

MEDIA KIT

FORMULA1 UBS Chinese Grand Prix 2014

Shanghai Audi International Circuit

18-19-20. 04. 14.

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Welcome Address

FOREWORD BY Jiang Lan

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Friends and fans, welcome to the 2014 Formula 1 UBS Chinese Grand Prix! On behalf of everyone at Shanghai Juss Event Management Company Limited; the host of the F1 Chinese Grand Prix, I would like to extend my warmest and sincerest welcome to all of our media friends from around the world.

Over the past decade, the Chinese Grand Prix has captivated us with countless moments of brilliance and lasting memories. The world's top racers have provided us with the finest and unforgettable battles. Michael Schumacher, Alonso, Raikkonen, Hamilton, and Vettel, we watched these great names shining at Shanghai International Circuit. The Grand Prix not only shows the limits of endurance, strength and speed, but also contains a mixture of cultures and a universal harmony.

Now F1 Chinese Grand Prix has established unshakable position in the F1 World. Thanks to the constantly support from our global and domestic media friends, the event has consistently grown and attracted a large number of devoted fans throughout China. I would like to take this opportunity to express my sincere thanks to all of our journalists, new agencies and television media for supporting the Formula 1 Chinese Grand Prix over the years.

Please rest assured that our staff will do everything in their power to provide you with a comfortable working environment.

Last but not least, I would like to wish you a pleasant stay in Shanghai!

Mr.Jiang Lan

General Manager

Shanghai Juss Event Management Co., Ltd

TIMETABLE

UBS CHINESE GRAND PRIX

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
16:00		FORMULA ONE	

FRIDAY

09:00		PORSCHE CARRERA CUP ASIA	DRIVERS MEETING
09:20		FORMULA ONE	MEDICAL INSPECTION
09:30	09:45	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
10:00	11:30¹	FORMULA ONE	FIRST PRACTICE SESSION
12:00	12:30 ¹	PORSCHE CARRERA CUP ASIA	FIRST PRACTICE SESSION
12:35	13:30	FORMULA ONE	Paddock Club Pit Lane Walk
13:30	13:40	FORMULA ONE	TRACK INSPECTION
14:00	15:30¹	FORMULA ONE	SECOND PRACTICE SESSION
16:00	17:00	FORMULA ONE	PRESS CONFERENCE PRESS ROOM
16:00	16:30 ¹	PORSCHE CARRERA CUP ASIA	SECOND PRACTICE SESSION
17:00		FORMULA ONE	DRIVERS MEETING
18:00	19:00	FORMULA ONE	MARSHAL PIT LANE WALK

SATURDAY

09:30	10:30	FORMULA ONE	TEAM PIT STOP PRACTICE
09:30	10:45	FORMULA ONE	Paddock Club Pit Lane Walk
10:20		FORMULA ONE	MEDICAL INSPECTION
10:30	10:45	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
11:00	12:00¹	FORMULA ONE	THIRD PRACTICE SESSION
12:25	12:55 ¹	PORSCHE CARRERA CUP ASIA	QUALIFYING SESSION
13:00	13:45	FORMULA ONE	Paddock Club Pit Lane Walk
13:30	13:45	FORMULA ONE	TRACK INSPECTION AND SAFETY CAR TEST
14:00	15:00	FORMULA ONE	QUALIFYING SESSION
15:30*	16:05²	PORSCHE CARRERA CUP ASIA	FIRST RACE (12 LAPS OR 30 MINS)

SUNDAY

11:00	12:15	FORMULA ONE	Paddock Club Pit Lane Walk
12:00		FORMULA ONE	
12:00	12:10	FORMULA ONE	MARSHALLING SYSTEM TRACK TEST
12:30	13:05²	PORSCHE CARRERA CUP ASIA	SECOND RACE (12 LAPS OR 30 MINS)
13:15	14:00	FORMULA ONE	Paddock Club Pit Lane Walk
13:30		FORMULA ONE	DRIVERS TRACK PARADE
13:45	14:15	FORMULA ONE	STARTING GRID PRESENTATION
14:00		FORMULA ONE	MEDICAL INSPECTION
14:10	14:20	FORMULA ONE	TRACK INSPECTION
14:30		FORMULA ONE	PIT LANE OPEN
14:45		FORMULA ONE	PIT LANE CLOSED
14:46		FORMULA ONE	NATIONAL ANTHEM
15:00*	17:00²	FORMULA ONE	GRAND PRIX (56 LAPS OR 120 MINS)

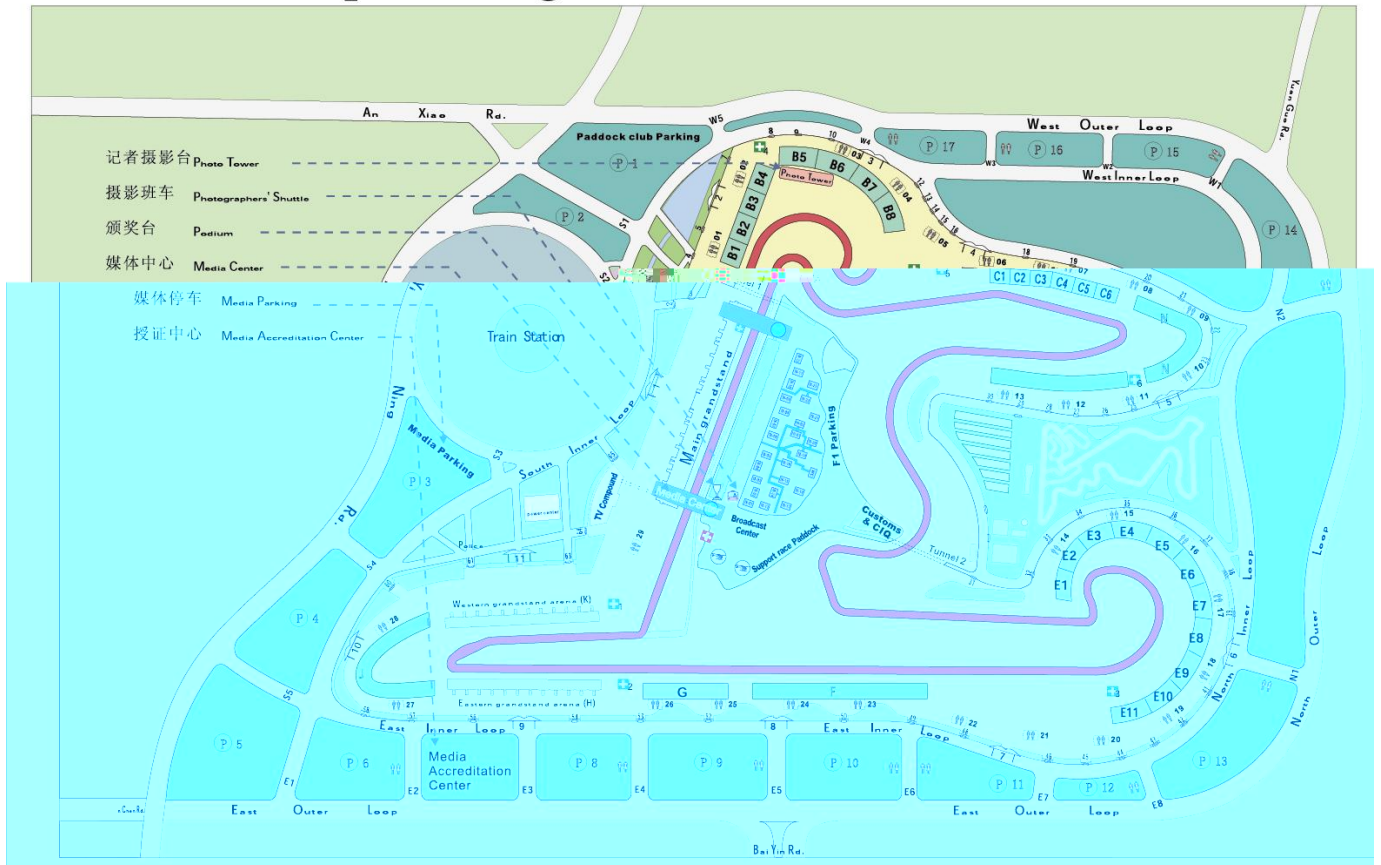
*These times refer to the start of the formation lap. ¹ Fixed Time Session ² Approximate finishing time

