

#AusGP #AusGP



WELCOME BACK TO ALBERT PARK

Welcome back to the Formula 1 Rolex Australian Grand Prix at Albert Park in Melbourne.

This weekend we have a sold-out event with new race cars and the lap times are expected to tumble, whilst the crowds increase. Who says fast cars don't attract spectators? No one. We also get our first glimpse of the FIA F2 and F3 series in Australia; finally watching them live rather than on Foxtel at 3am in the morning. Lots of up-and-coming Aussie drivers in both series, plus a local boy named Oscar. You might have heard of him?

Today's Officials Gazette will provide an overview of F1, F2 and F3 in 2023 and what you are likely to see this weekend. But one of the main inclusions is the extra DRS zone making up four in total, so expect lap records to fall.

Just a heads up; it's April Fool's Day on Saturday morning, so be prepared for shenanigans. You have been warned. Also don't forget daylight savings stops at 3am on Sunday morning, so don't be late 😊

The Melbourne weather has already started to change, with the sunny and warm weekends a distant memory, so expect more showers, more wind, more rain to liven qualifying up, no hail, plenty of cloud and some sunshine on Sunday. For those of you not from Melbourne, our weather is very unpredictable so just wait five minutes and it should change.

So here we are, again, in Melbourne, at the track we call home, all the Formula One drivers are here, and the 2023 Formula One Rolex Australian Grand Prix is GO, GO, GO!!



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Please send me your photos and corner insights from around the track via text or email and the Gazette team will be around to photograph you and your team.

But as per 2022, we are unable to provide the printed copy of the Gazette to officials every morning. Therefore, go to the Motorsport Australia webpage and view/download daily editions by clicking on the Australian Grand Prix tab and enjoy.

<https://motorsport.org.au/officials/grandprix>



Sir Jack Brabham AO OBE

**FIA Formula One
World Champion
1959, 1960, 1966**

FORMULA ONE PREVIEW

Not a lot has changed in the technology and design of the cars. After the huge alterations with the new aerodynamics last year, this year has been about reducing the likelihood of the porpoising (bouncing up and down) by changes to the floor of the cars.

The teams have all developed their cars, with Mercedes-AMG keeping their funky sidepod design, and many cars moving to having bare carbon fibre to reduce a little bit of weight. Mercedes, meanwhile, have taken it a step further and made their entire car black. While it's not all bare, they do have the most showing. Both Lewis Hamilton and George Russell stayed with the team and have continued to be quite even in their pace. Unfortunately, that pace has dropped back a little from where they were at the end of last year, when Russell won his first F1 race.

The rule stability has allowed for one big mover – Aston Martin Racing. The team in green have launched out of the blocks with a car that has moved from mid-field to just behind the Red Bull Racing cars. Some of that has been the hiring of Fernando Alonso, as he appears to have brought in an uplifting attitude to the entire team. Lance Stroll isn't far off Alonso's speed but hasn't had very good luck with a pre-season bicycle crash causing broken bones and then, in Saudi Arabia, having the car break down in the race when he was in with a shot of 4th place.

In the other direction, McLaren have found seemingly found reverse gear. The team have replaced their Australian with Oscar Piastri taking over Daniel Ricciardo's seat after two lackluster seasons and his contract being terminated, with a hefty payout. Piastri has had a good run as an Alpine junior driver, winning both the F3 and F2 championships prior to moving up to a race seat – we won't go into detail of the Alpine/McLaren saga here. Lando Norris, with a long-term contract, continues alongside Oscar and hopes of moving the team forward. So far this year, the team have not performed to their, or anyone else's, expectations. Zak Brown announced pre-season that they didn't meet their targets and the first two races have shown this is the case with a slow start and no points. In Bahrain, Piastri broke down early and Norris had to keep pitting for air refills, and in Saudi Arabia, both pitted early for front wing damage – coincidentally, a part of Piastri's damaged wing flew off and hit Norris's wing.

