

WELCOME ALL OFFICIALS

Once again we welcome nearly 1000 Motorsport Australia volunteers to Albert Park for the 25th consecutive running of the Formula One Rolex Australian Grand Prix since it returned to Melbourne. This year not only marks the 25th running of this race, but also 70 years of Formula One itself. So much history, drama, excitement, legends, thrills and spills.

The Officials Gazette Team are here to collect and share your story and news, so make sure you email or text through to us ASAP throughout the four days. Send through photos from your corner or team together with news and highlights from the four days. The Gazette is about you, so join in.

The one thing we can be certain about right now, is the uncertainty surrounding us at the moment.

Over the last six months so many Australians have been impacted by the deadly fires in South Australia, New South Wales and Victoria with a number of our motorsport volunteers supporting the efforts to extinguish the fires, and to them we all say thank-you.

Many were shocked to learn that Holden will say goodbye to Australia in 2020 and close dealers around the country leaving thousands looking for new jobs. That has left the motorsport community with unanswered questions about who will fill the void in Supercars. Will another brand jump on board in 2021, will we see the Camaro? Who do you think will jump on board?

Now the Covid-19 global crisis has left us feeling anxious and unsure about what is next. The panicked buying of toilet paper together with fighting in supermarkets, the crash of share prices similar to the GFC and news the Bahrain Grand Prix will be held behind closed doors could leave us contemplating what's next?

We might not be in control of everything right now, but as Motorsport Officials we run a fantastic race meeting so let's all focus on motorsport and enjoy four days of racing. There is so much news to share already it's hard to know where to start.

Motorsport Australia is our new name and with that we have a new home in Canterbury.

Ferrari have arrived and the race is on.

Paul Overell and Rob Thiry winning ✓

A cast of legends for the S5000 race.

Craig Lowndes to drive a Carrera Cup Porsche.

Mercedes innovation with DAS; another TLA (three letter acronym) to describe the best thing about F1; radical development of fundamental dynamics. Inspired ideas and development looking to push the boundaries through radical thinking.

Who has the best new livery and car design?

Drive to Survive, who can forget Danny at Monaco.

The Official Charity of the 2020 Australian Grand Prix is the Victorian Bushfire Appeal. 100% of donated funds will go directly to communities in need.

Melbourne's changeable weather strikes again. Sunny and warm Thursday and Friday, then plenty of rain and cold weather for Saturday and Sunday.

As always; so many unanswered questions and with so much to play out over the next four days, we are a long way from crowning Sunday's champion; let alone thinking who could win the 2020 Formula One Championship or the Peter Nelson Trophy on Sunday night.

Stay safe. Stay hydrated. Stay cool then warm and most of all Stay sanitised.

On a personal note - No FA18 jet this weekend? Not happy Jan.

Regards
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PAUL OVERELL

Paul Overell was named 2019 Official of the Year by Motorsport Australia at the recent annual National Awards Gala Dinner presented by Burson Auto Parts. This is just the latest of his CAMS awards. Others include State Official of the Year-2000; Service Star-2010; and Life Membership - 2016. He was also made an Honorary Life Member of the Queensland Motor Racing Officials Association back in 1986.

Paul is one of 'The Originals' celebrating a Milestone - working every AGP of the 'modern era' since 1985, always as a corner marshal. He is Chief Marshal this year.



In his 56 years of motorsports involvement, Paul, from Queensland, has served in many capacities. He's been a member of the Queensland State Council since 1979, serving on several panels, including Off Road Advisory Panel, Motor Race and Speed Events Panel, State Officials Panel, and State Scrutiny Panel. Paul was an Executive Member of the State Council for 25 years, and Chair for 14 years. He is an active member of the Australian Officials Commission. Paul "looks after" Motorsport Australia Queensland Circuit Racing State Championships - if you want to work Bathurst, he's the man. His various roles included Sector Marshal, Flag Chief, Steward, Clerk of Course, and Race Director.