Please note this timetable may be subject to amendments

CIRCUIT MAP

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Map of Shanghai Audi International Circuit



CIRCUIT FIGURE & INTRODUCTION

Specifications of the Grand Prix track:

- Two sections of the track have been nicknamed 'snails' – the first at turns 1, 2 and 3 has a closing radius; the second, at turns 10, 11 and 12 has an opening radius.
- At the end of the longest (1,175m) straight, cars are estimated to decelerate from 327 kph to 87 kph as they pass the Lotus grandstand.
- Maximum uphill slope: 3%.
- Maximum downhill slope: 8%.
- 16 turns – 7 left, 9 right.
- Lap length of 5.45 km.
- The predicted average lap time for the Circuit is 1m, 34 seconds.
- Length of longest straight 1,175m.
- Total asphalt used (base, binder and wearing courses): 173,000 m².
- Total length of tyre barriers: 6,500m, using a total of 174,000 units.
- Total guard rail: 11,700m.
- Total FIA safety fencing: 9,350m.
- Total number of concrete piles: 40,000, totalling 800,000m.

The Shanghai Audi International Circuit includes:

- A total capacity of 200,000 spectators.
- A main grandstand for 29,000 spectators and first class hospitality suites.
- Dedicated team buildings for international racing teams.
- A
- A media center above the track.

CIRCUIT HISTORY

Even after Formula 1's first visit to Shanghai Audi International Circuit, it was already acknowledged by the sport's insiders as the best of the recent spate of new circuits.

Ultra-modern, with space aplenty for overtaking and outstanding viewing for the 200,000 spectators, supported by superb facilities for the teams and drivers, it is small wonder that the circuit made such an extraordinary impact.

The site that was chosen in the Jiading district, 20km from Hongqiao international airport and 30km north-west of the city centre in an area being developed as Shanghai International Auto City, along with an automobile manufacturing base, exhibition and sales facilities.

Less than half of the 5.3 square kilometre site is covered by the circuit, with the rest to be developed for other recreational uses.

Once the construction plans had been approved, there were only 18 months to build the circuit and its infrastructure, requiring a workforce of 7000 to work around the clock. If the timescale wasn't trouble enough, the site provided further problems as it was a swamp requiring specialist building techniques to make it stable, with the building of 40,000 support piles, from 40 to 80m in depth and topped with a layer of polystyrene (EPS, extruded polystyrene). In order to fulfill the need for polystyrene, the company had to purchase the entire stock available in the Asian market.

Circuit design expert Herrman Tilke headed the project, coming up with a layout that offered seven left turns and nine rights, and a 200mph back straight leading into a hairpin that's good for overtaking as it's unusually wide. The gentle banking at the ever-tightening opening sequence of corners is also a hit, with Turn 13 being the opposite as it opens out onto the back straight.

People talk of how Tilke took his inspiration for the layout from the Chinese Shang character, which means "above" and ties in with Shanghai. However, this was done unwittingly. He had incorporated local themes into the design even before this. Based on China being a gateway to the Asia Pacific region, some of the grandstands have a roof based on a lotus leaf. The team offices are built on stilts above a lake are in imitation of the water gardens in Shanghai's Yu-yuan garden. Although the circuit is unremittingly modern, the detailing on many of the buildings is in traditional Chinese red and gold. After nightfall, though, the circuit becomes futuristic again, with blue lights picking out the architectural extravagances.

Apart from The Formula One Chinese Grand Prix, Shanghai Audi International Circuit also stages other international motor sports events such as The World Endurance Championship and The World Touring Car Championship. In addition in the Shanghai Audi International Circuit, we will also present many exciting new events for motor racing fans.

SHANGHAI CITY INTRODUCTION

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Shanghai is China's most cosmopolitan, comprehensive industrial and commercial city. It is ranked number 1 in population, and population density for a Chinese city. With the development and ant role in economic growth. As a tourist city, it attracts travelers from both home and abroad by its commercial activity and regional culture rather than scenic beauty.

Modern Shanghai has some key areas of interest to visitors. The **Bund** area , a symbol of

Huang Pu River on one side and old banks and villas on the other. Tourists will be fascinated by numerous buildings in a variety of styles Such as the ancient, the modern, the traditional Chinese and the foreign.

While looking across the Huangpu River, **Oriental Pearl TV Tower**, **Jinmao Tower** and **Shanghai World Financial Center** are located in the center of Pudong Trade Zone, they composed the magically modernistic skyline of Shanghai.

For those who treasure a traditional Chinese feeling, **Yuyuan Garden & Bazaar** is a must. The labyrinth-like block was once the city center of ancient Shanghai, and still retains the old architecture and a crowded flavor nowadays. It is a nice place to taste various delicious Chinese foods or discover unique Chinese handicrafts and clothes. In the middle of the block rests a classic Chinese private garden, the **Yuyuan Garden**, now a must see tourist attraction in Shanghai, where one can peer into the original Chinese lifestyle in ancient times, a rare opportunity to do so in such a modern city as Shanghai.

Xin Tian Di, the most fashionable area cultivated in the distinctive *Shikumen* Buildings, the architectural styles of both west and east from the 1920s and 1930s Shanghai, has become the popular place to go for the night life. Every building has a modern interior and has become an international gallery, fashion shop, themed restaurant, coffee house or bar. The arrival of more and more boutiques, designer shops and luxury goods stores continually adds to the enjoyment of Xin Tian Di.

Shanghai is also a paradise for gourmets with over a thousand restaurants serving the famous 16 styles of Chinese food, including Beijing, Sichuan, Guangdong, Yangzhou and Fujian. There are also French, Russian, Italian, English, German, Japanese, Indian and other kinds of cuisines from the rest of the world, as well as genuine Muslim and vegetarian food.

Every year Shanghai host many international sports events, such as Formula One Chinese Grand Prix, Shanghai ATP1000 Masters. The Shanghai Snooker Masters ect. These sports event showcase both the worlds best telent ,also highlits the city of Shanghai .

USEFUL INFORMATION

TELEPHONE NUMBERS

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Emergency numbers	Police (general number)	110
	Fire brigade	119
	Ambulance	120
Useful numbers	Operator-Assisted Yellow Pages	63574251
	Directory Assistance	114
	Tourist Information	962020
	Correct Time	117
	Airport Pudong	96990
	Airport Hongqiao	96990
	Weather Forecast	12121
Hospitals With English language service	International Medical Care Centre (IMCC) of Shanghai First People's Hospital, 585 Jiulong Lu	63243852 (24hrs) Fax 63069484
	Huashan Hospital 12 Wulumuqi Zhong Road	62483986 (24hrs) 62489999/2531
Airlines (Selection)	Air France	400 880 8808
	British Airways	108 004 400031
	Lufthansa	5352 4999
	Northwest Airlines/KLM	6835 5492
	Swiss	6340 6399
	Virgin Atlantic	5353 4600
	Finair	6335 3999
Media Hotels (with shuttle to the circuit)	Howard Johnson All Suites Shanghai No. 1155 West Yan An Road	86-21-51872725
	Blue Palace Hotel No. 125, South Bole Rd.	86-21-59161000

MEDIA SERVICES

RESPONSIBILITIES

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RACETRACK

Operating Company	Shanghai Juss Event Management Co, Ltd. The 15 th floor No.28 South Zhongshan Road Huangpu District Shanghai, P.R. China Phone: +86 (0)21 6333 9393 Fax: +86 (0)21 6333 9434 Website: http://www.jussevent.com
Clerk of the Course	Zhang Tao
National Steward	Wang Feng

FIA

Race Director, Safety Delegate and Starter	Charlie Whiting
Medical Delegate	Professor Jean-Charles Piette
Technical Delegate	Jo Bauer
F1 Head of Communications & Media Delegate	Matteo Bonciani
FIA Observer	Herbie Blash
Stewards	Gerd Ennser Silvia Bellot Adrian Fernandez
Safety Car Driver	Bernd Mayländer
Medical Car Driver	Alan van der Merwe

