



Race Preview

2016 BAHRAIN GRAND PRIX

01-03 April 2016

Following an intriguing opening race to the season in Australia, this weekend the action moves to Sakhir and the Bahrain International Circuit, home to round two of the 2016 FIA Formula One World Championship, the Bahrain Grand Prix.

As is to be expected, a permanent circuit carved into desert rock provides a very different racing experience to the park roads of suburban Melbourne. While not renowned as a power track, the four straights of the Bahrain International Circuit do place greater demands on the power units than those experienced two weeks ago. The short straights also contribute to the stop-start nature of the layout, which places a heavy burden on brakes. While not quite to the level that will be seen later in the year at the Canadian Grand Prix, Bahrain nevertheless requires performance and cooling at the heavy end of the braking spectrum. Allied to this, engineers and drivers will also have to pay particular attention to the traction demands in Bahrain. Lacking the flow of other circuits, comparatively big lap time gains are to be found in getting the power down early out of the low-speed corners.

For the second race in a row, Pirelli brings the medium, soft and supersoft compounds, with the medium and soft tyres being the mandated race sets (each driver must have both these sets available for the race, and must use at least one of them during a dry race). The supersoft tyre provides something of a wildcard this weekend, never having previously been raced at the Bahrain International Circuit. Compared to Australia, discretionary tyre choices for Bahrain show greater variety between teams but less divergence between team-mates.

Nico Rosberg comes to Bahrain having taken the young season's first victory in Australia. The dry statistics from Albert Park detail another dominant Mercedes 1-2 finish but, amid the complexities of an exciting season-opener, its rivals will have drawn encouragement from the very close battles on track. It sets the scene perfectly for a thrilling Bahrain Grand Prix.



BAHRAIN INTERNATIONAL CIRCUIT

Length of lap:

5.412km

Lap record:

1:31.447 (Pedro de la Rosa, McLaren, 2005)

Start line/finish line offset:

0.246km

Total number of race laps:

57

Total race distance:

308.238km

Pitlane speed limits:

80km/h in practice, qualifying, and the race

CIRCUIT NOTES

- ▶ Other than routine maintenance no changes of significance have been made.

DRS ZONE

- ▶ The DRS sectors at the Bahrain International Circuit will be as last year. The detection point of the first zone is 10m before Turn Nine and the activation point is 50m after Turn 10. The second zone's detection point is 108m before Turn 14, with activation occurring 270m after Turn 15.

