FORMULA 1 PETRONAS MALAYSIA GRAND PRIX

KUALA LUMPUR

28-29-30 MARCH 2014

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OFFICIAL MEDIA KIT

INSIDE FRONT COVER

FORMULA 1
PETRONAS
MALAYSIA GRAND PRIX

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MEDIA GUIDE

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2014 FORMULA ONE PETRONAS MALAYSIA GRAND PRIX

ORGANISING COMMITTEE

Chairman	:	Dato' Mokhzani Tun Dr Mahathir
Chief Executive Officer	:	Dato' Ahmad Razlan Ahmad Razali
Secretary / PA to CEO	:	Erny Marlina Mohsen
Operation and Circuit Maintenance	:	Sharmila Nadarajah
Circuit Maintenance	:	Norazlan Mohd
Website	:	Yasmeen Syahiera Raman
Broadcasting	:	Sayuthi Iskandar Saad
Communications	:	Fara Ahmad Fuad
Finance	:	Eddy Rashdan Mohd
Marketing & Commercial	:	Edward Lim
Event Operations	:	Tham Hyok Hwei
Events & Promotions	:	Amiel Junita Nasir
Public Services	:	Muhammad Nizam Omar
Ticketing	:	Yong Chee Kee
F & B / Merchandise	:	Sharulazhar Kamaruddin
Corporate Business Acquisition	:	Yamin Ahmad Shafie
Corporate Sales	:	Rasidah Surif
Media Centre	:	Nor Lina Ayob
Human Resource	:	Nor Atikah Abdul Rashid
IT Support	:	Rames Sannathamby
Race Management	:	Fazli Mukhtar Affandi
Team Servicing	:	Mohd Yunus Malek
Security	:	Mohd Mulyodi Mansor

2014 FORMULA ONE PETRONAS MALAYSIA GRAND PRIX

LIST OF RACE OFFICIALS

NATIONAL OFFICIALS

National Steward	Shah Yahya
Clerk of the Course	Jeff Amin
Deputy Clerk of the Meeting	Fazli Mukhtar Affandi
Secretary of the Meet	Mashithah Hashim
Chief National Scrutineer	Erza Anas
Chief National Medical Officer	Brid.Gen Dato' Dr Mohd Zin bin Bidin

F.I.A OFFICIALS

FIA Stewards of the Meeting	1) Paul Gutjahr 2) Nish Shetty 3) Derek Warwick
Race Director	Charlie Whiting
Safety Delegate	Charlie Whiting
Permanent Delegate	Charlie Whiting
Medical Delegate	Prof.Jean-Charles Piette
Technical Delegate	Jo Bauer
F1 Head of Communications and Media Delegate	Matteo Bonciani
Observer	Herbie Blash
Safety Car Driver	Bernd Maylander
Medical Car Driver	Alan Van Der Merwe

SUPPORT RACES

National Stewards	1) Asni Taib 2) Dr Malek Mohd Yusoff 3) Ahmad Suhaimi Abdullah
Clerk of the Course	Fazli Mukhtar Affandi
Deputy Clerk of the Course	Azmi Ariffin
Secretary of the Meet	Shirin Aziha Shahidan

FORMULA 1
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THURSDAY

10:00	16:00	FORMULA ONE	INITIAL SCRUTINEERING
13:00	15:00	FORMULA ONE	TRACK CLOSED FIA/FOM SYSTEMS CHECKS TRACK ACCESS RESTRICTED TO FIA/FOM ONLY
13:45		FORMULA ONE	TRACK INSPECTION, TRACK COMPLETELY CLEAR
14.00	15.00	FORMULA ONE	HIGH SPEED TRACK TEST - FIA SAFETY AND MEDICAL CARS
15:00		FORMULA ONE	PRESS CONFERENCE – PRESS ROOM
16:00		FORMULA ONE	TEAM MANAGERS' MEETING
17:00		MALAYSIA SUPER SERIES	DRIVERS BRIEFING

FRIDAY

09:00	09:45	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
09:20		FORMULA ONE	MEDICAL INSPECTION
09:30	09:45	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
10:00	**11:30**[1]	**FORMULA ONE**	**FIRST PRACTICE SESSION**
12:00	12:20[1]	MALAYSIAN SUPER SERIES	PRACTICE SESSION SERIES A - B
12:30	13:45	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
13:00		PORSCHE CARRERA CUP ASIA	DRIVERS MEETING
13:30	13:40	FORMULA ONE	TRACK INSPECTION
14:00	**15:30**[1]	**FORMULA ONE**	**SECOND PRACTICE SESSION**
16:00	16:20	MALAYSIAN SUPER SERIES	QUALIFYING SESSION SERIES A - B
16:00	17:00	FORMULA ONE	PRESS CONFERENCE – PRESS ROOM
16:45	17:15[1]	PORSCHE CARRERA CUP ASIA	PRACTICE SESSION
17:00		FORMULA ONE	DRIVERS MEETING
18:00	18:45	FORMULA ONE	MARSHAL PIT LANE WALK
18:30	19:15	PROMOTER ACTIVITY	MALAYSIAN SCHOOL PIT LANE WALK

SATURDAY

10:35	11:20	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
10:35	11:20	FORMULA ONE	PIT STOP PRACTICE
11:30*	**11:55**[2]	**MALAYSIAN SUPER SERIES**	**FIRST RACE (9 LAPS OR 20 MINS) SERIES A**
12:20		FORMULA ONE	MEDICAL INSPECTION
12:30	12:45	FORMULA ONE	TRACK INSPECTION AND SAFETY CAR TEST
13:00	**14:00**[1]	**FORMULA ONE**	**THIRD PRACTICE SESSION**
14:30	15:00	PORSCHE CARRERA CUP ASIA	QUALIFYING SESSION
15:30	15:40	FORMULA ONE	TRACK INSPECTION
16:00	**17:00**	**FORMULA ONE**	**QUALIFYING SESSION**
17:25 *	**17:50**[2]	**MALAYSIAN SUPER SERIES**	**FIRST RACE (9 LAPS OR 20 MINS) SERIES B**

* These times refer to the start of the formation lap [1] Fixed Time Session [2] Approximate finishing time.

PLEASE NOTE THAT THIS TIMETABLE IS SUBJECT TO AMENDMENTS

2014 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX - Timetable ISSUE 3 15/03/2014

SUNDAY

11:30		FORMULA ONE	MARSHALLING SYSTEM TRACK TEST
11:35*	**12:00²**	**MALAYSIAN SUPER SERIES**	**SECOND RACE (9 LAPS OR 20 MINS) SERIES A**
12:30*	**12:55²**	**MALAYSIAN SUPER SERIES**	**SECOND RACE (9 LAPS OR 20 MINS) SERIES B**
12:00	13:00	PROMOTER ACTIVITY	F1 DRIVERS AUTOGRAPH SESSION
13:00		FORMULA ONE	DRIVER'S MEETING (IF NECESSARY)
13:30*	**14:00²**	**PORSCHE CARRERA CUP ASIA**	**RACE (10 LAPS OR 25 MINS)**
14:05	15:10	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
14:30		FORMULA ONE	DRIVERS TRACK PARADE
14:45	15:15	FORMULA ONE	STARTING GRID PRESENTATION & OPENING CEREMONY
15:00		FORMULA ONE	MEDICAL INSPECTION
15:10	15:20	FORMULA ONE	TRACK INSPECTION
15:30		AIR DISPLAY TBC	MALAYSIAN AEROBATIC TEAM
15:30		FORMULA ONE	PIT LANE OPEN
15:45		FORMULA ONE	PIT LANE CLOSED GRID FORMATION
15:46		FORMULA ONE	NATIONAL ANTHEM
16:00*	**18:00²**	**FORMULA ONE**	**GRAND PRIX (56 LAPS OR 120 MINS)**

***** These times refer to the start of the formation lap ¹ Fixed Time Session ² Approximate finishing time.

PLEASE NOTE THAT THIS TIMETABLE IS SUBJECT TO AMENDMENTS

2014 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX - Timetable ISSUE 3 15/03/2014

MEDIA INFORMATION OR PRESS RELEASE

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2014 FIA Formula One World Championship Race Calendar

01	2014 FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX (Melbourne)	14 - 16 Mar
02	2014 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX (Kuala Lumpur)	28 - 30 Mar
03	2014 FORMULA 1 GULF AIR BAHRAIN GRAND PRIX (Sakhir)	04 - 06 Apr
04	2014 FORMULA 1 UBS CHINESE GRAND PRIX (Shanghai)	18 - 20 Apr
05	FORMULA 1 GRAN PREMIO DE ESPAÑA PIRELLI 2014 (Catalunya)	09 - 11 May
06	FORMULA 1 GRAND PRIX DE MONACO 2014 (Monte Carlo)	22 - 25 May
07	FORMULA 1 GRAND PRIX DU CANADA 2014 (Montréal)	06 - 08 Jun
08	FORMULA 1 GROSSER PREIS VON ÖSTERREICH 2014 (Spielberg)	20 - 22 Jun
09	2014 FORMULA 1 SANTANDER BRITISH GRAND PRIX (Silverstone)	04 - 06 Jul
10	FORMULA 1 GROSSER PREIS SANTANDER VON DEUTSCHLAND 2014 (Hockenheim)	18 - 20 Jul
11	FORMULA 1 PIRELLI MAGYAR NAGYDÍJ 2014 (Budapest)	25 - 27 Jul
12	2014 FORMULA 1 SHELL BELGIAN GRAND PRIX (Spa-Francorchamps)	22 - 24 Aug
13	FORMULA 1 GRAN PREMIO D'ITALIA 2014 (Monza)	05 - 07 Sep
14	2014 FORMULA 1 SINGAPORE GRAND PRIX (Singapore)	19 - 21 Sep
15	2014 FORMULA 1 JAPANESE GRAND PRIX (Suzuka)	03 - 05 Oct
16	2014 FORMULA 1 RUSSIAN GRAND PRIX (Sochi)	10 - 12 Oct
17	2014 FORMULA 1 UNITED STATES GRAND PRIX (Austin)	31 Oct - 02 Nov
18	FORMULA 1 GRANDE PRÊMIO DO BRASIL 2014 (São Paulo)	07 - 09 Nov
19	2014 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX (Yas Marina)	21 - 23 Nov

TEAMS AND DRIVERS LINE UP 2014

LIST OF RACE OFFICIALS

NO.	DRIVER	NATIONALITY	CONSTRUCTOR
1.	Sebastian VETTEL	German	Infiniti Red Bull Racing
2.	Daniel RICCIARDO	Australian	Infiniti Red Bull racing
3.	Kimi RAIKKONEN	Finnish	Scuderia Ferrari
4.	Fernando ALONSO	Spanish	Scuderia Ferrari
5.	Jenson BUTTON	British	Vodafone McLaren Mercedes
6.	Kevin MAGNUSSEN	Danish	Vodafone McLaren Mercedes
7.	Pastor MALDONADO	Venezuelan	Lotus F1 Team
8.	Romain GROSJEAN	French	Lotus F1 Team
9.	Nico ROSBERG	German	Mercedes AMG Petronas F1 Team
10.	Lewis HAMILTON	British	Mercedes AMG Petronas F1 Team
11.	Esteban GUTIERREZ	Mexican	Sauber F1 Team
12.	Adrian SUTIL	German	Sauber F1 Team
13.	Sergia PEREZ	Mexican	Sahara Force India F1 Team
14.	Nico HULKENBERG	German	Sahara Force India F1 Team
15.	Felipa MASSA	Brazilian	Williams Martini Racing
16.	Valtteri BOTTAS	Finnish	Williams Martini Racing
17.	Jean- Eric VERGNE	French	Scuderia Toro Rosso
18.	Danil KVYAT	Russian	Scuderia Toro Rosso
19.	Marcus ERICSSON	Swedish	Caterham F1 Team
20.	Kamui KOBAYASHI	Japanese	Caterham F1 Team
21.	Max CHILTON	British	Marussia F1 Team
22.	Jules BIANCHI	French	Marussia F1 Team

2013 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX

Pos	No	Driver	Team	Laps	Time/Retired	Grid	Pts
1	1	Sebastian Vettel	Red Bull Racing-Renault	56	1:38:56.681	1	25
2	2	Mark Webber	Red Bull Racing-Renault	56	+4.2 secs	5	18
3	10	Lewis Hamilton	Mercedes	56	+12.1 secs	4	15
4	9	Nico Rosberg	Mercedes	56	+12.6 secs	6	12
5	4	Felipe Massa	Ferrari	56	+25.6 secs	2	10
6	8	Romain Grosjean	Lotus-Renault	56	+35.5 secs	11	8
7	7	Kimi Räikkönen	Lotus-Renault	56	+48.4 secs	10	6
8	11	Nico Hulkenberg	Sauber-Ferrari	56	+53.0 secs	12	4
9	6	Sergio Perez	McLaren-Mercedes	56	+72.3 secs	9	2
10	18	Jean-Eric Vergne	STR-Ferrari	56	+87.1 secs	17	1
11	17	Valtteri Bottas	Williams-Renault	56	+88.6 secs	18	
12	12	Esteban Gutierrez	Sauber-Ferrari	55	+1 Lap	14	
13	22	Jules Bianchi	Marussia-Cosworth	55	+1 Lap	19	
14	20	Charles Pic	Caterham-Renault	55	+1 Lap	20	
15	21	Giedo van der Garde	Caterham-Renault	55	+1 Lap	22	
16	23	Max Chilton	Marussia-Cosworth	54	+2 Laps	21	
17	5	Jenson Button	McLaren-Mercedes	53	Wheel	7	
18	19	Daniel Ricciardo	STR-Ferrari	51	Exhaust	13	
Ret	16	Pastor Maldonado	Williams-Renault	45	KERS	16	
Ret	15	Adrian Sutil	Force India-Mercedes	27	Wheel nut	8	
Ret	14	Paul di Resta	Force India-Mercedes	22	Wheel nut	15	
Ret	3	Fernando Alonso	Ferrari	1	Accident	3	

Note - Raikkonen qualified seventh but dropped three grid places for impeding

2013 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX

Sepang Qualifying result 2013

Pos	No	Driver	Team	Q1	Q2	Q3	Laps
1	1	Sebastian Vettel	Red Bull Racing-Renault	1:37.899	1:37.245	1:49.674	13
2	4	Felipe Massa	Ferrari	1:37.712	1:36.874	1:50.587	15
3	3	Fernando Alonso	Ferrari	1:37.314	1:36.877	1:50.727	14
4	10	Lewis Hamilton	Mercedes	1:37.513	1:36.517	1:51.699	15
5	2	Mark Webber	Red Bull Racing-Renault	1:37.619	1:36.449	1:52.244	14
6	9	Nico Rosberg	Mercedes	1:37.239	1:36.190	1:52.519	14
7	7	Kimi Räikkönen	Lotus-Renault	1:36.959	1:36.640	1:52.970	12
8	5	Jenson Button	McLaren-Mercedes	1:37.487	1:37.117	1:53.175	14
9	15	Adrian Sutil	Force India-Mercedes	1:36.809	1:36.834	1:53.439	12
10	6	Sergio Perez	McLaren-Mercedes	1:37.702	1:37.342	1:54.136	16
11	8	Romain Grosjean	Lotus-Renault	1:37.363	1:37.636		7
12	11	Nico Hulkenberg	Sauber-Ferrari	1:37.931	1:38.125		12
13	19	Daniel Ricciardo	STR-Ferrari	1:37.722	1:38.822		12
14	12	Esteban Gutierrez	Sauber-Ferrari	1:37.707	1:39.221		14
15	14	Paul di Resta	Force India-Mercedes	1:37.493	1:44.509		10
16	16	Pastor Maldonado	Williams-Renault	1:37.867	No time		10
17	18	Jean-Eric Vergne	STR-Ferrari	1:38.157			8
18	17	Valtteri Bottas	Williams-Renault	1:38.207			7
19	22	Jules Bianchi	Marussia-Cosworth	1:38.434			8
20	20	Charles Pic	Caterham-Renault	1:39.314			6
21	23	Max Chilton	Marussia-Cosworth	1:39.672			8
22	21	Giedo van der Garde	Caterham-Renault	1:39.932			6
		Q1 107% Time		1:43.585			