Alpine, after losing Alonso to Aston Martin and then Piastri to McLaren, took Pierre Gasly from Alpha Tauri to make an all-French driver line up with Esteban Ocon. These two have a history of dislike between them but the team and the drivers all say that this is water under the bridge and they're happy to work together to improve the team. Has this worked so far? Probably not. They have remained in the middle of the field.

Alfa Romeo are outwardly stable. They have kept most of the same sponsors, the same engine and the same drivers with Valtteri Bottas and Zhou Guanyu but like a duck's legs under the water, there's been a lot of change behind the scenes. Audi have launched their 2026 F1 bid, which included buying into the Sauber team that run Alfa Romeo F1. The team boss moved to Ferrari, and Andreas Seidl was hired to take over and build the team in its transition to a factory team again. This has meant that, on the track, they're treading water.

Haas have been trying very hard to build on the hype from Drive To Survive and Gunther Steiner's newfound popularity in America by building a faster car. Kevin Magnussen has stayed and veteran seat filler, Nico Hulkenberg, has returned to a full-time drive. The car design has progressed from what was the most conservative design in 2022 to being more adventurous and with a lot of potential if they can develop the car well, which is quite possible with two drivers with a lot of experience between them.

Recent back markers, Williams, have been making changes to the staff since the new owners bought out the Williams family. They've taken James Vowles from Mercedes to be their new Team Principal and they're hoping this change will shift the team off the back of the grid. So far, it's working. American Logan Sargeant has been hired as a new driver to join Alex Albon, who has found a welcoming home. Albon settled in quickly last year to show the speed he promised as an up and comer in lower categories. There's a long way to go if they hope to return to their former glory but there is always a ray of hope.

Ferrari, Ferrari, Ferrari. What can we say about Ferrari? The new Team Principal, Frédéric Vasseur, has inherited a team that is not where the tifosi want. This time last year, they were favoured to win the championship as Charles Leclerc left Australia with a lead of over 40 points.

Then it all went wrong. Carlos Sainz had numerous horrors, spinning out here, blowing an engine spectacularly in Austria and more. Reliability and strategic errors plagued the team until the end of the year...and into 2023, with Leclerc already receiving a penalty for using too many Electronics Control Units.

Alpha Tauri have been fighting off rumours more than competitors. Early this year, there were claims that Red Bull were looking to sell the team, though these have since been denied. On track, Yuki Tsunoda has continued to yell down the radio and pushing the car to, and sometimes over, its limits, and Nyck de Vries, 2020/21 Formula E champion, has been brought in to replace the departing Gasly. Results have been better than McLaren, but that is damning with extremely faint praise. If there aren't improvements soon, the rumours could be facts.

Red Bull Racing are firm favourites to win. There's no need to be detailed as it's possibly going to be everything. Their car, thanks to Adrian Newey, is the fastest on the grid. Max Verstappen, now a two-time World Champion, is odds on favourite to make it three in a row. Sergio Perez was able to win last time out in Saudi Arabia, making it a 100%-win record for the team this year and they are clearly intent on taking any win records they can.



First GP: 1996 **Number of Laps:** 58 **Circuit Length:** 5.278km **Race Distance:** 306.124km
Lap Record: 1:20.260 Charles Leclerc (2022)

FIA SCHEDULE

	F1	F2	F3
P1	Friday 12:30	Friday 10:00	Friday 8:50
P2	Friday 16:00		
P3	Saturday 12:30		
Qual	Saturday 16:00	Friday 17:30	Friday 14:00
Sp Race		Saturday 14:20	Saturday 10:45
Race	Sunday 15:00	Sunday 11:35	Sunday 9:05



THE ROAD TO F1

What do Oscar Piastri, George Russell, Lando Norris, Nyck de Vries, and Charles Leclerc have in common? Yes, they're all current F1 drivers, but they also made it through the F1 feeder series of F2 and F3. For the first time, these two series are racing at Albert Park, so we thought it would be a good idea to talk about them.

