

MEDIA KIT

FORMULA1 Chinese Grand Prix 2015

Shanghai Audi International Circuit

10-11-12.04 .15

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Welcome Address

FOREWORD BY Jiang Lan

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Welcome to the 3rd Grand Prix of the 2015 F1 season. This year marks 12 years of the Chinese F1 Grand Prix at Shanghai Audi International Circuit. 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 friends in the media from around the world.

In the past 11 years, F1 has cultivated a large number of loyal fans in China, who have become a part of the global F1 fan-base. In addition, the success of F1 GP held in Shanghai has also established Shanghai as an important stage in the world motor sports. With several different forms of motor racing staged in Shanghai, the city is now experiencing the distinctive charm of auto-culture.

We thank you very much for your efforts promoting the F1 in China. We also sincerely hope that all our friends in the media will continue to support the Chinese F1 Grand Prix.

We hereby ensure that the entire staff of F1 Grand Prix in China will do their best to create a more convenient and comfortable working environment. Furthermore, our staff is committed to provide meticulous and thoughtful services for the duration of the Chinese F1 Grand Prix. I sincerely wish you all a happy race weekend here in Shanghai.

Mr. Jiang Lan

General Manager

Shanghai Juss Event Management Co., Ltd

TIMETABLE

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	TEAM MANAGERS' MEETING
16:00	17:15	FORMULA ONE	F1 AUTOGRAPH SESSION

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	12:20 ¹	TCR INTERNATIONAL SERIES	FIRST PRACTICE SESSION
12:25	13:45	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	16:45 ¹	PORSCHE CARRERA CUP ASIA	PRACTICE SESSION
17:10	17:30 ¹	TCR INTERNATIONAL SERIES	SECOND PRACTICE SESSION
17:00		FORMULA ONE	DRIVERS MEETING
17:45	19:00	PROMOTERS ACTIVITY	PUBLIC PIT LANE WALK – 3 DAY TICKET HOLDERS ONLY
18:00	19:00	FORMULA ONE	MARSHAL PIT LANE WALK

SATURDAY

09:00	09:40	FORMULA ONE	TEAM PIT STOP PRACTICE
09:00	09:40	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
09:45	10:15	TCR INTERNATIONAL SERIES	QUALIFYING SESSION
10:40	11:10	PORSCHE CARRERA CUP ASIA	QUALIFYING SESSION
11:20		FORMULA ONE	MEDICAL INSPECTION
11:30	11:45	FORMULA ONE	TRACK INSPECTION AND SAFETY CAR TEST
12:00	13:00¹	FORMULA ONE	THIRD PRACTICE SESSION
13:25	13:55²	TCR INTERNATIONAL SERIES	FIRST RACE (9 LAPS OR 20 MINS)
14:00	14:45	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
14:30	14:45	FORMULA ONE	TRACK INSPECTION AND SAFETY CAR TEST
15:00	16:00	FORMULA ONE	QUALIFYING SESSION
16:30*	17:05²	PORSCHE CARRERA CUP ASIA	FIRST RACE (12 LAPS OR 30 MINS)