Note - Raikkonen qualified seventh but dropped three grid places for impeding

2013 DRIVERS POINT STANDING

Pos	Driver	Nationality	Team	Points
1	Sebastian Vettel	German	Red Bull Racing-Renault	397
2	Fernando Alonso	Spanish	Ferrari	242
3	Lewis Hamilton	British	Mercedes	189
4	Kimi Räikkönen	Finnish	Ferrari	183
5	Nico Rosberg	German	Mercedes	171
6	Romain Grosjean	French	Lotus-Renault	132
7	Felipe Massa	Brazilian	Williams-Renault	112
8	Jenson Button	British	McLaren-Mercedes	73
9	Nico Hulkenberg	German	Force India-Mercedes	51
10	Sergio Perez	Mexican	Force India-Mercedes	49
11	Adrian Sutil	German	Sauber-Ferrari	29
12	Daniel Ricciardo	Australian	Red Bull Racing-Renault	20
13	Jean-Eric Vergne	French	STR-Ferrari	13
14	Esteban Gutierrez	Mexican	Sauber-Ferrari	6
15	Valtteri Bottas	Finnish	Williams-Renault	4
16	Pastor Maldonado	Venezuelan	Lotus-Renault	1
17	Jules Bianchi	French	Marussia-Cosworth	0
18	Max Chilton	British	Marussia-Cosworth	0
19	Danil Kyvat	Russian	STR-Ferrari	0
20	Marcus Ericsson	Swedish	Caterham-Renault	0
21	Kamui Kobayashi	Japanese	Caterham-Renault	0
22	Kevin Magnussen	Danish	McLaren-Mercedes	0

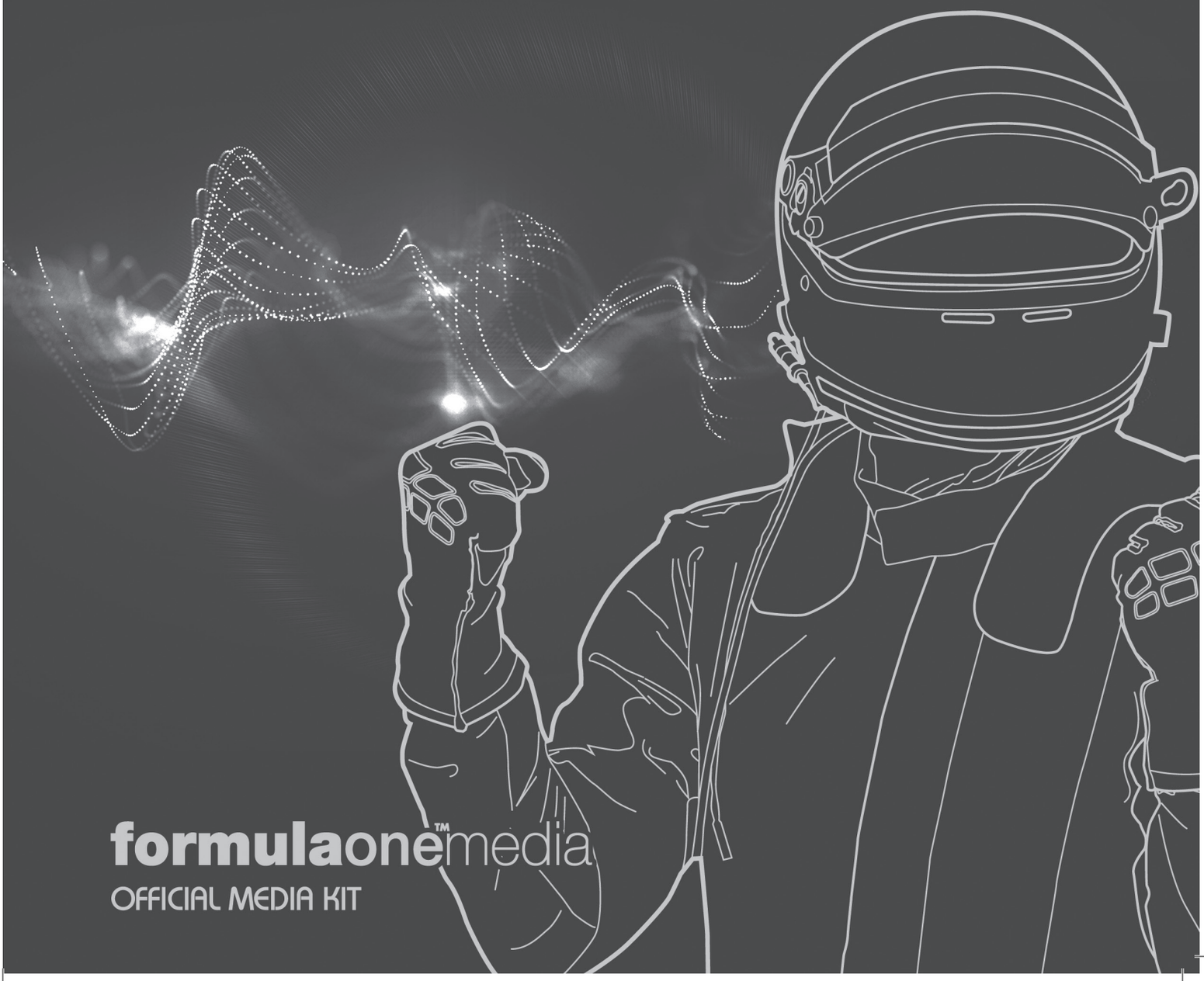
2013 TEAM POINT STANDING

Pos	Team	Points
1	RBR-Renault	596
2	Mercedes	360
3	Ferrari	354
4	Lotus-Renault	315
5	McLaren Mercedes	122
6	Force India-Mercedes	77
7	Sauber-Ferrari	57
8	STR-Ferrari	33
9	Williams-Renault	5
10	Marussia-Cosworth	0
11	Caterham-Renault	0

FORMULA 1
PETRONAS
MALAYSIA GRAND PRIX

KUALA LUMPUR
28-29-30 MARCH 2014

MEDIA
FACILITIES



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OFFICIAL MEDIA KIT

MEDIA CENTRE: KEY STAFF

KEY MEDIA CENTRE PERSONNEL

FIA F1 HEAD OF COMMUNICATION AND MEDIA DELEGATE
Matteo Bonciani

NATIONAL PRESS OFFICER
Nor Lina Ayob
HP: 019 317 4555

PRESS CONFERENCE SCHEDULE

Thursday, 15.00 hrs, in the Press Conference Room:
For a maximum of six drivers, chosen by the FIA F1 Head of Communication and Media Delegate.

Friday, 16.00 hrs, in the Press Conference Room:
Six team personalities, chosen by the FIA F1 Head of Communication and Media Delegate.

Saturday, follow the qualifying sessions:
TV unilateral interview with top three drivers of the qualifying session

Saturday, after the unilateral interview, in the Press Conference Room:
Post-Qualifying Press Conference with top three drivers of the qualifying session

Sunday, following the podium celebrations:
TV unilateral interview with top three finishing drivers

Sunday, after the unilateral interview, in the Press Conference Room:
Post-Race Press Conference with top three finishing drivers

Note:
Photographers are kindly requested to use the steps that have been provided behind the row for the journalists.
All TV unilateral interviews and press conference will be transmitted into the Media Centre.

MEDIA CENTRE OPERATING HOURS

Wednesday	1200 HRS- 2000 HRS
Thursday	0900 HRS- 2200 HRS
Friday	0700 HRS- 2300 HRS
Saturday	0700 HRS- 2300 HRS
Sunday	0700 HRS- Until last journalist leave

MEDIA SHUTTLE OPERATING HOURS

There will be two sets of Media Shuttle operations

1. **Photo Shuttle** around the service roads
   Formula One Practice Sessions and Qualifying Sessions
   - First departure 60 minutes before start of the session
   - Pick up 5/10 minutes after checkered flag

Formula One Race

First departure 90 minutes before the starting time of the race

Support Races Practice Sessions and Qualifying Sessions

First departure 10 minutes before start of session

Support Races-Race

First departure 15 minutes before start of race

2. Between **Media Accreditation Centre (MAC)- Paddock Parking**

Wednesday	1100 HRS- 1800 HRS (non-European Grands Prix only)
Thursday	0800 HRS- 1800 HRS
Friday	0800 HRS- 1600 HRS
Saturday	0800 HRS- 1200 HRS
Sunday	Open for national press only (at the organiser's discretion)

MEDIA FACILITIES

MEDIA ACCREDITATION CENTRE

Location: Pass Collection Centre at Temporary Marquee, Circuit Entrance (Before Tunnel to the paddock)

MEDIA CENTRE LOCATION

The main entrance is located on the second floor of the pit building. It can be accessed via the staircase adjacent to Pit 10 from F1 Paddock.

MEDIA PARKING

Media representatives (National and International) with MEDIA CAR PASSES can follow the signs to the National or International MEDIA PARKING from F1 Paddock entrance. The official car-parking sticker must be permanently affixed to the windscreen of your vehicle to gain access to the designated parking lot.

Media Parking area for 2014 Formula One PETRONAS Malaysian Grand Prix has been designated at the PO PARKING area, which is situated on the right side before the tunnel as you enter the circuit.

TELECOMMUNICATION SERVICES

Telecommunication services will be provided through the Telecommunication Centre situated at the Media Centre.

Media members can deal directly with the Telecommunications Centre personnel at their Reception Area to arrange for their telecommunication lines. A subsidized price of **RM240** is being offered to media members for the internet.

OTHER FACILITIES

Medical Centre:

- A single-storey building equipped:
- X-ray room
- Facilities for patients with burns
- Doping control room
- Observation Room
- Laboratories
- Waiting Room
- Ambulance passage
- Office

Plant Building:

- This building houses all mechanical and electrical centralized monitoring systems for the building and circuit facilities.

Parking Bays:

- Over 18,000 parking bays are provided around the circuit.

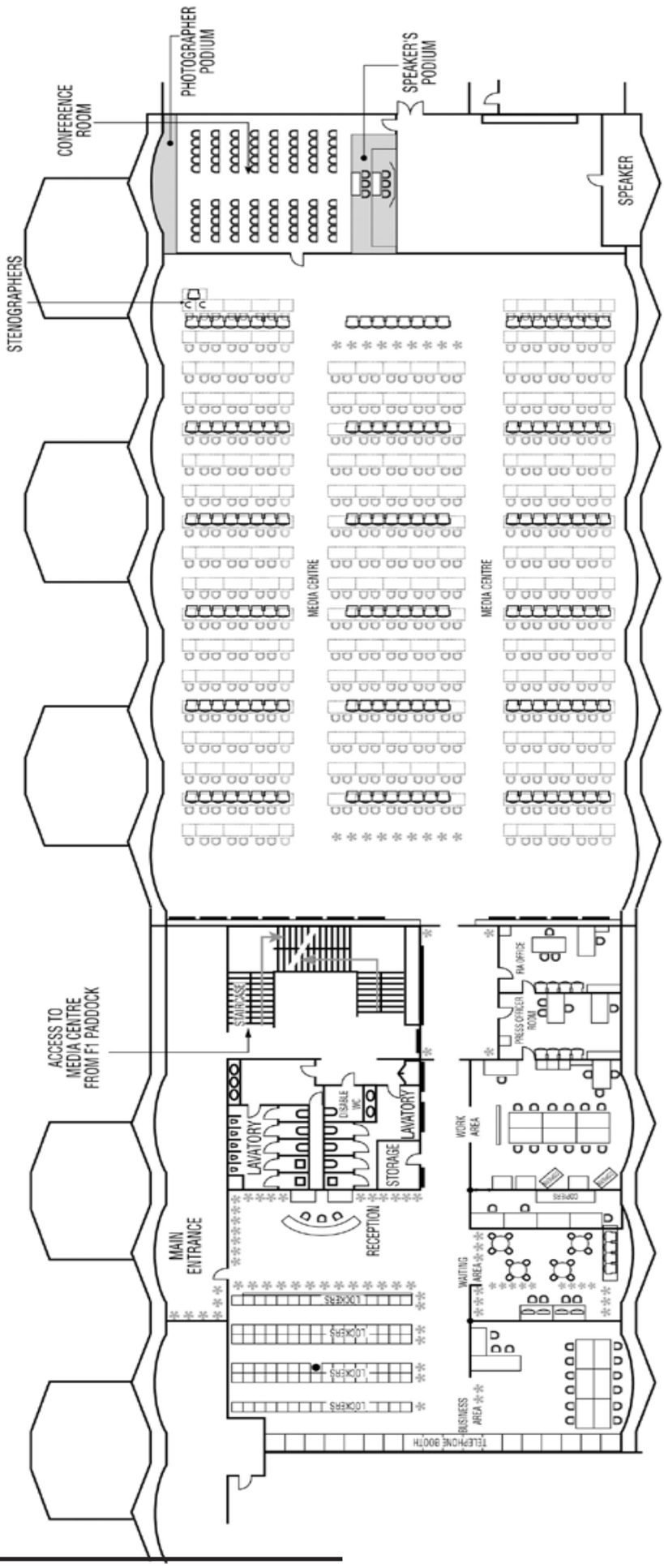
Helipad:

- There are helipads at both ends of the Medical Centre and Plant Building.

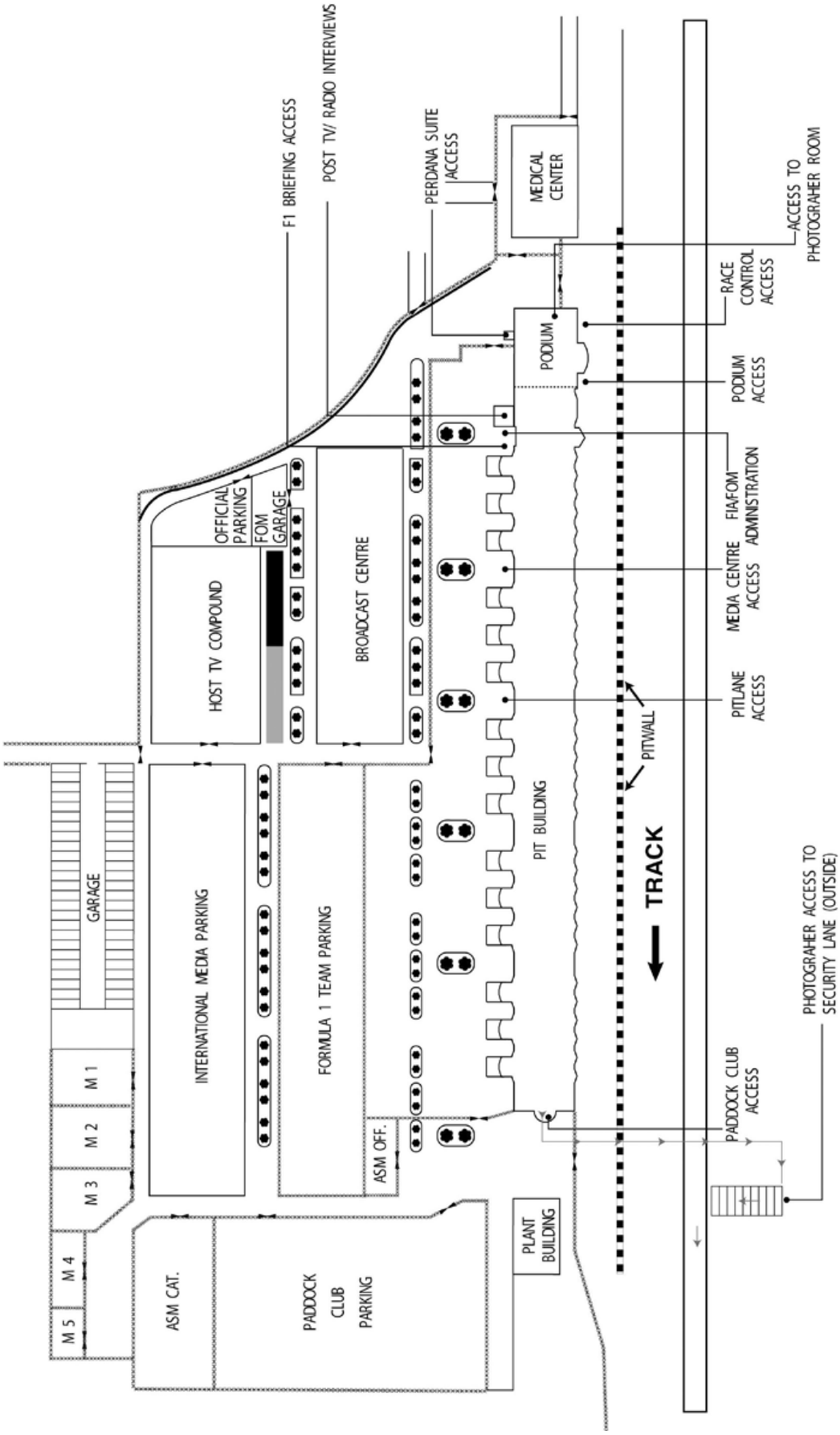
Welcome Centre:

- The Welcome Centre serves as the main nerve center of the operational activities of the circuit. The two blocks (each 4-storey buildings) consist of a basement to store circuit equipment, first floor which has restaurant, bar, exhibition area and retail outlet facilities. It also contains various offices, classrooms, conference rooms and a mall that serves as a “bridge” to the Grandstand. The roof terrace is designed as a meeting and function area.