F2 cars sit one rung below F1 and look like slightly smaller F1 cars, though much fewer aerodynamic pieces. The cars are all the same, built by Dallara, and all run with the same engines, built by Mecachrome. Like F1, they have a Drag Reduction System (DRS), to allow easier overtakes and it works like F1 in that the driver has to be within one second of the car in front to be able to operate it.



The Championship is run over 14 rounds, with each round consisting of two races – a sprint on Saturday and a feature race on Sunday. The sprint race is around 120km/45 minutes and the feature race is longer, at 170km/60 minutes and includes a pit stop.

There are two tyres available, a soft and a hard, using control Pirelli rubber. Drivers are free to choose their tyre for the sprint race but must use both compounds in the feature race.

The top eight score points in the sprint, while the top 10 score points in the longer feature race. Additionally, there is a fastest lap point in each and, for qualifying, there are two bonus points for pole position. Pole does let you start at the front in the feature, but the top 10 are reversed for the sprint race.



Twenty-two drivers, in 11 teams of two, make up the field. This year, Australian Jack Doohan, son of bike racing legend Mick, is making a second attempt at the F2 title, after finishing 6th last year. Like most top level motorsport, drivers are from very diverse backgrounds, and this year include Americans, French, Indians, plus a driver each from Barbados and Israel.

Two rounds into the F2 season, has Ralph Boschung leading on 33 points, one ahead of Theo Pourchaire, who is another point ahead of Ayumu Iwasa. Doohan is down in 6th place after a very poor start to the season in Bahrain, but he did take 2nd in the Saudi Arabian feature race.

The racing in F2 is often quite competitive with a lot of overtaking and strategy in the feature race.

Leading up to F2, is the F3 championship. This is another step down in performance, with smaller cars and less power, but this opens a few more options in terms of racing, with the driver being in control of his/her performance.

Like F2, the cars are built by Dallara and the engines by Mecachrome, with DRS available.

Thirty cars compete for the F3 title, with three cars per team, 10 rounds of two races, with a shorter sprint race on Saturday and a slightly longer feature race on Sunday. Unlike F2, there are no pit stops.

Three Australians are competing in F3 this year, Christian Mansell, Tommy Smith and Hugh Barter, alongside drivers from England, America, Estonia and more. Gabriel Bortoleto is leading the championship after one round, with 26 points. His teammate, Oliver Goethe, is 2nd, with Dino Beganovic in 3rd.

F3 tends to be crazier than F2, with more crashes and closer racing. With narrower cars, they have more opportunities to overtake, so we expect they'll put on a great show. Make sure to tell your friends to come early on Sunday to watch the F3 race.



F1 PADDOCK JAN 2023



F1 PADDOCK ENTRY JAN 2023

OFFICIALS GAZETTE – 2023 FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX

F1 PIT LANE JAN 2023 – LOOKING NORTH

F1 PIT LANE JAN 2023 – LOOKING SOUTH



			<p>2023 Formula 1™ Vehicle Identification Sheet</p> <p>© Motorsport Australia 2023</p>					

HI FROM LYNNE

Welcome back to Albert Park, Marshals and Officials, to the — Australian Grand Prix. Another sell-out crowd is expected, and this year's event includes the FIA F2 and F3 Series for the first time in Australia.

This year there are 984 volunteer Marshals and Officials, with approximately 100-150 of them being first timers. Twenty-nine marshals come from 13 overseas countries. The countries represented are Canada; France; Germany; Greece; India; Israel; Korea; New Zealand; Singapore; Sri Lanka; United Arab Emirates; United Kingdom; and United States. Many of you are returning to your same positions, while others are being promoted this year to new levels of responsibility.

One new face greeting us in the Motorsport Australia office behind the F2 and F3 paddocks is Alice McKenzie. For those of you lucky enough to register early, she greeted you at Marshals Credentials. Starting Tuesday, she went to work in her new office as Deputy Secretary of the Event. Welcome Alice!

