

MEDIA KIT

2017 Formula 1 Heineken Chinese Grand Prix

Shanghai Audi International Circuit

07-08-09.04.2017

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Welcome Address

FOREWORD BY Jiang Lan

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Welcome to 2017 Formula 1 Heineken Chinese Grand Prix. On behalf of everyone at Shanghai Juss Event Management Company Limited; the host of the 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 our 13 years history, the Chinese Grand Prix has achieved established a stable and successful, events market which attracts a large number fans at home and abroad. We are proud to have been able to fully develop both the commercial and ability to showcase the city of Shanghai through the F1 partnerships.

Because of your efforts promoting the Chinese Grand Prix, it has become part of the city's culture landscape and a business card to the whole world. We hereby ensure that the entire staff of F1 Grand Prix in China will do their very best to create a more convenient and comfortable working environment. Furthermore, our staff is committed to provide meticulous and thoughtful services for the duration for the Chinese F1 Grand Prix. I sincerely wish you all a happy race weekend here in Shanghai.

Vice President of Shanghai Jiushi (Group) Co., Ltd.
CEO of Shanghai Juss Sports Development(Group) Co., Ltd.
Jiang Lan

TIMETABLE

CHINESE GRAND PRIX

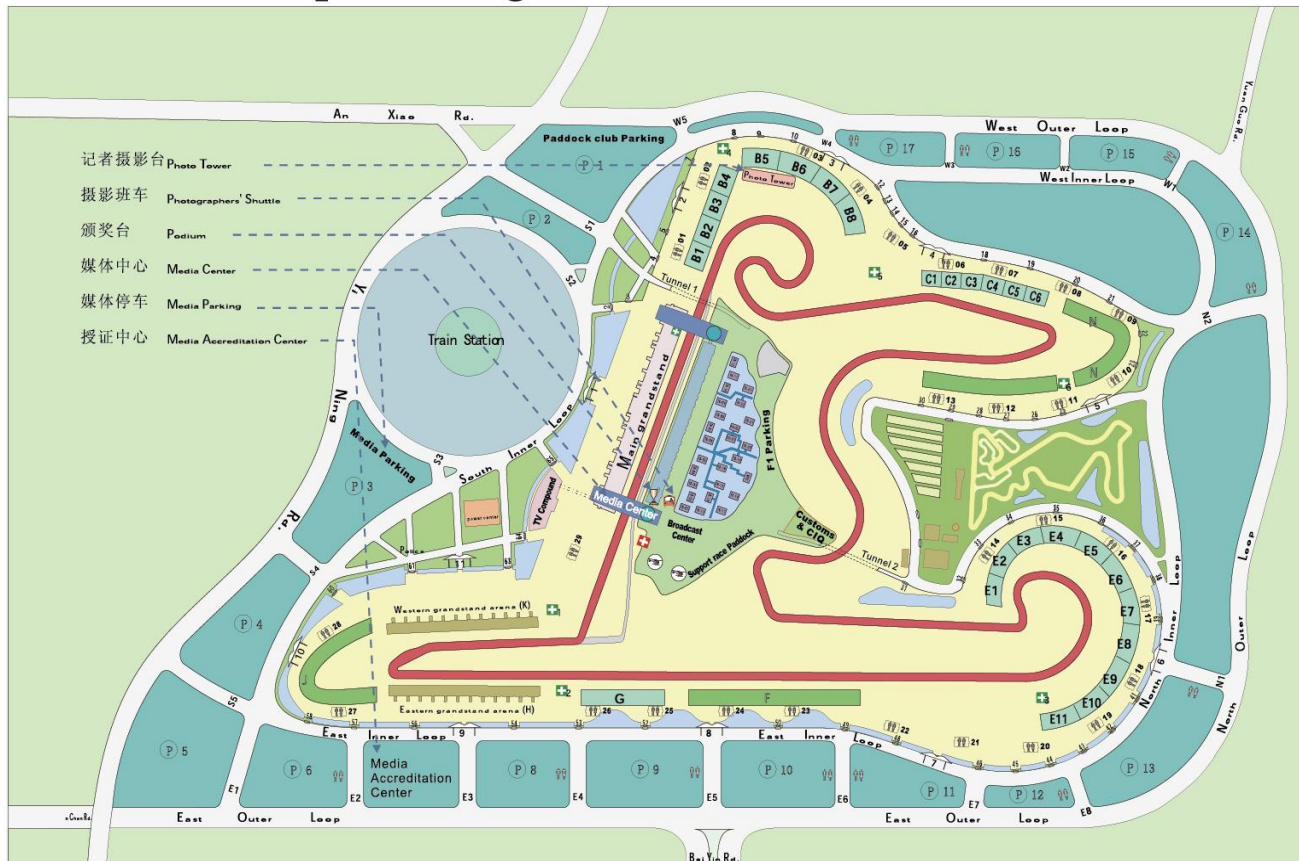
THURSDAY			
10:00	16:00	FORMULA ONE	INITIAL SCRUTINEERING
13:00	15:00	FORMULA ONE	TRACK CLOSED FIA/FOM SYSTEMS CHECKS TRACK ACCESS RESTRICTED TO FIA/FOM ONLY
13:45		FORMULA ONE	TRACK INSPECTION, TRACK COMPLETELY CLEAR
14:00	15:00	FORMULA ONE	HIGH SPEED TRACK TEST- FIA SAFETY AND MEDICAL CARS
15:00		FORMULA ONE	PRESS CONFERENCE
16:00		FORMULA ONE	TEAM MANAGERS' MEETING
16:00	17:15	FORMULA ONE	F1 DRIVERS' AUTOGRAPH SESSION
FRIDAY			
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
11:35	13:30	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
13:00		PORSCHE CARRERA CUP ASIA	DRIVERS' MEETING
13:30	13:40	FORMULA ONE	TRACK INSPECTION
14:00	15:30¹	FORMULA ONE	SECOND PRACTICE SESSION
16:00	16:45 ¹	PORSCHE CARRERA CUP ASIA	PRACTICE SESSION
16:00	17:00	FORMULA ONE	PRESS CONFERENCE – PRESS ROOM
17:00		FORMULA ONE	DRIVERS MEETING
17:30	19:00	PROMOTERS ACTIVITY	PUBLIC PIT LANE WALK – 3 DAY TICKET HOLDERS ONLY
18:00	19:00	FORMULA ONE	MARSHAL PIT LANE WALK
SATURDAY			
09:30	10:15	FORMULA ONE	TEAM PIT STOP PRACTICE
09:30	10:15	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
10:00		FORMULA ONE	MEDICAL INSPECTION
10:15	10:30	FORMULA ONE	TRACK INSPECTION AND SAFETY CAR TEST
10:40	11:10	PORSCHE CARRERA CUP ASIA	QUALIFYING SESSION
11:30	11:40	FORMULA ONE	TRACK INSPECTION
12:00	13:00¹	FORMULA ONE	THIRD PRACTICE SESSION
13:05	14:45	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
14:30	14:45	FORMULA ONE	TRACK INSPECTION
15:00	16:00	FORMULA ONE	QUALIFYING SESSION
16:30*	17:05²	PORSCHE CARRERA CUP ASIA	FIRST RACE (12 LAPS OR 30 MINS)
SUNDAY			
09:30	11:00	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
10:15		FORMULA ONE	MEDICAL INSPECTION
10:30	10:45	FORMULA ONE	TRACK INSPECTION TRACK TEST
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
13:40		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

- Location



Shanghai literally means the city by the sea. It is on the west shore of the Pacific Ocean. Right in the middle of China's east coastline, Shanghai is an excellent sea and river port, boasting easy access to the vast hinterland.

- Population

According to the Shanghai Statistics Bureau, Shanghai's population of residents with permanent residence registration had grown to 24.15 million, among which 14.25 million were long-term residents and 9.9 million were immigrants by the end of 2013.