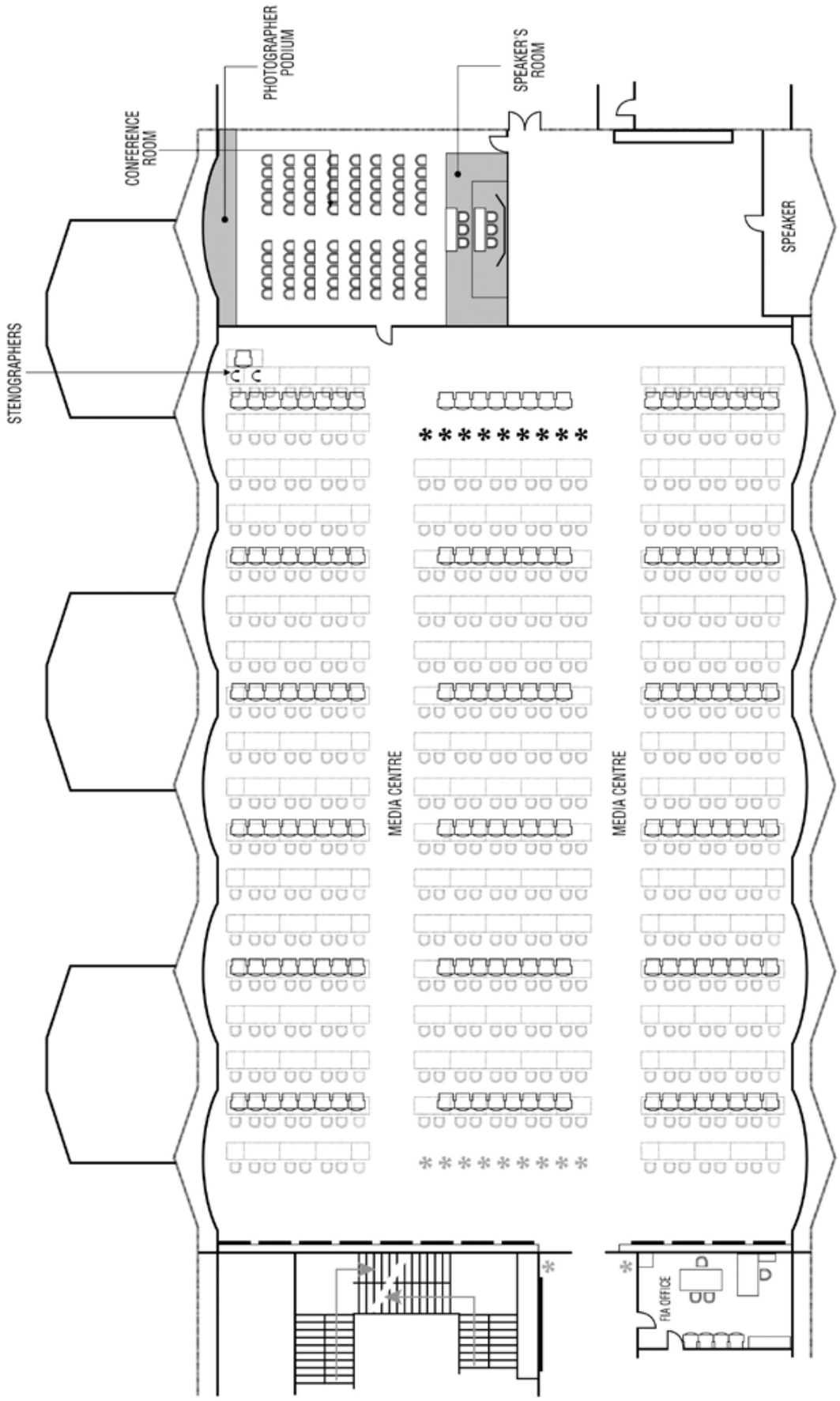
MEDIA AREA


CONFERENCE ROOM
PHOTOGRAPHER PODIUM
SPEAKER'S PODIUM
SPEAKER
STENOGRAPHERS
MEDIA CENTRE
MEDIA CENTRE
ACCESS TO MEDIA CENTRE FROM F1 PADDOCK
STAIRCASE
LAVATORY
DISABLE WC
LAVATORY
STORAGE
RECEPTION
MAIN ENTRANCE
LOCKERS
LOCKERS
LOCKERS
LOCKERS
TELEPHONE BOOTH
BUSINESS AREA
WAITING AREA
WORK AREA
COPIERS
PRESS OFFICER ROOM
FIA OFFICE

MEDIA ACCESS



MEDIA CENTRE



CIRCUIT DETAILS

Circuit:	Sepang International Circuit
Venue:	Sepang, Malaysia
Race day:	28-30 March 2014
Circuit length:	5.543 km
Laps:	56
Race length:	310.408 km
Lap Record / Fastest Lap:	Kimi Raikkonen – 1’32”22 (Lotus- Renault, 2012)
Direction:	Clockwise

FORMULA 1 RACE WINNERS

1999	Winner Eddie Irvine, Scuderia Ferrari Marlboro
2000	Winner Michael Schumacher, Scuderia Ferrari Marlboro
2001	Winner Michael Schumacher, Scuderia Ferrari Marlboro
2002	Winner Ralf Schumacher, Williams
2003	Winner Kimi Raikkonen, West McLaren Mercedes
2004	Winner Michael Schumacher, Scuderia Ferrari Marlboro
2005	Winner Fernando Alonso, Mild Seven Renault F1 Team
2006	Winner Giancarlo Fisichella, Renault
2007	Winner Fernando Alonso, McLaren Mercedes
2008	Winner Kimi Raikkonen, Scuderia Ferrari Marlboro
2009	Winner Jenson Button, Brawn GP
2010	Winner Sebastian Vettel, RBR-Renault
2011	Winner Sebastian Vettel, RBR-Renault
2012	Winner Fernando Alonso, Scuderia Ferrari
2013	Winner Sebastian Vettel, RBR-Renault

Sepang International Circuit Sdn Bhd
Jalan Pekeliling 64000 KLIA
Selangor Malaysia
Tel (+603) 8778 2200
Fax (+603) 87831000

Official website: www.sepangcircuit.com
General e-mail: ticket@sepangcircuit.com

SEPANG INTERNATIONAL CIRCUIT SDN BHD
RACE CALENDAR 2014

MAIN RACES

Event	Month	Date
T180 Superbike Endurance Race	January	10th Jan - 11th Jan
Formula One Petronas Malaysia Grand Prix	March	28th March - 30th March
Malaysia Merdeka Endurance Race (Sepang 12 Hour 2014)	August	25th Aug - 1st Sept
Malaysia Motorcycle Grand Prix 2014	October	23rd Oct - 26th Oct
Sepang 1000KM Endurance Race 2014	December	5th Dec - 7th Dec

MALAYSIAN SUPER SERIES

CARS

EVENT	MONTH	DATE
Malaysian Super Series Cars Round 1	March	28th March - 30th March
Malaysian Super Series Cars Round 2	May	7th May - 11th May
Malaysian Super Series Cars Round 3	June	18th June - 22nd June
Malaysian Super Series Cars Round 4	September	10th Sept - 14th Sept
Malaysian Super Series Cars Round 5	November	6th Nov - 9th Nov

MALAYSIAN SUPER SERIES

BIKES

EVENT	MONTH	DATE
Malaysian Super Series Bikes Round 1	May	15th May - 18th May
Malaysian Super Series Bikes Round 2	June	5th June - 8th June
Malaysian Super Series Bikes Round 3	September	18th Sept - 21th Sept
Malaysian Super Series Bikes Round 4	October	23rd Oct - 26th Oct
Malaysian Super Series Bikes Round 5	November	13th Nov - 16th Nov

SEPANG DRAG BATTLE

EVENT	MONTH	DATE
Sepang Drag Battle Round 1	April	5th April
Sepang Drag Battle Round 2	May	3rd May
Sepang Drag Battle Round 3	June	14th June
Sepang Drag Battle Round 4	September	6th September
Sepang Drag Battle Round 5	November	29th November

NOTES

FORMULA 1
PETRONAS
MALAYSIA GRAND PRIX

KUALA LUMPUR
28-29-30 MARCH 2014

TEAMS & DRIVERS
INFO

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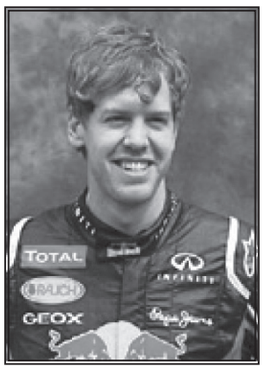
INFINITI RED BULL RACING

Full Team Name:	Infiniti Red Bull Racing
Debut:	Australia 2005
Base:	Milton Keynes, UK
Team Principal:	Christian Horner
Technical Chief:	Adrian Newey
Drivers:	Sebastian Vettel
	Daniel Ricciardo
Test Drivers:	Sebastien Buemi
	Antonio Felix da Costa

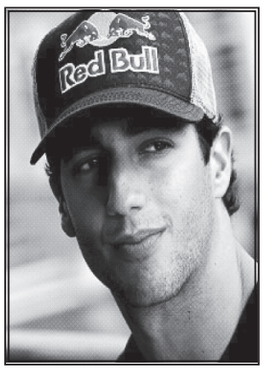
Chassis:	RB10
Engine:	Renault Sport Energy F1-2014
Tyres:	Pirelli
First Season:	2005
World Championships:	4
Highest Race Finish:	1 (x47)
Pole Positions:	57
Fastest Laps:	40

Sebastian Vettel



Team	Red Bull Racing
Nationality	German
Podiums	62
Points	1451
Grand Prix entered	121
World Championships	4
Highest race finish	1 (x39)
Highest grid position	1 (x45)
Date of Birth	03/07/1987
Place of Birth	Heppenheim.

Daniel Ricciardo



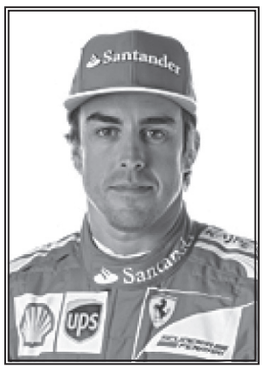
Team	Red Bull Racing
Nationality	Australian
Podiums	0
Points	30
Grand Prix entered	51
World Championships	0
Highest race finish	7 (x2)
Highest grid position	2(x1)
Date of Birth	01/07/1989
Place of Birth	Perth.

FERRARI

Full Team Name:	Scuderia Ferrari
Debut:	Monaco 1950
Base:	Maranello, Italy
Team Principal:	Stefano Domenicali
Technical Chief:	Pat Fry
Drivers:	Fernando Alonso
	Kimi Raikkonen
Test Drivers	Pedro de la Rosa
	Marc Gene
	Davide Rigon

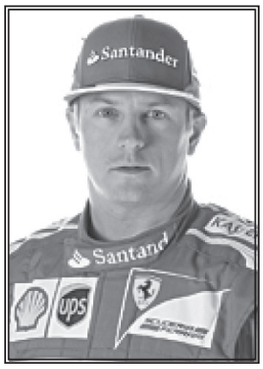
Chassis:	Ferrari F14 T
Engine:	Ferrari 059/3
Tyres:	Pirelli
First Season:	1950
World Championships:	16
Highest Race Finish:	1 (x221)
Pole Positions:	207
Fastest Laps:	229

Fernando Alonso



Team	Ferrari
Nationality	Spanish
Podiums	95
Points	1618
Grand Prix entered	218
World Championships	2
Highest race finish	1 (x32)
Highest grid position	1 (x22)
Date of Birth	29/07/1981
Place of Birth	Oviedo

Kimi Rikkonen



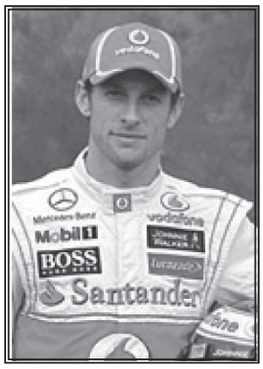
Team	Ferrari
Nationality	Finnish
Podiums	77
Points	975
Grand Prix entered	195
World Championships	1
Highest race finish	1 (x20)
Highest grid position	1 (x16)
Date of Birth	17/10/1979
Place of Birth	Espoo

MCLAREN

Full Team Name:	McLaren Mercedes
Debut:	Monaco 1966
Base:	Woking, UK
Team Principal:	Eric Boullier
Technical Chief:	Tim Goss
Drivers:	Jenson Button
	Kevin Magnussen
Test Drivers:	Stoffel Vandoorne

Chassis:	MP4-29
Engine:	Mercedes-Benz PU 106A Hybrid
Tyres:	Pirelli
First Season:	1966
World Championships:	8
Highest Race Finish:	1 (x182)
Pole Positions:	155
Fastest Laps:	152

Jenson Button



Team	McLaren
Nationality	British
Podiums	50
Points	1087
Grand Prix entered	250
World Championships	1
Highest race finish	1 (x15)
Highest grid position	1 (x8)
Date of Birth	19/01/1980
Place of Birth	Frome, Somerset - UK

Kevin Magnussen

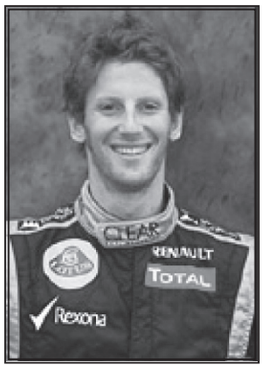
Team	McLaren
Nationality	Danish
Podiums	1
Points	18
Grand Prix entered	1
World Championships	0
Highest race finish	2 (x1)
Highest grid position	4 (x1)
Date of Birth	05/10/1992
Place of Birth	Roskilde

LOTUS

Full Team Name:	Lotus F1 Team
Debut:	Australia 2002
Base:	Enstone, UK
Team Principal:	Gerard Lopez
Technical Chief:	Nick Chester
Drivers:	Romain Grosjean
	Pastor Maldonado
Test Drivers:	Charles Pic

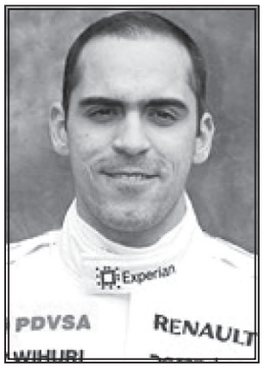
Chassis:	E22
Engine:	Renault Sport Energy F1-2014
Tyres:	Pirelli
First Season:	1981
World Championships:	2
Highest Race Finish:	1 (x37)
Pole Positions:	51
Fastest Laps:	36

Romain Grosjean



Team	Lotus
Nationality	French
Podiums	9
Points	228
Grand Prix entered	46
World Championships	0
Highest race finish	2 (x2)
Highest grid position	2 (x1)
Date of Birth	17/04/1986
Place of Birth	Geneva, Switzerland

Pastor Maldonado



Team	Lotus
Nationality	Venezuelan
Podiums	1
Points	47
Grand Prix entered	59
World Championships	0
Highest race finish	1 (x1)
Highest grid position	1 (x1)
Date of Birth	09/03/1985
Place of Birth	Maracay

MERCEDES

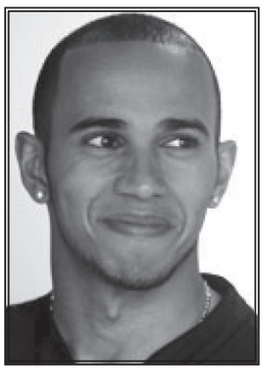
Full Team Name:	Mercedes AMG Petronas F1 Team
Debut:	Bahrain 2010
Base:	Brackley, UK
Team Principal:	Toto Wolff, Paddy Lowe
Technical Chief:	Bob Bell
Drivers:	Nico Rosberg
	Lewis Hamilton

Chassis:	F1 W05
Engine:	Mercedes-Benz PU106A Hybrid
Tyres:	Pirelli
First Season:	2010
World Championships:	0
Highest Race Finish:	1 (x5)
Pole Positions:	10
Fastest Laps:	5

Nico Rosberg

Team	Mercedes
Nationality	German
Podiums	12
Points	595.5
Grand Prix entered	148
World Championships	0
Highest race finish	1 (x4)
Highest grid position	1 (x4)
Date of Birth	27/06/1985
Place of Birth	Wiesbaden

Lewis Hamilton



Team	Mercedes
Nationality	British
Podiums	54
Points	1102
Grand Prix entered	130
World Championships	1
Highest race finish	1 (x22)
Highest grid position	1 (x32)
Date of Birth	07/01/1985
Place of Birth	Stevenage