MEDIA CENTRE

National Press Officer	Xu Wei
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ACCREDITATION AND MEDIA CENTRE OPENING HOURS

ACCREDITATION

Location	The Media Accreditation Centre is located at Waihuan Rd. (East), between Public Parking No. 6 and No. 8. The media hotel shuttles will have a stopover at the accreditation centre and an additional media accreditation shuttle service will be provided to the circuit.		
Opening hours	Wednesday	16 April 2014	11.00 hrs – 18.00 hrs
	Thursday	17 April 2014	08.00 hrs – 18.00 hrs
	Friday	18 April 2014	08.00 hrs – 16.00 hrs
	Saturday	19 April 2014	08.00 hrs – 12.00 hrs
	Sunday	20 April 2014	08.00 hrs – 12.00 hrs (national press only)

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MEDIA CENTRE/PHOTOGRAPHERS' AREA

Location	The Media Centre is located on the 9th floor of the control tower. The media centre can be accessed from the paddock entrance. The Photographers' Area is		
Opening hours	Wednesday	16 April 2014	12.00 hrs – 20.00 hrs
	Thursday	17 April 2014	09.00 hrs – 22.00 hrs
	Friday	18 April 2014	07.00 hrs – 23.00 hrs
	Saturday	19 April 2014	07.00 hrs – 23.00 hrs
	Sunday	20 April 2013	07.00 hrs – OPEN ENDED
	*until the departure of the last journalist/photographer		

FACILITIES

Media Centre	<ul style="list-style-type: none"> • A sufficient number of seats. All non-smoking. Smoking area on balconies.
	<ul style="list-style-type: none"> • waste paper baskets
	<ul style="list-style-type: none"> • 5 telephone booths located in the telecom area.
	<ul style="list-style-type: none"> • Private telephones on request.
	<ul style="list-style-type: none"> • 3 fax machines.
	<ul style="list-style-type: none"> • 7 Internet workstations.
	<ul style="list-style-type: none"> • 228 lockers. (Lockers operate with RMB coins that are returned when the key is put back in.) • Reception Telephone: +86 21 6956 9001 +86 21 6956 9002
Photographers' Area	<ul style="list-style-type: none"> • A sufficient number of seats.
	<ul style="list-style-type: none"> • Pigeon holes for information and times
	<ul style="list-style-type: none"> • ISDN and direct lines as well as data uplinks are available on request.
	<ul style="list-style-type: none"> • 96 lockers. Lockers operate with RMB coins that are returned when the key is put back in.)
Television / radio	40 operational air-conditioned and soundproof commentary booths are available to television and radio above the main grandstand (5th floor).
Shuttle Services	Media Hotels Shuttles A media shuttle service is provided to and from the recommended media hotels (Howard Johnson All Suites Shanghai in Shanghai downtown, Blue Palace Hotel close to the circuit) to the Circuit Media Parking (Parking No. 3). (Please refer to the official noticeboard in the Media Centre and Photographers' Area for detailed schedule).
	Media Shuttles : There is a non-stop media shuttle service between the Media Parking (Parking No. 3) and the Media Centre.
	Photographers' Shuttles Route: A photographers' shuttle service is provided non-stop during the Formula One practice sessions and race from the Race Control Tower to important locations around the track, using the inner and outer service road. Operating Hours: Please refer to the schedule on the official notice board in the photographers' room. Photographers' Towers: For the position, please refer to the map of this press kit.
	Crossing the track: Crossing the track is not allowed from 30 minutes before each practice session and 60 minutes before the Grand Prix race.

SHUTTLE BUS TIMETABLE

Media Hotels Shuttles					
	16th April Wednesday	17th April Thursday	18th April Friday	19th April Saturday	20th April Sunday
Howard Johnson All Suites Shanghai	Depart hotel:				
	11:00 14:00	9:00 11:00 13:00	7:00 8:00 9:00 12:00	7:00 8:00 9:00 11:00	7:00 8:00 9:00 10:00 11:00
	Depart Circuit:				
	15:00 17:00 20:00	16:30 19:00 21:00	16:00 17:00 18:00 20:00 22:00 23:00	16:00 17:00 18:00 20:00 21:00 22:00 23:00	16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00 24:00 (the last journalist s departure)
Blue Palace Hotel	Depart hotel:				
	Every 1 hour from: 12:00 to: 16:00	Every 1 hour from: 9:00 to: 14:00	Every 1 hour from: 7:00 to: 10:00	Every 1 hour from: 7:00 to: 10:00	Every 1 hour from: 7:00 to: 10:00
	Depart Circuit:				
	Every 1 hour from: 16:00 to: 20:00	Every 1 hour from: 16:00 to: 22:00	Every 1 hour from: 17:00 to: 23:00	Every 1 hour from: 17:00 to: 23:00	Every 1 hour from: 17:00 till the last journalist s departure
Accreditation Center					
between Accreditation Center and No.3 Parking Lot	Wednesday	Thursday	Friday	Saturday	Sunday
	Every 2 minutes from: 10:00 to: 18:00	Every 2 minutes from: 8:00 to: 18:00	Every 2 minutes from: 8:00 to: 16:00	Every 2 minutes from: 8:00 to: 12:00	Every 2 minutes from: 8:00 to: 10:00
Media Shuttles					
between Media Parking 3 and Control Center	non-stop media shuttle from 7:00 to 23:00				
Photographers' Shuttles					
clockwise along Service Track	Wednesday	Thursday	Friday	Saturday	Sunday
			non-stop media shuttle from 9:00 to 16:30		

* Notes: This timetable may be subject to amendments. Please pay attention to the noteboard*

PRESS CONFERENCES

PRESS CONFERENCE ROOM

Location	The Press Conference Room is located next to the control tower on the first floor of the Podium Building. Please follow the signs from the Media Centre to the Press Conference Room - entrance from the paddock.
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FORMULA ONE ITINERARY

Formula One	Thursday, 15.00hrs , in the Press Conference Room: a maximum of 6 drivers chosen by the FIA F1 Head of Communications & Media Delegate.
	Friday, 16.00hrs , in the Press Conference Room: 6 team personalities chosen by the FIA F1 Head of Communications & Media Delegate.
	Saturday, following the qualifying session: ➤ TV unilateral interview with the top three drivers of the qualifying session on the grid (transmitted into the Media Centre) ➤ After the unilateral interview in the Press Conference Room: Pole position press conference with the top three drivers on the grid.
	Sunday, following the podium celebration: ➤ TV unilateral interview with the top three finishing drivers (transmitted into the Press Conference Room). ➤ after the unilateral interview , Press Conference Room: Post-race press conference with the top three finishing drivers.
Note:	Photographers are kindly requested to use the steps that have been provided behind the rows for the journalists.

The circuit map reproduced on the following page is courtesy of the FIA.