- Shanghai Weather & Climate

Weather averages for Shanghai												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Average high °C (°F)	8 (46)	8 (46)	13 (55)	19 (66)	25 (77)	28 (82)	32 (90)	32 (90)	28 (82)	23 (73)	17 (63)	17 (63)
Average low °C (°F)	1 (34)	1 (34)	4 (39)	10 (50)	15 (59)	19 (66)	23 (73)	23 (73)	19 (66)	14 (57)	7 (45)	2 (36)
Precip-itation mm (inches)	48 (1.89)	58 (2.28)	84 (3.31)	94 (3.7)	94 (3.7)	180 (7.09)	147 (5.79)	142 (5.59)	130 (5.12)	71 (2.8)	51 (2.01)	36 (1.42)

● Top 5 Must to go

Xintiandi

It's a modern leisure and entertainment neighborhood in downtown Shanghai, provides an interesting window on the city and the rest of the world, on city's yesteryears, today and tomorrow.

The Bund

It has also been known as Zhongshan First East Road, which measures about 1.5 kilometers in length. To its east is the Huangpu River. To its west are 52 classic buildings of Gothic and Baroque styles which used to house old Shanghai's financial institutions and trading companies; therefore, the Bund is now acclaimed as an outdoor museum of international architecture.

Yu Garden

This ancient property owned by a Ming dynasty official is the only Ming garden in the northern part of the Old City. Built in 1559, the 2-hectare garden has been around for over four centuries. It boasts over 40 ingeniously conceived, well laid out ancient buildings, which have interesting names like Iron Panther, Moon Tower and Hearing-Waves Pavilion.

Shanghai's Nanjing Road Pedestrian Street

It was catapulted to fame in the 1920's and today is known as the "No.1 Street of China". It is flanked by hundreds of boutique shops housed in beautiful buildings, like time-honored brands like First Department Store and Yongan Department Store.

China Art Museum

Housed in the China Pavilion of the 2010 Shanghai World Expo, China Art Museum features 27 exhibition halls measuring 64,000 square meters in area as well as such facilities as theater, conference hall and library. The 559-square-meter dining zone offers coffee, Western fast food and tea.

● Food

Shanghai is a metropolis with unique charms. This 150-year-old city has a lot of memorable "tastes" that make people linger. As one of the world's most food-savvy cultures, Shanghai is where culinary creations from all over the world converge. In traditional shanghai cuisine, foods are mainly braised in red sauce and stir-fried in rich oil.

Sweet and Sour Short Ribs

Brightly red; flavorful; sweet and sour

Yan Du Xian

Red meat with white bamboo shoots in rich gravy, tasty, fresh

Braised Pork in Brown Sauce

Pork braised to a red sheen, delicious, sweet ,salty ,gooey

Nanxiang Steamed Buns

Thin wrappings, tender meat, juicy, delicious

Every year Shanghai host many international sports events, such as Formula One Chinese Grand Prix, Shanghai Global Champions Tour ,Shanghai ATP1000 Masters, Shanghai Snooker Masters and others. These events gather in Shanghai and perform an incomparable and marvelous match, and present the world the spirit of Shanghai, which is tolerant, striving for excellence, intelligent and open-minded, broad and modest, which draws widespread media attention.

USEFUL INFORMATION

TELEPHONE NUMBERS

Emergency numbers	Police (general number)	110
	Fire brigade	119
	Ambulance	120
Useful numbers	Directory Assistance	114
	Tourist Information	962020
	Correct Time	117
	Airport Pudong	96990
	Airport Hongqiao	96990
	Weather Forecast	12121
Hospitals With English language service	Shanghai General Hospital 100 Haining Road	63240090
	Huashan Hospital 12 Wulumuqi Zhong Road	52889999
Airlines (Selection)	Air France	400 880 8808
	British Airways	400 881 0207
	Lufthansa	4008 868 868
	China Eastern Airlines	95530
	Swiss	400 882 0880
	Virgin Atlantic	5353 4600
	Finair	400 600 2926
	Emirates	400 882 2380
	Qatar	400 994 9991
Media Hotels (with shuttle to the circuit)	Howard Johnson Huaihai Hotel No.1 Fengyang Road	86-21-54619898
	Crowne Plaza Shanghai Anting No. 6555 Boyuan Road.	86-21-60568888

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	Zheng Honghai

FIA

F1 Director	Charlie Whiting
Deputy Race Director	Laurent Mekies
Medical Delegate	Alain Chantegret
Deputy Medical Delegate	Ian Roberts
Head of the Technical Department	Marcin Budkowski
Technical Delegate	Jo Bauer
Head of F1 Communications & Media Delegate	Matteo Bonciani
Stewards	Paul Gutjah Enzo Spano Mika Salo
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	5 April 2017	11.00 hrs – 18.00 hrs
	Thursday	6 April 2017	08.00 hrs – 18.00 hrs
	Friday	7 April 2017	08.00 hrs – 16.00 hrs
	Saturday	8 April 2017	08.00 hrs – 12.00 hrs
	Sunday	9 April 2017	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	5 April 2017	12.00 hrs – 20.00 hrs
	Thursday	6 April 2017	09.00 hrs – 22.00 hrs
	Friday	7 April 2017	07.00 hrs – 23.00 hrs
	Saturday	8 April 2017	07.00 hrs – 23.00 hrs
	Sunday	9 April 2017	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 (Howard Johnson Huaihai Hotel in Shanghai downtown, Crowne Plaza Shanghai Anting 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					
	5 April Wednesday	6 April Thursday	7 April Friday	8 April Saturday	9 April Sunday
Howard Johnson Huaihai 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)
Crowne Plaza Shanghai Anting	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

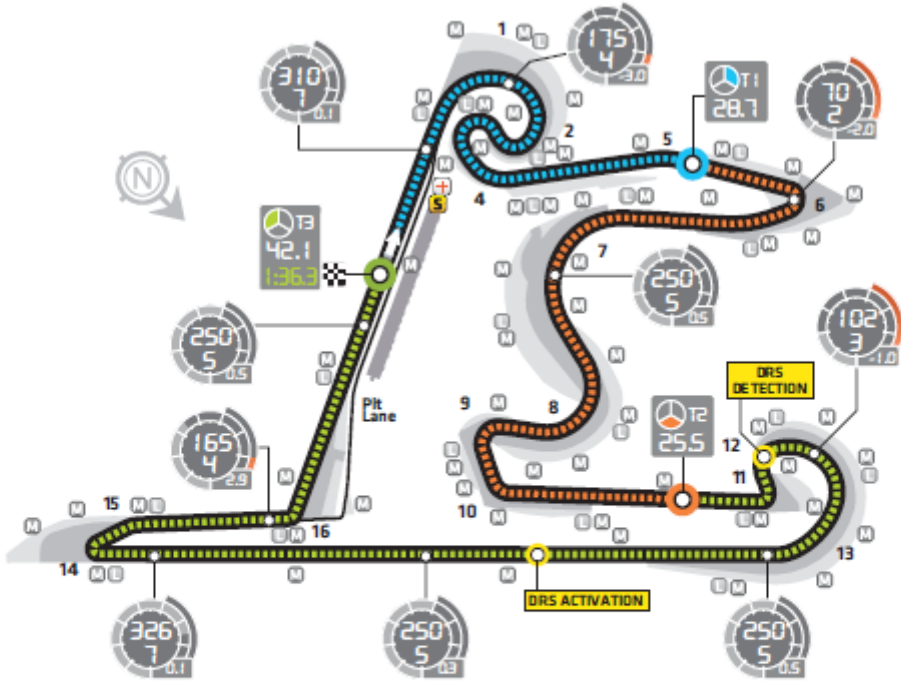
Formula One	Thursday, 15.00hrs , in the Press Conference Room: a maximum of 6 drivers chosen by the FIA F1 Head of Communications & Media Delegate.
	Friday, 16.00hrs , in the Press Conference Room: 6 team personalities chosen by the FIA F1 Head of Communications & Media Delegate.
	Saturday, following 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.

2017 FORMULA ONE WORLD CHAMPIONSHIP

CIRCUIT CHARACTERISTICS CHINESE GRAND PRIX: SHANGHAI

Date:	9 April 2017	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.