SAUBER

Full Team Name:	Sauber F1 Team
Debut:	South Africa 1993
Base:	Hinwil, Switzerland
Team Principal:	Monisha Kaltenborn
Technical Chief:	Eric Gandelin
Drivers:	Esteban Gutierrez
	Adrian Sutil
Test Drivers:	Sergey Sirotkin
	Giedo van der Garde

Chassis:	C33
Engine:	Ferrari
Tyres:	Pirelli
First Season:	1993
World Championships:	0
Highest Race Finish:	1 (x1)
Pole Positions:	1
Fastest Laps:	5

Esteban Gutierrez

Team	Sauber
Nationality	Mexican
Podiums	0
Points	6
Grand Prix entered	20
World Championships	0
Highest race finish	7 (x1)
Highest grid position	8 (x1)
Date of Birth	05/08/1991
Place of Birth	Monterrey

Adrian Sutil

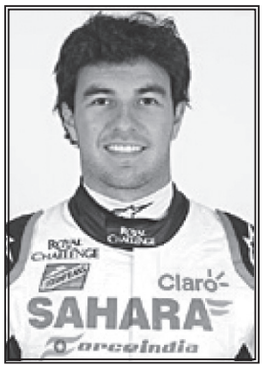
Team	Sauber
Nationality	German
Podiums	0
Points	124
Grand Prix entered	110
World Championships	0
Highest race finish	4 (x1)
Highest grid position	2 (x1)
Date of Birth	11/01/1983
Place of Birth	Stamberg

FORCE INDIA

Full Team Name:	Sahara Force India F1 Team
Debut:	Australia 2008
Base:	Silverstone, UK
Team Principal:	Vijay Mallya
Technical Chief:	Andrew Green
Drivers:	Sergio Perez
	Nico Hulkenberg
Test Drivers:	Daniel Juncadella

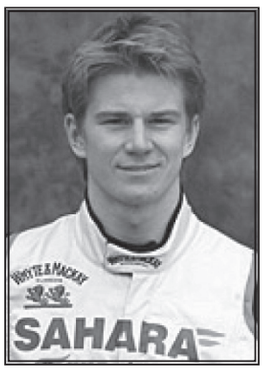
Chassis:	VJM07
Engine:	Mercedes-Benz PU106A Hybrid
Tyres:	Pirelli
First Season:	2008
World Championships:	0
Highest Race Finish:	2 (x1)
Pole Positions:	1
Fastest Laps:	2

Sergio Perez



Team	Force India
Nationality	Mexican
Podiums	3
Points	130
Grand Prix entered	58
World Championships	0
Highest race finish	2 (x2)
Highest grid position	4 (x1)
Date of Birth	26/01/1990
Place of Birth	Guadalajara

Nico Hulkenberg



Team	Force India
Nationality	German
Podiums	0
Points	144
Grand Prix entered	59
World Championships	0
Highest race finish	4 (x2)
Highest grid position	1 (x1)
Date of Birth	19/08/1987
Place of Birth	Emmerich

WILLIAMS

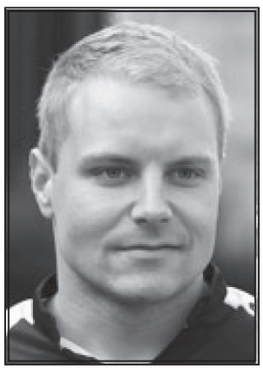
Full Team Name:	Williams Martini Racing
Debut:	Argentina 1978
Base:	Grove, UK
Team Principal:	Frank Williams
Technical Chief:	Pat Symonds
Drivers:	Felipe Massa
	Valtteri Bottas
Test Drivers:	Felipe Nasr
	Susie Wolff

Chassis:	FW36
Engine:	Mercedez-Benz PU106A Hybrid
Tyres:	Pirelli
First Season:	1975
World Championships:	9
Highest Race Finish:	1 (x114)
Pole Positions:	127
Fastest Laps:	131

Felipe Massa

Team	Williams
Nationality	Brazillian
Podiums	36
Points	816
Grand Prix entered	193
World Championships	0
Highest race finish	1 (x11)
Highest grid position	1 (x15)
Date of Birth	25/04/1981
Place of Birth	San Paulo

Valtteri Bottas



Team	Williams
Nationality	Finnish
Podiums	0
Points	14
Grand Prix entered	20
World Championships	0
Highest race finish	5 (x1)
Highest grid position	3 (x1)
Date of Birth	28/08/1989
Place of Birth	Nastola

TORO ROSSO

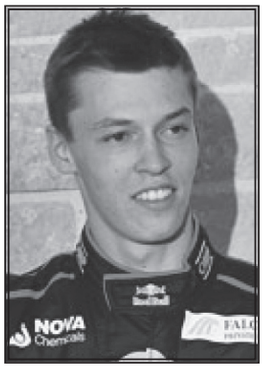
Full Team Name:	Scuderia Toro Rosso
Debut:	Bahrain 2006
Base:	Faenza, Italy
Team Principal:	Franz Tost
Technical Chief:	James Key
Drivers:	Jean Eric Vergne
	Danil Kyvat

Chassis:	STR9
Engine:	Renault Sport Energy F1 2014
Tyres:	Pirelli
First Season:	2006
World Championships:	0
Highest Race Finish:	1 (x1)
Pole Positions:	1
Fastest Laps:	0

Jean-Eric Vergne

Team	Toro Rosso
Nationality	French
Podiums	0
Points	33
Grand Prix entered	40
World Championships	0
Highest race finish	6 (x1)
Highest grid position	6 (x1)
Date of Birth	25/04/1990
Place of Birth	Pontoise

Daniil Kvyat



Team	Toro Rosso
Nationality	Russian
Podiums	0
Points	2
Grand Prix entered	1
World Championships	0
Highest race finish	9 (x1)
Highest grid position	8 (x1)
Date of Birth	26/04/1994
Place of Birth	Ufa, Bashkortostan

CATERHAM

Full Team Name:	Caterham F1 Team
Debut:	Bahrain 2010
Base:	Leafield, UK
Team Principal:	Cyril Abiteboul
Technical Chief:	Mark Smith
Drivers:	Marcus Ericsson
	Kamui Kobayashi

Chassis:	CT05
Engine:	Renault Sport Energy F1-2014
Tyres:	Pirelli
First Season:	2010
World Championships:	0
Highest Race Finish:	11 (x1)
Pole Positions:	0
Fastest Laps:	0

Marcus Ericsson

Team	Caterham
Nationality	Swedish
Podiums	0
Points	0
Grand Prix entered	1
World Championships	0
Highest race finish	0 (x0)
Highest grid position	19 (x1)
Date of Birth	02/09/1990
Place of Birth	Kumla

Kamui Kobayashi

Team	Caterham
Nationality	Japanese
Podiums	1
Points	125
Grand Prix entered	61
World Championships	0
Highest race finish	3 (x1)
Highest grid position	2 (x1)
Date of Birth	13/09/1986
Place of Birth	Hyogo

MARUSSIA

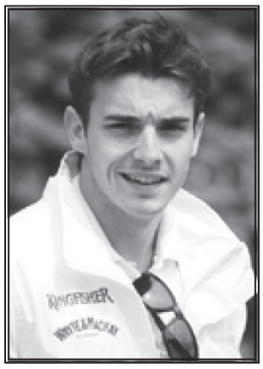
Full Team Name:	Marussia F1 Team
Debut:	Bahrain 2010
Base:	Banbury, UK
Team Principal:	John Booth
Technical Chief:	Pat Symonds
Drivers:	Max Chilton
	Jules Bianchi

Chassis:	MR03
Engine:	Ferrari
Tyres:	Pirelli
First Season:	2010
World Championships:	0
Highest Race Finish:	12 (x2)
Pole Positions:	0
Fastest Laps:	0

Max Chilton

Team	Marussia
Nationality	British
Podiums	0
Points	0
Grand Prix entered	20
World Championships	0
Highest race finish	13 (x1)
Highest grid position	16 (x1)
Date of Birth	21/04/1991
Place of Birth	Reigate

Jules Bianchi



Team	Marussia
Nationality	French
Podiums	0
Points	0
Grand Prix entered	20
World Championships	0
Highest race finish	13 (x1)
Highest grid position	15 (x1)
Date of Birth	03/08/1989
Place of Birth	Nice

FORMULA 1 STATISTICS

THE WORLD CHAMPIONS – DRIVERS

Year	Driver	Nat.
2013	Sebastian Vettel	GER
2012	Sebastian Vettel	GER
2011	Sebastian Vettel	GER
2010	Sebastian Vettel	GER
2009	Jenson Button	GBR
2008	Lewis Hamilton	GBR
2007	Kimi Räikkönen	FIN
2006	Fernando Alonso	ESP
2005	Fernando Alonso	ESP
2004	Michael Schumacher	GER
2003	Michael Schumacher	GER
2002	Michael Schumacher	GER
2001	Michael Schumacher	GER
2000	Michael Schumacher	GER
1999	Mika Häkkinen	FIN
1998	Mika Häkkinen	FIN
1997	Jacques Villeneuve	CAN
1996	Damon Hill	GBR
1995	Michael Schumacher	GER
1994	Michael Schumacher	GER

1993	Alain Prost	FRA
1992	Nigel Mansell	GBR
1991	Ayrton Senna	BRA
1990	Ayrton Senna	BRA
1989	Alain Prost	FRA
1988	Ayrton Senna	BRA
1987	Nelson Piquet	BRA
1986	Alain Prost	FRA
1985	Alain Prost	FRA
1984	Niki Lauda	AUT
1983	Nelson Piquet	BRA
1982	Keke Rosberg	FIN
1981	Nelson Piquet	BRA
1980	Alan Jones	AUS
1979	Jody Scheckter	RSA
1978	Mario Andretti	USA
1977	Niki Lauda	AUT
1976	James Hunt	GBR
1975	Niki Lauda	AUT
1974	Emerson Fittipaldi	BRA
1973	Jackie Stewart	GBR
1972	Emerson Fittipaldi	BRA
1971	Jackie Stewart	GBR

1970	Jochen Rindt	AUT
1969	Jackie Stewart	GBR
1968	Graham Hill	GBR
1967	Denny Hulme	NZE
1966	Jack Brabham	AUS
1965	Jim Clark	GBR
1964	John Surtees	GBR
1963	Jim Clark	GBR
1962	Graham Hill	GBR
1961	Phil Hill	USA
1960	Jack Brabham	AUS
1959	Jack Brabham	AUS
1958	Mike Hawthorn	GBR
1957	Juan-Manuel Fangio	ARG
1956	Juan-Manuel Fangio	ARG
1955	Juan-Manuel Fangio	ARG
1954	Juan-Manuel Fangio	ARG
1953	Alberto Ascari	ITA
1952	Alberto Ascari	ITA
1951	Juan-Manuel Fangio	ARG
1950	Guiseppe Farina	ITA

FORMULA 1 STATISTICS

THE WORLD CHAMPIONS – CONSTRUCTORS

Year –	Constructor
2013	RBR-Renault
2012-	RBR-Renault
2011-	RBR-Renault
2010-	RBR-Renault
2009-	Brawn Mercedes
2008-	Ferrari
2007-	Ferrari
2006-	Mild Seven Renault F1
2005-	Mild Seven Renault F1
2004-	Ferrari
2003-	Ferrari
2002-	Ferrari
2001-	Ferrari
2000-	Ferrari
1999-	Ferrari
1998-	McLaren Mercedes
1997-	Williams Renault
1996-	Williams Renault
1995-	Benetton Renault
1994-	Williams Renault

1993-	Williams Renault
1992-	Williams Renault
1991-	McLaren Honda
1990-	McLaren Honda
1989-	McLaren Honda
1988-	McLaren Honda Turbo
1987-	Williams Honda Turbo
1986-	Williams Honda Turbo
1985-	McLaren
1984-	McLaren
1983-	Ferrari Turbo
1982-	Ferrari Turbo
1981-	Williams Ford
1980-	Williams Ford
1979-	Ferrari
1978-	Lotus Ford
1977-	Ferrari
1976-	Ferrari
1975-	Ferrari
1974-	McLaren Ford
1973-	Lotus Ford
1972-	Lotus Ford
1971-	Tyrrell Ford

1970-	Lotus Ford
1969-	Matra Ford (Tyrrell)
1968-	Lotus Ford
1967-	Brabham Repco
1966-	Brabham Repco
1965-	Lotus Climax
1964-	Ferrari
1963-	Lotus Climax
1962-	BRM
1961-	Ferrari
1960-	Cooper Climax
1959-	Cooper Climax
1958-	Vanwall

SPORTING REGULATIONS

2014 SEASON CHANGES

The 2014 season brings with it some of the biggest changes to Formula One racing's regulations for quite some time…

Power

It's out with 2.4-litre normally-aspirated V8 engines and in with 1.6-litre V6 turbo engines, revving to a maximum of 15,000rpm. While the old V8s produced more than 750bhp, the 2014 units put out around 600bhp with additional power coming from Energy Recovery Systems.

Gearbox

Gearboxes have eight forward ratios - rather than the previous seven - which each team must nominate ahead of the season.

Energy Recovery Systems (ERS)

From 2014, a larger proportion of each car's power comes from ERS which, together with the engine, makes up the powertrain or power unit. As well as generating energy under braking, ERS units also generate power using waste heat from the engine's turbocharger. Unlike the previous KERS - which gave drivers an extra 80bhp for just over six seconds per lap - the 2014 ERS gives drivers around 160bhp for approximately 33 seconds per lap. To compensate for the extra power being generated under braking by ERS, teams are allowed to use an electronic rear brake control system.

Fuel

To promote fuel efficiency, from 2014 fuel is limited to 100kg per race. Previously fuel was unlimited, but teams typically used around 160kg per race.

Minimum weight

To compensate for the increased weight of the 2014 powertrain, minimum weight has been increased from the current 642kg to 690kg.

Exhaust

Unlike previously where two exhaust tailpipes were used, the 2014 regulations mandate the use of a single tailpipe which must be angled upwards to prevent the exhaust flow being used for aerodynamic effect. Additionally, bodywork is not allowed to be placed behind the tailpipe.

Nose height
For safety reasons the height of noses has been reduced for 2014. The maximum height is 185mm (previously it was 550mm).

Front wing
Front wings will be a little narrower from 2014 with the width reduced from 1800mm to 1650mm.

Rear wing
The rear wing also looks a little different for 2014. The previously-legal lower beam wing has been outlawed and the main flap has become slightly shallower in profile. Support pillars, however, are allowed. The DRS slot is also bigger than in 2013.

Driver numbers
Drivers will be asked to choose their race number, between 2 and 99, for the duration of their career in the FIA Formula One World Championship. Number 1 will be reserved for the current world champion, should he choose to use it. If more than one driver chooses the same number, priority will be given to the driver who finished highest in the previous year's championship. The driver number must be clearly visible on the front of the car and on the driver's crash helmet.

Additional Friday practice drivers
We are used to seeing teams replace one of their race drivers with a test driver for opening practice on a Friday. However, from 2014 teams are able to run up to four drivers - though still only two cars - in either Friday session.

New penalties
Race stewards will have the option to hand out five-second penalties for minor infringements. Additionally, any driver who earns 12 penalty points on their superlicence during a 12-month period will be given a one-race ban.

Pole position trophy
A new trophy will be awarded to the driver who scores the most pole positions during the season.In the event of a tie, the trophy will be awarded to the driver who holds the greatest number of second places. If there is still a tie, the greatest number of third places will be taken into account and so on until a winner emerges.

CAR LIVERY
Teams must run their two cars with essentially the same race livery throughout the season and must seek prior approval for any major changes.

In addition there are a number of requirements that apply to liveries for all cars and teams. Every car must carry its driver's race number, which must be clearly visible from the front of the car, and the driver's name must appear on the external bodywork of the car. The team's name or emblem must also appear on the nose of the car.

To help distinguish between a team's two cars, the onboard cameras which sit on top of the main rollover structure are coloured differently. On the first car it must remain as it is supplied to the team (black) and on the second car it must be predominantly fluorescent yellow.

CLASSIFICATION

A commonly asked question is how drivers can be given a placing in the official race results even though they retired before the end of the race. The explanation can be found within the FIA regulations regarding classification.

These state that any driver who completed at least 90 per cent of the race distance will be classified, whether or not he was running when the winner took the chequered flag.

If a race is stopped before the full distance and a result is declared, the classification will reflect the race order at the end of the lap two laps prior to that on which the race was stopped (see 'Suspending and resuming a race'). For example, if a race is stopped on lap 60, the classification will be as it was at the end of lap 58.