SUNDAY

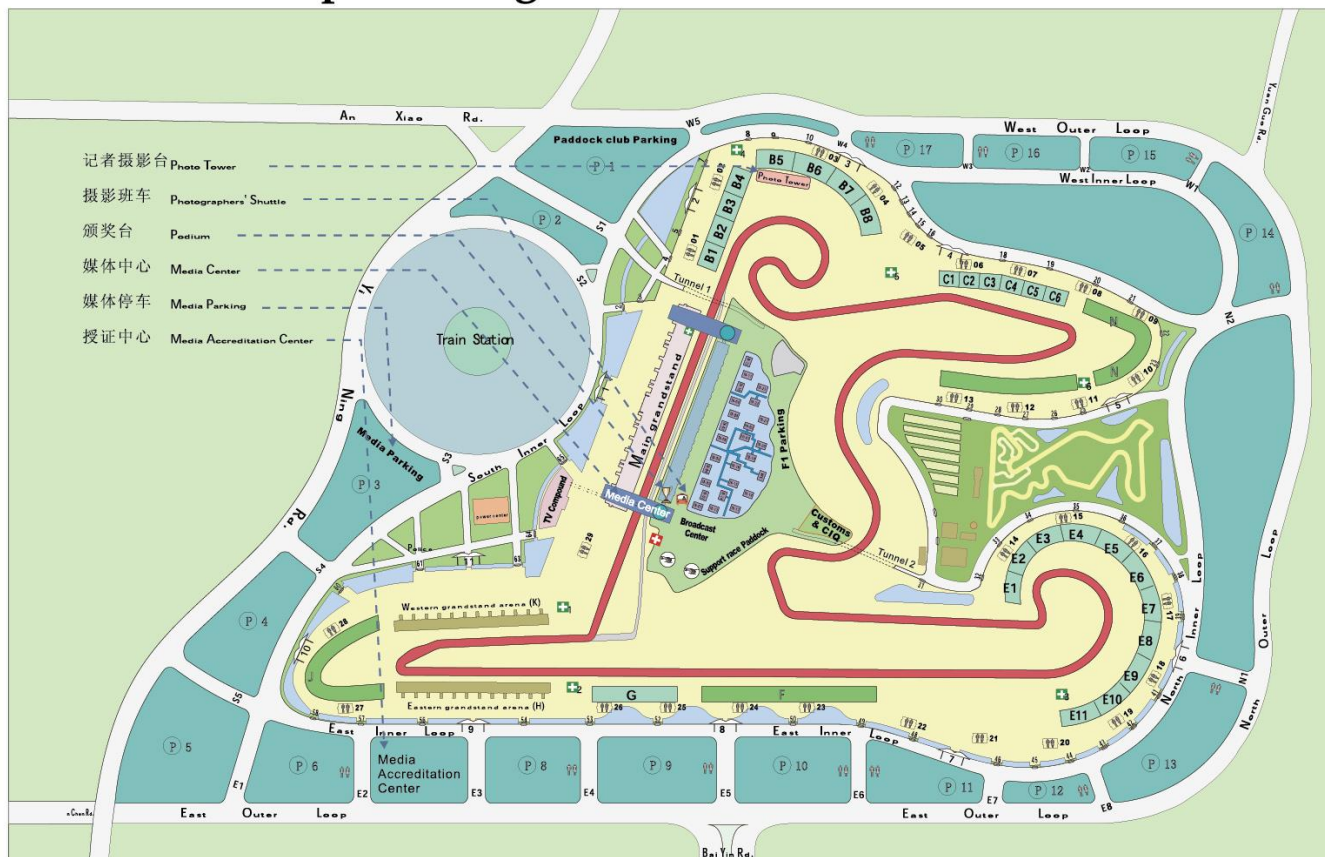
09:45	10:00	FORMULA ONE	MARSHALLING SYSTEM TRACK TEST
10:00	11:15	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
10:30*	10:55²	TCR INTERNATIONAL SERIES	SECOND RACE (9 LAPS OR 20 MINTUES)
11:20	11:55²	PORSCHE CARRERA CUP ASIA	SECOND RACE (12 LAPS OR 30 MINS)
12:00	13:15	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
12:30		FORMULA ONE	DRIVERS TRACK PARADE
12:45	13:15	FORMULA ONE	STARTING GRID PRESENTATION
13:00		FORMULA ONE	MEDICAL INSPECTION
13:10	13:30	FORMULA ONE	TRACK INSPECTION
13:30		FORMULA ONE	PIT LANE OPEN
13:45		FORMULA ONE	PIT LANE CLOSED
13:46		FORMULA ONE	NATIONAL ANTHEM
14:00*	16:00²	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

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 *Sky Restaurant*.
- 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

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 modernization, Shanghai's tertiary industry is playing a more and more important 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 Shanghai, reflects the vibrancy and gaiety of the city's early days through a bustling view of the 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 Global Champions Tour, 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

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)	CYTS Eastern HOTEL SHANGHAI No.1 Fengyang Road	86-21-54619898
	Blue Palace Hotel No. 125, South Bole Rd.	86-21-5916 2025

MEDIA SERVICES

RESPONSIBILITIES

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 Wang Feng Radovan Novak Zhang Tao Mark Blundell Dr Chen Shiyi
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	8 April 2015	11.00 hrs – 18.00 hrs
Opening hours	Thursday	9 April 2015	08.00 hrs – 18.00 hrs
Opening hours	Friday	10 April 2015	08.00 hrs – 16.00 hrs
Opening hours	Saturday	11 April 2015	08.00 hrs – 12.00 hrs
Opening hours	Sunday	12 April 2015	08.00 hrs – 12.00 hrs (national press only)