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP CALENDAR

Date	Country	Event name	Circuit Name
03-26	AUS	2017 FORMULA 1 AUSTRALIAN GRAND PRIX	MELBOURNE GRAND PRIX CIRCUIT
04-09	CHN	2017 FORMULA 1 CHINESE GRAND PRIX	SHANGHAI AUDI INTERNATIONAL CIRCUIT
04-16	BHR	2017 FORMULA 1 BAHRAIN GRAND PRIX	BAHRAIN INTERNATIONAL CIRCUIT
04-30	RUS	2017 FORMULA 1 RUSSIAN GRAND PRIX	SOCHI AUTODROM
05-14	ESP	2017 FORMULA 1 SPANISH GRAND PRIX	CIRCUIT DE ARCELONA-CATALUNYA
05-28	MCO	2017 FORMULA 1 MONACO GRAND PRIX	CIRCUIT DE MONACO
06-11	CAN	2017 FORMULA 1 CANADA GRAND PRIX	CIRCUIT GILLES-VILLENEUVE
06-25	AZE	2017 FORMULA 1 AZERBAIJAN GRAND PRIX	BAKU CITY CIRCUIT
07-09	AUT	2017 FORMULA 1 AUSTRIAN GRAND PRIX	RED BULL RING
07-16	GBR	2017 FORMULA 1 BRITISH GRAND PRIX	SILVERSTONE CIRCUIT
07-30	HUN	2017 FORMULA 1 HUNGARIAN GRAND PRIX	HUNGARORING
08-27	BEL	2017 FORMULA 1 BELGIAN GRAND PRIX	CIRCUIT DE SPA-FRANCORCHAMPS
09-03	ITA	2017 FORMULA 1 ITALIAN GRAND PRIX	AUTODROMO NAZIONALE MONZA
09-17	SGP	2017 FORMULA 1 SINGAPORE GRAND PRIX	MARINA BAY STREET CIRCUIT
10-01	MYS	2017 FORMULA 1 MALAYSIA GRAND PRIX	SEPANG INTERNATIONAL CIRCUIT
10-08	JPN	2017 FORMULA 1 JAPANESE GRAND PRIX	SUZUKA INTERNATIONAL RACING COURSE
10-22	USA	2017 FORMULA 1 UNITED STATES GRAND PRIX	CIRCUIT OF THE AMERICAS
10-29	MEX	2017 FORMULA 1 GRAND MEXICO GRAND PRIX	AUTÓDROMO HERMANOS RODRÍGUEZ
11-12	BRA	2017 FORMULA 1 GRAND BRAZIL GRAND PRIX	AUTÓDROMO JOSÉ CARLOS PACE
11-26	ARE	2017 FORMULA 1 ABU DHABI GRAND PRIX	YAS MARINA CIRCUIT

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP

ENTRY LIST

No.	Driver	Nat.	Team	Car
44	Lewis Hamilton	GBR	Mercedes AMG Petronas Motorsport	F1 W08 EQ Power+
77	Valtteri Bottas	FIN	Mercedes AMG Petronas Motorsport	F1 W08 EQ Power+
05	Sebastian Vettel	DEU	Scuderia Ferrari	SF70H
07	Kimi Räikkönen	FIN	Scuderia Ferrari	SF70H
19	Felipe Massa	BRA	Williams Martini Racing	FW40
18	Lance Stroll	CAN	Williams Martini Racing	FW40
03	Daniel Ricciardo	AUS	Red Bull Racing	RB13
33	Max Verstappen	NED	Red Bull Racing	RB13
11	Sergio Perez	MEX	Sahara Force India F1 Team	VJM10
31	Esteban Ocon	FRA	Sahara Force India F1 Team	VJM10
26	Daniil Kvyat	RUS	Scuderia Toro Rosso	STR12
55	Carlos Sainz Jr	ESP	Scuderia Toro Rosso	STR12
09	Marcus Ericsson	SWE	Sauber F1 Team	C36
94	Pascal Wehrlein	DEU	Sauber F1 Team	C36
14	Fernando Alonso	ESP	McLaren Honda	MCL32
02	Stoffel Vandoorne	DEU	McLaren Honda	MCL32
08	Romain Grosjean	FRA	Haas F1 Team	VF-17
20	Kevin Magnussen	DNK	Haas F1 Team	VF-17
27	Nico Hulkenberg	DEU	Renault	R.S.17
30	Jolyon Palmer	GBR	Renault	R.S.17

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP

2017 season changes

With some major rule changes planned for next year, there have only been minor tweaks to the regulations for 2017...

Tyres - Tyres are around 25 percent wider than in 2016, with rear width up from 325mm to 405, and front width raised from 245 to 305. Tyre diameter has also increased very slightly, though wheel rim size remains unchanged at 13 inches.

Front wing - Front wing span is increased from 1650mm to 1800mm. Note also that the overall width of the car is up from 1800 to 2000mm.

Rear wing and rear diffuser - The height of the rear wing is reduced to a maximum of 800mm, down from 950 previously. Meanwhile, the diffuser is more powerful thanks to increased height - up from 125mm to 175 - and width - up from 1000mm to 1050. It is also longer, now extending ahead of the rear wheel axle line.

Sidepods - Bodywork is now wider, with maximum width up from 1400mm to 1600mm.

Weight - Maximum weight is increased from 702kg to 722kg plus tyres.

Wet-weather standing starts - If a safety car is deemed to be required for the beginning of a race due to wet weather, unlike previously a normal standing start will occur once the track is deemed safe to race. The process will see the safety car return to the pit lane and the cars assemble on the grid for the start.

Power units

A rule change has been made to prevent drivers stockpiling spare power unit elements. During any single event, if a driver introduces more than one of a power unit element that is subject to a grid penalty, only the last element fitted may be used at subsequent events without further penalty.

A number of changes have also been introduced aimed at reducing power unit costs, guaranteeing supply for customer teams, and closing the performance gap between engines:

- the power unit price for customer teams has been reduced by €1m per season compared to 2016.
- to ensure the supply of power units to customer teams, the homologation procedure now includes an 'obligation to supply' that is activated in the event of a team facing an absence of supply.
- the previous 'token' system for in-season engine development has been removed.
- Additionally, constraints on power unit part weights, dimensions and materials, and on boost pressure, are being introduced in 2017 and in 2018.

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP

AUSTRALIAN GRAND PRIX – RESULTS

Date:	26 March, 2017	Number of laps:	58
Circuit length:	5.303km	Race distance:	307.574km

QUALIFYING - CLASSIFICATION

POS	DRIVER	Q1	Q2	Q3	LAPS
1	Lewis Hamilton HAM	1:24.191	1:23.251	1:22.188	14
2	Sebastian Vettel VET	1:25.210	1:23.401	1:22.456	17
3	Valtteri Bottas BOT	1:24.514	1:23.215	1:22.481	13
4	Kimi Räikkönen RAI	1:24.352	1:23.376	1:23.033	19
5	Max Verstappen VER	1:24.482	1:24.092	1:23.485	18
6	Romain Grosjean GRO	1:25.419	1:24.718	1:24.074	17
7	Felipe Massa MAS	1:25.099	1:24.597	1:24.443	16
8	Carlos Sainz SAI	1:25.542	1:24.997	1:24.487	16
9	Daniil Kvyat KVY	1:25.970	1:24.864	1:24.512	16
10	Daniel Ricciardo RIC	1:25.383	1:23.989	DNF	10
11	Sergio Perez PER	1:25.064	1:25.081		13
12	Nico Hulkenberg HUL	1:24.975	1:25.091		12
13	Fernando Alonso ALO	1:25.872	1:25.425		15
14	Esteban Ocon OCO	1:26.009	1:25.568		16
15	Marcus Ericsson ERI	1:26.236	1:26.465		15
16	Antonio Giovinazzi GIO	1:26.419			8
17	Kevin Magnussen MAG	1:26.847			7
18	Stoffel Vandoorne VAN	1:26.858			6
19	Lance Stroll STR	1:27.143			7
20	Jolyon Palmer PAL	1:28.244			7
21	Lewis Hamilton HAM	1:24.191	1:23.251	1:22.188	14
22	Sebastian Vettel VET	1:25.210	1:23.401	1:22.456	17

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP

AUSTRALIAN GRAND PRIX – RESULTS

Date:	26 March, 2016	Number of laps:	58
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RACE - CLASSIFICATION