DRAG REDUCTION SYSTEM

Use of the Drag Reduction System (DRS) overtaking aid (which alters the angle of the rear wing flap to reduce drag) is strictly controlled.

Drivers are free to activate the DRS as they wish within the designated DRS zones during practice and qualifying, but during the race they may only activate it when they are within one second of the car in front (indicated to him via a dashboard light) at the DRS detection point.

The DRS is disabled (resetting the rear wing flap to its original position) the first time the driver uses the brakes after activation.

In race conditions the DRS is available for use after two laps, but the race director may choose to suspend its use in poor weather conditions or if there are yellow flags in the DRS activation zone.

DRIVER CHANGES AND ADDITIONAL DRIVERS

Teams may use up to four drivers during a season, all of whom may score points in the championship. A driver change may be made with the permission of the stewards any time before the start of qualifying. The new driver must use the engine and tyres allocated to the original driver.

On top of this, in each of Friday's two practice sessions teams may run up to two additional drivers, though each team is still limited to two cars. Any holder of a Super License may run as an additional driver, but stewards must be informed of a team's plans before the end of initial scrutineering on the Thursday prior to practice.

OFFICIALS

At every Grand Prix meeting there are seven key race officials who monitor and control the activities of the stewards and marshals to ensure the smooth and safe running of the event in accordance with FIA regulations.

Five of the seven officials are nominated by the FIA. These are the race director (currently Charlie Whiting), a permanent starter and three additional stewards, one of whom is nominated chairman and one of whom is an experienced former driver. The additional stewards must be FIA Super Licence holders.

The other two key officials are nominated by the National Sporting Authority (ASN) of the country holding the race. These are the clerk of the course and an additional steward (who must be a national of the host nation). Both must be FIA Super Licence holders.

The clerk of the course works in consultation with the race director, who has overriding authority. The race director directs the clerk of the course on how to instruct the stewards during the various practice, qualifying and race sessions.

The race director and the clerk of the course, as well as the FIA technical delegate (currently Jo Bauer), must all be present at the event from 10am on Thursday (Wednesday in Monaco) onwards.

The race director, the clerk of the course and the chairman of the stewards must all be in radio contact while cars are on track. Furthermore, at these times the clerk of the course must be in the race-control headquarters and in radio contact with all of the marshals' posts.

LICENSES, DRIVING PROTOCOL AND PENALTIES

All drivers must have an FIA Super License to be able to compete in Formula One racing and the only way to get one is to meet strict performance standards.

There are strict rules governing on-track behaviour and race stewards have the power to impose various penalties on a driver committing an offence during a race or practice session. Offences include jumping the start, causing an avoidable accident, unfairly blocking another driver, impeding another driver when being lapped or speeding in the pit lane.

Drivers may not leave the track without a justifiable reason, i.e. cutting a chicane on reconnaissance laps or in-laps to save time and fuel, and more than one change of direction to defend a position is not permitted. If a driver has moved off-line to defend a position, they may move back towards the racing line but must ensure there is at least one car's width between his own car and the edge of the track.

The two most common types of penalty in a race are the drive-through penalty, the five-second time penalty and the ten-second time penalty. In the case of the former, the driver must enter the pits, drive through the pit lane at the pit-lane speed limit and rejoin the race without stopping. Depending on the length of the pit lane this can cost a driver a significant amount of time.

More severe are the five- and ten-second time penalties (also commonly known as a stop-go penalties) where the driver must not only enter the pits, but must also stop for five/ten seconds at his pit before rejoining the race. During this time the driver's team are not permitted to work on the car or change the car's tyres.

In the case of all three penalties, a driver has three laps from the time his team is notified in which to enter the pits. Failure to do so may result in a black flag and the driver being excluded from the race.

The only exception is when the penalty is awarded during the final three laps of the race. In this case the driver may continue and complete the race. Five seconds will then be added to his total race time in lieu of a five-second time penalty, 20 seconds for a drive-through penalty, or 30 seconds in place of a ten-second time penalty, all of which are likely to drop him considerably in the final race standings.

In extreme cases stewards may choose to enforce tougher penalties. They can drop a driver any number of grid positions at the next Grand Prix (so, for example, if the driver in question goes on to qualify on pole, a ten-place penalty would for drop him to 11th). They can also impose time penalties, reprimand a driver, exclude him from the results, or suspend him from the next race.

Any driver receiving three reprimands during a season will automatically receive a ten-place grid penalty for the current or next event, but only if two or more of the reprimands were for driving infringements. The stewards may also impose penalty points on a driver's Super License. If a driver accrues 12 penalty points in a 12-month period they will have their Super License suspended for one race.

PARC FERME

Parcferme is an enclosed and secure area in the paddock where the cars are weighed and any other checks deemed necessary by race officials are made. Teams must leave their cars here from within three and a half hours of the end of the qualifying on Saturday until five hours before the start of the formation lap on Sunday.

However, the cars are deemed to be under parcferme conditions for a much longer period - from the time they first exit the pits during qualifying until the start of the formation lap immediately prior to the race.

Under these conditions, the work teams may carry out on their cars is limited to strictly-specified routine procedures, which can only be performed under the watchful eye of the FIA Technical Delegate and race scrutinizers. Fuel may be added to the cars, tyres changed and brakes bled. Minor front wing adjustments are also allowed, but little else. These controls mean that teams cannot make significant alterations to the set-up of a car between qualifying and the race.
The only exception to this is when there is a "change in climatic conditions", for example a dry qualifying session followed by a wet race, or vice versa. In this case the FIA will give the teams permission to make further appropriate changes to their cars.

At the end of the race, when the cars have passed the chequered flag, they must be driven straight to the post-race parcferme without delay or assistance from marshals. The only exception is for the winning driver who may perform an act of celebration before reaching parcferme, providing he does it safely and without calling into question the legality of his car.

PIT-LANE PROCEDURES
The pit lane at every circuit is divided into two lanes. The lane closest to the pit wall is known as the 'fast lane', whilst the lane closest to the garages is the 'inner lane'.

The FIA allocates garages and an area in the 'inner lane' where the teams may work, and within each space is one position - or pit box - where pit stops may be carried out during practice sessions, qualifying and the race.

Apart from drying or sweeping, teams are forbidden from improving the grip of their pit-stop position. Personnel are only allowed in the pit lane immediately before the stop and must withdraw to their garages as soon as their work is complete. It is also the team's responsibility to release a car from its stop only when it is safe to do so.

During practice, refuelling is only permitted in a team's garage. The driver may remain in the car, but the engine must be stopped. During all refuelling or fuel handling operations personnel working on the car must wear protective fire-resistant clothing and an assistant carrying a suitable fire extinguisher must be present.

Teams are free to alter their cars' fuel loads at will during practice and qualifying, but since 2010 adding (or removing) fuel during a race has been forbidden.

There is a pit-lane speed limit of 80km/h at all Grands Prix except Australia, Monaco and Singapore, where due to track configuration the limit is 60km/h.

POINTS

The top ten finishers in each Grand Prix score points towards both the drivers' and the constructors' world championships, according to the following scale:

1st : 25 points
2nd : 18 points
3rd : 15 points
4th : 12 points
5th : 10 points
6th : 8 points
7th : 6 points
8th : 4 points
9th : 2 points
10th : 1 point

(The only exceptions to this are at the final race of the season where double points are awarded, and when a race is suspended and cannot be restarted, in which case if less than 75 percent of the race distance has been completed half points are awarded, and if less than two laps have been completed, no points are awarded.)

For example, if in a given race Sebastian Vettel finishes second for Red Bull and team mate Daniel Ricciardo fifth, then Vettel and Ricciardo score 18 and ten points respectively towards the drivers' championship, while Red Bull score 28 points (18 plus 10) towards the constructors' championship.

The drivers' and constructors' championship titles are awarded to the driver and constructor who score the most points over the course of the season. In the case of a dead heat for a championship place then the driver or constructor with the higher number of superior race results will be awarded the place.

PRACTICE AND QUALIFYING

At each Grand Prix meeting all race drivers may participate in two one and a half-hour practice sessions on Friday (Thursday at Monaco), a one-hour session on Saturday morning and a qualifying session on Saturday afternoon. While individual practice sessions are not compulsory, a driver must take part in at least one Saturday session to be eligible for the race.

Saturday's qualifying session, designed to take about an hour, is split into three distinct parts, each with multiple drivers on track simultaneously, and each with the drivers running as many laps as they want:

Q1: All 22 cars may run laps at any time during the first 20 minutes of the hour. At the end of the first 20 minutes, the six slowest cars drop out and fill the final six grid places. However, any driver whose best Q1 lap time exceeds 107 percent of the fastest time set during that session will not be allowed to take part in the race.

(Under exceptional circumstances, which could include setting a suitable lap time in a practice session, the stewards may allow the driver to start the race. Should there be more than one driver accepted in this manner, the grid order will be determined by the stewards.)

Q2: After a seven-minute break, the times will be reset and the 16 remaining cars then will then run in a 15-minute session - again they may complete as many laps as they want at any time during that period. At the end of the 15 minutes, the six slowest cars drop out and fill places 11 to 16 on the grid.

Q3: After a further eight-minute break, the times are reset and a final 10-minute session will feature a shootout between the remaining 10 cars to decide pole position and the starting order for the top 10 grid places. Again, these cars may run as many laps as they wish.

If a driver impedes another driver during qualifying, his times may be cancelled or he may be given a grid penalty.

RACE DISTANCE

Formula One race is, with one exception, all of near identical distance. However, the differing average speeds of the various circuits mean that some races invariably take longer to complete than others.

The regulations state that the distance of a Formula One race is the least number of laps exceeding 305 kilometres. For example, the Spanish Grand Prix at Barcelona's Circuit de Catalunya is 66 laps long as this is the number of laps required to surpass the 305-kilometre threshold.

The only exception to this rule is the Monaco Grand Prix, where the race distance is the least number of laps exceeding 260 kilometres.
However, if any race exceeds two hours in duration, the leading driver will be shown the chequered flag at the end of the lap during which the two-hour mark elapsed, regardless of the number of laps completed.

RACE START PROCEDURE

Prior to every Grand Prix the teams and drivers must adhere to a very strict starting procedure. This gets underway 30 minutes before the formation lap when the pit lane is opened.

Drivers are then free to complete a reconnaissance lap of the circuit before taking up their grid positions. If a driver wishes to complete additional reconnaissance laps he must pass through the pit lane each time in order to bypass the grid.

The pit lane closes 15 minutes prior to the formation lap. Any drivers still in the pit lane at this time will have to start the race from there.

Ten minutes before the start the grid must be cleared except for team technical staff, race officials and drivers. With three minutes to go all cars must have their wheels fitted (any car not complying will receive a 10-second time penalty).

With a minute to go all cars must have their engines running. All personnel must then leave the grid at least 15 seconds before the green lights come on to signal the start of the formation lap.

Any driver who has a problem immediately prior to the green light must raise his arm to indicate this. Once the rest of the field has moved off marshals will push the car into the pit lane.

During the formation lap no practice starts are allowed. Overtaking is also forbidden unless passing a car that has slowed due to a technical problem. Passed cars may in turn re-overtake in order to regain their grid position if the problem is resolved during the course of the formation lap.

However, any driver who is still on the grid when all other cars have moved off on the formation lap, but then subsequently gets away, may not re-pass cars to regain his grid position, but must instead start from the back.

Once all cars have safely taken up their grid positions at the end of the formation lap five red lights will appear in sequence at one-second intervals. These red lights are then extinguished to signal the start of the race.

If a driver has a problem on the grid immediately prior to the start he must raise his arm and the start will be aborted. A new formation lap, which will count towards the race distance, will then be completed.

The only exceptions to these start procedures are connected to the weather. If it starts to rain in the three minutes prior to the start then the abort lights will come on and the starting procedure will

revert to the 10-minute point to allow teams to change to appropriate tyres.
If the weather is exceptionally bad the race director may choose to abort the start and resume the starting procedure only when conditions have improved. Alternatively, he may decide to start the race behind the safety car.

SAFETY CAR
The safety car's main function, as its name implies, is to assist in maintaining safe track conditions throughout the Grand Prix weekend. It is driven by an experienced circuit driver and carries an FIA observer who is in permanent radio contact with race control.

If an accident or incident occurs that is not severe enough to warrant suspending the race, but which cannot be dealt with under yellow flags, then the safety car will be called on to the circuit to slow the cars down.

It will come on to the circuit with its orange lights on and all drivers must form a queue behind it with no overtaking allowed. The safety car will signal backmarkers to pass by using its green light until the race leader is immediately behind it.

If the incident that brought out the safety car has blocked the pit straight, the clerk of the course may direct the safety car to lead the field through the pit lane. Cars are free to stop at their pit garage should this happen.

When the safety car is ready to leave the circuit it extinguishes its orange lights, indicating to the drivers that it will peel off into the pits at the end of the current lap. The drivers then continue in formation until they cross the first safety-car line where green lights will indicate that they are free to race again.

In exceptional circumstances, such as in extremely poor weather, a race may begin behind the safety car, which will put its orange lights on ten minutes before the start to indicate this. When those lights switch to green the safety car will lead the field around the circuit in grid order.

Overtaking on this first lap is not allowed, unless a car has a problem getting away from the grid, in which case the delayed driver may repass cars in order to regain his original position. (If he fails to regain that position before the end of the lap, he must pit and rejoin the race once the field have passed the pit exit.) The safety car will peel into the pits at the end of the lap and drivers are free to race once they have crossed the first safety car line immediately prior to commencing the next lap.

No overtaking is allowed if the safety car is on track on the final lap of a Grand Prix. All laps completed behind the safety car count as race laps.

SCRUTINEERING AND WEIGHING

A team of specially appointed scrutineers has the power to check cars at any point during a Grand Prix weekend to ensure that they fully comply with technical and safety regulations.

Every car is initially examined on the Thursday of a race meeting (Wednesday at Monaco) and a car cannot take part in the event until it has passed scrutineering. A car must be re-examined by scrutineers if any significant changes are made to it by the team or if it is involved in an accident.

In addition to scrutineering, cars are also weighed during the Grand Prix weekend to ensure that they comply with minimum weight requirements (690kg). Cars taking part in Q1 and Q2 are called in at random to be weighed, while all cars participating in Q3 are weighed after the session. Classified finishers are weighed again after the race.

Any competitor failing to meet the minimum weight may lose their qualifying times or be excluded from the race results unless this is due to the accidental loss of part of the car.

SPARE CARS, ENGINES AND GEARBOXES

FIA regulations state that teams may have no more than two cars available for use at any one time. Spare cars are not allowed, though teams may bring additional chassis which can be built up in the event of a race chassis being damaged beyond repair.

If a driver switches car between qualifying and the race then he must start the race from the pit lane. A change of car is not allowed once the race has started.

There are also restrictions on power unit (engine and associated Energy Recovery Systems) and gearbox use. Each driver may use no more than five power units during a championship season.

The power unit is deemed to consist of six separate elements, of which five of each are available to each driver per season before they are penalised. The elements are the engine, the motor generator unit-kinetic (MGU-K), the motor generator unit-heat (MGU-H), the energy store (ES), turbocharger (TC) and control electronics (CE). Should a driver use more than five of any one component he faces a penalty ranging from a five-place grid drop, a 10-place grid drop, or (if the entire power unit has to be changed) starting the race from the pit lane.

If the grid penalty imposed cannot be taken in full at one event, the remainder of the penalty is carried over to the following event. For example, if a driver qualifies 15th and is then given a 10-place grid penalty he'll be dropped seven grid places to 22nd and last at that meeting and then the remaining three grid places from wherever he qualifies at the next event.

Each driver may use no more than one gearbox for six consecutive events. Every unscheduled gearbox change will require the driver to drop five places on the grid at that meeting. Every subsequent unscheduled gearbox change will require the driver to drop five places on the grid. Gearbox ratios are fixed for the season (for 2014 only teams may re-nominate ratios once), but teams may change gears or dog rings at any time during an event providing that the FIA technical delegate is satisfied that there is physical damage to the parts in question.

If a driver fails to finish a race due to reasons beyond his or his team's control, he may start the next meeting with a different gearbox without incurring a penalty.

SUSPENDING AND RESUMING A RACE

If a race is suspended because of an accident or poor track conditions then red flags will be shown around the circuit. When this happens, the pit exit will be closed and all cars on track must proceed slowly to grid without overtaking and then stop in staggered formation with the first car to arrive taking up pole position. Any driver pitting after the red flag signal will be given a drive-through penalty.

The safety car will then be driven to the front of the queue. While the race is suspended team members may come onto the track to work on the cars, but refuelling is not allowed.

Cars that were already in the pits when the red flag signal was given may be worked on there. These cars can re-join the cars on the grid in the position they were in at the time of the race suspension.

