



WELCOME BACK MARSHALS
LET'S GO RACING!



DOCTOR IN THE HOUSE?

Dr. Ian Roberts is now the permanent Medical Delegate for F1, as well as F1 Medical Rescue Coordinator, a position he's held since 2013.

Among the duties for that position, Dr. Roberts conducts a medical briefing for the AGP Medical staff, including F1 Extrication Practice and briefing around the F2 and F3 cars. This year Supercars were part of the medical briefings, to learn about the new Gen 3 Rescue Hatch. This was done on Wednesday, with assistance of AGP Chief Medical Officer, Dr. Brent May. Supercars Medical Officer, Dr. Carl Le, had previously done some tutorial Supercar Gen3 Rescue Hatch videos provided to the AGP Medical Staff.

With Dr May, the AGP Medical staff did some track-side simulated rescues. Dr. Ashley Hague is one of those who attended the training. This is his sixth year, and for 2023 he's riding in one of the Medical Cars. This would be for all series. Dr. Roberts also handles the Medical Car duties for the F2 and F3 Series. This makes for a long day. He rides in the F1 Medical Car, which this weekend is a bright red Mercedes-AMG GT R - last year's model. His driver is Australian racer Karl Reindler.



The other Medical Car driver is Bruno Correia. Dr. Roberts carries a trauma bag in the car with him, and the trunk is more than completely stocked with necessary medical gear to render immediate aid until the driver can be taken to the track medical center.

Here in Albert Park no helicopter is necessary to airlift patients to the nearest hospital as the Royal Alfred Hospital is just down the road from the track. Dr. Roberts staffs all 23 F1 races, most of them on-site. For some events, he is remote from home in a special Race Control setup in his office, in touch with F1 Race Control at the event.





TYRES

The Beaufort Supercars Series runs on Dunlop tires. They have two compounds, hard and soft, which must be run during the race. The drivers/teams choose which to run when. The tyre is an 18" tyre, but it's difficult to compare a Supercar tyre to a F1 tyre because of different compounds, shapes and rims. It's Apples to Oranges.

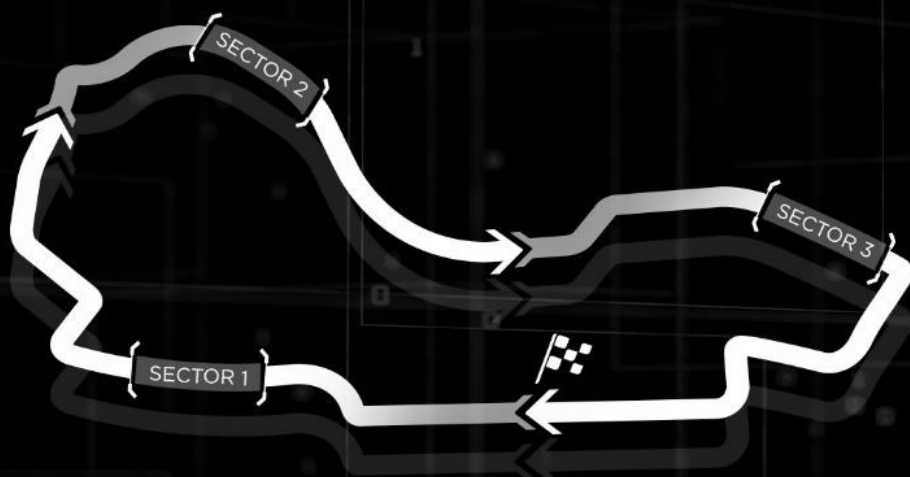
Each team's allocation for a race weekend is four sets of hard and four sets of supersoft. There are also wet tyres. For this weekend, all the wets are still in the trailer, shrink wrapped and stacked neatly. A Team can request an allocation, but it stays on the truck until needed. Dunlop staff use long ahead weather forecasting to help determine what to bring. Those stacked tyres serve a dual purpose.



They are also good for storage - team uniforms, extra tools and parts, etc. At the end of the race weekend, the used tyres are put back on the truck and taken back to base, where they are in demand by Go-Kart tracks as tyre barriers. Each tyre only weights 10kg so they aren't that heavy, according to Kevin Fitzsimons, Dunlop Motorsports Operations Manager. That why they can carry extra items in storage. For this weekend, Dunlop brought one truck and one trailer. In Australia, their vehicles and the road rules are such that a truck can carry multiple trailers, even up to ten. Ever heard of road trains?

