



# Race Preview

## 2019 CHINESE GRAND PRIX

12 – 14 April 2019

Formula One journeys to Shanghai this week for the third round of the 2019 FIA F1 World Championship, the Chinese Grand Prix. There will be an air of celebration at the Shanghai International Circuit for this momentous occasion, the 1000th race in the Championship's 70-year history.

The Shanghai International Circuit features two very long straights, which have made it into one of the more overtaking-friendly venues on the calendar. It has, however, never been a straightforward ultra-low downforce circuit in the manner of Monza. The high-speed corners of the middle sector, and the two low-speed corner complexes at Turns 1-4 and 11-13 that each spiral through 270°, make for a genuine set-up dilemma over the trade-off between a higher downforce, higher drag car that carries speed onto the straights, and a lower drag car that loses time in the corners but reaches higher end-of-straight speeds.

This equation is further complicated by the new aerodynamic rules. While the potential to race closely is less relevant in China than it was in Australia and Bahrain, the increased power of the DRS when the rear wing is open, and the greater drag when it is closed, will lead to a fundamental reassessment of how teams can extract the maximum performance from their cars.

Pirelli return to the tyre allocation used in Australia, opting for the middle of their range with the C2, C3 and C4 compounds being available. Following the established pattern, the C4 compound is a popular choice, with every driver selecting between seven and nine sets. At the other end of the range, everyone has one or two sets of the hard C2 tyre – except Antonio Giovinazzi who has three sets.

Mercedes have started the 2019 World Championship with two one-two finishes and lead the Constructors' Championship. The team's drivers also head the individual standings, with Valtteri Bottas a point ahead of Lewis Hamilton. However, with Ferrari having locked-out the front row in Bahrain and led for most of the race, the relative strengths of the two teams seem far more evenly-matched than the current positions would suggest. Behind the front runners, there is every indication of a very competitive season, with nine of the ten teams having scored points.



### SHANGHAI INTERNATIONAL CIRCUIT

**Length of lap:** 5.451km

**Lap record:**

1:32.238 (Michael Schumacher, Ferrari, 2004)

**Start line/finish line offset:**

0.190km

**Total number of race laps:** 56

**Total race distance:** 305.066km

**Pitlane speed limits:**

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

### CIRCUIT NOTES

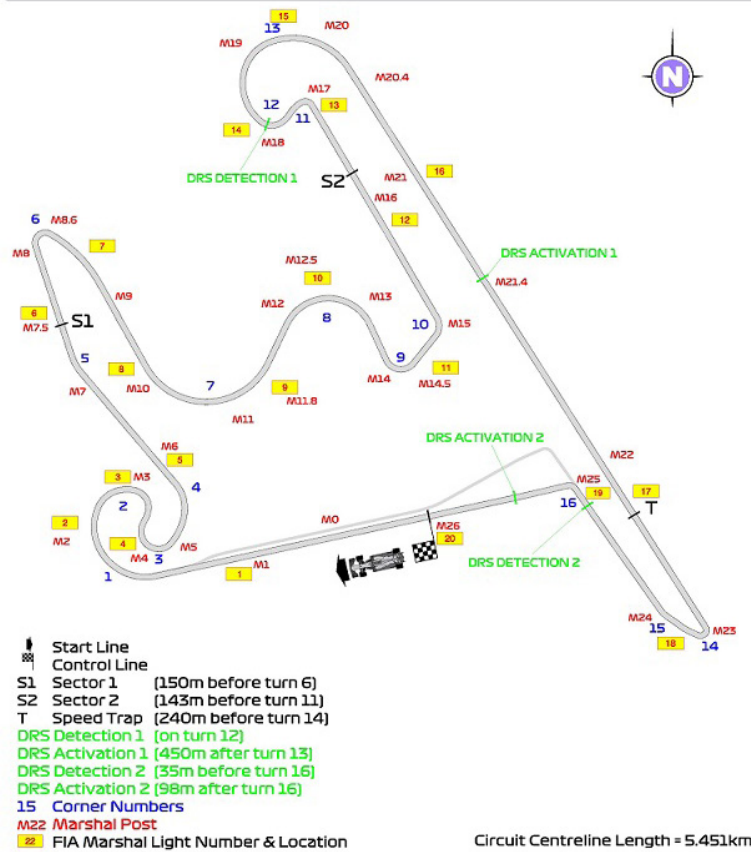
- ▶ Other than routine maintenance, no changes of significance have been made since last year.