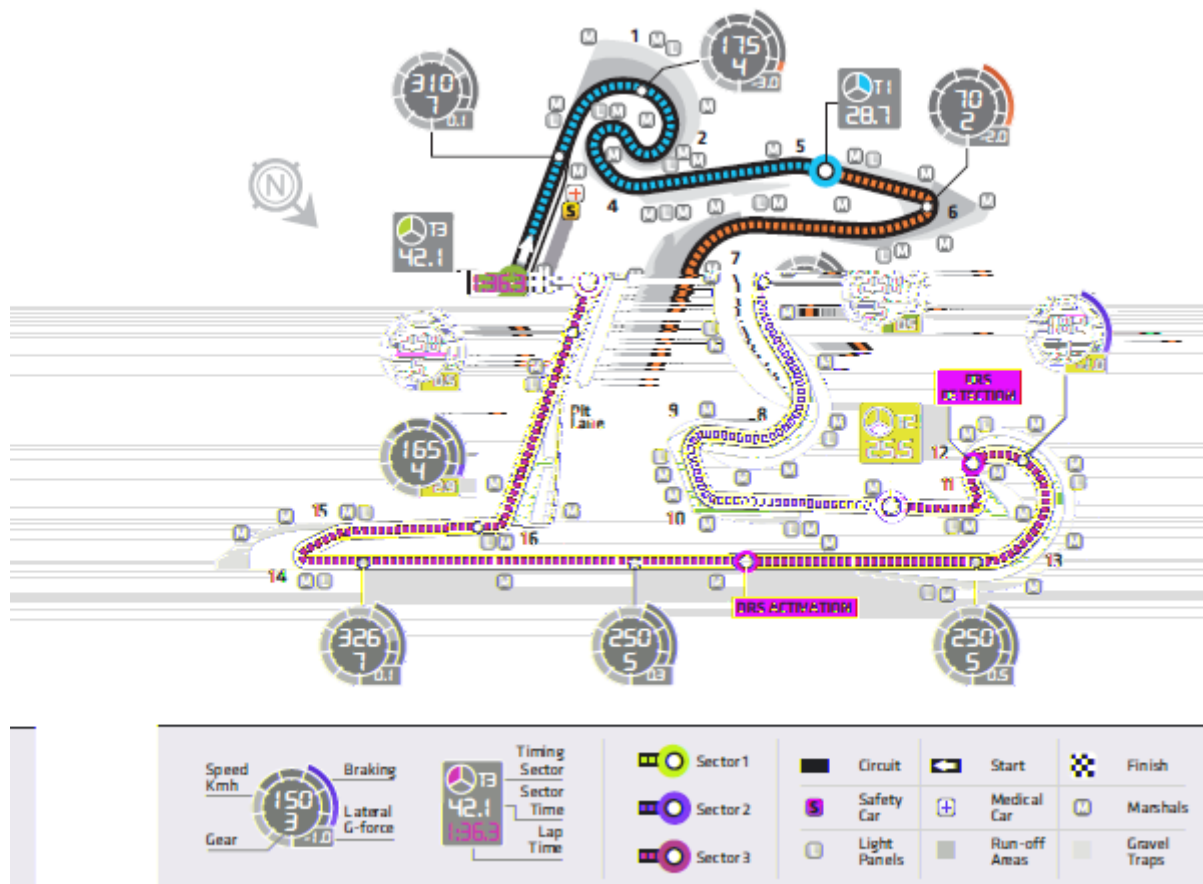
2014 FORMULA ONE WORLD CHAMPIONSHIP

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CIRCUIT CHARACTERISTICS

CHINESE GRAND PRIX: SHANGHAI

Date:	20 April 2014	Total race time	305.066 km
Circuit length:	5.451 km	Number of laps:	56



With the most advanced and challenging race track in the world, Shanghai Audi International Circuit was completed in May 2004. Its capacity of hosting is some 200,000 people for one time. The combination of snail-like narrowing turns and straight lines with the rising and falling of the gradient offers sufficient opportunities for overtaking manoeuvres and achieves an intensive and tensional experience of motor sport for the spectators.

The grandstand is unique in the world of Formula One in having two "wing-like" structures that link the spectator seating to the pit complex and house both a media centre and the circuit's hospitality suites.

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

CALENDAR

Date	Country	Event name	Circuit Name
16-Mar	AUS	2014 FORMULA 1 AUSTRALIAN GRAND PRIX	Albert Park
30-Mar	MYS	2013 FORMULA 1 MALAYSIAN GRAND PRIX	Sepang International Circuit
6-Apr	BHR	2013 FORMULA 1 BAHRAIN GRAND PRIX	Bahrain International Circui
20-Apr	CHN	2013 FORMULA 1 CHINESE GRAND PRIX	Shanghai Audi International Circuit
11-May	ESP	2013FORMULA 1 SPANISH GRAND PRIX	Circuit de Catalunya
25-May	MCO	2013 FORMULA 1 MONACO GRAND PRIX	Circuit de Monaco
08-Jun	CAN	2013 FORMULA 1 CANADIAN GRAND PRIX	Circuit Gilles Villeneuve
22-Jun	AUT	2013 FORMULA 1 AUSTRIAN GRAND PRIX	Red Bull Ring
06-Jul	GBR	2013 FORMULA 1 BRITISH GRAND PRIX	Silverstone
20-Jul	DEU	2013 FORMULA 1 GERMAN GRAND PRIX	Hockenheimring
27-Jul	HUN	2013 FORMULA 1 HUNGARIAN GRAND PRIX	Hungaroring
24-Aug	BEL	2013FORMULA 1 BELGIAN GRAND PRIX	Circuit de Spa-Francorchamps
7-Sep	ITA	2013 FORMULA 1 ITALIAN GRAND PRIX	Autodromo di Monza
21-Sep	SGP	2013FORMULA 1 SINGAPORE GRAND PRIX	Marina Bay Street Circuit
5-Oct	JPN	2013 FORMULA 1 JAPANESE GRAND PRIX	Suzuka
12-Oct	RUS	2013 FORMULA 1 RUSSIAN GRAND PRIX	Sochi International Street Circuit
02-Nov	USA	2013 FORMULA 1 UNITED STATES GRAND PRIX	Circuit of the Americas
09-Nov	BRA	2013 FORMULA 1 BRAZILIAN GRAND PRIX	Interlagos
23-Nov	ARE	2013 FORMULA 1 ABU DHABI GRAND PRIX	Yas Marina

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

ENTRY LIST

No.	Driver	Nat.	Team	Car
01	Sebastian Vettel	DEU	Infiniti Red Bull Racing	RB10
03	Daniel Ricciardo	AUS	Infiniti Red Bull Racing	RB10
06	Nico Rosberg	DEU	Mercedes AMG Petronas F1 Team	F1 W05
44	Lewis Hamilton	GBR	Mercedes AMG Petronas F1 Team	F1 W05
07	Kimi Raikkonen	FIN	Scuderia Ferrari	F14 T
14	Fernando Alonso	ESP	Scuderia Ferrari	F14 T
08	Romain Grosjean	FRA	Lotus F1 Team	E22
13	Pastor Maldonado	VEN	Lotus F1 Team	E22
20	Kevin Magnussen	DEN	McLaren Mercedes	MP4-29
22	Jenson Button	GBR	McLaren Mercedes	MP4-29
11	Sergio Perez	MEX	Sahara Force India F1 Team	VJM07
27	Nico Hulkenberg	DEU	Sahara Force India F1 Team	VJM07
21	Esteban Gutierrez	MEX	Sauber F1 Team	C33
99	Adrian Sutil	DEU	Sauber F1 Team	C33
25	Jean-Eric Vergne	FRA	Scuderia Toro Rosso	STR9
26	Daniil Kvyat	RUS	Scuderia Toro Rosso	STR9
19	Felipe Massa	BRA	Williams F1 Team	FW36
77	Valtteri Bottas	FIN	Williams F1 Team	FW36
04	Max Chilton	GBR	Marussia F1 Team	MR03
17	Jules Bianchi	FRA	Marussia F1 Team	MR03
09	Marcus Ericsson	SWE	Caterham F1 Team	CT05
10	Kamui Kobayashi	JPN	Caterham F1 Team	CT05

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

2014 Sporting and Technical Regulations

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The 2014 season brings with it some of

Power - -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 (see below).

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

Energy Recovery Systems (ERS) - 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 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.

Testing - in-season testing returns for 2014, albeit in a restricted format with the regulations allowing four tests of no more than two consecutive days at circuits where an event has taken place. There are also increased restrictions on windtunnel testing and CFD simulations.

Points - awarded at the final race of the Formula One season - Abu Dhabi for 2014 - in order to maximise focus on the championship until the end of the campaign.

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 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.

