



# Race Preview

## 2016 AUSTRALIAN GRAND PRIX 18-20 March 2016

After an intense off-season, grand prix racing returns to motor sport's centre stage this weekend, as the 2016 FIA Formula One World Championship kicks off at Melbourne's Albert Park Circuit, home of the Australian Grand Prix.

While teams enter the new season having built their new cars under a largely stable set of technical rules, the sporting regulations present two major new variables.

Firstly, in a bid to provide greater strategic variation during races, teams and drivers will have wider tyre choice than in previous years, as Pirelli will bring a third compound to race weekends. The Italian company has also expanded its range with the addition of a fifth compound, the ultrasoft. The compounds available in Melbourne are medium, soft and supersoft.

Secondly, F1 is introducing a new qualifying format. The new 16-minute Q1 segment will see the slowest driver ruled out after seven minutes, followed every 1 minute 30 seconds by the next slowest. At the end of Q1 seven drivers will be ruled out and 15 will progress to a 15-minute Q2 in which eliminations begin after six minutes. Finally, the new 14-minute Q3, featuring eight drivers, will see eliminations begin after five minutes until only two remain for the final 1m 30s. This is based on 22 cars being eligible to qualify. If the grid expands or contracts, the numbers eliminated after each session will be modified.

The new regulations are sure to add an extra dimension to what is already shaping up to be a fascinating contest. At defending champions Mercedes can Lewis Hamilton win a fourth Drivers' crown or will chief rival and team-mate Nico Rosberg carry his superb end-of-season form of 2015 into the new campaign? Can the Brackley outfit take a third consecutive Constructors' trophy or will their opponents have closed up sufficiently to take the fight to champions? And what of the new kids on the block? Can returning Renault recapture past glories and can US-based Haas put the Stars and Stripes back on the F1 map? The unfolding of all these stories promises to make 2016 a season to savour.



### CIRCUIT DATA

#### ALBERT PARK CIRCUIT

**Length of lap:** 5.303km

**Lap record:** 1:24.125 (Michael Schumacher, Ferrari, 2004)

**Start line/finish line offset:** 0.000km

**Total number of race laps:** 58

**Total race distance:** 307.574km

**Pitlane speed limits:** 60km/h in practice, qualifying, and the race

### CIRCUIT NOTES

- ▶ A section of the track leading into Turn Three, about 25m in length, has been resurfaced to address bumpiness.
- ▶ The wall and tyre barrier at the exit of Turn Five have been realigned.
- ▶ The marshal post on the right before Turn 15 has been moved 12m upstream.
- ▶ The kerb on the exit of Turn 16 has been extended by the addition of a flat, tapered section, 4m in length.

### DRS ZONE

- ▶ The DRS zones for this year's race will be the same as those used in 2015. The first activation point is 762m before Turn One, while the second activation point is 510m before Turn Three. They share a single detection point, located 13m before Turn 14.

<b>ROUND 01</b>	AUSTRALIAN GRAND PRIX	<b>START TIME</b>	16:00 Local - 05:00 GMT
<b>RACE DATE:</b>	20 MAR 2016	<b>CIRCUIT LENGTH:</b>	5.303KM
<b>CIRCUIT NAME:</b>	ALBERT PARK CIRCUIT	<b>RACE DISTANCE:</b>	307.574KM
<b>NUMBER OF LAPS:</b>	58	<b>LAP RECORD:</b>	1:24.125 - M Schumacher [2004]

