

WELCOME BACK TO ALBERT PARK

It's been a tough two years in Melbourne with lots of change and insecurity as Covid-19 hit the world for a sixth. As Australians we all worked together to find the best way we could through the situation and as Melbournians we also endured the world's longest Covid-19 lockdown.

We did it to help ourselves and each other from Covid-19, and here we are two years after the cancellation of the 2020 race; ready to go again.

During this time many things have changed in Melbourne, throughout Australia and indeed around the world. Covid-19 forced us to re-examine our lives, our priorities, our work and our relationships. We all clung to hope and looked for inspiration from within, from our friends and family and from the sports we love so dearly.

Formula 1 blazed a bright light of courage, fortitude and commitment as it found a way to keep going, to race where ever it could all around the world.

This dedication to Motorsport by the FIA provided hundreds of millions of spectators around the world hope and joy. Hope that one day we could learn to live with this hideous virus and joy at the same time watching the intense competition on track from afar.

How do we unpack all of the racing drama on and off the track over the last two years? We can't. It's simply been the best few years of Formula 1 motor racing that I can recall. EPIC.

The start of the 2022 season has already shown us who has the potential to win the championships at stake and who is struggling on their learning curve.

New cars, new drivers and a new track design at Albert Park will provide us the competition we have yearned for at our home track.

So here we are, in Melbourne and nobody could be happier than the race official. This is what we sacrificed for, this is what we yearned for and this is what we all deserve; the 2022 Formula One Heineken Australian Grand Prix.

Let's smile, let's enjoy and let's go racing!

Kind regards

Richard McLean

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As always please keep your photos and insights from the track coming through via text or email to the team. We will be around as always to get a snap of your teams over the four days.

One big change in 2022 for the G Team is we are unable to provide the printed copy of the Gazette to officials every morning. New protocols dictate we are unable to print and handout copies so please jump online the Motorsport Australia website to view daily editions. Click on the Australian Grand Prix tab and enjoy.

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



2022 AGP PREVIEW

It's been a long 2 years but at last F1 is back in Melbourne and luckily nothing has changed. Thank you and enjoy the week...oh wait, a lot has changed.

Let's start with the stuff that you probably already know about.

Driver & Team Movements

George Russell will have a tough year battling 7 times World Champion Lewis Hamilton at Mercedes, while former holder of the seat, Valtteri Bottas, has moved to Alfa Romeo. Alex Albon has returned to F1 at Williams in Russell's spot. Guanyu Zhou also comes in as the first Chinese F1 race driver at Alfa Romeo. Additionally, at almost the last possible moment, Kevin Magnussen returned to Haas to race alongside Mick Schumacher.

On the team side, Honda have left F1 again, with Red Bull Powertrains being the official name of what's propelling the Red Bull and Alpha Tauri teams. It's really a development of the Honda engine.

Power Unit Changes

There haven't been any significant changes to the Power Units for 2022. About the only change is that teams are only allowed 6 exhaust systems for the season.

Car Changes

Now for what's really new.

The wheels have changed after many, many years from being 13 inches to a much more modern 18 inches. This means that the tyre will have less flex than before due to the narrow sidewalls of the tyres. Pirelli has had a couple of years to see how these new tyres behave, with Formula 2 running them, but it's very much a step into the unknown for the teams, which is something they don't need with everything else that's changing. The front wheels have also gained a small fairing over the top.

The biggest change has been the entire bodywork, including the wings, being replaced with what has been described as a "new concept" designed to improve the racing between the cars. The racing between Charles Leclerc and Max Verstappen in the first two races suggests this new concept may be working.

Starting at the front, there's new front wings with fewer pieces and a new shape on the ends. Already the teams are showing different versions compared to each other mainly the shape of a wave across the top of the wing. The nose of the cars are also lower and more like they were before high noses were all the rage.

Barge boards have been removed from in front of the sidepods, which cleans up the look of the cars behind the front wheels.

Underneath the cars, we now see a return of venturis to pull the cars to the ground, more commonly referred to as ground effect.

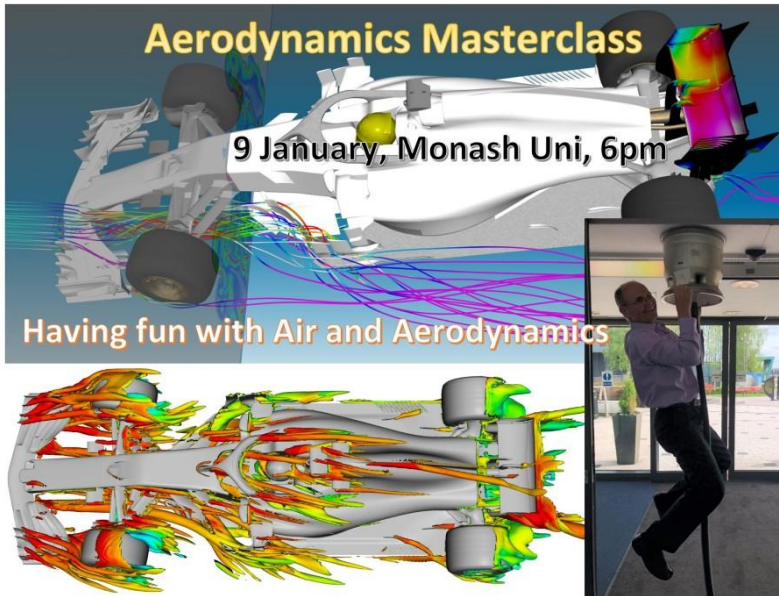
Previously the undersides of the cars were flat and now there are tunnels that push the air through under the car and out through new diffusers at the rear.