POS	DRIVER	TEAM	TIME
1	Sebastian Vettel VET	Ferrari	1:24:11.672
2	Lewis Hamilton HAM	Mercedes	+9.975s
3	Valtteri Bottas BOT	Mercedes	+11.250s
4	Kimi Räikkönen RAI	Ferrari	+22.393s
5	Max Verstappen VER	Red Bull Racing TAG Heuer	+28.827s
6	Felipe Massa MAS	Williams Mercedes	+83.386s
7	Sergio Perez PER	Force India Mercedes	+1 lap
8	Carlos Sainz SAI	Toro Rosso	+1 lap
9	Daniil Kvyat KVY	Toro Rosso	+1 lap
10	Esteban Ocon OCO	Force India Mercedes	+1 lap
11	Nico Hulkenberg HUL	Renault	+1 lap
12	Antonio Giovinazzi GIO	Sauber Ferrari	+2 laps
13	Stoffel Vandoorne VAN	McLaren Honda	+2 laps
14	Fernando Alonso ALO	McLaren Honda	DNF
15	Kevin Magnussen MAG	Haas Ferrari	DNF
16	Lance Stroll STR	Williams Mercedes	DNF
NC	Daniel Ricciardo RIC	Red Bull Racing TAG Heuer	DNF
NC	Marcus Ericsson ERI	Sauber Ferrari	DNF
NC	Jolyon Palmer PAL	Renault	DNF
NC	Romain Grosjean GRO	Haas Ferrari	DNF
NC	Sebastian Vettel VET	Ferrari	1:24:11.672
NC	Lewis Hamilton HAM	Mercedes	+9.975s

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP

CHAMPIONSHIP POINTS—DRIVERS

Pos	Driver	Nationality	Team	Points
1	Sebastian Vettel VET	GER	Ferrari	25
2	Lewis Hamilton HAM	GBR	Mercedes	18
3	Valtteri Bottas BOT	FIN	Mercedes	15
4	Kimi Räikkönen RAI	FIN	Ferrari	12
5	Max Verstappen VER	NED	Red Bull Racing TAG Heuer	10
6	Felipe Massa MAS	BRA	Williams Mercedes	8
7	Sergio Perez PER	MEX	Force India Mercedes	6
8	Carlos Sainz SAI	ESP	Toro Rosso	4
9	Daniil Kvyat KVY	RUS	Toro Rosso	2
10	Esteban Ocon OCO	FRA	Force India Mercedes	1
11	Nico Hulkenberg HUL	GER	Renault	0
12	Antonio Giovinazzi GIO	ITA	Sauber Ferrari	0
13	Stoffel Vandoorne VAN	BEL	McLaren Honda	0

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP
CHAMPIONSHIP POINTS—CONSTRUCTORS

Pos	Team	Points
1	Ferrari	37
2	Mercedes	33
3	Red Bull Racing TAG Heuer	10
4	Williams Mercedes	8
5	Force India Mercedes	7
6	Toro Rosso	6
7	Renault	0
8	Sauber Ferrari	0
9	McLaren Honda	0

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Mercedes AMG Petronas Motorsport

First Season	1970	Chassis	F1 W08 EQ Power+
Highest Race Finish	1(x55)	Engine	Mercedes
Pole Positions	65	Tyres	Pirelli
Fastest Laps	38	World Championships	3

44. Lewis Hamilton (BER)



Podiums 104
 Total pts 2247
 2016 2nd
 Pts 380
 Age 32

77. Valtteri Bottas (FIN)



Podiums 9
 Total pts 411
 2016 8th
 Pts 85
 Age 28

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Scuderia Ferrari

First Season	1950	Chassis	SF70H
Highest Race Finish	1(x225)	Engine	Ferrari
Pole Positions	201	Tyres	Pirelli
Fastest Laps	236	World Championships	16

5. Sebastian Vettel (DEU)



Podiums	86
Total pts	2108
2016	4th
pts	212
Age	30

7. Kimi Räikkönen (FIN)



Podiums	80
Total pts	1174
2016	6th
pts	186
Age	38

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP TEAM&DRIVERS

Williams Martini Racing

First Season	1978	Chassis	FW40
Highest Race Finish	1(x114)	Engine	Mercedes
Pole Positions	128	Tyres	Pirelli
Fastest Laps	133	World Championships	9

19. Felipe Massa (BRA)



Podiums	41
Total pts	1124
2016	11th
pts	53
Age	36

18. Lance Stroll (CAN)



Podiums	N/A
Total pts	0
2016	N/A
pts	N/A
Age	19

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP TEAM&DRIVERS

Red Bull Racing

First Season	1997	Chassis	RB13
Highest Race Finish	1(x52)	Engine	TAG Heuer
Pole Positions	58	Tyres	Pirelli
Fastest Laps	52	World Championships	4

3. Daniel Ricciardo (AUS)



Podiums	18
Total pts	616
2016	3rd
pts	256
Age	28

33. Max Verstappen (NED)



Podiums	7
Total pts	253
2016	5th
pts	204
Age	20

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP TEAM&DRIVERS

Sahara Force India F1 Team

First Season	1991	Chassis	VJM10
Highest Race Finish	2(x1)	Engine	Mercedes
Pole Positions	1	Tyres	Pirelli
Fastest Laps	4	World Championships	N/A

11. Sergio Perez (MEX)



Podiums 7
Total pts 367
2016 7th
pts 101
Age 27

31. Esteban Ocon (FRA)



Podiums N/A
Total pts 0
2016 N/A
pts N/A
Age 21

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Scuderia Toro Rosso

First Season	1985	Chassis	STR12
Highest Race Finish	1(x1)	Engine	Renault
Pole Positions	1	Tyres	Pirelli
Fastest Laps	1	World Championships	0

26. Daniil Kvyat (RUS)



Podiums	2
Total pts	128
2016	14th
pts	25
Age	23

55. Carlos Sainz (ESP)



Podiums	N/A
Total pts	64
2015	15th
pts	18
Age	23

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP TEAM&DRIVERS

Sauber F1 Team

First Season	1993	Chassis	C36
Highest Race Finish	1 (x1)	Engine	Ferrari
Pole Positions	1	Tyres	Pirelli
Fastest Laps	5	World Championships	N/A

9. Marcus Ericsson (SWE)



Podiums	N/A
Total pts	9
2016	16th
pts	7
Age	27

94. Pascal Wehrlein (DEU)



Podiums	N/A
Total pts	1
2016	19th
pts	1
Age	23

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM & DRIVERS

McLaren Honda Formula 1 Team

First Season	1966	Chassis	MCL32
Highest Race Finish	1 (x1)	Engine	Honda
Pole Positions	155	Tyres	Pirelli
Fastest Laps	154	World Championships	8

14. Fernando Alonso (ESP)



Podiums	97
Total pts	1832
2016	10th
pts	54
Age	36

94. Stoffel Vandoorne (DEU)



Podiums	N/A
Total pts	1
2016	20th
pts	1
Age	25

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Haas F1 Team

First Season	2016	Chassis	VF-17
Highest Race Finish	5(x1)	Engine	Ferrari
Pole Positions	N/A	Tyres	Pirelli
Fastest Laps	N/A	World Championships	N/A

8. Romain Grosjean (FRA)



Podiums 10
 Total pts 316
 2016 13th
 pts 29
 Age 31

20. Kevin Magnussen (DNK)



Podiums 1
 Total pts 62
 2016 16th
 pts 7
 Age 25

2017 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Renault Sport Formula 1 Team

First Season	1986	Chassis	R.S.17
Highest Race Finish	1(x2)	Engine	Renault
Pole Positions	20	Tyres	Pirelli
Fastest Laps	13	World Championships	2