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 <i>MOVED TO THE MEDIA CENTRE.</i>		
Opening hours	Wednesday	8 April 2015	12.00 hrs – 20.00 hrs
Opening hours	Thursday	9 April 2015	09.00 hrs – 22.00 hrs
Opening hours	Friday	9 April 2015	07.00 hrs – 23.00 hrs
Opening hours	Saturday	11 April 2015	07.00 hrs – 23.00 hrs
Opening hours	Sunday	12 April 2015	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. • waste paper baskets • 5 telephone booths located in the telecom area. • Private telephones on request. • 3 fax machines. • 7 Internet workstations. • 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. • Pigeon holes for information and times • ISDN and direct lines as well as data uplinks are available on request. • 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	<p>Media Hotels Shuttles A media shuttle service is provided to and from the recommended media hotels (CYTS Eastern HOTEL 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).</p> <p>Media Shuttles : There is a non-stop media shuttle service between the Media Parking (Parking No. 3) and the Media Centre.</p> <p>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.</p>

SHUTTLE BUS TIMETABLE

Media Hotels Shuttles					
	8th April Wednesday	9th April Thursday	10th April Friday	11th April Saturday	12th April Sunday
CYTS Eastern HOTEL 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

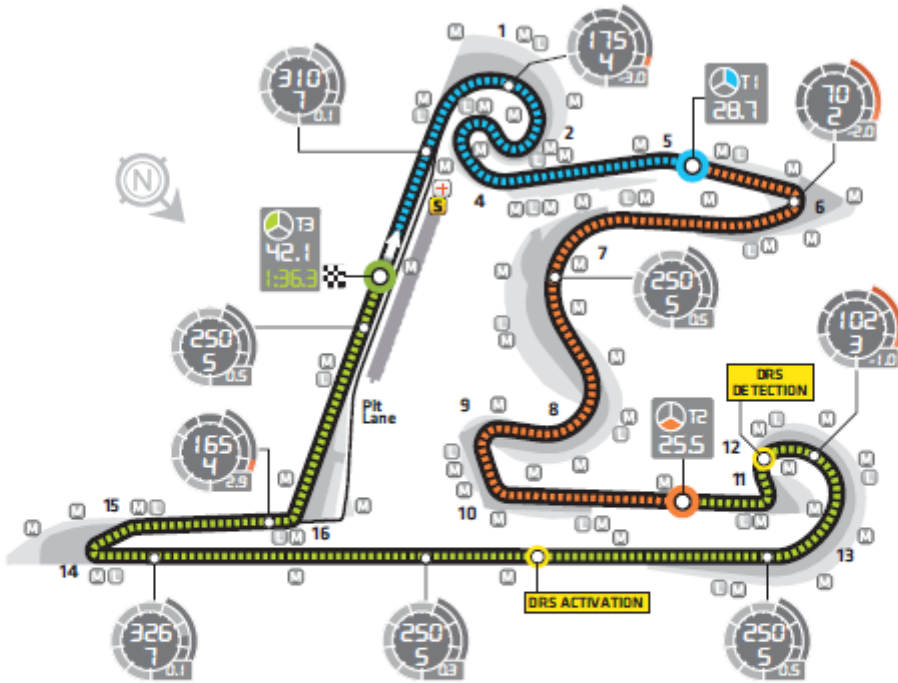
Formula One	Thursday, 15.00hrs , in the Press Conference Room: a maximum of 6 drivers chosen by the FIA F1 Head of Communications & Media Delegate.
	Friday, 16.00hrs , in the Press Conference Room: 6 team personalities chosen by the FIA F1 Head of Communications & Media Delegate.
	Saturday, following the qualifying session: <ul style="list-style-type: none"> ➤ 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: <ul style="list-style-type: none"> ➤ 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.

2015 FORMULA ONE WORLD CHAMPIONSHIP

CIRCUIT CHARACTERISTICS CHINESE GRAND PRIX: SHANGHAI

Date:	12 April 2015	Total race time	305.066 km
Circuit length:	5.451 km	Number of laps:	56



Speed Kmh Gear	Braking Lateral G-force	Timing Sector Sector Time Lap Time	<ul style="list-style-type: none"> ● Sector 1 ● Sector 2 ● Sector 3 	<ul style="list-style-type: none"> ■ Circuit ■ Safety Car ■ Light Panels 	<ul style="list-style-type: none"> ■ Start ■ Medical Car ■ Run-off Areas 	<ul style="list-style-type: none"> ■ Finish ■ Marshals ■ Gravel Traps
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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.