Along with these changes below, the sidepods have changed above and here is where the teams have varied the most in their designs. Mercedes have almost removed the sidepods, with some space for radiators and then it drops away. Ferrari have magnificently sculpted sidepods with a wave-like shape. Red Bull have a large cutaway between the sidepod and floor. While Haas have a more traditional shaped sidepod. All teams have an array of vents to let heat out and also direct air over the rear of the cars.

Finally, at the very back, the rear wings look very different. The large side panels have disappeared and sculpted rear wings have come in with an almost waterfall look on the sides. These wings still have the DRS flap to aid in overtaking, which has led to some intense duels between Leclerc and Verstappen in the first two races.

Our fingers are crossed that these many changes, along with the alterations to the Albert Park circuit will lead to a great race on Sunday.





FUN WITH AERODYNAMICS

WILLEM TOET

(from 2020 Gazette Friday edition)

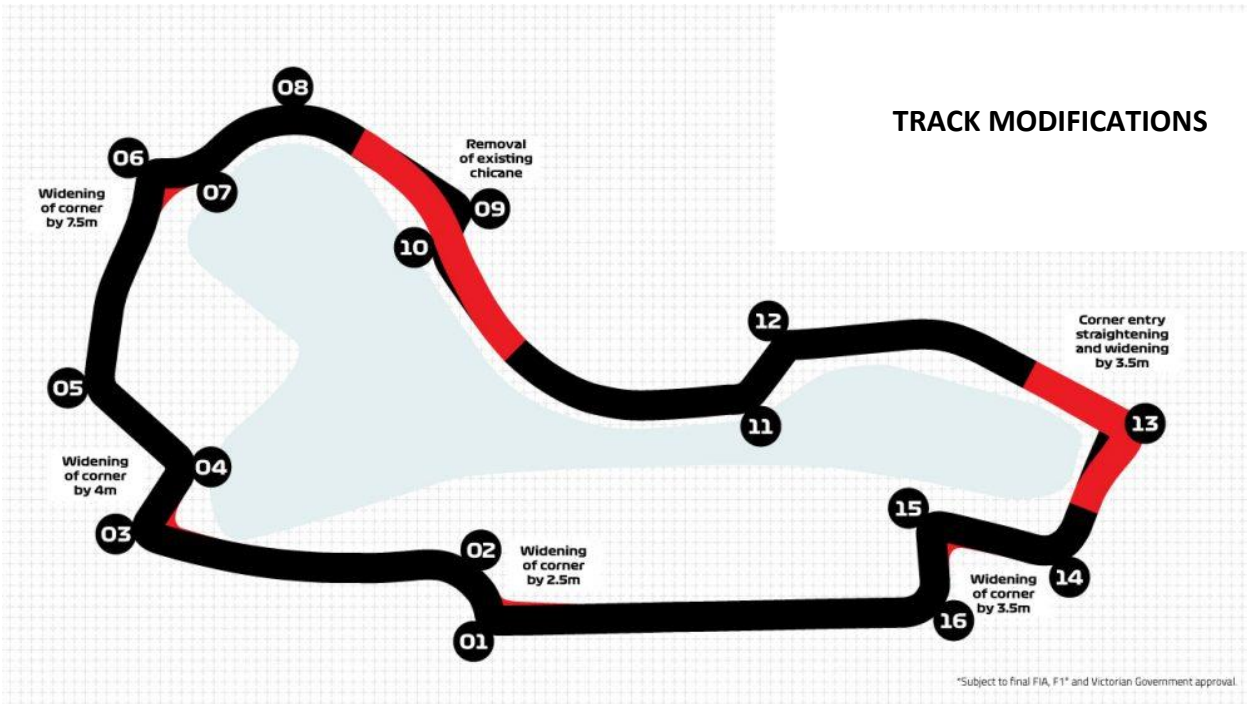


Local boy makes it in F1 Aerodynamics and is giving back. CFD and wind tunnels and their evolution are just the start of Willem Toet's talents and dedication to the sport.

On January 9, 2020 at the invitation of the Monash Motorsports team, Willem presented a fascinating talk titled "Aerodynamics Masterclass – Having Fun with Air and Aerodynamics" at Monash University to a packed audience of 250+. The presentation trailed through Willem's aerodynamic and wind tunnel experiences in F1 and easily filled 2+ hours of presentation material and questions. The presentation can be viewed on the web at LinkedIn / Willem Toet. Earlier that day, as part of his ongoing efforts to give back, he had been working with the Monash Motorsport team on their current Formula SAE project.