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

AUSTRALIAN GRAND PRIX – RESULTS

Date:	16 March, 2014	Number of laps:	57
Circuit length:	5.303km	Race distance:	307.574km

QUALIFYING - CLASSIFICATION

	POS	DRIVER	Q1	LAPS	Q2	LAPS	Q3	LAPS
	1	Lewis Hamilton	1:31.699	6	1:42.890	8	1:44.231	8
	2	Daniel Ricciardo	1:30.775	3	1:42.295	9	1:44.548	8
	3	Nico Rosberg	1:32.564	6	1:42.264	8	1:44.595	7
	4	Kevin Magnussen	1:30.949	4	1:43.247	9	1:45.745	6
	5	Fernando Alonso	1:31.388	6	1:42.805	8	1:45.819	7
	6	Jean-Eric Vergne	1:33.488	5	1:43.849	9	1:45.864	7
	7	Nico Hulkenberg	1:33.893	5	1:43.658	8	1:46.030	7
	8	Daniil Kvyat	1:33.777	5	1:44.331	9	1:47.368	6
	9	Felipe Massa	1:31.228	5	1:44.242	9	1:48.079	7
	10	Valtteri Bottas	1:31.601	5	1:43.852	8	1:48.147	6
	11	Jenson Button	1:31.396	5	1:44.437	8		
	12	Kimi Raikkonen	1:32.439	5	1:44.494	8		
	13	Sebastian Vettel	1:31.931	5	1:44.668	8		
	14	Adrian Sutil	1:33.673	5	1:45.655	7		
	15	Kamui Kobayashi	1:34.274	5	1:45.867	8		
	16	Sergio Perez	1:34.141	5	1:47.293	8		
	17	Max Chilton	1:34.293	5				
	18	Jules Bianchi	1:34.794	5				
	19	Esteban Gutiérrez	1:35.117	7				
	20	Marcus Ericsson	1:35.157	5				
	21	Romain Grosjean	1:36.993	6		!		

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

AUSTRALIAN GRAND PRIX - RESULTS

Date:	16 March, 2014	Number of laps:	57
Circuit length:	5.303km	Race distance:	307.574km

RACE - CLASSIFICATION

	POS	DRIVER	TEAM	LAPS	TIME
	1	Nico Rosberg	Mercedes AMG Petronas F1 Team	57	1:32:58.710
	2	Kevin Magnussen	McLaren Mercedes	57	1:33:25.487
	3	Jenson Button	McLaren Mercedes	57	1:33:28.737
	4	Fernando Alonso	Scuderia Ferrari	57	1:33:33.994
	5	Valtteri Bottas	Williams F1 Team	57	1:33:46.349
	6	Nico Hulkenberg	Sahara Force India F1 Team	57	1:33:49.428
	7	Kimi Raikkonen	Scuderia Ferrari	57	1:33:56.385
	8	Jean-Eric Vergne	Scuderia Toro Rosso	57	1:33:59.151
	9	Daniil Kvyat	Scuderia Toro Rosso	57	1:34:02.295
	10	Sergio Perez	Sahara Force India F1 Team	57	1:34:24.626
	11	Adrian Sutil	Sauber F1 Team	56	1:33:06.852
	12	Esteban Gutiérrez	Sauber F1 Team	56	1:33:12.956
	13	Max Chilton	Marussia F1 Team	55	1:33:21.069
	-	Daniel Ricciardo	Infiniti Red Bull Racing	DNF	
	-	Jules Bianchi	Marussia F1 Team	DNF	
	-	Romain Grosjean	Lotus F1 Team	DNF	
	-	Pastor Maldonado	Lotus F1 Team	DNF	
	-	Marcus Ericsson	Caterham F1 Team	DNF	
	-	Sebastian Vettel	Infiniti Red Bull Racing	DNF	
	-	Lewis Hamilton	Mercedes AMG Petronas F1 Team	DNF	
	-	Felipe Massa	Williams F1 Team	DNF	
	-	Kamui Kobayashi	Caterham F1 Team	DNF!	

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

MALAYSIAN GRAND PRIX – RESULTS

Date:	30 March, 2014	Number of laps:	56
Circuit length:	5.543 km	Race distance:	310.408 km

QUALIFYING - CLASSIFICATION

	POS	DRIVER	Q1	LAPS	Q2	LAPS	Q3	LAPS
	1	Lewis Hamilton	1:57.202	7	1:59.041	9	1:59.431	6
	2	Sebastian Vettel	1:57.654	6	1:59.399	8	1:59.486	6
	3	Nico Rosberg	1:57.183	7	1:59.445	9	2:00.050	7
	4	Fernando Alonso	1:58.889	8	2:01.356	7	2:00.175	7
	5	Daniel Ricciardo	1:58.913	6	2:00.147	7	2:00.541	7
	6	Kimi Raikkonen	1:59.257	8	2:01.532	6	2:01.218	7
	7	Nico Hulkenberg	1:58.883	8	2:00.839	8	2:01.712	7
	8	Kevin Magnussen	2:00.358	8	2:02.094	5	2:02.213	7
	9	Jean-Eric Vergne	2:01.689	8	2:02.096	8	2:03.078	7
	10	Jenson Button	2:00.889	8	2:01.810	8	2:04.053	6
	11	Daniil Kvyat	2:01.175	8	2:02.351	8		
	12	Esteban Gutiérrez	2:01.134	8	2:02.369	8		
	13	Felipe Massa	2:00.047	8	2:02.460	8		
	14	Sergio Perez	2:00.076	7	2:02.511	8		
	15	Valtteri Bottas	1:59.709	9	2:02.756	8		
	16	Romain Grosjean	2:00.202	9	2:02.885	8		
	17	Pastor Maldonado	2:02.074	8				
	18	Adrian Sutil	2:02.131	7				
	19	Jules Bianchi	2:02.702	8				
	20	Kamui Kobayashi	2:03.595	8				
	21	Max Chilton	2:04.388	8				
	22	Marcus Ericsson	2:04.407	7				

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

MALAYSIAN GRAND PRIX – RESULTS

Date:	30 March, 2014	Number of laps:	56
Circuit length:	5.543 km	Race distance:	310.408 km

RACE - CLASSIFICATION

	POS	DRIVER	TEAM	LAPS	TIME
	1	Lewis Hamilton	Mercedes AMG Petronas F1 Team	56	1:40:25.974
	2	Nico Rosberg	Mercedes AMG Petronas F1 Team	56	1:40:43.287
	3	Sebastian Vettel	Infiniti Red Bull Racing	56	1:40:50.508
	4	Fernando Alonso	Scuderia Ferrari	56	1:41:01.966
	5	Nico Hulkenberg	Sahara Force India F1 Team	56	1:41:13.173
	6	Jenson Button	McLaren Mercedes	56	1:41:49.665
	7	Felipe Massa	Williams F1 Team	56	1:41:51.050
	8	Valtteri Bottas	Williams F1 Team	56	1:41:51.511
	9	Kevin Magnussen	McLaren Mercedes	55	1:40:28.365
	10	Daniil Kvyat	Scuderia Toro Rosso	55	1:40:55.334
	11	Romain Grosjean	Lotus F1 Team	55	1:40:57.536
	12	Kimi Raikkonen	Scuderia Ferrari	55	1:40:57.674
	13	Kamui Kobayashi	Caterham F1 Team	55	1:41:37.748
	14	Marcus Ericsson	Caterham F1 Team	54	1:40:37.511
	15	Max Chilton	Marussia F1 Team	54	1:40:37.641
	-	Daniel Ricciardo	Infiniti Red Bull Racing	DNF	
	-	Esteban Gutiérrez	Sauber F1 Team	DNF	
	-	Adrian Sutil	Sauber F1 Team	DNF	
	-	Jean-Eric Vergne	Scuderia Toro Rosso	DNF	
	-	Jules Bianchi	Marussia F1 Team	DNF	
	-	Pastor Maldonado	Lotus F1 Team	DNF	
	-	Sergio Perez	Sahara Force India F1 Team	DNF!	