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP CALENDAR

Date	Country	Event name	Circuit Name
15-Mar	AUS	2015 FORMULA 1 AUSTRALIAN GRAND PRIX	Albert Park
29-Mar	MYS	2015 FORMULA 1 MALAYSIAN GRAND PRIX	Sepang International Circuit
12-Apr	CHN	2015 FORMULA 1 CHINESE GRAND PRIX	Shanghai Audi International Circuit
19-Apr	BHR	2015 FORMULA 1 BAHRAIN GRAND PRIX	Bahrain International Circui
10-May	ESP	2015FORMULA 1 SPANISH GRAND PRIX	Circuit de Catalunya
24-May	MCO	2015 FORMULA 1 MONACO GRAND PRIX	Circuit de Monaco
07-Jun	CAN	2015FORMULA 1 CANADIAN GRAND PRIX	Circuit Gilles Villeneuve
21-Jun	AUT	2015 FORMULA 1 AUSTRIAN GRAND PRIX	Spielber
05-Jul	GBR	2015 FORMULA 1 BRITISH GRAND PRIX	Silverstone
26-Jul	HUN	2015 FORMULA 1 HUNGARIAN GRAND PRIX	Hungaroring
23-Aug	BEL	2015FORMULA 1 BELGIAN GRAND PRIX	Circuit de Spa-Francorchamps
6-Sep	ITA	2015 FORMULA 1 ITALIAN GRAND PRIX	Autodromo di Monza
20-Sep	SGP	2015FORMULA 1 SINGAPORE GRAND PRIX	Marina Bay Street Circuit
27-Sep	JPN	2015 FORMULA 1 JAPANESE GRAND PRIX	Suzuka
11-Oct	RUS	2015 FORMULA 1 RUSSIAN GRAND PRIX	Sochi International Street Circuit
25-Oct	USA	2015 FORMULA 1 UNITED STATES GRAND PRIX	Circuit of the Americas
1-Nov	MEX	2015 FORMULA 1 GRAND MEXICO GRAND PRIX	Autodromo Hermanos Rodriguez
15-Nov	BRA	2015 FORMULA 1 GRAND BRAZIL GRAND PRIX	Interlagos
29-Nov	ARE	2015 FORMULA 1 ABU DHABI GRAND PRIX	Yas Marina

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

ENTRY LIST

No.	Driver	Nat.	Team	Car
06	Nico Rosberg	DEU	Mercedes AMG Petronas F1 Team	F1 W06 Hybrid
44	Lewis Hamilton	GBR	Mercedes AMG Petronas F1 Team	F1 W06 Hybrid
03	Daniel Ricciardo	AUS	Infiniti Red Bull Racing	RB11
26	Daniil Kvyat	RUS	Infiniti Red Bull Racing	RB11
19	Felipe Massa	BRA	Williams Martini Racing	FW37
77	Valtteri Bottas	FIN	Williams Martini Racing	FW37
05	Sebastian Vettel	DEU	Scuderia Ferrari	SF15-T
07	Kimi Räikkönen	FIN	Scuderia Ferrari	SF15-T
14	Fernando Alonso	ESP	McLaren Honda	MP4-30
22	Jenson Button	GBR	McLaren Honda	MP4-30
11	Sergio Perez	MEX	Sahara Force India F1 Team	VJM08
27	Nico Hulkenberg	DEU	Sahara Force India F1 Team	VJM08
33	Max Verstappen	DUT	Scuderia Toro Rosso	STR10
55	Carlos Sainz Jr	ESP	Scuderia Toro Rosso	STR10
08	Romain Grosjean	FRA	Lotus F1 Team	E23 Hybrid
13	Pastor Maldonado	VEN	Lotus F1 Team	E23 Hybrid
28	Will Stevens	GBR	Manor Marussia F1 Team	TBC
98	Roberto Merhi	ESP	Manor Marussia F1 Team	TBC
09	Marcus Ericsson	SWE	Sauber F1 Team	C34
12	Felipe Nasr	BRA	Sauber F1 Team	C34

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

2015 Sporting and Technical Regulations

While not on the scale of the 2014 shake-up, a number of new regulations come into effect for the 2015 season...