### DRS ZONE

- ▶ The DRS zones at the Shanghai International Circuit will be as last year. The detection point of the first zone is at Turn 12 and the activation point is 752m before Turn 14. The second zone's detection point is 35m before Turn 16, with activation occurring 98m after Turn 16.

## FORMULA 1 HEINEKEN CHINESE GRAND PRIX 2019 - Shanghai

### Circuit Map



## FAST FACTS

- ▶ This is the 16th Chinese Grand Prix. The race was first run in 2004 and has been ever-present on the calendar since then. Every race has been held at the Shanghai International Circuit.
- ▶ Lewis Hamilton is by far the most successful driver at the Chinese Grand Prix, winning five times. The Briton took his first two victories, in 2008 and 2011, with McLaren, and has won for Mercedes in 2014, 2015 and 2017. Nico Rosberg (2012, 2016) and Fernando Alonso (2005, 2013) are the only other multiple winners. Aside from Hamilton, the other winners in the present field are Sebastian Vettel (2009) and Daniel Ricciardo (2018).
- ▶ Mercedes are the most successful team in at the Chinese Grand Prix with five victories (2012, 2014, 2015, 2016 and 2017). They are followed by Ferrari with four wins (2004, 2006, 2007, 2013), McLaren with three (2008, 2010, 2011), Red Bull with two (2009, 2018) and Renault with one (2005).
- ▶ Red Bull's 2009 victory with Sebastian Vettel was the team's first, following its first pole position a day earlier. Mercedes' victory with Rosberg in 2012 was their first of the modern era, coming 57 years after their previous win with Juan Manuel Fangio at the 1955 Italian Grand Prix. 2012 was also the first of 23 victories for Rosberg, and came from his first pole position.
- ▶ Despite the Shanghai International Circuit being a relatively easy circuit on which to overtake, the driver on pole position has gone on to win the race in nine of the 15 events to date (60 per cent), including all five of Mercedes' victories. The furthest back from which a winner has started is sixth, that grid position shared by Michael Schumacher in 2006 and Daniel Ricciardo last year. Drivers have twice secured podium finishes from starting positions outside the top 10. Mark Webber from P18 in 2011 and Max Verstappen from P16 in 2017. Both finished third for Red Bull.
- ▶ The first five Chinese Grands Prix were held at or towards the end of the season. While the Drivers' World Championship was never settled in China, the Constructors' Championship was won by Renault at the Shanghai International Circuit in 2005.
- ▶ That 2005 race marked the final appearance of the Minardi team. The Italian squad lies 10th on the all-time list of entries with 346, having first raced in 1985. Having been purchased by Red Bull, it started 2006 renamed Scuderia Toro Rosso.
- ▶ On only eight occasions in the history of the World Championship, has every starter been classified at the finish. The 2016 and 2018 Chinese Grands Prix make up a quarter of the list. .
- ▶ This is the official 1000th Formula One World Championship race. The first was the British Grand Prix at Silverstone, taking place on Saturday, May 13th, 1950. Guiseppe 'Nino' Farina won the race, followed over the line by Luigi Fagioli and Reg Parnell, making it a clean sweep for Alfa Romeo. Alfa are the only constructor from that race taking place in this year's grand prix – though then, as now, they raced on Pirelli tyres.