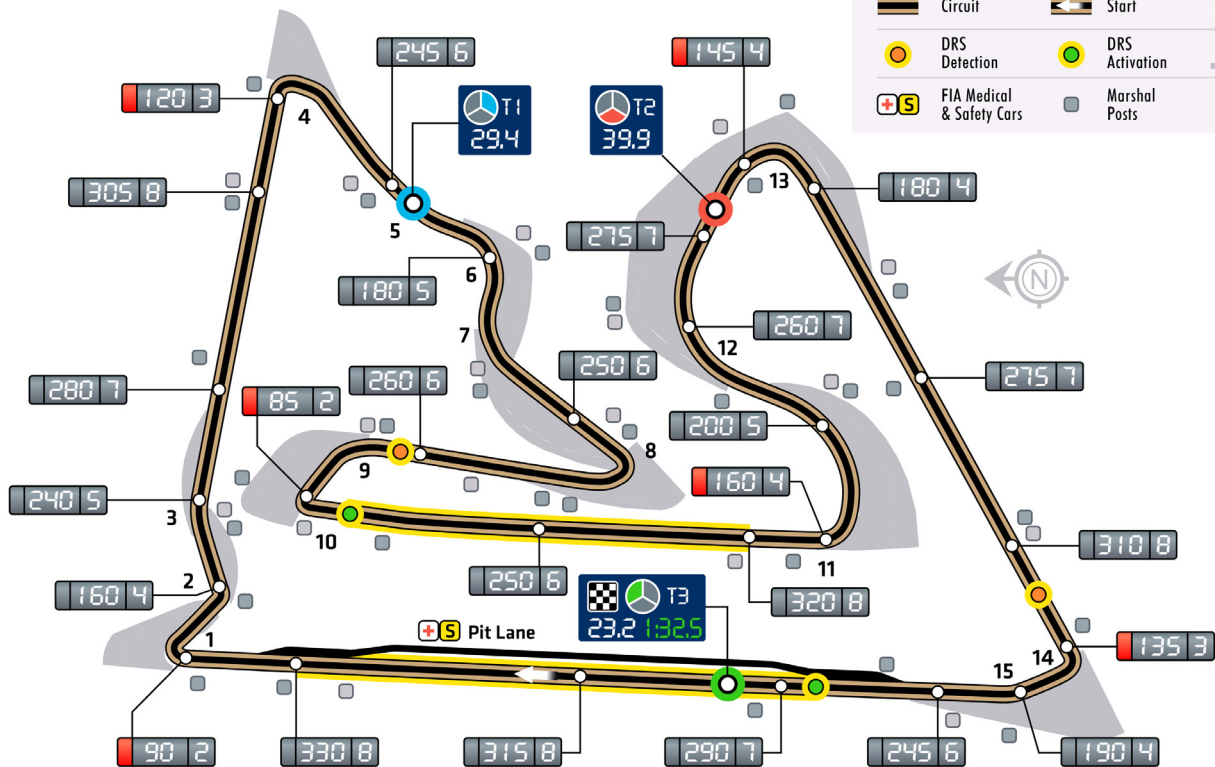
ROUND 02	BAHRAIN GRAND PRIX	START TIME	18:00 Local - 15:00 GMT
RACE DATE:	03 APR 2016	CIRCUIT LENGTH:	5.412KM
CIRCUIT NAME:	BAHRAIN INTERNATIONAL CIRCUIT	RACE DISTANCE:	308.238KM
NUMBER OF LAPS:	57	LAP RECORD:	1:31.447 - Pedro De la Rosa [2005]

KEY

Speed Kmh
Braking **135 3** Gear

Sector Time **T3 23.2** Timing Sector Lap Time **1:32.5**

● Sector 1 ● Sector 2 ● Sector 3
 Circuit Start Finish
 DRS Detection DRS Activation Run-off Areas
+ S FIA Medical & Safety Cars Marshal Posts Light Panels



FAST FACTS

- ▶ This is the 12th Bahrain Grand Prix. The first race took place in 2004. The scheduled 2011 race was cancelled. The 2010 race was held on the longer 'Endurance Circuit' that features an extra loop between what are Turns Four and Five on the otherwise-used 'Sakhir Grand Prix Circuit'.
- ▶ Six drivers have won the Bahrain Grand Prix. They are Michael Schumacher (2004), Fernando Alonso (2005, 2006, 2010), Felipe Massa (2007, 2008), Jenson Button (2009), Sebastian Vettel (2012, 2013) and Lewis Hamilton (2014, 2015).
- ▶ Always an early-season race, Bahrain has proved to be a good barometer of championship pedigree. On eight occasions the winner of this race has gone on to win the Drivers' Championship and on ten occasions the victorious team has lifted the Constructors' Championship at the end of the year.
- ▶ Pole position hasn't proved especially relevant in Bahrain with only five of the 11 races won from P1. The race, however, has never been won from lower than fourth place on the grid – though Kimi Räikkönen did finish on the podium (P3) in 2006 having started 22nd and last.
- ▶ Pedro de la Rosa's 2005 lap record of 1:31.447 set in the McLaren MP4/20 is over a second slower than Schumacher's fastest lap for Ferrari in 2004. The discrepancy is due to kerbs being realigned at Turn Four, changing the racing line sufficiently for the revision to be considered a new track layout.
- ▶ Romain Grosjean's sixth place for Haas in Australia represented the first wholly new constructor to score on its debut since Mika Salo took a point for Toyota in 2002, also with sixth in Albert Park. The last time a non-works team grabbed points at its maiden race was 1993, when JJ Lehto took fifth place for Sauber in South Africa.
- ▶ With the number of supersoft tyre sets available likely to once again influence the elimination qualifying format, the different allocations may have considerable significance for the grid order. Manor going into the weekend with four sets of the red-banded compound; Sauber and Toro Rosso have five; Mercedes, Ferrari, Red Bull, Force India and McLaren choose six, leaving Williams, Renault and Haas with seven.
- ▶ While never having raced, supersoft tyres have been tested at Sakhir, when teams conducted two winter tests at the circuit ahead of the 2014 season. While used sparingly, the 2014-spec supersoft recorded a longest run of 19 laps. The 2016 version is, however, different in both compound and construction.
- ▶ In 2006 and 2010 Bahrain held the championship-opener. Of the current grid, Nico Rosberg (2006) and Nico Hülkenberg (2010) both made their F1 race debut here, both driving for Williams.
- ▶ This is the third Bahrain Grand Prix to be run as a night race. It is one of three races to be held under floodlights in 2016, alongside Singapore and Abu Dhabi.