**KEY**

Speed Kmh  
Braking 120 3 Gear

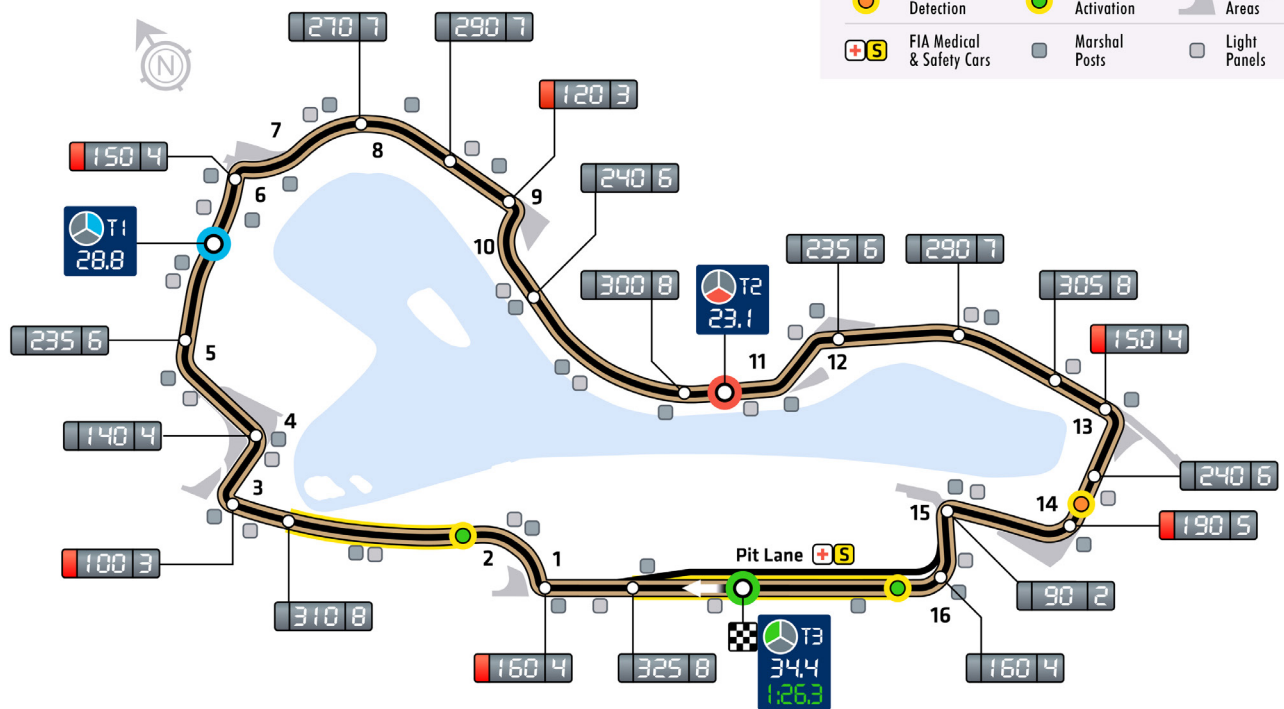
Timing Sector T3 34.4  
Lap Time 1:26.3

Sector 1 Sector 2 Sector 3

Circuit Start Finish

DRS Detection DRS Activation Run-off Areas

FIA Medical & Safety Cars Marshal Posts Light Panels



## FAST FACTS

- ▶ This will be the 32nd Australian Grand Prix and the 21st to be staged at Melbourne's Albert Park. Adelaide hosted the first 11 events, having made its calendar debut in 1985.
- ▶ In its time in Adelaide, the Australian Grand Prix was always the final race of the season but since moving to Melbourne the race has been the traditional season-opener. Only twice since Albert Park's 1996 debut has the season begun elsewhere – in 2006 and 2010, when the first race of the season was held in Bahrain.
- ▶ This weekend three drivers are set to take part in their first grand prix – Germany's Pascal Wehrlein and Indonesia's Rio Haryanto who will both drive for Manor, and Briton Jolyon Palmer who debuts at Renault. Haryanto will be the first Indonesian to take part in an F1 race.
- ▶ All three rookies have past experience of F1 machinery. Haryanto tested for the Virgin team in late 2010. When the squad was renamed Marussia he again tested with them in 2012 and 2015. Renamed once more, as Manor, the British outfit this year welcomes the Indonesian back as a racer. Palmer tested for Force India in Abu Dhabi in late 2014, the year the Briton won the GP2 title. Last year he switched to Lotus, where as test and reserve driver he took part in 13 practice sessions. He later claimed a 2016 race seat with the team that has now become Renault. Wehrlein, who last year became the youngest ever DTM champion at the age of 21, got his first taste of F1 machinery at the end of 2014 with Mercedes, having earlier in the year been announced as the team's reserve driver, a role he continued to fulfil until the end of last year.
- ▶ Two drivers return to the grid after a year out of the limelight. Mexico's Esteban Gutierrez is back, competing for the new Haas F1 team. Gutierrez started 38 grands prix for Sauber between his 2013 debut in Australia and the final race of 2014 in Abu Dhabi. He spent last year as a test and reserve driver at Ferrari. Kevin Magnussen, meanwhile, returns to the grid with Renault. After several tests with McLaren dating back to 2012, Magnussen made his grand prix debut for the British team in Melbourne in 2014, claiming a podium finish with second place on his race debut. The arrival of Fernando Alonso at McLaren in 2015 meant Magnussen took on the role of reserve at the team. He did, however, take part in this race weekend last year, as Alonso was ruled out by injury. Magnussen failed to start, however, suffering a power unit issue on the formation lap.
- ▶ Magnussen is not the only driver to claim a first podium finish in Australia. Philippe Streiff (P3, 1985) and Gianni Morbidelli (P3, 1995) stood on the rostrum for the first time in Adelaide, while Jacques Villeneuve (P2, 1996 on his debut), Kimi Räikkönen (P3, 2002), Lewis Hamilton (P3, 2007 on his debut), Nico Rosberg (P3, 2008) and Vitaly Petrov (P3, 2011) did the same here in Melbourne.
- ▶ Renault returns to the F1 championship as a constructor for the first time since 2010. It previously competed as a constructor from 1977 to 1985 and then from 2002 until 2010.
- ▶ The Haas F1 Team will this weekend become the first US team to line up on the Formula One grid for more than 30 years. The last was the unrelated Haas-Lola team, which competed in 1985 and 1986.