27. Nico Hulkenberg (DEU)



Podiums	N/A
Total pts	362
2016	9th
pts	27
Age	30

30. Jolyon Palmer (GBR)



Podiums	N/A
Total pts	1
2016	18th
pts	1
Age	26

The World Champions Drivers - 1950-2016

Year	Driver		Car	Year	Driver		Car
1950	G Farina	(ITA)	Alfa-Romeo	1984	N Lauda	(AUT)	McLaren-TAG-Porsche
1951	J M Fangio	(ARG)	Alfa-Romeo	1985	A Prost	(FRA)	McLaren-TAG-Porsche
1952	A Ascari	(ITA)	Ferrari	1986	A Prost	(FRA)	McLaren-TAG-Porsche
1953	A Ascari	(ITA)	Ferrari	1987	N Piquet	(BRA)	Williams-Honda
1954	J M Fangio	(ARG)	Mercedes/Maserati	1988	A Senna	(BRA)	McLaren-Honda
1955	J M Fangio	(ARG)	Mercedes	1989	A Prost	(FRA)	McLaren-Honda
1956	J M Fangio	(ARG)	Lancia/Ferrari	1990	A Senna	(BRA)	McLaren-Honda
1957	J M Fangio	(ARG)	Maserati	1991	A Senna	(BRA)	McLaren-Honda
1958	M Hawthorn	(GBR)	Ferrari	1992	N Mansell	(GBR)	Williams-Renault
1959	J Brabham	(AUS)	Cooper-Climax	1993	A Prost	(FRA)	Williams-Renault
1960	J Brabham	(AUS)	Cooper-Climax	1994	M Schumacher	(GER)	Benetton-Ford
1961	P Hill	(USA)	Ferrari	1995	M Schumacher	(GER)	Benetton-Renault
1962	G Hill	(GBR)	BRM	1996	D Hill	(GBR)	Williams-Renault
1963	J Clark	(GBR)	Lotus-Climax	1997	J Villeneuve	(CAN)	Williams-Renault
1964	J Surtees	(GBR)	Ferrari	1998	M Hakkinen	(FIN)	McLaren-Mercedes
1965	J Clark	(GBR)	Lotus-Climax	1999	M Hakkinen	(FIN)	McLaren-Mercedes
1966	J Brabham	(AUS)	Brabham-Repco	2000	M Schumacher	(GER)	Ferrari
1967	D Hulme	(NZL)	Brabham-Repco	2001	M Schumacher	(GER)	Ferrari
1968	G Hill	(GBR)	Lotus-Ford	2002	M Schumacher	(GER)	Ferrari
1969	J Stewart	(GBR)	Matra-Ford	2002	M Schumacher	(GER)	Ferrari
1970	J Rindt	(AUT)	Lotus-Ford	2003	M Schumacher	(GER)	Ferrari
1971	J Stewart	(GBR)	Tyrrell-Ford	2005	F Alonso	(ESP)	Renault
1972	E Fittipaldi	(BRA)	Lotus-Ford	2006	F Alonso	(ESP)	Renault
1973	J Stewart	(GBR)	Tyrrell-Ford	2007	K Raikkonen	(FIN)	Ferrari
1974	E Fittipaldi	(BRA)	McLaren-Ford	2008	L Hamilton	(GBR)	McLaren-Mercedes
1975	N Lauda	(AUT)	Ferrari	2009	J Button	(GBR)	Brawn-Mercedes
1976	J Hunt	(GBR)	McLaren-Ford	2010	S Vettel	(GER)	Red Bull
1977	N Lauda	(AUT)	Ferrari	2011	S Vettel	(GER)	Red Bull
1978	M Andretti	(USA)	Lotus-Ford	2012	S Vettel	(GER)	Infiniti Red Bull Racing
1979	J Scheckter	(RSA)	Ferrari	2013	S Vettel	(GER)	Infiniti Red Bull Racing
1980	A Jones	(AUS)	Williams-Ford	2014	L Hamilton	(GBR)	Mercedes
1981	N Piquet	(BRA)	Brabham-Ford	2015	L Hamilton	(GBR)	Mercedes
1982	K Rosberg	(FIN)	Williams-Ford	2016	Nico Rosberg	(GER)	Mercedes
1983	N Piquet	(BRA)	Brabham-BMW				

The World Champions Constructors - 1958-2015

Year	Constructor	Year	Constructor	Year	Constructor
1958	Vanwall	1978	Lotus-Ford	1998	McLaren-Mercedes
1959	Cooper-Climax	1979	Ferrari	1999	Ferrari
1960	Cooper-Climax	1980	Williams-Ford	2000	Ferrari
1961	Ferrari	1981	Williams-Ford	2001	Ferrari
1962	BRM	1982	Ferrari	2002	Ferrari
1963	Lotus-Climax	1983	Ferrari	2003	Ferrari
1964	Ferrari	1984	McLaren-TAG-Porsche	2004	Ferrari
1965	Lotus-Climax	1985	McLaren-TAG-Porsche	2005	Renault
1966	Brabham-Repco	1986	Williams-Honda	2006	Renault
1967	Brabham-Repco	1987	Williams-Honda	2007	Ferrari
1968	Lotus-Ford	1988	McLaren-Honda	2008	Ferrari
1969	Matra-Ford	1989	McLaren-Honda	2009	Brawn-Mercedes
1970	Lotus-Ford	1990	McLaren-Honda	2010	Red Bull
1971	Tyrrell-Ford	1991	McLaren-Honda	2011	Red Bull
1972	Lotus-Ford	1992	Williams-Renault	2012	Infiniti Red Bull Racing
1973	Lotus-Ford	1993	Williams-Renault	2013	Infiniti Red Bull Racing
1974	McLaren-Ford	1994	Williams-Renault	2014	Mercedes
1975	Ferrari	1995	Benetton-Renault	2015	Mercedes
1976	Ferrari	1996	Williams-Renault	2016	Mercedes
1977	Ferrari	1997	Williams-Renault		

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 and driver numbers

- Teams must run their two cars with essentially the same race livery throughout the season and must seek prior approval for any major changes.
- The team's name or emblem must appear on the nose of the car.
- In addition, every car must carry its driver's race number, which the driver selects by ballot. The driver numbers are permanent and will be used throughout each driver's career with the exception of the world champion, who will be given the option to use number one the following season.
- The driver's name must also appear on the external bodywork of the car.
- To help distinguish between a team's two cars, the onboard cameras which sit on top of the main rollover structure are coloured differently. On the first car it must remain as it is supplied to the team (black) and on the second car it must be predominantly fluorescent yellow.

Points, classification and race distance

- Formula One races are of near identical distance, calculated in the regulations as the least number of laps required to exceed 305 kilometres. Some races invariably take longer than others however due to the differing average speeds of circuits.
- The only exception is Monaco, where the race distance is calculated as the minimum number of laps exceeding 260 kilometres.
- However, a two-hour cut-off applies to all Grands Prix. If this is exceeded, the leading driver will be shown the chequered flag on the lap during which the two-hour mark elapsed.
- At the conclusion of each Grand Prix, the top ten finishers will score points towards both the drivers' and 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. In that instance half points will be awarded if less than 75 percent of the race distance has been completed, while no points will be awarded if less than two laps have been completed.
- Any driver who completes over 90 percent of the race will be classified as a finisher, regardless of whether they were running as the winner took the chequered flag.
- 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 event of any ties for position, the driver with superior race results (based on descending order, from number of wins to numbers of second-places down) will gain precedence.

Driver protocol and penalties

- There are strict rules governing on-track behaviour and stewards have the power to impose various penalties on a driver committing an offence during a race or practice session.
- Offences include jumping the start of the race, causing an avoidable accident, unfairly blocking another driver, impeding another driver while being lapped, and speeding in the pit lane.
- In addition, drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason.
- More than one change of direction to defend a position is not permitted. If a driver has moved off the racing line while defending their position, they may move back but must ensure there is at least one car's width between their own car and the edge of the track.
- If blame is not immediately clear, or if an incident involves multiple drivers, it will normally be investigated after the session or race.
- The most common penalties stewards issue are a drive-through penalty, a five-second time penalty and a ten-second time penalty.
- Under a drive-through, the driver must enter the pit lane and proceed down its length, before directly rejoining the race. For the time penalties, they must drive to their garage and then stop for five/ten seconds before they are able to rejoin.
- There are two different versions of the ten-second penalty. One is mandatory, meaning it must be taken without exception. The other allows a driver to finish the race and take a ten-second time penalty, provided they do not pit again between the issuing of the penalty and the chequered flag.
- Drivers are also permitted not to stop if they receive a five-second penalty, provided again that they do not pit before the race's finish. In this instance, five seconds will be added on to their time.
- In the case of all three penalties, a driver has three laps from the time his team is notified in which to enter the pits. Failure to do so may result in a black flag and the driver being excluded from the race.
- If the penalty is issued in the last three laps of the race, the driver is permitted to complete the race and take a time penalty. Five seconds will be added in lieu of a five-second penalty; 10 seconds for the optional ten-second penalty; 20 seconds for a drive-through; and 30 seconds for the mandatory ten-second penalty.
- In extreme cases stewards may choose to enforce tougher penalties. They can drop a driver any number of grid positions at the next Grand Prix; impose time penalties; reprimand a driver; exclude a driver from the results; or suspend a driver from the next race.
- Any driver receiving three reprimands during a season will automatically receive a ten-place grid penalty for the current or next event, but only if two or more of the reprimands were for driving infringements.
- The stewards may also impose penalty points on a driver's Super Licence. If a driver accrues 12 penalty points in a 12-month period they will have their Super Licence suspended for one race.
- In addition to issuing driving penalties, the stewards can also issue penalties for technical infringements or when a driver uses more than his allocation of power unit components or gearboxes.
- Every unscheduled gearbox change will require a driver to drop five places on the grid at that meeting.
- Meanwhile, each driver is permitted to use only four of the six power unit elements (during a single season. Should a driver use more than this, a grid penalty will be imposed. The six elements are the internal combustion engine (ICE), the motor generator unit-kinetic (MGU-K), the motor generator unit-heat (MGU-H), the energy store (ES), turbocharger (TC) and control electronics (CE).
- The penalties imposed for using additional elements work thus: the first time a fifth of any of the elements is used, a ten-place grid penalty will be imposed. A five-place grid penalty will then