RACE STEWARDS BIOGRAPHIES

PAUL GUTJAHR

PRESIDENT OF THE FIA HILL CLIMB COMMISSION, BOARD MEMBER AND PRESIDENT OF AUTO SPORT SUISSE SARL

Paul Gutjahr started racing in the late 1960s with Alfa Romeo, Lancia, Lotus and Porsche, then March in Formula 3. In the early '70s he became President of the Automobile Club Berne and organised numerous events. He acted as President of the organising committee of the Swiss GP at Dijon between 1980-82. Between 1980-2005 he acted as President of the Commission Sportive Nationale de l'Automobile Club de Suisse and in 2005 he became President and board member of the Auto Sport Suisse motor sports club. Gutjahr is President of the Alliance of European Hill Climb Organisers and has been steward at various high-level international competitions. He was the Formula 3000 Sporting Commissioner and has been a Formula One steward since 1995.



ROGER PEART

PRESIDENT, FIA CIRCUITS COMMISSION; PRESIDENT OF AUTORITE SPORTIVE NATIONALE DU CANADA (ASN)

Roger Peart is a civil engineer by training and designed the Gilles Villeneuve circuit, home of the Canadian Grand Prix since 1978. In the years 1949-1953 he gained his first experience of motor sport, working as a racing mechanic while still at school in the UK. By 1960 he had become a competitor. Until 1963 he drove in the Canadian National Rally Championship, before switching to racing from 1964 to 1976. In 1967 Peart became involved in the organisation of Canadian motor sport and was instrumental in getting the Circuit Gilles Villeneuve onto the F1 calendar. Since 1991 Peart has been President of ASN Canada FIA and, since 1999, President of the FIA Circuits Commission.



DEREK WARWICK

FORMER FORMULA ONE DRIVER AND WORLD SPORTSCAR CHAMPION

Derek Warwick raced in 146 grands prix from 1981 to 1993, appearing for Toleman, Renault, Brabham, Arrows and Lotus. He scored 71 points and achieved four podium finishes, with two fastest laps. He was World Sportscar Champion in 1992, driving for Peugeot. He also won Le Mans in the same year. He raced Jaguar sportscars in 1986 and 1991 and competed in the British Touring Car Championship between 1995 and 1998, as well as a further appearance at the Le Mans in 1996, driving for the Courage Competition team. Warwick is a frequent FIA driver steward and is President of the British Racing Drivers' Club.



FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 15.00

FRIDAY

Practice session 1 14.00-15.30

Practice session 2 18.00-19.30

Press conference 20.00

SATURDAY

Practice session 3 15.00-16.00

Qualifying 18.00-19.00

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 16.30

Race 18.00

Followed by podium interviews and press conference

ADDITIONAL MEDIA OPPORTUNITIES

QUALIFYING

All drivers eliminated in Q1 or Q2 will be available for media interviews immediately after the end of each session, as will drivers who participated in Q3, but who are not required for the post-qualifying press conference. The TV Pen is located in front of the door leading to the press conference room.

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.

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