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

BAHRAIN GRAND PRIX - RESULTS

Date:	6 April, 2014	Number of laps:	57
Circuit length:	5.412 km	Race distance:	308.238 km

QUALIFYING - CLASSIFICATION

	POS	DRIVER	Q1	LAPS	Q2	LAPS	Q3	LAPS
	1	Nico Rosberg	1:35.439	4	1:33.708	3	1:33.185	5
	2	Lewis Hamilton	1:35.323	4	1:33.872	3	1:33.464	5
	3	Daniel Ricciardo	1:36.220	6	1:34.592	4	1:34.051	6
	4	Valtteri Bottas	1:34.934	3	1:34.842	6	1:34.247	6
	5	Sergio Perez	1:34.998	8	1:34.747	6	1:34.346	5
	6	Kimi Raikkonen	1:35.234	6	1:34.925	6	1:34.368	3
	7	Jenson Button	1:35.699	6	1:34.714	5	1:34.387	6
	8	Felipe Massa	1:35.085	3	1:34.842	6	1:34.511	5
	9	Kevin Magnussen	1:35.288	6	1:34.904	5	1:34.712	6
	10	Fernando Alonso	1:35.251	6	1:34.723	5	1:34.992	6
	11	Sebastian Vettel	1:35.549	6	1:34.985	3		
	12	Nico Hulkenberg	1:34.874	6	1:35.116	6		
	13	Daniil Kvyat	1:35.395	8	1:35.145	6		
	14	Jean-Eric Vergne	1:35.815	8	1:35.286	6		
	15	Esteban Gutiérrez	1:36.567	8	1:35.891	6		
	16	Romain Grosjean	1:36.654	7	1:35.908	3		
	17	Pastor Maldonado	1:36.663	7				
	18	Adrian Sutil	1:36.840	5				
	19	Kamui Kobayashi	1:37.085	6				

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

BAHRAIN GRAND PRIX - RESULTS

Date:	6 April, 2014	Number of laps:	57
Circuit length:	5.412 km	Race distance:	308.238 km

RACE - CLASSIFICATION

	POS	DRIVER	TEAM	LAPS	TIME
	1	Lewis Hamilton	Mercedes AMG Petronas F1 Team	57	1:39:42.743
	2	Nico Rosberg	Mercedes AMG Petronas F1 Team	57	1:39:43.828
	3	Sergio Perez	Sahara Force India F1 Team	57	1:40:06.810
	4	Daniel Ricciardo	Infiniti Red Bull Racing	57	1:40:07.232
	5	Nico Hulkenberg	Sahara Force India F1 Team	57	1:40:11.397
	6	Sebastian Vettel	Infiniti Red Bull Racing	57	1:40:12.622
	7	Felipe Massa	Williams Martini Racing	57	1:40:14.008
	8	Valtteri Bottas	Williams Martini Racing	57	1:40:14.619
	9	Fernando Alonso	Scuderia Ferrari	57	1:40:15.338
	10	Kimi Raikkonen	Scuderia Ferrari	57	1:40:16.205
	11	Daniil Kvyat	Scuderia Toro Rosso	57	1:40:24.085
	12	Romain Grosjean	Lotus F1 Team	57	1:40:25.886
	13	Max Chilton	Marussia F1 Team	57	1:40:42.652
	14	Pastor Maldonado	Lotus F1 Team	57	1:40:45.546
	15	Kamui Kobayashi	Caterham F1 Team	57	1:41:10.643
	16	Jules Bianchi	Marussia F1 Team	56	1:40:59.565
	17	Jenson Button	McLaren Mercedes	55	1:37:37.883
	-	Kevin Magnussen	McLaren Mercedes	DNF	
	-	Esteban Gutiérrez	Sauber F1 Team	DNF	
	-	Marcus Ericsson	Caterham F1 Team	DNF	
	-	Jean-Eric Vergne	Scuderia Toro Rosso	DNF	
	-	Adrian Sutil	Sauber F1 Team	DNF	

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

CHAMPIONSHIP POINTS—DRIVERS

Pos	Driver	Nationality	Team	Points
1	Nico Rosberg	German	Mercedes	61
2	Lewis Hamilton	British	Mercedes	50
3	Nico Hulkenberg	German	Force India-Mercedes	28
4	Fernando Alonso	Spanish	Ferrari	26
5	Jenson Button	British	McLaren-Mercedes	23
6	Sebastian Vettel	German	Red Bull Racing-Renault	23
7	Kevin Magnussen	Danish	McLaren-Mercedes	20
8	Valtteri Bottas	Finnish	Williams-Mercedes	18
9	Sergio Perez	Mexican	Force India-Mercedes	16
10	Daniel Ricciardo	Australian	Red Bull Racing-Renault	12
11	Felipe Massa	Brazilian	Williams-Mercedes	12
12	Kimi Räikkönen	Finnish	Ferrari	7
13	Jean-Eric Vergne	French	STR-Renault	4
14	Daniil Kvyat	Russian	STR-Renault	3
15	Romain Grosjean	French	Lotus-Renault	0
16	Adrian Sutil	German	Sauber-Ferrari	0
17	Esteban Gutierrez	Mexican	Sauber-Ferrari	0
18	Max Chilton	British	Marussia-Ferrari	0
19	Kamui Kobayashi	Japanese	Caterham-Renault	0
20	Pastor Maldonado	Venezuelan	Lotus-Renault	0
21	Marcus Ericsson	Swedish	Caterham-Renault	0
22	Jules Bianchi	French	Marussia-Ferrari	0

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

CHAMPIONSHIP POINTS—CONSTRUCTORS

Pos	Team	Points
1	Mercedes	111
2	Force India-Mercedes	44
3	McLaren-Mercedes	43
4	Red Bull Racing-Renault	35
5	Ferrari	33
6	Williams-Mercedes	30
7	STR-Renault	7
8	Lotus-Renault	0
9	Sauber-Ferrari	0
10	Marussia-Ferrari	0
11	Caterham-Renault	0

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP
TEAM&DRIVERS

Infiniti Red Bull Racing

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

1. Sebastian Vettel (DEU)



Podiums	64
Total pts	1489
2013	1st
Pts	397
Age	27

!
!
!

3. Daniel Ricciardo (AUS)



Podiums	0
Total pts	42
2013	14th
Pts	20
Age	25

!

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP TEAM&DRIVERS

Mercedes AMG PETRONAS F1 TEAM

29

First Season	2010	Chassis	F1 W05
Highest Race Finish	1(x7)	Engine	Mercedes PU106A Hybrid
Pole Positions	12	Tyres	Pirelli
Fastest Laps	6	World Championships	0

6. Nico Rosberg (DEU)



Podiums 11
Total pts 649.5
2013 6th
pts 171
Age 29

44.Lewis Hamilton (GBR)



Podiums 54
Total pts 1177
2013 4th
pts 189
Age 29

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP
TEAM&DRIVERS

SCUDERIA FERRARI

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

7. Kimi Raikkonen (FIN)



Podiums 77
Total pts 976
2013 5th
pts 183
Age 35

!

14.Fernando Alonso (ESP)



Podiums 95
Total pts 1644
2013 2nd
pts 242
Age 33

!

!!
!

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP
TEAM&DRIVERS

LOTUS F1 TEAM

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

8. Romain Grosjean (FRA)



!

Podiums	9
Total pts	228
2013	7th
pts	132
Age	28

13. Pastor Maldonado (VEN)



!

Podiums	1
Total pts	47
2013	18th
pts	1
Age	29

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP
TEAM&DRIVERS

MCLAREN MERCEDES

First Season	1966	Chassis	MP4-29
Highest Race Finish	1(x182)	Engine	Mercedes PU106A Hybrid
Pole Positions	155	Tyres	Pirelli
Fastest Laps	152	World Championships	8

20. Kevin Magnussen (DEN)



Podiums 1
Total pts 22
Age 22

!

22. Jenson Button (GBR)



!

Podiums 50
Total pts 1103
2013 9th
pts 73
Age 34

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

SAHARA FORCE INDIA F1 TEAM

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

11. Sergio Perez (MEX)



!

Podiums 4
Total pts 145
2013 11th
pts 49
Age 24

27. Nico Hulkenberg (DEU)



!

Podiums 0
Total pts 174
2013 10th
pts 51
Age 27

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP
TEAM&DRIVERS

SAUBER F1 TEAM

First Season	1993	Chassis	C33
Highest Race Finish	1(x1)	Engine	Ferrari 059/3
Pole Positions	1	Tyres	Pirelli
Fastest Laps	5	World Championships	0

21. Esteban Gutierrez (MEX)



Podiums	0
Total pts	6
2013	16th
pts	6
Age	23

99. Adrian Sutil (DEU)



Podiums	0
Total pts	124
2013	13th
pts	29
Age	31

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP
TEAM&DRIVERS

SCUDERIA TORO ROSSO

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

25. Jean-Eric Vergne (FRA)



Podiums	0
Total pts	33
2013	15th
pts	13
Age	24

!

26. Daniil Kvyat (RUS)



Podiums	0
Total pts	4
Age	20

!