be imposed the first time a fifth of any of the remaining elements is used. Likewise, the first time a sixth of any of the elements is used, a ten-place grid penalty will be imposed, and so on.

Officials

- At every Grand Prix meeting there are seven key race officials who monitor and control the activities of the stewards and marshals to ensure the smooth and safe running of the event in accordance with FIA regulations.
- Five of the seven officials are nominated by the FIA. These are the race director (currently Charlie Whiting), a permanent starter and three additional stewards, one of whom is nominated chairman and one of whom is an experienced former driver. The additional stewards must be FIA Super Licence holders.
- The other two key officials are nominated by the National Sporting Authority (ASN) of the country holding the race. These are the clerk of the course and an additional steward (who must be a national of the host nation). Both must be FIA Super Licence holders.
- The clerk of the course works in consultation with the race director, who has overriding authority. The race director directs the clerk of the course on how to instruct the stewards during the various practice, qualifying and race sessions.
- The race director and the clerk of the course, as well as the FIA technical delegate (currently Jo Bauer), must all be present at the event from 1000 on Thursday (Wednesday in Monaco) onwards.
- The race director, the clerk of the course and the chairman of the stewards must all be in radio contact while cars are on track. Furthermore, at these times the clerk of the course must be in the race-control headquarters and in radio contact with all of the marshals' posts.

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

Pit-lane procedures

- The pit lane at every circuit is divided into two lanes. The lane closest to the pit wall is known as the 'fast lane', whilst the lane closest to the garages is the 'inner lane'.
- The FIA allocate garages and an area in the pit lane to the teams on a strictly equal basis.
- Within these designated garage areas 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 a pit stop and must withdraw to their garages as soon as their work is complete.
- No powered device may be used to lift any part of a car in the pit lane during a race.
- It is the team's responsibility to release a car from its stop only when it is safe to do so.
- For safety reasons there is a pit-lane speed limit of 80km/h at all Grands Prix, though this is often reduced at circuits like Monaco because of track configuration.
- Any team whose driver exceeds the pit-lane speed limit during any practice session will be fined €100 for each km/h above the limit, up to a maximum of €1000. Speeding in the pit lane during the race will incur a time or driver-through penalty.

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 practice 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 practice session to be eligible for the race.
- The interval between the first and second free practice sessions, in addition to the interval between the third free practice session and the qualifying practice session, may never be less than two hours.
- Race stewards have the power to drop drivers a number of grid positions for infractions committed in practice.
- Saturday's qualifying session, designed to take about an hour, is split into three distinct segments - Q1, Q2 and Q3.
- Each qualifying segment sees multiple drivers on track simultaneously, with each allowed to run as many laps as they want.

Q1: Lasts for 18 minutes, at the end of which time the six slowest drivers are eliminated from qualifying and 16 advance to Q2. Any driver whose best Q1 lap time exceeds 107 percent of the fastest time set during that session fails to qualify and may only race at the stewards' discretion.

Q2: After a short break, the times are reset and the 16 remaining cars run in a 15-minute session, at the end of which the slowest six are eliminated from qualifying, leaving 10 to progress to Q3.

Q3: After a further break, the times are reset and a final 12-minute session is held to decide pole position and the starting order for the top ten grid places.

- Grid penalties imposed for technical or driving infringements often result in the grid order changing from that determined in the qualifying session.
- If a driver impedes another driver during qualifying, his times may be cancelled or he may be given a grid penalty.
- Any driver whose car stops on the circuit during the qualifying session will not be permitted to take any further part in the session.
- Any car which stops on the circuit during the qualifying session, and which is returned to the pits before the end of the session, will be held in parc fermé until the end of the session. This is in contrast to practice where cars returned to the pits are permitted to rejoin the session.
- A trophy will be awarded to the driver who sets the most pole positions during the season. In the event of a tie the holder of the greatest number of second places will be taken into account and, if there is still the tie, the holder of the greatest number of third places and so on until a winner emerges.
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Race start procedure

- 30 minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.
- Should drivers wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps.
- Any car which does not complete a reconnaissance lap and reach the grid under its own power will not be permitted to start the race from the grid.
- 17 minutes before the start of the formation lap, a warning signal will be given indicating that the end of the pit lane will be closed in two minutes.
- 15 minutes before the start of the formation lap the end of the pit lane will be closed and a second warning signal will be given.
- Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the five minute signal must start behind any car already at the pit exit.
- Cars starting from the pit lane may then join the race once the whole field has passed the end of the pit lane for the first time after the start.
- There are signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap.
- When the ten minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.
- When the three minute signal is shown all cars on the grid must have their wheels fitted. Any driver whose car has not had its wheels fitted at this time faces a penalty.
- When the one minute signal is shown, engines should be started and all team personnel must leave the grid.
- If any team personnel or equipment remain on the grid by the time of the 15 second signal, the driver of the car concerned must start the race from the pit lane.
- During the formation lap practice starts are forbidden and drivers must circulate in grid order, keeping the formation as tight as possible.
- Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.
- 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.
- Any driver who causes a start to be aborted, even if he is then able to start the extra formation lap, will be required to start the race from the pit lane. The same process will be applied to a re-start from a race suspension where drivers have been brought to the pit lane.
- 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.

The safety car and suspending a race

- To maintain competitors' safety over a race weekend, particularly in the event of an accident or extremely poor conditions, the FIA has two main methods of neutralising a practice session or race: the safety car or the virtual safety car (VSC).
- The latter will primarily be used when double waved yellow flags are needed on any section of the track, but the circumstances are not such to warrant the safety car itself.
- If the VSC is called, teams will be notified via the official messaging system, while drivers will be notified by all FIA light panels displaying "VSC".
- Under the VSC, drivers must reduce their speed and stay above a minimum time set by the FIA at least once in each marshalling sector. Stewards can impose penalties for any transgressions.
- Drivers must not drive unnecessarily slowly, erratically or in a manner that could be deemed potentially dangerous to other competitors. Drivers may not pit, unless it is to change tyres. They are also not permitted to overtake, except if another driver in front enters the pit lane or slows with an obvious problem.
- When it is deemed safe to end the VSC procedure, teams will be notified via the official messaging system. At any time between 10 and 15 seconds later, the FIA light panels will change to green and drivers are free to resume racing. DRS is also re-enabled at this time.
- In the event of a more serious incident, particularly if competitors or officials are in immediate physical danger, which is not severe enough to warrant suspending the race but cannot be dealt with under the VSC, then the safety car will be called.
- The safety car is driven by an experienced circuit driver and carries an FIA observer who is in permanent radio contact with race control.
- The safety car will join the circuit with its orange lights on, and all drivers must form a queue behind it. Overtaking is not permitted, although the safety car will signal backmarkers to pass it using its green light until the race leader is immediately behind it.
- Under certain circumstances - for example if the incident that brought the safety car is blocking the pit lane - the safety car may travel through the pit lane. In this case competitors will be allowed to stop at their pit garage.
- When the safety car is ready to leave the circuit it will extinguish its orange lights, indicating to the drivers that it will peel off. Drivers must continue in formation until they cross the first safety car line, where green lights will indicate they are free to race again. However, DRS will not be re-enabled until two racing laps have been completed.
- In exceptional circumstances, such as in extremely poor weather, a race may begin behind the safety car, which will put its orange lights on ten minutes before the start to indicate this. When those lights switch to green the safety car will lead the field around the circuit in grid order.
- Overtaking on this first lap is not allowed, unless a car has a problem getting away from the grid, in which case the delayed driver may re-pass 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.)
- Should conditions or an incident be severe enough to necessitate the race being suspended, red flags will be shown around the circuit. When this happens the pit exit will close and all cars must proceed slowly into the pit lane, without overtaking, and stop in a queued formation at the end.