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- Power units - each driver is restricted to four power units during the season. Should a driver exceed the total, a grid penalty will be imposed.
- Power unit penalties - the replacement of a complete power unit no longer results in an automatic penalty; instead penalties are applied cumulatively based on the individual components of each power unit. Unlike in 2014, grid penalties no longer roll over to the next event.
- New penalties - in addition to the five-second penalty introduced for 2014, race stewards also have the option to hand out ten-second penalties for minor infringements in 2015.
- Points - double points will no longer be applied for the season finale in 2015.
- Standing restarts - a proposal for standing restarts has been rescinded, meaning safety-car restarts will follow the same procedure as in previous years.
- Virtual Safety Car - in a bid to improve safety, particularly in the event of double waved yellow flags, a virtual safety car system designed to ensure drivers slow sufficiently has been introduced for 2015. This can be used to neutralise a race without having to introduce the safety car itself.
- Race suspensions - for 2015, drivers must proceed slowly into the pit lane, rather than back onto the starting grid, in the event of a race suspension.
- Clearing the grid - a driver will be forced to start from the pit lane if any member of his team, or any relevant equipment, remains on the starting grid after the 15-second signal has been shown.
- Unsafe releases - for 2015, unsafe releases will be met with an automatic ten-second stop-and-go penalty for the relevant driver. Additional penalties may be imposed at the stewards' discretion.
- Safety car lapped drivers - as was the case in 2014, lapped cars may unlap themselves behind the safety car; however, the safety car will no longer need to wait until said drivers have caught back up to the back of the field before leaving the track. Instead, the safety car is free to pull back into the pits on the following lap after the last lapped car has been waved through.
- Suspension - any suspension systems fitted to either the front or rear wheels may only react to direct changes of load applied to the relevant section. Front-and-Rear Interconnected Suspension (FRIC) will therefore be formally outlawed.
- Gearbox - teams will no longer be able to re-nominate gearings during the season - they could do it once in 2014.
- Minimum weight - the minimum weight has been increased slightly for 2015, to at least 702kg.
- Nose designs - new regulations, brought in to improve safety and also restrict strange and ugly solutions, mean nose designs become more uniform. 2014 layouts like the ant eater and twin tusk will no longer be legal.
- Cockpit safety - the Zylon anti-intrusion panels on both sides of the survival cell have been extended upwards to the rim of the cockpit and alongside the driver's head.

■ In-season testing - there will be two in-season two-day tests, down from four in 2014. Two of the four days in total must be reserved for young drivers.

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

AUSTRALIAN GRAND PRIX – RESULTS

Date:	15 March, 2015	Number of laps:	58
Circuit length:	5.303km	Race distance:	307.574km

QUALIFYING - CLASSIFICATION

POS	DRIVER	Q1	Q2	Q3	LAPS
1	Lewis Hamilton	1:28.586	1:26.894	1:26.327	16
2	Nico Rosberg	1:28.906	1:27.097	1:26.921	14
3	Felipe Massa	1:29.246	1:27.895	1:27.718	21
4	Sebastian Vettel	1:29.307	1:27.742	1:27.757	12
5	Kimi Raikkonen	1:29.754	1:27.807	1:27.790	17
6	Valtteri Bottas	1:29.641	1:27.796	1:28.087	16
7	Daniel Ricciardo	1:29.788	1:28.679	1:28.329	22
8	Carlos Sainz	1:29.597	1:28.601	1:28.510	22
9	Romain Grosjean	1:29.537	1:28.589	1:28.560	20
10	Pastor Maldonado	1:29.847	1:28.726	1:29.480	20
11	Felipe Nasr	1:30.430	1:28.800		17
12	Max Verstappen	1:29.248	1:28.868		15
13	Daniil Kvyat	1:30.402	1:29.070		9
14	Nico Hulkenberg	1:29.651	1:29.208		14
15	Sergio Perez	1:29.990	1:29.209		13
16	Marcus Ericsson	1:31.376			10
17	Jenson Button	1:31.422			7
18	Kevin Magnussen	1:32.037			8
DNS	Will Stevens	No time			
DNS	Roberto Merhi	No time			

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

AUSTRALIAN GRAND PRIX – RESULTS

Date:	15 March, 2015	Number of laps:	58
Circuit length:	5.303km	Race distance:	307.574km

RACE - CLASSIFICATION

POS	DRIVER	TEAM	TIME
1	Lewis Hamilton	Mercedes	1:31:54.067
2	Nico Rosberg	Mercedes	+1.36s
3	Sebastian Vettel	Ferrari	+34.523s
4	Felipe Massa	Williams	+38.196s
5	Felipe Nasr	Sauber	+95.149s
6	Daniel Ricciardo	Red Bull	+1 lap
7	Nico Hulkenberg	Force India	+1 lap
8	Marcus Ericsson	Sauber	+1 lap
9	Carlos Sainz	Toro Rosso	+1 lap
10	Sergio Perez	Force India	+1 lap
11	Jenson Button	McLaren	+1 lap
-	Kimi Räikkönen	Ferrari	+1 lap
-	Max Verstappen	Toro Rosso	+2 lap
-	Romain Grosjean	Lotus	DNF
-	Pastor Maldonado	Lotus	DNF
-	Daniil Kvyat	Red Bull	DNF
-	Kevin Magnussen	McLaren	DNF

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

MALYSIAN GRAND PRIX – RESULTS

Date:	29 March, 2015	Number of laps:	56
Circuit length:	5.543 km	Race distance:	310.408 km