At least a ten-minute warning will be given before the race is resumed behind the safety car, which will lead the field for one lap before pulling into the pits. As usual, overtaking behind the safety car is forbidden, unless a driver is delayed when leaving the grid, forcing others to pass. In this case, the delayed driver may repass those cars in order to regain his original position. If he fails to regain that position before the end of the lap, he must pit and rejoin the race once the field have passed the pit exit.

If for whatever reason it is impossible to resume the race, the rules state that "the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given". No race may exceed four hours in length, regardless of suspensions.

TYRES

Formula One racing features a single tyre supplier, with all teams using identical Pirelli rubber. The advantages of this (over multiple tyre suppliers) include closer racing and reduced testing and development costs.

At each Grand Prix every team is given access to two specifications (or compounds) of dry-weather tyre. Unless conditions are wet, drivers must use both specifications during the race. The specifications can be visually differentiated by the colouring of the sidewall lettering: super soft - red; soft - yellow; medium - white; hard - orange.

Over the race weekend, each driver has access to 12 sets of dry-weather tyres (seven of the harder 'prime' specification and five of the softer 'option' specification), four sets of intermediate tyres and three sets of wet tyres.

One set of 'prime' tyres may only be used during the first 30 minutes of Practice One and must be returned to the tyre supplier before Practice Two. One further set of primes must be returned before Practice Two and one set of each specification must be returned before the start of Practice Three.

This leaves a driver with eight sets of dry-weather tyres (four of each specification) for the rest of the event, but one set of each spec must be returned to the tyre supplier before the start of Saturday's qualifying session. At the start of the race the cars that took part in Q3 must be fitted with the tyres the driver used to set his grid time.

At certain events, teams may be given an extra set of 'primes' or 'options' for use in P1 and P2 for evaluation purposes. Teams will be given at least a week's notice when either of these scenarios is to occur.

Teams are free to use wet tyres as they see fit during qualifying and the race. However, during the preceding practice sessions, they may only be used if the track has been declared wet by the race director. If P1 and P2 are both declared wet one set of the tyres normally returned before the start of P3 may be retained by each driver but must be returned to the tyre supplier before the start of qualifying. If a race is started behind the safety car due to heavy rain, the use of wet tyres is compulsory. Wet tyres are denoted by blue sidewall lettering, with green for intermediates.

Unless wet tyres have been used, drivers must use both dry tyre compounds during a race and failure to do so will see them excluded from the results. Or if the race is suspended and can't be restarted, 30 seconds will be added to the elapsed race time of any driver who hasn't used both compounds.

All tyres are given a bar code at the start of the weekend so that the FIA can closely monitor their use and ensure that no team is breaking regulations.

TECHNICAL REGULATIONS

BODYWORK AND DIMENSIONS

The size and dimensions of Formula One cars are tightly controlled by the regulations. They must be no more than 180cm wide. The length, height and shape of the car are effectively governed by other specific parameters. For example, bodywork between the front and rear wheel centre lines must not be more than 140cm wide.

The strict regulations mean that the teams inevitably end up with very similarly sized cars. A typical car will be in the region of 463cm long, 180cm wide and 95cm high.

With the exception of the rear wing (see below), moveable bodywork is not allowed. Furthermore, any system, device or procedure which uses driver movement as a means of altering the aerodynamic characteristics of the car's bodywork is prohibited.

Cars may be equipped with moveable rear wings which allow the driver to control the wing's angle of incidence (within specified limits) from the cockpit (commonly known as a Drag Reduction System, or DRS). However, during the race the system is electronically governed and is only available when a driver is less than one second behind another car at pre-determined points on the track. The system is then deactivated once the driver brakes. In combination with ERS, this is designed to boost overtaking.

Certain sections of bodywork, such as the front wing endplates, are required to be sufficiently thick to prevent tyre damage to other cars.

Bodywork that flexes excessively could in theory be used to gain an aerodynamic advantage. Therefore specific sections of the bodywork, such as the front wing, must be sufficiently rigid to pass the FIA's ever more stringent deflection tests.

BRAKE SYSTEM

Formula One car must have one brake system operated through a single brake pedal. However, the system must comprise two hydraulic circuits - one for the front wheels and one for the rear. Should one circuit fail the other must remain operational. Anti-lock braking systems (ABS) are not allowed - brake pressure must be controlled by the driver's physical input only and not by any other system. The only exception is the electronic rear brake control system, introduced in 2014 to compensate for the extra power being generated under braking by Energy Recovery Systems (ERS).

Each wheel must have no more than one brake disc of 278mm maximum diameter and 28mm maximum thickness. Each disc must have only one aluminium calliper, with a maximum of six circular pistons, and no more than two brake pads.

The size of the air ducts used to cool the brakes is strictly controlled and they must not protrude beyond the wheels. The use of liquid to cool the brakes is forbidden.

CAR CONSTRUCTION

The construction of Formula One cars and the materials used are strictly controlled by the regulations to maximise their safety.

The main structure of the car comprises a safety cell which contains the cockpit plus the flexible fuel cell, which is housed immediately behind (but separated from) the driver.

This safety cell must meet minimum size requirements and must have an impact-absorbing structure immediately in front of it. The design of the car must also include an additional impact-absorbing structure at the rear, behind the gearbox, and on the flanks of the car.

The car must have two roll structures to protect the driver in the event of the car overturning. One must be immediately behind the driver's head, the other at the front of the cockpit, immediately ahead of the steering wheel.

The car and its survival cell must pass several strict impact, roll and static load tests before the car is allowed to take to the track.

COCKPIT

The size of a Formula One car's cockpit opening must comply with strict specifications. Compliance with these specifications is tested by lowering a specially made template into the cockpit.

In addition to this, the cockpit must meet numerous other requirements. A driver must be able to get in and out of the car without removing anything other than its steering wheel. Once strapped into the car with all his safety gear on, he must be able to remove the steering wheel and get out within five seconds, and then replace the steering within a further five seconds.

The car's survival cell structure, designed to protect the driver in the event of an accident, must extend at least 300mm beyond the driver's feet, which must not be forward of the front-wheel centre line.

ELECTRICAL SYSTEMS

The electrical and software systems of all cars are inspected by the FIA at the start of the season and the teams must notify them in advance of any subsequent changes. All teams must use the same FIA-specification Electronic Control Unit (ECU) for controlling power unit and gearbox.

All software must be registered with the FIA, who check all the programmable systems on the cars prior to each event to ensure that the correct software versions are being used. Electronic systems which can automatically detect the race start signal are forbidden.

In the event of an accident, each car carries an accident data recorder and is also fitted with a warning light which is connected to the FIA data logger. The light, which is situated on the top surface of the car, in front of the cockpit, illuminates automatically, thus giving rescue crews an immediate indication of the accident severity.

In the cockpit, every car must have a track signal information display (usually integrated into the steering wheel), which informs the driver of circuit conditions via red, blue and yellow lights (corresponding to the colours of the track marshals' flags).

FUEL

Formula One cars run on petrol, the specification of which is not that far removed from that used in regular road cars. Indeed, the FIA regulations state that the rules are "intended to ensure the use of fuels which are predominantly composed of compounds normally found in commercial fuels and to prohibit the use of specific power-boosting chemical compounds."

All fuel must comply with strict requirements and prior to each race the teams must supply the FIA with two separate five-litre samples for analysis and approval. Additional samples can then be taken during the event to ensure that there is no discrepancy between the fuel being used and that previously supplied in the samples.

FUEL SYSTEM AND REFUELLING

The fuel tanks on Formula One cars comprise a single rubber bladder. These must be made of materials approved by the FIA and must be manufactured by certain approved companies.

The tank must be situated directly behind the driver and directly ahead of the engine. All fuel lines must be self-sealing in the event of an accident and no lines must pass through the cockpit.

The fuel tank must be encased within a crushable structure that forms part of the car's safety cell. This structure must be able to withstand very high impact loads as specified in the regulations.
The FIA may take a one-litre fuel sample from any car at any time during a Grand Prix meeting to check that the fuel being used is legal.

IMPACT TESTING

Formula One car must pass strict impact tests to ensure they meet the necessary safety standards before they are allowed out on track. The tests must be carried out under FIA guidelines and in the presence of an FIA technical delegate.

The cars undergo a front, side and rear test. The tests focus on the car's survival cell, which must be left undamaged by the impacts. All structural damage must be limited to the car's impact absorbing structures, for example, the side-pods, the nose etc.

The car's steering column must also pass an impact test, which simulates the unlikely event of a driver's head striking the steering wheel. The column itself must deform to absorb the majority of the impact and the wheel's quick release mechanism must not be damaged.

OIL AND COOLANT SYSTEMS AND CHARGE AIR COOLING.

The design and location of the oil tanks on Formula One cars are strictly controlled to minimise the risk of oil leaking in the event of an engine failure or an accident. Oil may not be added to cars during the race.

The car's coolant header tank must have an FIA-approved pressure release valve. The car's cooling systems (including the charge air cooler connected to the turbocharger) must not make any use of the latent heat produced by the cooling process.

Coolant and oil lines are not allowed to pass through the cockpit. They must also be fitted so that any leaked fluid cannot find its way into the cockpit.

POWER UNIT AND ERS

A Formula One car's power unit consists of a 1.6-litre turbocharged V6 engine which operates in conjunction with an Energy Recovery System (ERS). The engine must have six cylinders in a 90-degree formation, with two inlet and two exhaust valves per cylinder and a single turbocharger. They are rev-limited to 15,000rpm, have a fuel flow limit of 100 kilograms/hour and produce around 600bhp. They must also have a single tailpipe exhaust.

The other part of the power unit - ERS - provides an additional 160bhp or so per lap via two clever motor generator units (MGU) that convert mechanical and heat energy to electrical energy and vice versa.

The first MGU (known as MGU-K, where the K stands for kinetic) converts kinetic energy generated under braking into electricity. Under acceleration 120kW of this electricity, which is stored in batteries in the Energy Store (ES), can then be used to power the MGU-K which is connected to the crankshaft of the engine and in turn helps propel the car.

The second MGU (known as MGU-H, where the H stands for heat), is connected to the turbocharger and converts heat energy from exhaust gases into electrical energy. The energy can then be used to power the MGU-K or be retained in the ES for subsequent use. In total, ERS has twice the power of the pre-2014 KERS (120kW compared to 60kW, a maximum of 4MJ per lap compared to 0.4MJ per lap) and provide it for nearly ten times as long (approximately 33 seconds per lap as opposed to six).

For safety, each car is fitted with ERS status lights which warn marshals and mechanics of the car's electrical safety status when it is stopped or in the pits. If the car is safe, the lights - which are situated on the roll hoop and the rear tail lamp - will glow green; if not, they glow red. The lights must remain on for 15 minutes after the power unit has been switched off.

The overall weight of the power unit must be a minimum of 145kg. The ES must be installed wholly within the survival cell and must weigh between 20kg and 25kg.

The materials used in the manufacture of the engine and its components are strictly controlled by the regulations. The crankcase and cylinder block must be made of cast or wrought aluminium alloys - the use of composite materials is not allowed. The crankshaft and camshafts must be made from an iron-based alloy, pistons from an aluminium alloy and valves from alloys based on iron, nickel, cobalt or titanium.

Formula One cars do not have their own, on board starting systems. Separate starting devices may be used to start engines in the pits and on the grid. If the engine is fitted with an anti-stall device, this must be set to cut the engine within ten seconds in the event of an accident.

ROLL STRUCTURE TESTING

All Formula One cars must pass strict roll structure tests to ensure that the driver is adequately protected should the car turn over during an accident.

SAFETY EQUIPMENT

All cars must be fitted with a fire extinguishing system that will discharge into the cockpit and engine compartment. It must be operable by the driver and must function even if the car's main electrical circuit fails.

There must also be a switch to trigger the system from outside the cockpit. Its location on the bodywork is indicated by a red letter "E" inside a white circle.

There must be a circuit breaker switch in the cockpit that the driver can use to cut all the car's main electrical circuits. This is marked on the dashboard by a red spark in a white-edged blue triangle. There must be an additional switch that marshals can operate from a distance with the use of a special hook. This switch is located at the base of the car's main roll-over structure.

All cars must have two rear-view mirrors, whose size and location must comply with strict requirements. Drivers must demonstrate to the FIA the effectiveness of the mirrors by identifying special letter and number boards placed at various distances behind the car whilst seated in the cockpit.

Seatbelts are compulsory in Formula One racing. Drivers must wear two shoulder straps, one abdominal strap and two straps between the legs. These must comply with strictly specified FIA standards.

All cars must have a red light on the rear of the car in a specific location defined by the FIA regulations. The driver must be able to switch this light on at any time. This is usually done in poor weather conditions in order to make the car more visible to following drivers.

The cockpit of the car must be padded to protect the driver in the event of an impact. In particular, the areas immediately behind and to the sides of his head, and above and to the sides of his legs.

In order to easily extract a driver from a car in the event of an accident its seat must be removable with the driver in place and his seatbelts fastened. The seat must be secured by no more than two bolts, which can be released using a standard tool issued to all rescue crews.

STATIC LOAD TESTING

In addition to impact tests, Formula One cars, and in particular the survival cell that houses the driver, must also pass static load tests. These ensure that the structure of the car meets minimum strength requirements.

The survival cell is tested, as is the nose and the rear impact structure of the car. In addition, the floor below the fuel tank and the cockpit, and the rim of the cockpit must also pass strict tests. All of these requirements help to make Formula One cars safer than ever before.

As with impact tests, cars must pass static load tests before they can take to the track.

SUSPENSION AND STEERING SYSTEMS

Formula One cars must have conventional sprung suspension. Any system, such as active suspension, that can alter the suspension or its geometry while the car is moving is forbidden.

The suspension members must have a symmetrical profile for the majority of their length. This is to prevent designers using them as aerodynamic devices.

Each wheel must be tied to the body of the car by two tethers, each contained within a separate suspension member and with its own attachments at either end. The tethers must meet specific tensile strength requirements and are designed to stop the wheels coming loose from the car in the event of an accident or suspension failure.

Power steering systems are allowed, but these must not be electronically controlled or powered. Four-wheel steering is forbidden. The car's steering wheel, steering column and steering rack all have to pass an FIA impact test.

TELEVISION CAMERAS AND TIMING TRANSPONDERS

Throughout the Grand Prix weekend all cars must be fitted with at least five housings for cameras which are used to provide on-board TV footage.

The positions of the housings are specified in the regulations and the one mounted on top of the air box immediately behind the driver's head must always contain a camera.

All cars must also be fitted with two timing transponders supplied by the officially appointed timekeepers. These transponders allow the timekeepers to record every lap time of every car throughout the weekend.

TRANSMISSION SYSTEM

Formula One cars use semi-automatic gearboxes. The regulations stipulate they must have eight forward gears, plus reverse. Each team must nominate the eight forward gear ratios at or before the first race of the season. For 2014 only, teams are allowed to re-nominate these ratios once during the season, at which point the original nomination becomes void.

Constantly Variable Transmission (CVT) systems are not allowed and cars may have no more than two driven wheels. Transmissions may not feature traction control systems, nor devices that help the driver to hold the clutch at a specific point to aid getaway at the start of the race.

For safety reasons all cars must have a means of disengaging the clutch that is operable from outside the cockpit by marshals. This control is usually situated just ahead of the cockpit opening and is marked on the car's body by a red letter 'N' within a white circle.

WEIGHT

Cars must weigh at least 691kg (including the driver but not fuel) at all times. Cars are weighed with dry-weather tyres fitted.

Teams may use ballast to bring cars up to weight but it must be firmly secured to the cars. Ballast may not be removed or added during a race.

For 2014, weight distribution on the front and rear wheels has been fixed.

WHEELS AND TYRES

Formula One cars must have four, uncovered wheels, all made of the same metallic material, which must be one of two magnesium alloys specified by the FIA. Front wheels must be between 305 and 355mm wide, the rears between 365 and 380mm.

With tyres fitted the wheels must be no more than 660mm in diameter (670mm with wet-weather tyres). Measurements are taken with tyres inflated to 1.4 bar. Tyres may only be inflated with air or nitrogen.

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NOTES

FORMULA 1
PETRONAS
MALAYSIA GRAND PRIX

KUALA LUMPUR
28-29-30 MARCH 2014

SUPPORT RACES INFO

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MALAYSIAN SUPER SERIES

MALAYSIAN SUPER SERIES CHAMPIONSHIP 2014

ROUND	DATE
Round 1	28th – 30th March 2014
Round 2	9th – 11th May 2014
Round 3	20th – 22th June 2014
Round 4	12th – 14th September 2014
Round 5	7th – 9th November 2014

Each category will be run for only five (5) rounds for the season.