What Paul likes about motorsports: "It's the people and the fact that you can help make an event run, make it work, be safe, be efficient, and that everyone enjoys it." Paul said one of his best compliments came from a competitor who said Paul was "one of the fairest officials he'd ever met." To Paul, "It was terribly important to be recognized as fair."

Paul is a second-generation gear head. His father competed in 'races' and hillclimb-type events before WWII, and his mother was a "swinger" - racing as a sidecar passenger at speedways. Paul credits them with his passion for cars and machinery, plus the discipline and preparation for whatever task he takes on. Despite this motorsports heritage, Paul started navigating rallies in 1964 without his parent's knowledge or consent - this was back in the day before rallyists were required to hold Competition Licences. His Father twigged on to this after a few events, but didn't tell Mother. Once licensed, Paul tried driving with a friend navigating. His friend convinced him it would be best to switch roles. In 1968 Paul, who had been spectating circuit racing while rallying, became a flaggie at Surfers Paradise International Raceway and Lakeside, which hosted rounds of the Tasman Series. That hooked Paul and he started 'commuting' to out of state events. While in National Service-Army, Paul visited Victorian circuits.

Paul's wife Linda agreed when they married 30 years ago that as long as he was home one weekend a month, all would be good, with a clarification that Paul could be away for 40 weekends and home for 12. And Linda has put up with all the off-track time spent on meetings, panels, committees, teleconferences, etc. Paul thinks of motorsports as a team sport, even as a volunteer official; and his wife Linda is his team manager, as well as counsellor, physiotherapist, travel agent, caterer and sponsor. As Paul said, "The award might have my name on it, but it is very much her recognition as it is mine."



2020 F1 PREVIEW

Normally at this point, you'd be reading our view on the changes that have occurred to the rule book since last year. Unfortunately, the changes have been extremely minor as F1 prepares for a huge shake up in 2021.

For anyone who is interested in an example of these minor changes, there's an example below:

"The local radius of curvature must be greater than 20mm. In order to fulfil this criterion, it should be possible to apply a tangent sphere of radius 20mm to any point of these surfaces (and on both sides), without intersecting any other part of these surfaces."

Exciting, eh?

The only change that anyone will notice is that the official end of the race will, once more, be the chequered flag rather than the chequered light board. As the flag was still being waved, it's unlikely anyone will notice.

Instead, we'll have a short review and preview of the past and current season by team, in the reverse championship order from 2019.

Williams Williams had a season to forget. We won't dwell on it but their best result was a single 10th place for Robert Kubica, which was more about luck and the misfortune of others in Germany than anything else. Their next best results were an 11th in Hungary and 12th in Brazil for George Russell but otherwise 14th or lower.

In 2020, Williams haven't made any fundamental changes to their car, allowing them to concentrate more resources on 2021, but have shown a significant improvement during testing. Hopefully this means they'll at least be close to the other backmarkers rather than a second or two off the pace.

Haas Haas had a difficult year last year, as there appeared to be a huge flaw in their car design which meant that the tyres weren't playing nicely over the course of a race. While both Romain Grosjean and Kevin Magnussen were able to qualify well at times, they almost always fell through the field as each race wore on. The team were clearly lost as they put on and then removed upgrades to see what happened, which is always a sign of desperation.

There are rumours that team boss, Gene Haas, is looking at the team and whether it's returning on his investment and therefore if they will continue. Because of this, we all hope there are some huge improvements in performance as it would be a shame to lose a team from the championship. Testing was inconclusive from the lap times, but fingers are crossed, probably both by us and the team, that they've resolved their 2019 issues.

Alfa Romeo The return of Alfa Romeo was what you would expect considering the drivers and equipment involved. Having changed over from Sauber, Alfa had the ancient, in F1 driver terms, Kimi Raikkonen holding up the team and showing he hasn't lost any pace. In the other seat, Antonio Giovinazzi made his full season debut, having previously driven in 2 races in 2017, but wasn't able to match Raikkonen for most of the year.