QUALIFYING - CLASSIFICATION

	POS	DRIVER	Q1	Q2	Q3	LAPS
	1	Lewis Hamilton	1:39.269	1:41.517	1:49.834	13
	2	Sebastian Vettel	1:39.814	1:39.632	1:49.908	13
	3	Nico Rosberg	1:39.374	1:39.377	1:50.299	13
	4	Daniel Ricciardo	1:40.504	1:41.085	1:51.541	16
	5	Daniil Kvyat	1:40.546	1:41.665	1:51.951	16
	6	Max Verstappen	1:40.793	1:41.430	1:51.981	16
	7	Felipe Massa	1:40.543	1:41.230	1:52.473	17
	8	Romain Grosjean	1:40.303	1:41.209	1:52.981	18
	9	Valtteri Bottas	1:40.249	1:40.650	1:53.179	14
	10	Marcus Ericsson	1:40.340	1:41.748	1:53.261	18
	11	Kimi Raikkonen	1:40.415	1:42.173		7
	12	Pastor Maldonado	1:40.361	1:42.198		11
	13	Nico Hulkenberg	1:40.830	1:43.023		9
	14	Sergio Perez	1:41.036	1:43.469		11
	15	Carlos Sainz	1:39.814	1:43.701		9
	16	Felipe Nasr	1:41.308			7
	17	Jenson Button	1:41.636			8
	18	Fernando Alonso	1:41.746			8
	19	Roberto Merhi	1:46.677			7

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

MALAYSIAN GRAND PRIX – RESULTS

Date:	29 March, 2015	Number of laps:	56
Circuit length:	5.543 km	Race distance:	310.408 km

RACE - CLASSIFICATION

POS	DRIVER	TEAM	TIME
1	Sebastian Vettel	Ferrari	1:41:05.793
2	Lewis Hamilton	Mercedes	+8.569s
3	Nico Rosberg	Mercedes	+12.31s
4	Kimi Räikkönen	Ferrari	+53.822s
5	Valtteri Bottas	Williams	+70.409s
6	Felipe Massa	Williams	+73.586s
7	Max Verstappen	Toro Rosso	+97.762s
8	Carlos Sainz	Toro Rosso	+1 lap
9	Daniil Kvyat	Red Bull	+1 lap
10	Daniel Ricciardo	Red Bull	+1 lap
11	Romain Grosjean	Lotus	+1 lap
12	Felipe Nasr	Sauber	+1 lap
13	Sergio Perez	Force India	+1 lap
14	Nico Hulkenberg	Force India	+1 lap
15	Roberto Merhi	Marussia	+3 lap
-	Pastor Maldonado	Lotus	DNF
-	Jenson Button	McLaren	DNF
-	Fernando Alonso	McLaren	DNF
-	Marcus Ericsson	Sauber	DNF

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

CHAMPIONSHIP POINTS—DRIVERS

Pos	Driver	Nationality	Team	Points
1	Lewis Hamilton	GBR	Mercedes	43
2	Sebastian Vettel	GER	Ferrari	40
3	Nico Rosberg	GER	Mercedes	33
4	Felipe Massa	BRA	Williams	20
5	Kimi Räikkönen	FIN	Ferrari	12
6	Felipe Nasr	BRA	Sauber	10
7	Valtteri Bottas	FIN	Williams	10
8	Daniel Ricciardo	AUS	Red Bull Racing	9
9	Nico Hulkenberg	GER	Force India	6
10	Max Verstappen	NED	Toro Rosso	6
11	Carlos Sainz	ESP	Toro Rosso	6
12	Marcus Ericsson	SWE	Sauber	4
13	Daniil Kvyat	RUS	Red Bull Racing	2
14	Sergio Perez	MEX	Force India	1
15	Jenson Button	GBR	McLaren	0
16	Romain Grosjean	FRA	Lotus	0
17	Roberto Merhi	ESP	Marussia	0

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP
CHAMPIONSHIP POINTS—CONSTRUCTORS

Pos	Team	Points
1	Mercedes	76
2	Ferrari	52
3	Williams	30
4	Sauber	14
5	Toro Rosso	12
6	Red Bull Racing	11
7	Force India	7
8	McLaren	0
9	Lotus	0
10	Marussia	0

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Mercedes AMG Petronas F1 Team

First Season	1970	Chassis	F1 W06
Highest Race Finish	1(x21)	Engine	Mercedes
Pole Positions	28	Tyres	Pirelli
Fastest Laps	17	World Championships	1