The Organizer reserved the rights to abandon, cancel, postpone or amalgamate the dates of the event without prior notification due to not receiving more than 6 entries in each category or unforeseen circumstances.

DESCRIPTION OF EVENT

A five (5) rounds Championship for cars of various categories, specified hereunder:
a) Malaysian GT
i) GT3 Class
ii) GTC Class
iii) GT Open
iv) Porsche SOC GT3 Cup Car Challenge
b) Touring Production
c) Malaysian Touring Car

ELIGIBILITY OF COMPETITORS

Each entry can have up to maximum of 2 drivers. The eligibilities of competitors are as follows: -

a) Competitors in possession of a valid competition license issued by the Automobile Association of Malaysia (AAM) for Circuit Racing. (Minimum competition license required: National "C" (Novice))
b) Competitors in possession of valid FIA International competition license issued by the respective FIA - National Sporting Authority (ASN) accompanied by a letter or visa of approval from the same to participate in the event.
c) Any Malaysian team having a foreign driver(s) must hold the Automobile Association of Malaysia (AAM) entrant/team license.

VENUE & RACE DISTANCE

Venue : Sepang International Circuit
Length : As specified in the Additional Supplementary Regulations of each round.
Race Distance : Minimum of 10 laps per race or max. 25 minutes and 1 hour race with compulsory pit stop, subject to confirmation via the Additional Supplementary Regulations

POINTS SCORE

Point scores for each category will be awarded to the participants as follows:

POSITION	POINTS
1st	25
2nd	20
3rd	15
4th	10
5th	8
6th	6
7th	5
8th	3
9th	2
10th	1

Points for Championship will be determined base on the combination of result of each round. In the case of a dead heat at the end of the Championship, the winner will be the participant with the highest number of race wins followed by the highest number of second and the highest number of third.

AWARDS

Overall championship awards for cash and trophies:

CATEGORY	1st	2nd	3rd
Malaysian GT i) GT3 Class ii) GTC Class iii) GT Open	Trophy & RM 13,000	Trophy & RM 11,000	Trophy & RM 9,000
Touring Production	Trophy & RM 11,000	Trophy & RM 9,000	Trophy & RM 8,000
Malaysian Touring Car	Trophy & RM 10,000	Trophy & RM 8,000	Trophy & RM 6,000

PRIZES

1. Trophies will be given up to 3rd place for each round. No cash will be awarded for each round.
2. ENGINES may be STRIPPED for legality after qualifying and races at the discretion of the organisers. Competitors to provide mechanics and specifications of car.
3. The podium ceremony will be held after the completion of the event for each round. It is compulsory for the winners to be available for the podium ceremony for each round with full gear except for helmet, gloves and HANS device.
4. At the end of the Championship season, an Award Ceremony will be held to honour all the winners and it is compulsory for all the winners to attend, failing which their prize money will not be released in full.

MALAYSIAN SUPER SERIES PROVES TO BE PRESTIGOUS EVENT

In 2001, right after being appointed as the General Manager of Sepang International Circuit, Datuk Ahmad Mustafa, decided that SIC need to have more local motor racing competitions, to follow the success of the 12-hour Merdeka Millennium Endurance, famously known as MMER. MMER, which made a debut in 2000, was the first motor racing event developed, promoted and organised by SIC.

Hence, in 2002, Malaysian Super Series (MSS) was created, with categories in cars and motorcycles running in the same weekend. Its main objective was to create more platform for Malaysian to race, especially on a Formula One race circuit.

The MSS is an event that all Malaysians can take pride as this is where young and budding Malaysian drivers are recognized and given their chance to excel in the sport they love. The Sepang International Circuit (SIC) has diligently nurtured the MSS for years as the national championship for circuit racing and the platform to provide top class competition for the drivers and teams from around the region.

The MSS is viewed as catalyst to help Malaysia progress in motorsports and portrays motorsports as a lifestyle as well developing a motorsports tradition.

Dato' Razlan Razali, the CEO of SIC and a former participant of MSS himself (in motorcycle category) prior to his appointment in SIC, is very committed on the continuous development of MSS. After the success of MSS Bikes being run as the support race during World Motorcycle Grand Prix, Dato' Razlan decided to bring MSS cars into Formula One Malaysian Grand Prix which started in 2011.

According to Dato' Razlan, MSS is also seen as a platform for the teams to test their car for reliability to run in a higher motor racing event later in the year i.e. the MMER and its younger sibling, the Sepang 1000KM.

"To ensure that participating teams will not incur high cost to run SIC motor racing events, the technical specification of the cars running in MSS has been tailor-made to be compatible with MMER regulations for Malaysian GT and Malaysian Touring Production, while the Malaysian Touring Car regulations is compatible with the technical specification of Sepang 1000KM.

"For the past 2 years, MSS Car has been receiving requests from Promoters around the world to take-up the support race slots during its rounds (except Round 1). We have had the Ferrari Challenge Asia Pacific, the Lamborghini Super Trofeo, Asia Classic Car Challenge, Thai Supercars, Asia Touring Car Series, VW Scirocco and Formula Masters, to name a few that have been and will be the support races during MSS. It is a very exciting development for the Series", Razlan added.

2014 will marked the 13th anniversary of MSS with the total of 5 rounds. With the opening round being held as the support race for the most prestigious motor racing event in the world, the Formula One World Championship. It will take place from 28th – 30th March, with 3 categories being listed which are the Malaysian GT, Malaysian Touring Production (TP) and Malaysian Touring Car (MTC). In the Malaysian GT category, there will be another 3 classes i.e. the GT3 Class, GT Open and GT Cup.

Despite acknowledging the mountainous task ahead this season, defending champions, Damien Dielenberg and Tommy Lee has declared that they are ready to retain their crown and to repeat history by winning the opening two races. In anticipation of stiffer competition this year, Damien a former MSS 160cc champion and Tommy had built their Honda DC5 race machine and underwent comprehensive pre-season preparations.

While Damien and Tommy are keeping focus on defending their crown, Hong Kong's Angus Kirkwood had opted not to defend his GT crown but would remain actively involved in the championship battle.

"I would be moving into the role of Technical Manager this season, and focus on maximising the performance of the car for our new driver, Phil Callow. The car is all fresh and ready to go, we just completed a series of testing and the Radical SR8 is running well," Kirkwood said.

His biggest challenge is expected to come from the young lady driver, Nur Natasha Ida Adam Seatter, who finished second overall last season after her Radical SR8 machine suffered mechanical problems in the final two rounds.

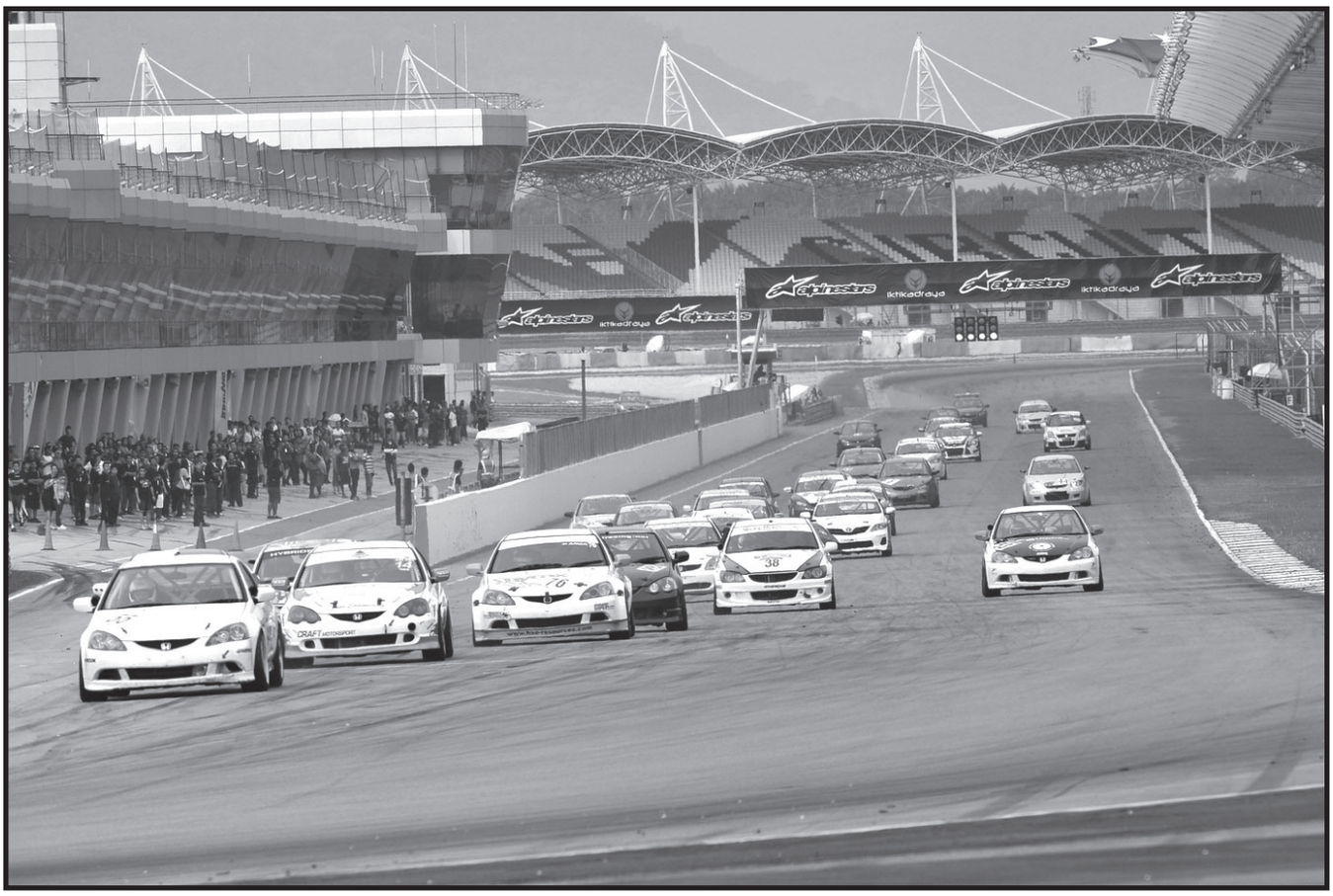
In Malaysian Touring Car Challenge, Syafiq Ali and his Proton R3 Motorsports would be gunning for a hat trick this season after winning the title in 2012 and 2013.

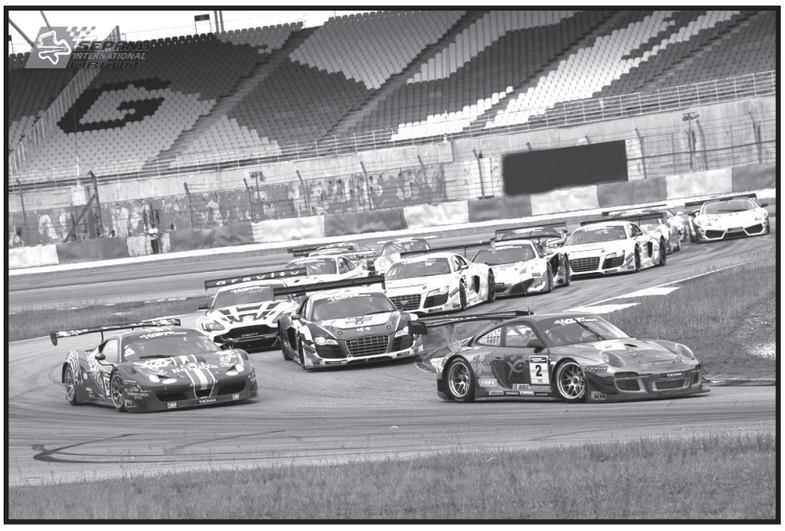
"Syafiq and his Satria Neo will undoubtedly be the ones to beat in the class. No question about that," said Malaysian top driver Faidzil Alang, another former MMER winner who will be making his first full season in the class.

Like last year, the opening round of the MSS would feature two sprint races while the remaining four rounds would be offering a one-hour endurance test with competing having a choice of using two drivers and just one pilot.

Round 2 for the MSS Cars competitions would be held from 2 – 4 May with Round 1 for Bikes competitions scheduled for May 16 - 18.

End





PORSCHE CARRERA CUP ASIA – 2014 SEASON

As the Porsche Carrera Cup Asia roars off the grid for the start of its 12th season this weekend, an international field featuring the leading lights in regional sportscar competition from 10 countries and territories will embark upon a hard-fought, 11-race charge for the 2014 title.

Twenty-eight of the stunning, all-new Porsche 911 GT3 Cup (Type 991) racing cars will contest the prestigious 11-race, seven-meeting calendar. The more powerful 3.8-litre flat six engine produces 460 horsepower, 10 more than previously, and the six-speed sequential gearbox is operated by pneumatic paddle shift system, yet another first for the Porsche Carrera Cup Asia.

The calendar includes support races at no fewer than three rounds of the FIA Formula 1 World Championship: this weekend in Malaysia, in Shanghai and at the Singapore showcase. Further strengthening its ties with Porsche motorsport activities across Asia, the series will race in Japan for the first time in 2014, heading to the legendary Fuji International Speedway in June. Double headers at China's Pearl River Delta Region Zhuhai track, and at Malaysia's Sepang circuit, see the region's premier international sportscar championship cross the Tropic of Cancer four times as it thunders towards the season finale at the Sportscar Champions Festival in Shanghai in October.

The superb entry includes a record number of 10 Chinese Porsche dealer teams. Entering the glamorous and fiercely-competitive world of motorsport is Zheng Tong Auto, which fields exciting 21-year-old Chinese driver Zhang Da Sheng of Beijing, and Team Synsanly which has selected Porsche Carrera Cup Asia newcomer and reigning Scirocco Cup champion Bao Jin Long with whom to make its debut. They join the eight existing dealer teams: PICC Team StarChase with 2012 champion Alexandre Imperatori; Team Basetex and newcomer, 21-year-old Zhang Zhen Dong; Team Betterlife with last season's Class B second runner-up Li Chao; Team C&D and the ultra-talented Jason Zhang Zhi Qiang, 20; newly-named Team Porsche Holding and 2013 championship runner-up Martin Ragginger of Austria; Team Jebsen, this year in its 10th full season with the championship, with Macau driver Rodolfo Avila, third in 2013; Team Kangshun and Singapore veteran Ringo Chong; and Team Yongda Dongfang with series newcomer Ro.C. Skyangel of Singapore.

Leading the charge in 2014 will be reigning champion Earl Bamber, who returns this time with LKM Racing Team. In a season which was nothing short of phenomenal, Bamber clinched the 2013 Porsche Carrera Cup Asia title, won the Porsche Motorsport International Cup scholarship, and secured himself a full season in 2014 in the Porsche Mobil 1 Supercup. Proving just how high the quality of competition is in the Porsche Carrera Cup Asia - and what a realistic benchmark of international standards it represents - Bamber proved just as competitive when he narrowly missed out on outright victory in only his second Supercup outing. At just 23-years-of-age, the young New Zealand talent is now racing

for Porsche full-time and will defend his Asian title as well as competing at the highest level of Porsche one-make competition and a Carrera Cup Germany campaign.
Former Formula 1 test and reserve driver Tung Ho-Pin of China is back for his third Porsche Carrera Cup Asia season with backing from official series beer partner at Budweiser Team Absolute Racing, while reigning Class B champion, Egidio Perfetti of Mentos Racing Team will compete for the overall title for the first time.

While it has been proven beyond doubt that winning the overall Porsche Carrera Cup Asia title can propel a career into the international motorsport arena, the level of competition amongst the passionate and skilled drivers vying for the Class B title is just as intense. Flying the flag for Malaysia this weekend in the category is 23-year-old Malaysian hot shot Alif Hamdan who made his series debut last season and is quickly finding his way to the front of the Class B field.

Porsche Carrera Cup Asia 2014

Provisional Race Calendar

Date	Circuit, Country	Event	
March 07 – 09	Sepang Intl. Circuit, Malaysia	Test Days	-
March 28 – 30	Sepang Intl. Circuit, Malaysia	Formula 1 Support Race	Round 1
April 18 – 20	Shanghai Intl. Circuit, China	Formula 1 Support Race	Round 2
May 09 – 11	Zhuhai Intl. Circuit, China	China Touring Car Championship*	Rounds 3&4
June 06 – 08	Fuji Intl. Circuit, Japan	One Make Series Festival*	Rounds 5&6
August 15 – 17	Sepang Intl. Circuit, Malaysia	Asian Festival of Speed	Rounds 7&8
September 19 – 21	Marina Bay Circuit, Singapore	Formula 1 Support Race	Round 9
Oct 17 – 19	Shanghai Intl. Circuit, China	Sportscar Champions Festival	Rounds 10&11

* subject to confirmation of commercial agreement

PORSCHE 911 GT3 CUP (TYPE 991)

The Porsche 911 GT3 Cup is the motorsport version of the new 911 GT3 (Type 991). The near-standard race car, based on the seventh generation of the 911, makes its debut in Asia in 2014, having previously run exclusively in the Porsche Mobil 1 Supercup.