Willem was brought up in Australia. After putting himself through university he worked for Ford Motor Company and in 1977 quit Ford to work fulltime in racings, helping to prepare cars for touring car racing, Formula 2 and Formula Ford in Australia. In 1982 he decided to move to Britain to work for Ray Mallock's sportscar team. In 1985 he joined the Benetton F1 team and was responsible for vehicle dynamics and wind tunnel work. In 1991 he joined the team to design the original Reynard F1 car. When that project failed, he returned to Benetton before heading to Ferrari at the end of 1994. He worked at Ferrari for 5 years as head of aerodynamics. He returned to Britain in 1999 with BAR F1. At the end of 2005 he joined the BMW Sauber operation. He is currently a Professor at the University of Bolton (UK) and an Aerodynamics Specialist and Senior Sales Manager at Sauber Aerodynamics.

Monash Motorsports (www.monashmotorsport.com) is a student-run team which competes in Formula SAE in Australia and worldwide. Formula SAE is the world's largest student engineering design competition whereby university students design, manufacture, test, and compete with a single seat racecar. Over the last 34 years this highly prestigious engineering competition has been filled with innovative and awards winning designs from colleges and universities across the globe. In the current yearly competition, there are 630 registered teams. The Monash Motorsports entries are currently ranked first worldwide in the combustion class and third worldwide in the electric class



Our Albert Park Grand Prix circuit has undergone its biggest transformation since joining the Formula 1 calendar in 1996, with organizers hoping the changes will enable more overtaking opportunities and promote faster and more competitive racing. For those of you who are not up to date, the following specifies the changes made.

In total seven corners at the circuit were modified and two removed entirely. The most obvious change to the parkland circuit is the removal of the chicane at Turn 9 and 10 to create a sweeping right hander. The track has been widened at Turns 1, 3, 6, 13 and 15 – while at Turns 13 and 15 the cambers have been altered to allow multiple racing lines. The widening of the track at Turn 6, will increase speeds dramatically at that corner. As a result, the average qualifying lap time is expected to decrease by around 5 seconds.

The alterations were made with the resurfacing of the track, the first time in its 25-year on the Formula 1 calendar. New locations for corporate suites, grandstands, and general admission fan zones have also been added along with a 4,000 m² increase in parkland around the lake.



20 ODD QUESTIONS WITH DR CARL

Name: [Dr. Carl](#)

Age: [53](#)

State: [Victoria](#)

F1 AGP allocated position: [Supercars Permanent Medical Delegate](#)

1. How long have you been a Motorsport Australia official? [1998 = 23 years](#)
2. What race track did you start out as an official, and why did you get into officiating? [The 1998 F1 @ Albert Park was my first event, then I went to Phillip Island!](#)
3. What car club are you involved with? [Formerly was in PIARC. Now days; Porsche, VW, and Lotus clubs](#)
4. What car do you drive? [Cars from Germany, and a Lotus Turbo Esprit](#)
5. What was your fist car? Where is she now? [E21 BMW 3 series in the late 80's. Hopefully still on the road](#)
6. Do you own a racing car? If no, what type of racing car would you like to own? [No. A Carrera Cup Car would be nice](#)
7. What is something most officials don't know about you? [I've spun cars at most corners on Phillip Island GP circuit](#)
8. When you attend the F1 AGP where do you stay? [Home](#)
9. Are you an iPhone person or an Android person? Why? [iPhone. Apple addict](#)
10. When you're not at the track officiating, what do you do for a living? [Emergency doctor, & company director](#)
11. Name the closed Australian motor racing track that you miss the most? Why? [Adelaide street circuit - but things are looking good for its come back.](#)
12. Which two current Formula 1 drivers would you like to have a drink with? Why? [Valtteri Bottas - seems down-to-earth. Sebastian Vettel - funny man, lots of stories.](#)
13. Supercars- Ford or Holden? Favourite Supercar driver? [The Mustang and Camaro both look and sound great! Can't answer the second part.](#)
14. Describe Porpoising? [The flat bottoms of F1 cars causing intermittent loss of suction to the road](#)
15. As a professional official with years of experience, what advice do you have for the up and coming officials? Plus are you training anyone to take your role in a couple of years? [Follow your passion, and you get what you give. There are several doctors that took on the MD role whilst borders were closed.](#)
16. What is your hidden skill or talent? [Fixing old watches](#)
17. The USA will hold three Grand Prix in 2023; Austin Texas, Miami Florida and Las Vegas Nevada. Which one would you like to attend and why? [Austin Texas - fortunate enough to have been there in 2013. Great city, circuit, friendly Texans.](#)
18. Who is the official that you look up to most? Why? [Tim Schenken. experience, self-confidence, rigidity and stamina.](#)
19. Will you miss the F18A Hornet jet flyover in 2022? [Wait what? Why not?](#)
20. Have you watched MAFS? If so, who is your favourite villain? [I do watch MAFS. They all make us feel better about ourselves don't they. First Dates Ireland is better.](#)
21. What's your favourite corner to work on, or watch Formula 1 at the Formula 1 Heineken Australian Grand Prix? [Turn 1 - 2.](#)