Pre-season testing suggests there have been car improvements, with Raikkonen topping one of the 6 testing days. The Ferrari engine in the back is claimed, by Ferrari, to be weaker than last year's but the people at Sauber are known for doing a lot with a little.

Racing Point After a tumultuous 2018, where they changed over from Force India to Racing Point, 2019 was more of a middling year than the team expected. Some good performances by both Sergio Perez and Lance Stroll, including a 4th place in Germany for Stroll, were countered by races where both drivers weren't a long way in front of Williams.

2020 will be a year to build for Racing Point. Team owner Lawrence Stroll bought Aston Martin in the off-season, meaning they'll be coming over from Red Bull in 2021 but his son needs to avoid distraction of whether to get a Vantage or DB9, and improve his qualifying. Both Lance and Perez are great racers, usually moving up throughout a race but their qualifying pace was lacking all too often.

Toro Rosso...sorry, AlphaTauri Toro Rosso had 3 drivers in the year. Daniil Kvyat returned alongside rookie Alex Albon, but half way through Albon was promoted after Gasly wasn't able to perform well enough in Red Bull Racing. Gasly's demotion actually helped him, as his results improved, so much so he nabbed a 2nd place in Brazil. Kvyat also managed a podium with 3rd in the chaotic German race. The rest of the year was a perfect example of an average finish, where essentially half the results were in the top 10 and half not.

This year the drivers have remained the same but the name has changed to AlphaTauri, a Red Bull clothing brand. There has also been a change to the livery, to a stunning black and white pattern. The season is likely going to be more of the same where they will run in the middle of the field most of the time, with occasional flashes of brilliance, usually from the driver rather than the car.

Renault Renault had high expectations in 2019 and came up well short. Hoping to bridge the gap to the top 3 teams, instead they fell back behind McLaren. Signing Daniel Ricciardo was meant to bring success, and some in the media suggested that it would mean a title straight away but those journalists were a touch deluded. Dan easily out-paced teammate Nico Hulkenberg but both drivers were left frustrated with a car that wouldn't do what they wanted.

Renault is being looked on this year by Renault HQ, so the team needs to show a marked improvement to avoid the cutting block. Esteban Ocon joins the team, replacing Hulkenberg, and his youthful enthusiasm and speed should push Dan on track. More pace from the car should happen, but whether it's enough to be able to hold on to Dan and also keep the bosses happy remains to be seen.

McLaren After years in the Honda doldrums, McLaren finally turned themselves around and went in the right direction. While there were still a few issues, especially in terms of reliability, 2019 was a year of which McLaren could be proud. Both Lando Norris and Carlos Sainz had some boring races as they sat between the front and back of the field.

The test now, for the team, is to build on that performance and bridge the gap to the top 3. Can they do this? Probably not in 2020. We expect McLaren could hold station ahead of Renault but it will probably be a difficult fight.

2020 F1 PREVIEW (continued)

Red Bull Racing The Honda experiment worked. 3 wins for Max Verstappen and third in the drivers title showed how far Honda have come since the McLaren disaster. The second RBR seat had a much harder year with first Gasly and then Albon filling it. Gasly wasn't able to keep within sight of Verstappen, meaning he was demoted to Toro Rosso, while Albon was able to step up with only a couple of poorer results once in RBR.

Verstappen will probably score at least a few more wins, of which he hopes one will be at the returning Dutch Grand Prix. Albon still needs to improve to be able to challenge Verstappen but the likeable Thai driver has gained many fans through his humour and honesty. Red Bull Racing could challenge for the Driver's World Championship and possibly even the Constructor's title too.