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

WILLIAMS F1 TEAM

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

19. Felipe Massa (BRA)



Podiums 36
Total pts 834
2013 8th
pts 112
Age 33

77. Valtteri Bottas (FIN)



Podiums 0
Total pts 26
2013 17th
pts 4
Age 25

2014 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM & DRIVERS

MARUSSIA F1 TEAM

First Season	2010	Chassis	MR03
Highest Race Finish	12(x2)	Engine	Ferrari 059/3
Pole Positions	0	Tyres	Pirelli
Fastest Laps	0	World Championshis	0

4. Max Chilton (GBR)



Podiums	0
Total pts	0
2013	23rd
Pts	0
Age	23

17. Jules Bianchi (FRA)



Podiums	0
Total pts	0
2013	19th
Pts	0
Age	25

2013 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

CATERHAM F1 TEAM

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

9. Marcus Ericsson (SWE)



Podiums	0
Total pts	0
Age	24

10. Kamui Kobayashi (JAN)



Podiums	1
Total pts	125
Age	28

!

FINAL RESULTS OF THE 2013 F1 WORLD CHAMPIONSHIP

DRIVERS

POS	DRIVER	A U S	M Y S	C H N	B H R	E S P	M C O	C A N	G B R	D E U	H U N	B E L	I T A	S G P	K O R
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FINAL RESULTS OF THE 2013 F1 WORLD CHAMPIONSHIP

CONSTRUCTORS

en-G T01B304*BT1/F4 5.521 44.98 484 41 Tr 2013 en-G T01B304*BT1/F4 5.521 44.98 484 41 Tr 2013 en-G T01B304*BT1/F4 5.521 44.98 484 41 Tr 2013 en-G T01B304*BT1/F4 5.521 44.98 484 41 Tr 2013

POS	CONSTRUCTOR	A U S	M Y S	C H N	B H R	E S P	M C O	C A N	G B R	D E U	H U N	B E L	I T A	S G P	K O R	J P N	I N D	A R E	U S A	B R A	PTS
2	Infiniti Red Bull Racing	23	43	12	31	22	33	37	18	31	27	35	40	25	25	43	25	43	40	43	596
3	Mercedes AMG Petronas F1 Team	10	27	15	12	8	37	25	37	12	25	27	10	22	16	4	26	21	14	12	

The World Champions Drivers - 1950-2013

Schumacher 448.BDC 407.11 535.27 39.984 12.72 re5* nBTf5 9 Tf1 0 0e4

Year	Driver		Car	Year	Driver		Car
1950	G Farina	(ITA)	Alfa-Romeo	1982	K Rosberg	(FIN)	Williams-Ford
1951	J M Fangio	(ARG)	Alfa-Romeo	1983	N Piquet	(BRA)	Brabham-BMW
1952	A Ascari	(ITA)	Ferrari	1984	N Lauda	(AUT)	McLaren-TAG-Porsche
1953	A Ascari	(ITA)	Ferrari	1985	A Prost	(FRA)	McLaren-TAG-Porsche
1954	J M Fangio	(ARG)	Mercedes/Maserati	1986	A Prost	(FRA)	McLaren-TAG-Porsche
1955	J M Fangio	(ARG)	Mercedes	1987	N Piquet	(BRA)	Williams-Honda
1956	J M Fangio	(ARG)	Lancia/Ferrari	1988	A Senna	(BRA)	McLaren-Honda
1957	J M Fangio	(ARG)	Maserati	1989	A Prost	(FRA)	McLaren-Honda
1958	M Hawthorn	(GBR)	Ferrari	1990	A Senna	(BRA)	McLaren-Honda
1959	J Brabham	(AUS)	Cooper-Climax	1991	A Senna	(BRA)	McLaren-Honda
1960	J Brabham	(AUS)	Cooper-Climax	1992	N Mansell	(GBR)	Williams-Renault
1961	P Hill	(USA)	Ferrari	1993	A Prost	(FRA)	Williams-Renault
1962	G Hill	(GBR)	BRM	1994	M Schumacher	(GER)	Benetton-Ford
1963	J Clark	(GBR)	Lotus-Climax	1995	M Schumacher	(GER)	Benetton-Renault

1964

The World Champions Constructors - 1958-2013

Year	Constructor	Year	Constructor	Year	Constructor
1958	Vanwall	1977	Ferrari	1996	Williams-Renault
1959	Cooper-Climax	1978	Lotus-Ford	1997	Williams-Renault
1960	Cooper-Climax	1979	Ferrari	1998	McLaren-Mercedes
1961	Ferrari	1980	Williams-Ford	1999	Ferrari
1962	BRM	1981	Williams-Ford	2000	Ferrari
1963	Lotus-Climax	1982	Ferrari	2001	Ferrari
1964	Ferrari	1983	Ferrari	2002	Ferrari
1965	Lotus-Climax	1984	McLaren-TAG-Porsche	2003	Ferrari
1966	Brabham-Repco	1985	McLaren-TAG-Porsche	2004	Ferrari
1967	Brabham-Repco	1986	Williams-Honda	2005	Renault
1968	Lotus-Ford	1987	Williams-Honda	2006	Renault
1969	Matra-Ford	1988	McLaren-Honda	2007	Ferrari
1970	Lotus-Ford	1989	McLaren-Honda	2008	Ferrari
1971	Tyrrell-Ford	1990	McLaren-Honda	2009	Brawn-Mercedes
1972	Lotus-Ford	1991	McLaren-Honda	2010	Red Bull
1973	Lotus-Ford	1992	Williams-Renault	2011	Red Bull
1974	McLaren-Ford	1993	Williams-Renault	2012	Infiniti Red Bull Racing
1975	Ferrari	1994	Williams-Renault	2013	Infiniti Red Bull Racing
1976	Ferrari	1995	Benetton-Renault		

ABOUT FORMULA ONE

TECHNICAL REGULATIONS

43

The tyres:

TYRE	USAGE
DRY WEATHER	Dry weather tyres are used when the track is dry. Each tyre, whether front or rear, has four slicks which run around the tyre.
INTERMEDIATES	Intermediate tyres have a full tread to enable water to be dispersed, in much the same way as a road car.
WETS	Wet tyres are similar to intermediate tyres but are more heavily treaded to allow more water to be dispersed.

- The engine of the car may be a maximum of 2.4 litres and must be normally aspirated.
- The engine must be 8 cylinders.
- The tyres used must be declared at the start of an event and uniquely marked.
- Every team is given access to two specifications of dry-weather tyre. Unless conditions are wet, drivers must use both specifications during the race.
- The total dimensions of the car must not exceed the maximum dimensions determined by the FIA.
- The overall width of the car may not exceed 180cm.
- With the exception of rollover structures, no part of the car may be higher than 95cm from the reference plane.
- The weight of a car (including driver) may not be less than 640kg.
- A car may have a maximum of seven forward gears (a minimum of four) and MUST have a reverse gear.
- Anti-lock brakes and power braking are forbidden.

The flags:

Flag	Meaning
BLACK – with orange disc and driver's number	Warns driver of apparent mechanical failure.
BLACK – with driver's number	Driver must pit stop and report to clerk of the course.
BLACK & WHITE – chequered flag	End of race.
BLUE – stationary	A car is close behind.
BLUE – waved	A faster car is behind, trying to overtake.
GREEN	Previously warned hazard is now cleared, proceed at race speed.
RED	Race stopped.
WHITE	A slow vehicle is on the circuit.
YELLOW – stationary	Danger ahead, proceed at reduced speed and with caution.
YELLOW – waved	Great danger ahead, be prepared to stop.
YELLOW – with red stripes	Slippery surface ahead.

ABOUT FORMULA ONE

RULES AND REGULATIONS

Formula One has one of the most complicated rulebooks in all of sport - here is a summary some of the most important regulations:

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 be predominantly fluorescent red and on the second car it must be 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.

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 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.

Driver protocol and penalties

Stewards have the power to impose various penalties on a driver if he commits an offence during a race. Offences include jumping the start, causing an avoidable accident, unfairly blocking another driver, impeding another driver when being lapped, speeding in the pit lane, or gaining an advantage by leaving the track.

The two most common types are the drive-through 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 is the ten-second time penalty (also commonly known as a stop-go penalty) where the driver must not only enter the pits, but must also stop for ten seconds at his pit before rejoining the race. During this time the driver's team are not permitted to work on the car.