# RACE STEWARDS BIOGRAPHIES

## TIM MAYER

### **FIA STEWARD, ORGANISER OF THE FIA WORLD CHAMPIONSHIPS IN THE USA**

As the son of former McLaren founder Teddy Mayer, Tim Mayer grew up around motor sport. He organised IndyCar races internationally from 1992-98, aided the construction of several circuits, and produced international TV for multiple series. In 1998 he became CART's Senior VP for Racing Operations then in 2003, Mayer became COO of IMSA, operating multiple series at all levels, including the American Le Mans Series. In 2009 he left IMSA, working independently for several US series and focusing on coordinating US motorsports with the FIA. He was elected an Independent Director of ACCUS and US FIA Delegate, responsible for World Championship events in the US. He Stewards the FIA's F1, WEC and World RX championships as well as teaching and working on multiple commissions.



## STEVE STRINGWELL

### **FORMULA 1 STEWARD, PERMANENT CHAIRMAN STEWARD FOR PORSCHE SUPERCUP, BRITISH TOURING CAR CHAMPIONSHIP STEWARD**

Englishman Steve Stringwell brings a wealth of experience to the F1 stewarding panel. He began marshalling in 1967 before spending 15 years rallying. Since 1986 he has held a series of posts within the UK's Motor Sports Association, first as a steward, then chairman of the MSA's national court and then as chairman of the MSA's Judicial Advisory Panel. Stringwell serves as permanent chairman steward for the Porsche Supercup and acts a steward in the British Touring Car Championship. He has been chairman of support race stewards at the British Grand Prix since 2005 and has officiated at F1 grands prix since 2012. At home in Yorkshire he is a Justice of the Peace and magistrate in the city of Leeds.



## DEREK WARWICK

### **FORMER FORMULA 1 DRIVER AND WORLD SPORTSCAR CHAMPION, VICE-PRESIDENT OF THE FIA DRIVERS' COMMISSION**

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. Currently Vice-President of the FIA Drivers' Commission, Warwick is a frequent FIA driver steward and is also a past President of the British Racing Drivers' Club.



# 2019 FIA Formula One World Championship

## DRIVERS' CHAMPIONSHIP STANDINGS

		AUSTRALIA	BAHRAIN	CHINA	AZERBAIJAN	SPAIN	MONACO	CANADA	FRANCE	AUSTRIA	GB	GERMANY	HUNGARY	BELGIUM	ITALY	SINGAPORE	RUSSIA	JAPAN	MEXICO	USA	BRAZIL	ABU DHABI	POINTS	
1	V. BOTTAS	26 F 1	18 2																					44
2	L. HAMILTON	18 2	25 1																					43
3	M. VERSTAPPEN	15 3	12 4																					27
4	C. LECLERC	10 5	16 F 3																					26
5	S. VETTEL	12 4	10 5																					22
6	K. RÄIKKÖNEN	4 8	6 7																					10
7	L. NORRIS		8 6																					8
8	K. MAGNUSSEN	8 6		13																				8
9	N. HÜLKENBERG	6 7		17																				6
10	P. GASLY		4 8																					4
11	L. STROLL	2 9		14																				2
12	A. ALBON		2 9																					2
13	D. KVYAT	1 10		12																				1
14	S. PÉREZ		1 10																					1
15	A. GIOVINAZZI		15	11																				0
16	G. RUSSELL		16	15																				0
17	R. KUBICA		17	16																				0
18	D. RICCIARDO		NC	18																				0
19	C. SAINZ		NC	19																				0
20	R. GROSJEAN		NC	NC																				0

F = POINT FOR FASTEST LAP



# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 1400

## FRIDAY

**Practice session 1** 1000-1130

**Press conference** 1200

**Practice session 2** 1400-1530

## SATURDAY

**Practice session 3** 1100-1200

**Qualifying** 1400-1500

Followed by track interviews, press conference

## SUNDAY

**Drivers' Parade** 1230

**Race** 1410

Followed by parc fermé 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 the paddock, behind the FIA garage.

### 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](mailto:press@fia.com)

T +33 1 43 12 58 15

