-1800

Followed by track interviews, press conference

SUNDAY

Drivers' Parade 1430

Race 1610

Followed by parc fermé interviews and press conference

ADDITIONAL MEDIA OPPORTUNITIES

QUALIFYING

All drivers eliminated in Q1 or Q2 will be available for media interviews immediately after the end of each session, as will drivers who participated in Q3, but who are not required for the post-qualifying press conference. The TV Pen is located in front of the entrance to the media centre.

RACE

Any driver retiring before the end of the race will be made available at the TV pen interview area. In addition, during the race every team will make available at least one senior spokesperson for interview by officially accredited TV crews. A list of those nominated will be made available in the media centre.

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