In the case of the drive-through penalty and the ten-second time penalty, a driver has three laps, from the time his team is notified, 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 five laps of the race. In this case the driver may continue and complete the race. However, 25 seconds will be added to his total race time, which may drop him considerably in the final race standings.

In extreme cases the 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, even if the driver in question goes on to qualify on pole, a ten-place penalty would 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.

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. 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 marshal's posts.

Parc Ferme

Parc ferme 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 parc ferme 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 scrutineers. 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.

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. All personnel working on the car must wear protective fire-resistant clothing and an assistant carrying a suitable fire extinguisher must be beside the car during refuelling.

Teams are free to alter their cars' fuel loads at will during practice and qualifying, but since 2010 refuelling has been forbidden during races.

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 exception to this is when a race is suspended and cannot be restarted. If less than 75 per cent 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 Lewis Hamilton finishes second for McLaren and team mate Jenson Button fifth, then Hamilton and Button score 18 and ten points respectively towards the drivers' championship, while McLaren 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 one-hour qualifying session 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 26 cars may run laps at any time during the first 20 minutes of the hour. At the end of the first 20 minutes, the eight slowest cars drop out and fill the final eight 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 18 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 eight slowest cars drop out and fill places 11 to 18 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 is deemed by the stewards to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled.

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 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 at least a minute 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.

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 (640kg). 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 no longer 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 engine and gearbox use. Each driver may use no more than eight engines during a championship season. Should a driver use more than eight engines, he will drop 10 places on the starting grid of the event at which an additional unit is to be used.

Each driver may use no more than one gearbox for five 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.

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.

For 2011 only, each driver gets one penalty-free gearbox change, with the replacement box only required to complete the remainder of the event where the change was made, which cannot be the final event of the season.

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, and any that enter the pits while the race is suspended, may only rejoin the track once the race has been resumed.

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".

Testing

As the sport's technical demands have grown in recent years, so too has the importance of testing. But with the FIA ever mindful of rising costs, since 2009 teams have been limited to 15,000 test kilometres during a calendar year. Young driver training (one three-day test per year) and promotional events do not count towards this tally.

Testing can only take place at FIA-approved sites and, ahead of a session, teams must inform the governing body of their schedule so that an observer can be appointed if deemed necessary. All cars must be fitted with the standardised, FIA-approved Electronic Control Unit during tests.

Since 2009, testing during the race season itself has been banned (from the week preceding the first Grand Prix to December 31), with the exception of a small number of straight-line aero tests. There are also restrictions on wind tunnel testing - the scale models used may be no larger than 60 percent and speeds are limited to 50 metres per second.

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 of dry-weather tyre. Unless conditions are wet, drivers must use both specifications during the race. A green band on the sidewall of the softer compound allows spectators to distinguish which tyre a driver is on.

Over the race weekend, each driver has access to 11 sets of dry-weather tyres (six of the harder 'prime' specification and five of the softer 'option' specification), four sets of intermediate tyres and three sets of wet tyres.

During Friday's first and second practice sessions the drivers are only allowed to use three sets of dry-weather tyres (two 'primes', one 'option'). One set of 'prime' tyres must be returned to the tyre supplier before Practice Two, and one set of each specification before the start of Practice Three.

A driver will then be allocated eight further sets of dry-weather tyres (four of each specification) to use over 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.

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 a race is started behind the safety car due to heavy rain, the use of wet tyres is compulsory.

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.

SUPPORT RACES

Porsche Carrera Cup Asia 2014

Bringing its signature brand of exhilarating motorsports competition to millions across the region, the Porsche Carrera Cup Asia has earned an impressive fan and media following since its launch in 2003. In 2011, Porsche China took over the organizational reins of the series.

50

begins a new era with a the finest group of sportscar drivers ever assembled in Asia, a record eight Porsche China dealer teams and an enviable calendar. A truly international field of drivers compete, with drivers coming from as far afield as Europe and the USA, and as close to home as China.

Several unique

Class B in 2004 for non-professional drivers. Class B affords amateur drivers the chance to race with professionals – a unique opportunity to learn from the best in the business.

Services are centrally managed, including transportation and logistics, parts services, hospitality and

concept, which provides drivers with professional support services of the highest calibre, continues to be available.

In 2012, the Porsche Carrera Cup Asia will be out on track at the pinnacle of the sport on two occasions – in support of the FORMULA 1 UBS CHINESE GRAND PRIX in Shanghai and the FORMULA 1 SINGTEL SINGAPORE GRAND PRIX on the Marina Bay street circuit.

Porsche Carrera Cup Asia Major Milestones

2012

The 2012 season saw the best field ever assembled in Asia, which included a record eight Porsche China dealer teams. Throughout the electrifying season, fans were treated to intense on-track action, with the new reverse grid regulation adding yet more thrills to an already gripping year. The championship came right down to the wire at the triumphant season finale in Shanghai, when PICC Team StarChase driver Alexandre Imperatori won his first Porsche Carrera Cup Asia championship. In Class B, Modena Motorsports driver Wayne Shen rounded out a storming season to take his first series championship title in the final race of the season.

2011

An unprecedented 26 drivers signed up to take part in the 2011 season, which saw the series make its debut in Inner Mongolia at the Ordos International Circuit. One of the most competitive seasons in history, the 2011 championship came right down to the wire, with LKM Racing driver Keita Sawa of Japan crowned champion, just one point ahead of Team Jebesen rival Rodolfo Avila. In Class B, history was made as young driver Wang Jian Wei of Team Betterlife became the first Mainland Chinese Porsche Carrera Cup champion.

2010

The Porsche Carrera Cup Asia introduces the new, faster, wider and more powerful Porsche 911 GT3 Cup car, based on the 911 GT3 RS. A record number of entrants (23) raced in the 2010 series and Class B champion Mok Weng Sun became the first non-professional driver to stand on the overall podium. Overall champion Christian Menzel with Team StarChase becomes the first driver to win back-to-back championships.

2009

The inaugural Fascination Porsche weekend is held at Beijing's Goldenport Circuit and features a weekend celebrating all things Porsche.

2008

The Porsche Carrera Cup Asia adds the prestigious FORMULA 1 SINGTEL SINGAPORE GRAND PRIX to its calendar, and the street race at the Marina Bay Circuit quickly becomes both a driver and fan favourite. For the first time, the series holds a race outside of Southeast Asia, with the season finale taking place at the Bahrain International Circuit. Hong Kong driver Darryl O'Young becomes the first driver to win two Porsche Carrera Cup Asia titles.

2007

As the series grows in popularity, the Porsche Carrera Cup Asia attracts more and more professional drivers, including Christian Jones, son of former Formula 1 World Champion Alan Jones. The series makes its debut at the new Chengdu International Circuit in Sichuan province, China.

2006

Having already raced in Malaysia, Thailand, Korea and China, the Porsche Carrera Cup Asia added Indonesia to the list when it raced for the first time at the Sentul International Circuit in July, 2006.

2005

Aged just 19, Briton Jonathan Cocker becomes the youngest Porsche Carrera Cup Asia champion to-date.

2004

The unique-to-Asia Class B concept is introduced for non-professional drivers and is an immediate success with competitors in both classes competing in tight, action-packed races.

2003

The Porsche Carrera Cup Asia bursts onto the regional motorsport scene with a spectacular debut at the FORMULA 1 MALAYSIAN GRAND PRIX at Sepang International Circuit on March 23, 2003. Hong Kong driver Charles Kwan took the series' first ever victory.

S U P P O R T R A C E S

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
April 18 - 20	Shanghai Intl. Circuit, China	Formula 1 Support Race
May 09 - 11	Zhuhai Intl. Circuit, China	China Touring Car Championship*
Jun 06 - 08	Fuji Intl. Circuit, Japan	One Make Series Festival*
August 15 - 17	Sepang Intl. Circuit, Korea	Asian Festival of Speed
September 19 - 21	Marina Bay Circuit, Singapore	Formula 1 Support Race
October 17 - 19	Shanghai Intl. Circuit, China	Sportscar Champions Festival

* subject to confirmation of commercial agreement.