F1 - Mario Isola - Motorsport Director

"We've made the same tyre choice as we did back in 2019 for the Australian Grand Prix. Following a two-year absence from the calendar due to the Covid pandemic, we went for a gap in the nominated compounds last year: selecting the C2, C3 and then the softest C5 compound. That race was a one-stopper won by Ferrari's Charles Leclerc, with all the teams using the hard and the medium tyre, while the soft was just used for qualifying. This weekend, the teams will have the C2, C3, and C4 at their disposal, which means that they have more options for the race in terms of strategy: on paper at least. We're expecting a high degree of track evolution throughout the weekend, as is normally the case in Melbourne, while the energy demands on the tyres are about average for the season. It's a flowing track with corners that are faster following last year's modifications, which benefit overtaking as well as the overall spectacle."



C2

C3

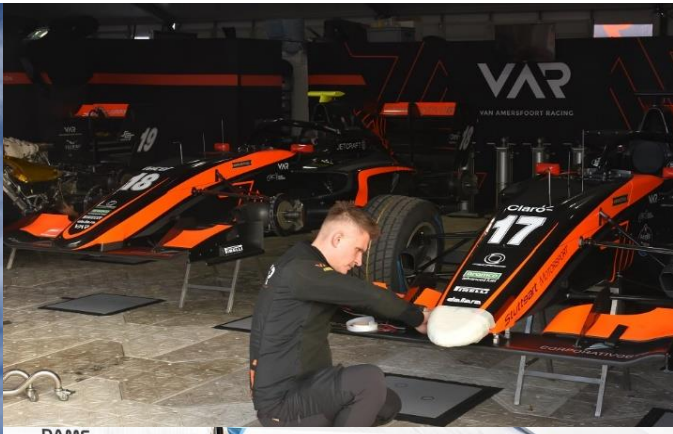
C4

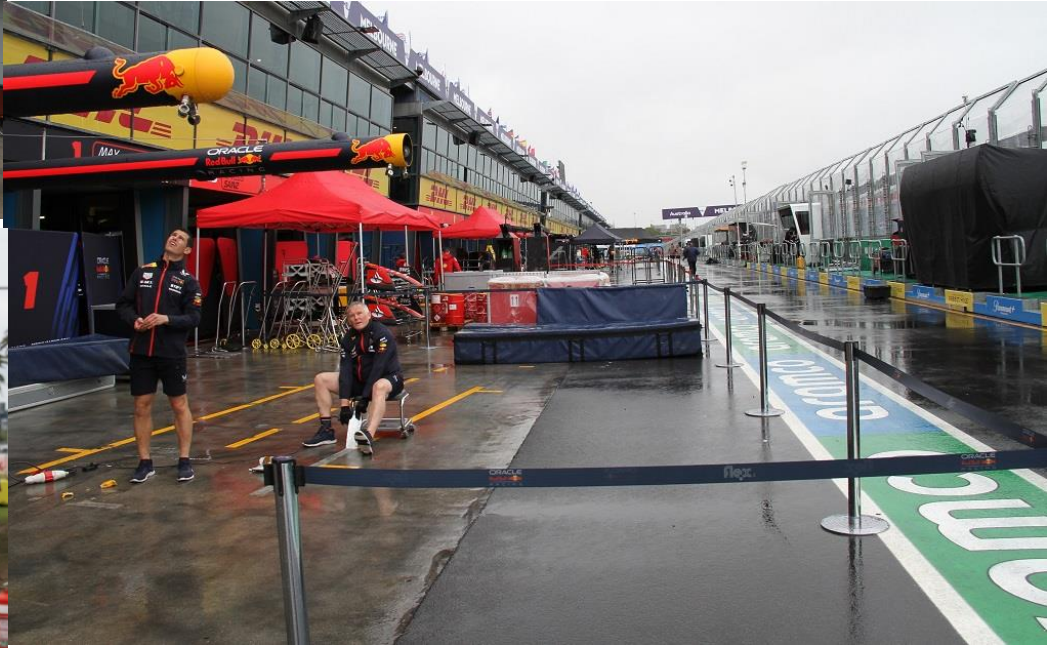


MELBOURNE ROUND 03

THE MELBOURNE CIRCUIT GETS QUICKER

















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