6. Nico Rosberg (DEU)



Podiums 28
 Total pts 920.5
 2014 2nd
 Pts 317
 Age 30

44. Lewis Hamilton (BER)



Podiums 72
 Total pts 1529
 2014 1st
 Pts 384
 Age 30

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Infiniti Red Bull Racing

First Season	1997	Chassis	RB11
Highest Race Finish	1(x50)	Engine	Renault
Pole Positions	57	Tyres	Pirelli
Fastest Laps	44	World Championships	4

3. Daniel Ricciardo (AUS)



Podiums	8
Total pts	277
2014	3rd
pts	238
Age	26

26. Daniil Kvyat (RUS)



Podiums	0
Total pts	10
2014	15th
pts	8
Age	21

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Williams Martini Racing

First Season	1978	Chassis	FW37
Highest Race Finish	1(x114)	Engine	Mercedes
Pole Positions	128	Tyres	Pirelli
Fastest Laps	133	World Championships	9

19. Felipe Massa (BRA)



Podiums	39
Total pts	970
2014	7th
pts	134
Age	34

77. Valtteri Bottas (FIN)



Podiums	6
Total pts	200
2014	4th
pts	186
Age	26

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Scuderia Ferrari

First Season	1950	Chassis	SF15-T
Highest Race Finish	1(x222)	Engine	Ferrari
Pole Positions	207	Tyres	Pirelli
Fastest Laps	232	World Championships	16

5. Sebastian Vettel (DEU)



Podiums	68
Total pts	1658
2014	5th
pts	167
Age	28

7. Kimi Räikkönen (FIN)



Podiums	77
Total pts	1036
2014	12th
pts	55
Age	36

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP TEAM&DRIVERS

McLaren Honda

First Season	1966	Chassis	MP4-30
Highest Race Finish	1(x182)	Engine	Honda RA615H Hybrid
Pole Positions	155	Tyres	Pirelli
Fastest Laps	152	World Championships	8

30

20. Fernando Alonso (ESP)



Podiums 97
Total pts 1767
2014 6th
pts 161
Age 34

22. Jenson Button (GBR)



Podiums 51
Total pts 1198
2014 8th
pts 126
Age 35

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP TEAM&DRIVERS

Sahara Force India F1 Team

First Season	1991	Chassis	VJM08
Highest Race Finish	2(x1)	Engine	Mercedes
Pole Positions	1	Tyres	Pirelli
Fastest Laps	3	World Championships	0

11. Sergio Perez (MEX)



Podiums 4
Total pts 189
2014 10th
pts 59
Age 25

27. Nico Hulkenberg (DEU)



Podiums 0
Total pts 238
2014 9th
pts 96
Age 28

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP TEAM&DRIVERS

Scuderia Toro Rosso

First Season	1985	Chassis	STR10
Highest Race Finish	1(x1)	Engine	Renault
Pole Positions	1	Tyres	Pirelli
Fastest Laps	0	World Championships	0

32

33. Max Verstappen (NED)



Podiums 0
Total pts 0
Age 18

55. Carlos Sainz Jr (ESP)



Podiums 0
Total pts 6
Age 21

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Lotus F1 Team

First Season	1986	Chassis	E23
Highest Race Finish	1(x2)	Engine	Mercedes
Pole Positions	0	Tyres	Pirelli
Fastest Laps	5	World Championships	0

33

08. Romain Grosjean (FRA)



Podiums	9
Total pts	236
2014	14th
pts	8
Age	29

13. Pastor Maldonado (VEN)



Podiums	1
Total pts	49
2014	16th
pts	2
Age	30

2015 FIA FORMULA ONE WORLD CHAMPIONSHIP
TEAM&DRIVERS
MARUSSIA F1 TEAM

First Season	2010	Chassis	TBC
Highest Race Finish	9(x1)	Engine	Ferrari
Pole Positions	0	Tyres	Pirelli
Fastest Laps	0	World Championshis	0

28. Will Stevens (GBR)		98. Roberto Merhi (ESP)	
	Podiums 0		Podiums 0
	Total pts 0		Total pts 0
	Age 23		Age 25

2013 FIA FORMULA ONE WORLD CHAMPIONSHIP TEAM&DRIVERS

Sauber F1 Team

First Season	1993	Chassis	C34
Highest Race Finish	1 (x1)	Engine	Ferrari
Pole Positions	1	Tyres	Pirelli
Fastest Laps	5	World Championships	0