- The safety car will then drive to the front of the queue, while team members may work on the cars. Refuelling is not allowed.
- Cars that were already in the pits when the red flag signal was given may be worked on there, and then rejoin in the position they occupied before the stoppage. Cars may not be moved from the pit lane queue however, unless the team has been given expressed consent by the FIA.
- A warning of at least 10 minutes will be given to teams before the race is resumed. With three minutes to go, all cars must have their wheels fitted. At the two minute signal, lapped cars will be able to complete a lap before rejoining the pit lane at the back of the queue.
- The race will resume behind the safety car, which will then enter the pits after one lap, unless conditions are deemed to warrant more than one lap, or if all cars are not yet in line behind the safety car. Further incidents may also prolong the safety car period.
- Overtaking is not permitted, unless a driver is delayed leaving the pit lane, forcing others to pass. In this instance, the delayed driver may repass those cars in order to regain position. Should they be unable to do so, they must pit immediately and then rejoin the race at the back of the field.
- If the race cannot be resumed, the results will be taken from the order at the end of the penultimate lap before the race was suspended.
- While the suspension is not added onto the maximum race time of two hours, no race may exceed four hours total in duration.

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.
- A car cannot take part in the event until it has passed scrutineering.
- Every car is initially examined in its respective garage between 10.00 and 16.00 on the Thursday of a race meeting (Wednesday at Monaco).
- 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 (702kg).
- Cars taking part in FP1, FP2 or FP3 may be selected at random to be weighed at the end of each of these sessions.
- 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. If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car.
- 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.
- Cars must weigh at least 702kg (including the driver and all his safety equipment but not fuel) at all times during an event.
- Cars are always weighed with dry-weather tyres fitted.
- The weight applied on the front and rear wheels must not be less than 319kg and 376kg respectively during qualifying.

- Teams may use ballast to bring cars up to weight but it must be firmly secured to the cars. Ballast may not be removed or added during a race.
- With the exception of compressed gases, no substance may be added to the car during the race. If it becomes necessary to replace any part of the car during the race, the new part must not weigh any more than the original part.

Spare cars

- Teams may have no more than two cars available for use at any one time.
- Spare cars are not allowed, though teams may bring additional chassis which can be built up in the event of a race chassis being damaged beyond repair.
- Any driver who decides to use another car or whose car has a change of survival cell following the qualifying practice session must start the race from the pit lane.
- No change of car is permitted after the start of the race.

Engines

- Unless he drives for more than one team, each driver may use no more than five power units during a championship season. The only exception is where the power unit is provided by a manufacturer or supplier taking part in its first championship season, in which case up to five may be used by a driver.
- The power unit is deemed to consist of six separate elements: the internal combustion engine (ICE), the motor generator unit-kinetic (MGU-K), the motor generator unit-heat (MGU-H), the energy store (ES), turbocharger (TC) and control electronics (CE).
- Each driver is permitted to use only five of each of the above six elements during a championship season and any combination of them may be fitted to a car at any one time. Should a driver use more than five of any of the six power unit elements during the course of a season, a grid penalty will be imposed.
- The penalties imposed for using additional elements work thus: the first time a sixth of any of the elements is used, a ten-place grid penalty will be imposed. A five-place grid penalty will then be imposed the first time a sixth of any of the remaining elements is used. Likewise, the first time a seventh of any of the elements is used, a ten-place grid penalty will be imposed, and so on.
- If a driver is replaced at any time during the season his replacement will be deemed to be the original driver for the purposes of assessing power unit usage.
- The internal combustion engine of a Formula One car must 1.6-litres in capacity and rev-limited to 15,000rpm.
- The engine must also have six cylinders arranged in a 90-degree formation, with two inlet and two exhaust valves per cylinder and a single turbocharger.
- Engines exhaust systems must have a single tailpipe for the turbine and either one or two tailpipes for the wastegate.
- Fuel flow to the engine is limited to 100 kilograms/hour.
- The use of any device, other than the engine and one MGU-K, to propel the car, is not permitted.
- The overall weight of the power unit must be a minimum of 145kg. The Energy Store must be installed wholly within the survival cell and must weigh between 20kg and 25kg.
- The crankcase and cylinder block of the engine must be made of cast or wrought aluminium alloys - the use of composite materials is not allowed. The crankshaft and camshafts must be made from an iron-based alloy, pistons from an aluminium alloy and valves from alloys based on iron, nickel, cobalt or titanium.

- The MGU-H must be solely mechanically linked to the exhaust turbine of the pressure charging system. The MGU-K must be solely and permanently mechanically linked to the powertrain before the main clutch.
- A maximum of 4MJ per lap can be transferred from the ES to the MGU-K (and then in turn to the drivetrain).
- A maximum of 2MJ per lap can be transferred from the MGU-K to the ES.
- An unlimited amount of energy can be transferred between the MGU-H and the ES and/or MGU-K.
- With the exception of cars starting a race from the pit lane, the MGU-K may only be used during a race start once the car has reached 100km/h.
- Each power unit manufacturer is allocated 32 development tokens during the course of the season which they can spend as they choose in order to make modifications. New power unit manufacturers are allocated 15 tokens in their first year and 32 in their second.

Garboxes

- Each driver may use no more than one gearbox for six consecutive events.
- Every unscheduled gearbox change will require the driver to drop five places on the grid at that meeting.
- Although gearbox ratios are fixed for the season, teams may change gears or dog rings at any time during an event providing that the FIA technical delegate is satisfied that there is physical damage to the parts in question.
- If a driver fails to finish a race due to reasons beyond his or his team's control, he may start the next meeting with a different gearbox without incurring a penalty.
- Cars must have eight forward gear ratios as well as a reverse gear.
- Each individual gear change must be separately initiated by the driver and, within the mechanical constraints of the gearbox; the requested gear must be engaged immediately unless over-rev protection is used to reject the gear shift request.
- Article 9.8.3 of the 2016 FIA Technical Regulations
- Each team must nominate the eight forward gear ratios at or before the first race of the season. They are then fixed for the year.
- Gear ratios must be made from steel.
- Semi-automatic gearboxes are permitted but automatic gear changes and Constantly Variable Transmission (CVT) systems are not.
- Transmissions may not feature traction control systems, nor devices that help the driver to hold the clutch at a specific point to aid getaway at the start of the race.
- For safety reasons all cars must have a means of disengaging the clutch that is operable from outside the cockpit by marshals. This control is usually situated just ahead of the cockpit opening and is marked on the car's body by a red letter 'N' within a white circle.

Testing

- Teams are permitted to carry out no more than 15,000km of testing with a current car (or previous year's car) in a single calendar year.
- Promotional events (of which each team is allowed two per season up to a maximum distance of 100km each) and demonstration events (of which each team is allowed two per season up to a maximum distance of 15km using demonstration tyres) do not count towards this tally.

- Testing can only take place with one car per team at FIA-approved sites and cannot take place outside of Europe without the agreement of a majority of the teams.
- 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 and have successfully passed all FIA-mandated crash tests. Cars must also comply with all cockpit and safety equipment requirements during testing as they would at races; such as the position of the driver's head, all headrest padding, cockpit padding and ease of driver egress.
- Between February 1 and ten days before the first race of the season, the teams are permitted to take part in two team tests of no more than four days. One of the days during these three tests must be set aside for wet-weather tyre testing.
- From the start of the season to the end of the calendar year, the teams are permitted to take part in two team tests of no more than two consecutive days at circuits where an event has just taken place. These tests must commence no less than 36 hours after the end of said event.
- Two days of each in-season test must be allocated to young driver training. A young driver is classified as someone who has competed two or fewer Grands Prix.
- The FIA also reserves the right to organise up to six two-day tests on behalf of the official tyre provider for the sole purpose of tyre development.
- All competitors must observe a factory shutdown period of 14 consecutive days in July and/or August, during which time their wind tunnels and Computational Fluid Dynamics (CFD) facilities must not be used for Formula One activities.
- Wind tunnel testing is heavily restricted, both in terms of what kind of testing may be done and how long it may be done for. Scale models used may be no larger than 60 percent and speeds are limited to 50 metres per second.
- Similar restrictions also apply to CFD simulation work.