# RACE STEWARDS BIOGRAPHIES

## GERD ENNSER

### **MEMBER OF THE DMSB'S EXECUTIVE COMMITTEE FOR AUTOMOBILE SPORT, FORMULA ONE AND DTM STEWARD**

Dr Gerd Ennser has successfully combined his formal education in law with his passion for motor racing. While still active as a racing driver he began helping out with the management of his local motor sport club and since 2006 has been a permanent steward at every round of Germany's DTM championship. Since 2010 he has also been a Formula One steward. Dr Ennser, who has worked as a judge, a prosecutor and in the legal department of an automotive-industry company, has also acted as a member of the steering committee of German motor sport body, the DMSB, since spring 2010, where he is responsible for automobile sport. In addition, Dr Ennser is a board member of the South Bavaria Section of ADAC, Germany's biggest auto club.



## ENZO SPANO

### **PRESIDENT OF THE SPORTING COMMISSION OF THE AUTOMOBILE AND TOURING CLUB OF VENEZUELA**

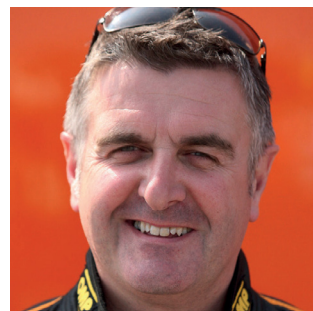
Italian-born Vincenzo Spano grew up in Venezuela, where he went on to study at the Universidad Central de Venezuela, becoming an attorney-at-law. Spano has wide-ranging experience in motor sport, from national to international level. He has worked for the Touring y Automóvil Club de Venezuela since 1991, and served as President of the Sporting Commission since 2001. He was president for two terms and now sits as a member of the Board of the Nacam-FIA zone. Since 1995 Spano has been a licenced steward and obtained his FIA steward superlicence in 2003. Spano has been involved with the FIA and FIA Institute in various roles since 2001: a member of the World Motor Sport Council, the FIA Committee, and the executive committee of the FIA Institute.



## MARTIN DONNELLY

### **FORMER FORMULA ONE DRIVER**

Ulsterman Martin Donnelly was a star of junior racing categories in the 1980s before making his grand prix debut with the Arrows team at the 1989 French GP at Paul Ricard, substituting for Derek Warwick. He qualified 14th and raced to a creditable 12th. He was offered a race drive at Lotus alongside Warwick for 1990 and started 12 races, recording a best finish of seventh at the Hungarian GP. However, his time in Formula One was cut short when, later in the season, a suspension failure caused a huge accident in practice for the Spanish GP at Jerez. Despite the serious injuries he suffered, Donnelly recovered sufficiently to race competitively in national events. He now runs Donnelly Track Academy in Norfolk, England and has held a number of racing team management positions.







# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 15.00

## FRIDAY

**Practice session 1** 12.30-14.00

**Practice session 2** 16.30-18.00

**Press conference** 18.30

## SATURDAY

**Practice session 3** 14.00-15.00

**Qualifying** 17.00-18.00

Followed by unilateral and press conference

## SUNDAY

**Drivers' Parade** 14.30

**Race** 16.00

Followed by podium interviews and press conference

## ADDITIONAL MEDIA OPPORTUNITIES

### QUALIFYING

All drivers eliminated in Q1 or Q2 are available for media interviews immediately after the end of each session, as are drivers who participated in but were eliminated in Q3, but who are not required for the post-qualifying press conference. The TV interview pen will be located through the paddock entrance on the first grassed area on the left, next to the fountain.

### RACE

Any driver retiring before the end of the race will be made available at the TV pen interview area. In addition, during the race every team will make available at least one senior spokesperson for interview by officially accredited TV crews. A list of those nominated will be made available in the media centre.

---

## FIA COMMUNICATIONS DEPARTMENT

press@fia.com

T +33 1 43 12 58 15