9. Marcus Ericsson (SWE)



Podiums	4
Total pts	0
Age	25

12. Felipe Nasr (BRA)



Podiums	0
Total pts	10
Age	23

The World Champions Drivers - 1950-2014

Year	Driver		Car	Year	Driver		Car
1950	G Farina	(ITA)	Alfa-Romeo	1983	N Piquet	(BRA)	Brabham-BMW
1951	J M Fangio	(ARG)	Alfa-Romeo	1984	N Lauda	(AUT)	McLaren-TAG-Porsche
1952	A Ascari	(ITA)	Ferrari	1985	A Prost	(FRA)	McLaren-TAG-Porsche
1953	A Ascari	(ITA)	Ferrari	1986	A Prost	(FRA)	McLaren-TAG-Porsche
1954	J M Fangio	(ARG)	Mercedes/Maserati	1987	N Piquet	(BRA)	Williams-Honda
1955	J M Fangio	(ARG)	Mercedes	1988	A Senna	(BRA)	McLaren-Honda
1956	J M Fangio	(ARG)	Lancia/Ferrari	1989	A Prost	(FRA)	McLaren-Honda
1957	J M Fangio	(ARG)	Maserati	1990	A Senna	(BRA)	McLaren-Honda
1958	M Hawthorn	(GBR)	Ferrari	1991	A Senna	(BRA)	McLaren-Honda
1959	J Brabham	(AUS)	Cooper-Climax	1992	N Mansell	(GBR)	Williams-Renault
1960	J Brabham	(AUS)	Cooper-Climax	1993	A Prost	(FRA)	Williams-Renault
1961	P Hill	(USA)	Ferrari	1994	M Schumacher	(GER)	Benetton-Ford
1962	G Hill	(GBR)	BRM	1995	M Schumacher	(GER)	Benetton-Renault
1963	J Clark	(GBR)	Lotus-Climax	1996	D Hill	(GBR)	Williams-Renault
1964	J Surtees	(GBR)	Ferrari	1997	J Villeneuve	(CAN)	Williams-Renault
1965	J Clark	(GBR)	Lotus-Climax	1998	M Hakkinen	(FIN)	McLaren-Mercedes
1966	J Brabham	(AUS)	Brabham-Repco	1999	M Hakkinen	(FIN)	McLaren-Mercedes
1967	D Hulme	(NZL)	Brabham-Repco	2000	M Schumacher	(GER)	Ferrari
1968	G Hill	(GBR)	Lotus-Ford	2001	M Schumacher	(GER)	Ferrari
1969	J Stewart	(GBR)	Matra-Ford	2002	M Schumacher	(GER)	Ferrari
1970	J Rindt	(AUT)	Lotus-Ford	2002	M Schumacher	(GER)	Ferrari
1971	J Stewart	(GBR)	Tyrrell-Ford	2003	M Schumacher	(GER)	Ferrari
1972	E Fittipaldi	(BRA)	Lotus-Ford	2005	F Alonso	(ESP)	Renault
1973	J Stewart	(GBR)	Tyrrell-Ford	2006	F Alonso	(ESP)	Renault
1974	E Fittipaldi	(BRA)	McLaren-Ford	2007	K Raikkonen	(FIN)	Ferrari
1975	N Lauda	(AUT)	Ferrari	2008	L Hamilton	(GBR)	McLaren-Mercedes
1976	J Hunt	(GBR)	McLaren-Ford	2009	J Button	(GBR)	Brawn-Mercedes
1977	N Lauda	(AUT)	Ferrari	2010	S Vettel	(GER)	Red Bull
1978	M Andretti	(USA)	Lotus-Ford	2011	S Vettel	(GER)	Red Bull
1979	J Scheckter	(RSA)	Ferrari	2012	S Vettel	(GER)	Infiniti Red Bull Racing
1980	A Jones	(AUS)	Williams-Ford	2013	S Vettel	(GER)	Infiniti Red Bull Racing
1981	N Piquet	(BRA)	Brabham-Ford	2014	L Hamilton	(GBR)	Mercedes
1982	K Rosberg	(FIN)	Williams-Ford				

The World Champions Constructors - 1958-2014

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	2014	Mercedes

ABOUT FORMULA ONE

TECHNICAL REGULATIONS

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 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 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 2015

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.

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Now firmly established as Asia's premier international sportscar racing championship, the 2012 series 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 elements contribute to the Porsche Carrera Cup Asia's success, including the creation of 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 accommodation. While teams have the option of entering with their own service crew, the "Arrive and Drive" 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.

TCR INTERNATIONAL SERIES

Name of the Series: TCR International Series
Events: 11 events per season
Category: Touring Car
Engine: Production Engine 2L turbo with 330 hp
Number of cars: 24 cars
The race format is the following:
2 x 30 minutes Free Practices
1 x 35 minutes Qualifying
2 x 60 km Races (standing starts)
Brands represented: SEAT, VW, OPEL, HONDA, FORD, AUDI
Series Promoter: WSC Ltd



Honda Civic TCR



SEAT Leon Racer