Tyres and wheels

- A single tyre supplier, Pirelli, provides all of the teams with identical rubber.
- If the race is started behind the safety car because of heavy rain... the use of wet-weather tyres until the safety car returns to the pits is compulsory.
- Article 24.4i of the 2016 FIA Sporting Regulations
- Pirelli produce five specifications of dry-weather tyre, each with a distinguishing sidewall colour – ultrasoft (purple), supersoft (red), soft (yellow), medium (white), hard (orange).
- At each race the teams have access to three specifications (or compounds) of these dry-weather tyres.
- Each car's full race weekend allocation consists of 13 sets of dry-weather tyres, four sets of intermediate tyres and three sets of wet tyres.
- No less than nine weeks before the start of each event in Europe, and 15 weeks before the start of each event held outside Europe, Pirelli (in consultation with the FIA) will inform the team which three compounds can be used at each race.
- Pirelli nominate two mandatory sets for each car for the race (which can be of different compounds) and one further set of whichever is the softest compound that can only be used in the Q3 segment of qualifying, but the teams are free to choose the remaining 10 sets.
- The choices made by each team can vary for each of its cars: so each driver within a team can have a different allocation.

- The teams must inform the FIA of their nominations no less than eight weeks before the start of each European race and fourteen weeks before the start of each event held outside Europe, meaning they effectively have a week in which to decide on their allocation after hearing which compounds will be made available at each race.
- If a team does not meet the deadline, the choice will be made by the FIA.
- The choices for each car will remain secret until two weeks before the race.
- Over the course of a race weekend the teams have to hand back tyres according to a certain schedule, though they can decide which tyres to give back at the following times:
 - One set after the first 40 minutes of FP1
 - One set at the end of FP1
 - Two sets at the end of FP2 *
 - Two sets at the end of FP3
- * Unless both FP1 and FP2 are either declared wet or cancelled, in which case one of these sets may be retained by each driver but must be returned before the start of the qualifying.
- The two mandatory sets nominated by Pirelli cannot be given back during practice and must be available for use in the race.
- Unless wet or intermediate tyres are used during the race, all drivers must use at least two different specifications of dry-weather tyres in the race, at least one of which must be one of the two mandatory sets nominated by Pirelli, though the teams are free to decide which one.
- Drivers who make it through to Q3 must hand back the set of the softer compound tyres nominated for Q3, and start the race on the tyres with which they set their fastest time in Q2. All other drivers will be able to use the set that is saved for Q3 during the race.
- 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.
- 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.
- Any driver who uses a set of tyres of differing specifications during the race may not complete more than three laps on this set before changing them for a set of tyres of the same specification. A penalty under Article 38.3(d) will be imposed on any driver who does not change tyres within three laps.
- Formula One cars must have four uncovered wheels, all made of the same metallic material, which must be one of two magnesium alloys specified by the FIA.
- Front wheels must be between 305 and 355mm wide, the rears between 365 and 380mm.
- With tyres fitted the wheels must be no more than 660mm in diameter (670mm with wet-weather tyres). Measurements are taken with tyres inflated to 1.4 bar.
- Tyres may only be inflated with air or nitrogen.
- Teams are not allowed to modify the tyres in any way, nor are they allowed to treat them with solvents or softeners.
- Tyre blankets are permitted, but they may only act upon the outer tyre surface.
- Wheels must be attached to the car with a single fastener.

SUPPORT RACES

Porsche Carrera Cup Asia 2017

The Porsche Carrera Cup Asia was quickly established as the region's premier international one-make series after launching in 2003. Now in its 15th season, it has earned an impressive fan and media following over the years as it became a proven testing ground for fledgling talent and a high-profile showcase for the world's leading GT competitors. Today the Porsche Carrera Cup is the number one choice for the region's finest drivers.

Based out of Porsche China's headquarters in Shanghai but with races all over the Asia-Pacific region, the Porsche Carrera Cup Asia has been a major contributing force in the emergence of a nascent sports car culture in China. Committed to building a sustainable environment in which local motorsport and sports car culture can grow organically, the series has used its considerable profile in China to drive interest and enthusiasm in sports car events and the surrounding lifestyle in the region.

With 25 drivers on the grid piloting identical Porsche 911 GT3 Cup (Type 991) race cars, this year's competition is the one of the largest of the 8 Porsche Carrera Cup series worldwide, perfectly mixing Porsche veterans, fresh faces and a slew of young drivers.

In an exciting return to the series, Porsche Carrera Cup Asia 2015 winner Chris Van Der Drift will take to the track driving for Team Formaxas head-to-head against other series veterans such as Martin Ragginger, driving for Team Porsche Holding.

Entering his second season as the Porsche China Junior, 21-year-old Singaporean Andrew Tang will join the 2017 championship as a seasoned driver, having displayed his raw talent with several podium wins and a narrow fourth place finish with the Porsche China Junior Team in 2016. He will race alongside 24-year-old Chinese Zhang Da Sheng, who will join the Porsche China Junior Team after a strong run during the 2016 season, where he was the best performing Chinese driver and made history as the first Chinese to enter the global Porsche Motorsport Junior Selection.

Exemplifying the path to pro-level provided to gentleman drivers in the Porsche Carrera Cup Asia, 2016 Pro-Am Champion Yuan Bo enters the 2017 season as a professional driver in the Overall class, racing with Team C&D in their triumphant return to the series.

Bo's transition leaves a clear path to the top of Pro-Am, with several contenders anxious to fill the spot. After a rough start but strong finish last year, 2015 Pro-Am Champion Yuey Tan of Team Jebsen has a solid chance to take the top but will have to contend with 2016's third place Pro-Am champion Wayne Shen of Modena Motorsports. Bringing a fresh dose of new competition will be Pro-Am driver Evan Chen, who joins the Kamlung Racing squad.

The diverse line-up of drivers from 12 different countries and regions will battle throughout 13 rounds of grueling motorsport across 5 of Asia's most challenging tracks – including a brand new street race in scenic Bangsaen, Thailand.

This year will also see the Porsche Carrera Cup Asia enter the global spotlight as it hosts races alongside three F1 events in Shanghai, Singapore and Malaysia, while advancing regional collaborations with two exciting invitational races. After the strong success of last year, the Porsche Carrera Cup Asia and Japan will once again partake in a picturesque invitational at the foot of Mount Fuji before the Porsche Carrera Cup Asia hosts an invitational race with its Australian counterpart in Malaysia for the Porsche Carrera Cup Australia's first-ever race outside of its home country.

Among the most exciting features announced for the 2017 season is the brand new Porsche Dealer Trophy. Putting the series' 7 dealer teams against one another by awarding the best dealer team driver among 8 entries with a trophy at the end of each round, the newly-created championship brings a whole other element of competition to the track.

The Porsche China Junior program has been greatly expanded in 2017, opening eligibility to the life-changing global Porsche Motorsport Junior Selection competition to all drivers under 26 years old. The Porsche Carrera Cup Asia Talent Pool will also have access to a rotating line-up of star coaches, including Porsche legends such as SaschaMassan and Earl Bamber, who will take turns offering different perspectives and expertise to help develop the young drivers.

Benefiting from the new changes to the program is a strong line-up of young talent, many of whom have distinguished themselves in the single-seat competitions and will join the Porsche Carrera Cup Asia for the first time, including 2015 Formula Masters China Series winner Phillip Hamprecht, who will be racing for last year's winning dealer team TeamStarChase PICC, AkashNandy who will join Team Force Asia Racing and Absolute Racing's TanartSathienthirakul.

With a host of new features, talented drivers and high-profile events, the 2017 season is the Porsche Carrera Cup Asia cements the championship's position as the top one-make series' in Asia!