The Porsche 911 GT3 Cup is powered by a 3.8-litre, six cylinder boxer engine which, due to the weight optimized modular race exhaust system, generates 460hp (338 KW) at 7,500 revs per minute, ten horsepower more than its predecessor. Power is delivered to the rear axle via a race clutch and a Porsche Motorsport designed six-speed dog-type gearbox with a mechanical limited slip differential. For the first time in a Porsche makes cup race car, gear shifting is activated with paddle shifts on the steering wheel. The single piece race wheels with centre mount were also newly designed by Porsche Motorsport. The width of the Michelin race slicks was increased by two centimetres to 27 centimetres at the front and by ten millimetres at the rear axle to now measure 31 centimetres.

Compared to its predecessor, the wheelbase has grown by 100 millimetres, improving handling at the limit, while Porsche Motorsport newly designed the forged single-piece 18 inch race rims with central locking. The new racing brake system improves the endurance qualities of the 911 GT3 Cup, and the internally vented and slotted steel brake discs are operated by aluminium six-piston racing calipers in the front, and four-piston units at the rear.

Safety features have also been further enhanced, and drivers are protected by a newly calculated safety cage and newly designed race seat, while a rescue hatch in the roof enables easy access and extrication.

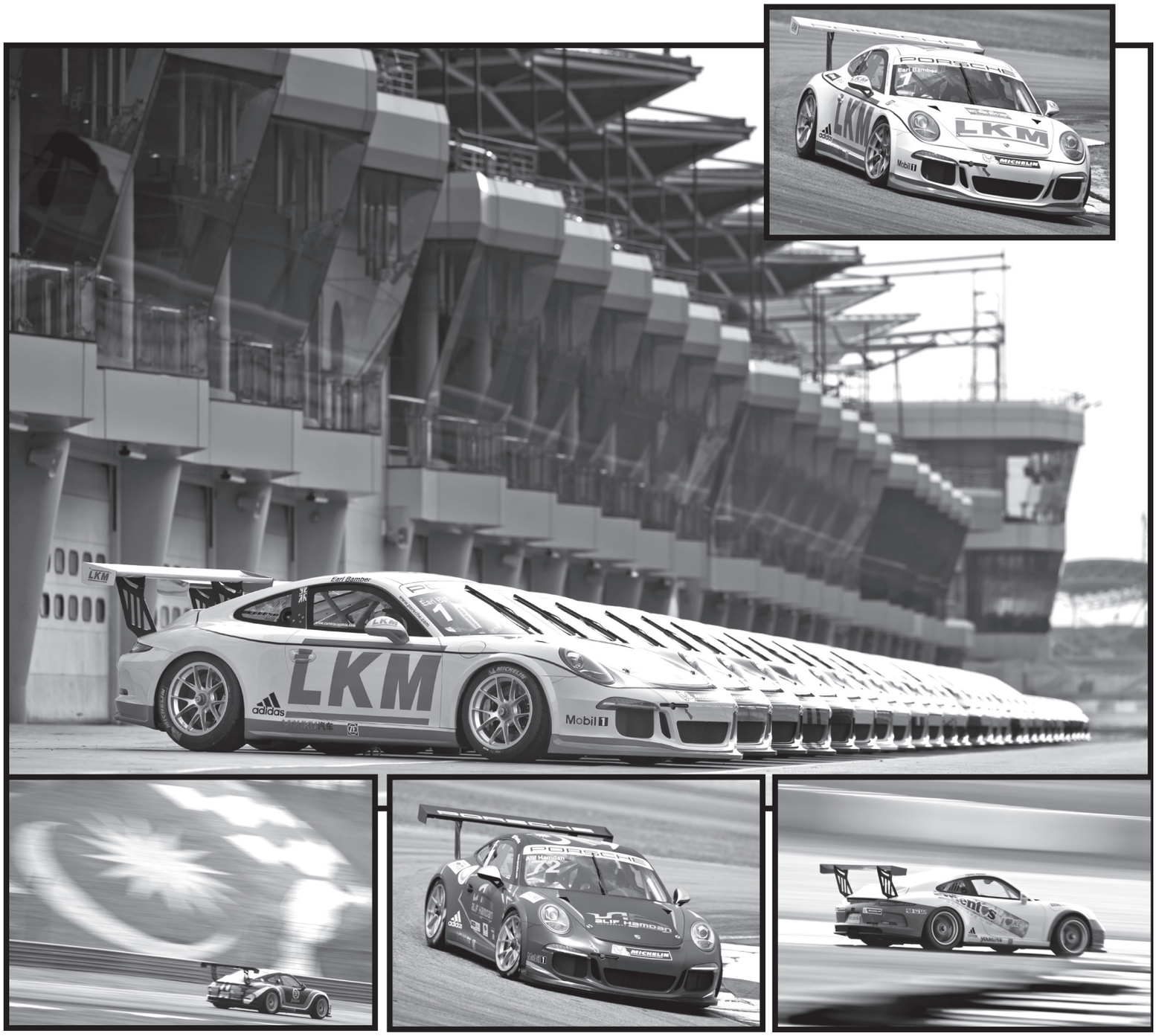
Like the road going version, the body of the new 911 GT3 Cup combines maximum rigidity with low weight thanks to its aluminium-steel construction, and weighs in at just 1,175 kilograms.

Background

Over the past 11 years, the series has also played a strong role in developing some of Asia's brightest motorsport stars, including Hong Kong's Darryl O'Young, competing in the FIA World Endurance Championship this season after several years contesting the FIA World Championship, and last year's Porsche Carrera Cup Asia champion, Earl Bamber.

Organised by Porsche China, the Porsche Carrera Cup Asia includes two championship titles: Overall and Class B, for non-professional racers. The concept has proved a masterstroke. Each race sees two hard-fought battles for all-important championship points, while the opportunity to race with professionals provides the Class B drivers with invaluable experience as well as enormous incentive. Several non-professional drivers have progressed to fight for overall honours within the series.

While private teams are welcome, the series offers a unique "arrive and drive" programme, with professional technical support provided at each round by Malaysian-based EKS Motorsport. EKS supplies each team with expert mechanics and supervisors to service and maintain the cars, ensuring they are in pristine condition each time out.


LKM
Earl Bamber
adidas
Mobil 1
PORSCHE
MICHELIN

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NOTES

FORMULA 1
PETRONAS
MALAYSIA GRAND PRIX

KUALA LUMPUR
28-29-30 MARCH 2014

MAPS

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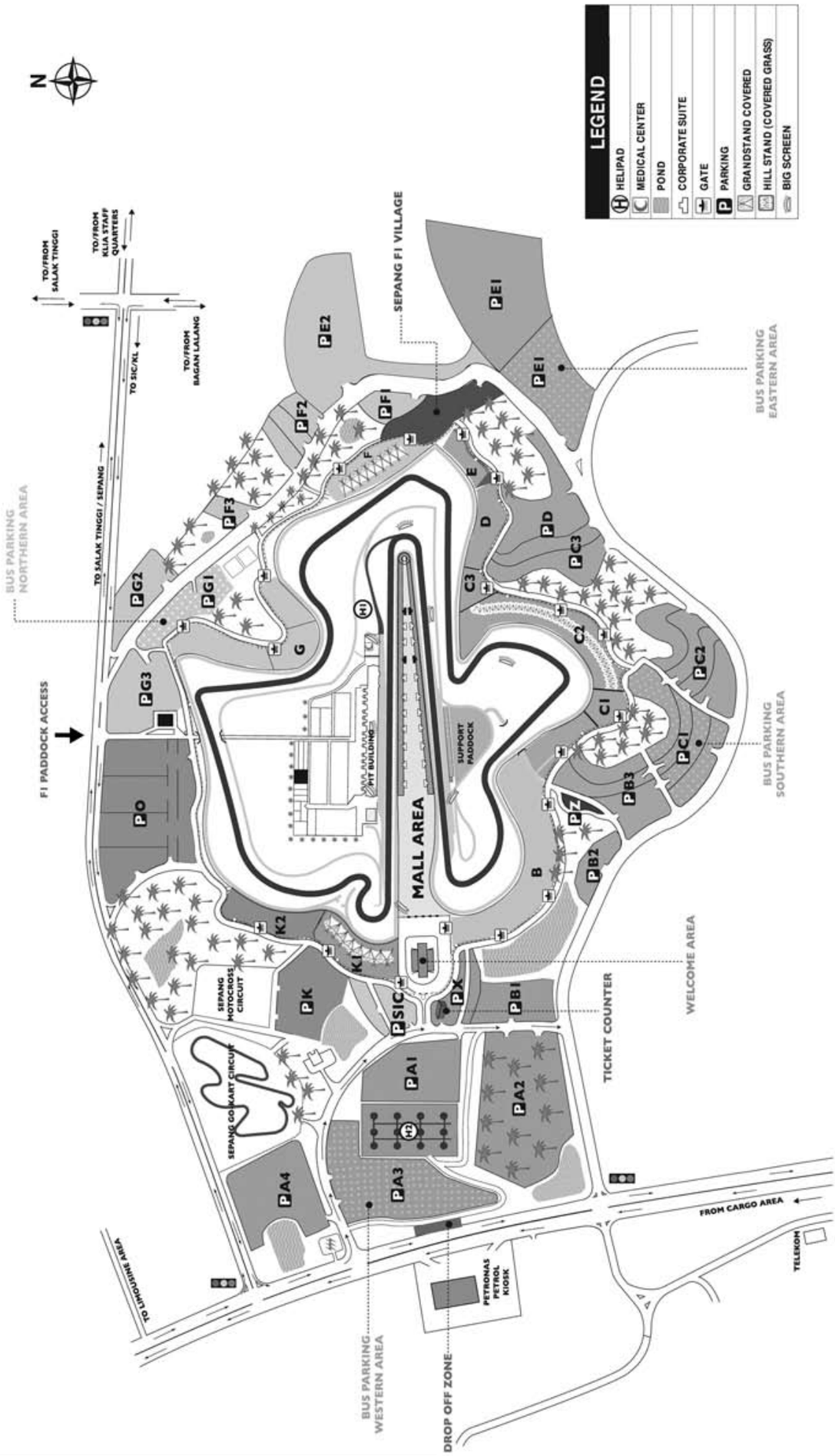
SIC CIRCUIT MAP



SEPANG CIRCUIT – GENERAL INFORMATION

The Sepang International Circuit is 5.543 kilometers long. The Sepang Circuit is the most spectacular race circuit in the Eastern hemisphere. Built at a cost of US$120 million, the Sepang Circuit was fully completed in November 1998. Its first racing event taking place on the 12th December, which was the Proton 300km Merdeka Race. The circuit actually consists of one circuit within another. The main race track being 5.543km and the other option being 2.805km.

Some of the most spectacular features of the circuit are the smooth and sweeping chicane capable of negotiating at speeds in excess of 200kph. The fastest part of the circuit is the straight between T15 and T1 or usually known as the home straight. Speed can reach up to about 350kph. Spectators would be advised to wear ear plugs especially on the grandstands. The pits consist of many spectacular features such as built-in team office and conference area.

In a typical F1 Grand Prix, it runs for a total of 56 laps. The track has almost no gradients and includes two very long straights where speeds are in excess of 180 mph. The track is known as a car breaker and any car with a reliability problem will most probably not see the end of this race. There are many places for overtaking on this circuit and this often leads to very compelling racing.

Being one of the best circuits in the world, its facilities are rated superb by drivers and experts. In 1999, the inaugural Malaysian Grand Prix attracted 80,000 spectators and an estimated television audience of 300 million, and earned Malaysia more than USD$140 million in foreign exchange. The debut race will always be remembered for a controversial Ferrari disqualification, when Irvine and Schumacher finished 1st and 2nd, only to have their points taken away over a disagreement about the size of the F399's bargeboards. The points were eventually reinstated after an FIA hearing in Paris, just prior to the final race of the 1999 world championship.

The Sepang Circuit is located about 60km from the capital city of Kuala Lumpur and about 15km from the Kuala Lumpur International Airport (KLIA). The circuit is linked to the city & the airport with an excellent highway system. Travelling by road on the expressway will approximately takes about 40 minutes from the city to the circuit.

Street signs are clearly visible on the highway.

SPECTATORS AREA

Main Grandstand:

- The unique double frontage Main Grandstand, which accommodates 30,000 spectators, is equipped with numbered seats. It is divided into two sections; the North Wing and the South Wing, each with a Lower level and an Upper level.

Lower Level:

- 9 rows of seating
- 18 Corporate Boxes
- 11 retail outlets
- Toilets
- Prayer rooms

Upper Level:

- 5 rows of seating
- 18 Corporate Suites
- 42 Speaker cabins
- The Canopy Tower at the end of the Main Grandstand is a 3-storey tower with capacity for 1,100 spectators.

Natural Stands:

- There are 4 natural Stands situated around the Circuit. They can accommodate 100,000 spectators at any one time. Spectators will enjoy the racing thrills from any vantage point.

PIT BUILDING SPECIFICATIONS

Ground Floor:

- 350m length, 24m to 30m in width
- 30 pit garages each with an area of 8m wide, 24m deep
- 15 team rooms
- Photographers areas
- 2 prayer rooms
- Parc ferme enclosure 155m3
- Scrutineering Bay 155m3
- Storage area
- 2 tunnels for under circuit external access, 6m wide

Mezzanine Floor:

- Race Control Room, 64m2
- Time Keeping Room, 55m2
- 12 Offices, for the FIA and FOA
- 2 Conference Rooms
- Main Office Rooms
- Winners Podium
- Interview Room
- Media Centre (for approximately 500 journalists)
- Hospitality area with freight elevator

Second Floor:

- Royal Lounge and garden
- Further Hospitality area

Points of interest :

Earthworks have included the movement of approximately 9,000,000m3 of soil approximately 10,000m2 of aluminium cladding was used 10,000 palm trees have been planted around the circuit and parking areas. SIC built their own asphalt and concrete plant plants along with a workers village, up to 2000 workers worked on the circuit at the same time

SEPANG F1 CIRCUIT ARCHITECT:

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HISTORY

Sepang F1 Circuit is undoubtedly a landmark for the motoring fraternity. Malaysia has virtually set a minimum standard for future F1 circuits around the world, the general opinion of the motorsports world, with the construction of Malaysia's Home of Motorsports.
Sculptured on a 260 hectare oil palm plantation, Sepang F1 circuit sets records from the moment it had its earth-breaking ceremony. Built with the concept of a 'natural stadium', it required more than 9 million cubic meters of earth to be removed. To retain its scenic green, more than 5,000 palm trees were planted around the circuit. As time goes by, more trees were planted further adding to the beauty of the circuit.

The 5,543 meter long track features 15 corners and 8 straights including two high-speed stretches. With a minimum width of 16 meters, the track allows ample opportunities for overtaking, ensuring a suspenseful and thrilling race. The widest part of the track spreads up to 22 meters. The unique criterion of the circuit is that it can be split in to two circuits when required. The split circuits are situated on both sides of the circuit, the north side, and the south side with lengths of 2.8 km and 2.6 km respectively, thus allowing two races to run concurrently.

The track is built using a specially formulated bitumen compound, which is smooth and not too abrasive to suit the Malaysian climate and year-round use. Smooth river stones were used for the gravel beds along the track. When you first step foot at the circuit, you will pass through the Welcome Center, the gateway to the grandstand and the nerve center for the circuits administrative activities. Apart from housing offices, the Welcome Center also houses a restaurant, a souvenir shop, and an automotive museum.

The heart and focal point of the circuit is the Pit Building. Facing the main grandstand, all the racing facilities are housed here: 33 pits, race control center, time-keeping room, paddock clubs, and race management offices. Each of the fully air-conditioned pit boxes are 8 meters wide, and 24 meters long. Each block of two pits has three air-conditioned offices equipped with telecommunication lines, team common room (team hospitality area), and a kitchen.

The exclusive paddock clubs on the first floor comes with their own parking and private access. For royal and VVIP guests, there is the Perdana Suite situated on the second floor of the pit building that can accommodate 250 people.

A landscaped mall area has been designed with the purpose of connecting the north and south grandstand to form the Main Grandstand area. In the main grandstand is the prime location for trade and vending, exhibition, food and beverage, amenities, and souvenir outlets during any racing event.

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General MAP Information

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INSIDE BACK COVER

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