Ferrari Ferrari, Ferrari, Ferrari, what do we do with Ferrari? There was a lot of speed in the car but reliability and silly mistakes cost them dearly, highlighted by a needless clash between both drivers in Brazil. Charles Leclerc should have won his first race in Bahrain but the car failed on him, so he only managed 3rd, but he made up for that with 2 wins in a row in Belgium and Italy as well as a run of four pole positions in a row from Belgium to Russia. Sebastian Vettel had troubles keeping up with his teammate at times, only getting a single win in Singapore, but appeared to have renewed interest in racing despite rumours to the contrary.

2020 has already started with something extremely rare from Ferrari – humility. The team are playing down their chances after some lacklustre testing. Whether this is an attempt at mind games or a genuine drop in pace compared to their rivals, we'll find out this weekend.

Mercedes Mercedes dominated the scoring last year, though it was a tougher year than previous ones for them. Ferrari were close at the start of the year and Red Bull challenged towards the end, but mistakes allowed Mercedes and Lewis Hamilton in particular, to run away with both titles. For 2020, it's quite likely that it will be tougher again.

Pre-season testing suggests there's some pace and also some tricks, namely the dual-axis steering, which works by the driver pulls back on the wheel to change the camber of the front wheels. It's difficult to bet against Hamilton taking a seventh World Championship and Valtteri Bottas will need to improve his season-long consistency if he hopes to defeat his teammate.



MELBOURNE WHAT A GREAT PLACE FOR THE RACE



Australian Grand Prix, Melbourne 1996.

25TH RACE MELBOURNE

The Australian Grand Prix became a part of the Formula One World Championship in 1985 and was initially held at the Adelaide Street Circuit.

In 1993, Melbourne businessman Ron Walker worked with the Victorian Government to move the race to a rebuilt Albert Park Circuit. This was announced late in 1993. The first race in Melbourne was in 1996 and was quite controversial. The promotional theme for the first race was “Melbourne – what a great place for the race”. 401,00 people attended the first race and that remains a record for the event. Melbourne was awarded the F1 Constructors’ Association Award for the best organized GP of the year in 1996 (and again in 1997).



1996 Poster for the inaugural Australian Grand Prix in Melbourne

MELBOURNE F1 GP HISTORY

<u>Year</u>	<u>Winning Driver</u>	<u>Winning Team</u>	<u>Highlight</u>
1996	Damon Hill	Williams	Martin Brundle's enormous accident
1997	David Coulthard	McLaren	Win broke a drought of 50 races for McLaren without a victory
1998	Mika Hakkinen	McLaren	Controversy - Coulthard pulled over from lead to finish second
1999	Eddie Irvine	Ferrari	All-conquering McLarens retired before half distance
2000	Michael Schumacher	Ferrari	Rubens Barrichello (Ferrari) finished second
2001	Michael Schumacher	Ferrari	Marshall killed after a high-speed accident
2002	Michael Schumacher	Ferrari	First lap turn one accident between Barichello and Ralf Schumacher
2003	David Coulthard	McLaren	Variable weather
2004	Michael Schumacher	Ferrari	Schumacher obliterated the Albert Park lap record
2005	Giancarlo Fisichella	Renault	Stormy qualifying produced a topsy-turvy grid
2006	Fernando Alonso	Renault	Accident-marred race with four safety cars periods
2007	Kimi Raikkonen	Ferrari	Rookie Lewis Hamilton finished on podium in maiden F1 race
2008	Lewis Hamilton	McLaren	Three safety car periods; only six finishers
2009	Jenson Button	Brawn GP	First race for Brawn GP
2010	Jenson Button	McLaren	Sebastian Vettel retired from lead with mechanical problems
2011	Sebastian Vettel	Red Bull	Vitaly Petrov (Lotus) scored first ever podium for a Russian F1 driver
2012	Jenson Button	McLaren	Third win in four years for Button
2013	Kimi Raikkonen	Lotus	Alonso and Vettel completed the podium
2014	Nico Rosberg	Mercedes	V6 turbo hybrid engines; Ricciardo disqualified from third
2015	Lewis Hamilton	Mercedes	Rosberg second and Vettel third
2016	Nico Rosberg	Mercedes	Riccardo finished fourth
2017	Sebastian Vettel	Ferrari	Hamilton and Bottas completed the podium
2018	Sebastian Vettel	Ferrari	Competitive debut of the halo cockpit protection device
2019	Valtteri Bottas	Mercedes	Race Director Charlie Whitting died suddenly just prior to the event

MOTORSPORT AUSTRALIA

The Confederation of Australian Motorsport (CAMS) has announced that it will now be known as Motorsport Australia in 2020 (as of January 1, 2020) and beyond. Motorsport Australia's responsibilities remain entirely the same and there is no change to the organization's constitution or structure, aside from the alterations of the organisation's name.

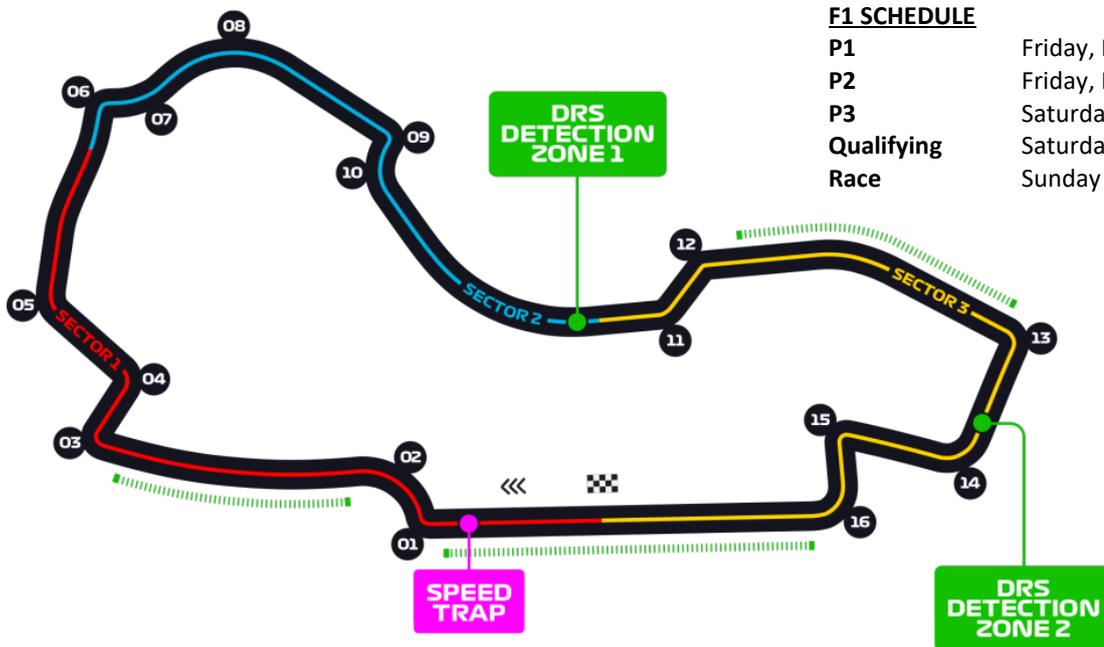
The announcement was made by CAMS President Andrew Papadopoulos at the 2019 Bathurst 1000.

From 28 October 2019, the organization's head office is now located at 275 Canterbury Rd, Canterbury. The Hall of Fame is located there also (see photos below). The website for Motorsport Australia is now motorsport.org.au.



F1 FACTS and FIGURES

First Grand Prix	1996	Lap Record	1:24.125 Michael Schumacher (2004)
Race Distance	307.574 km	Circuit Length	5.303 km
		Number of Laps	58



F1 SCHEDULE

P1	Friday, March 13 at 12:00 - 13:30
P2	Friday, March 13 at 16:00 - 17:30
P3	Saturday, March 14 at 14:00 - 15:00
Qualifying	Saturday, March 14 at 17:00 - 18:00
Race	Sunday March 15 at 16:10 - 18:10