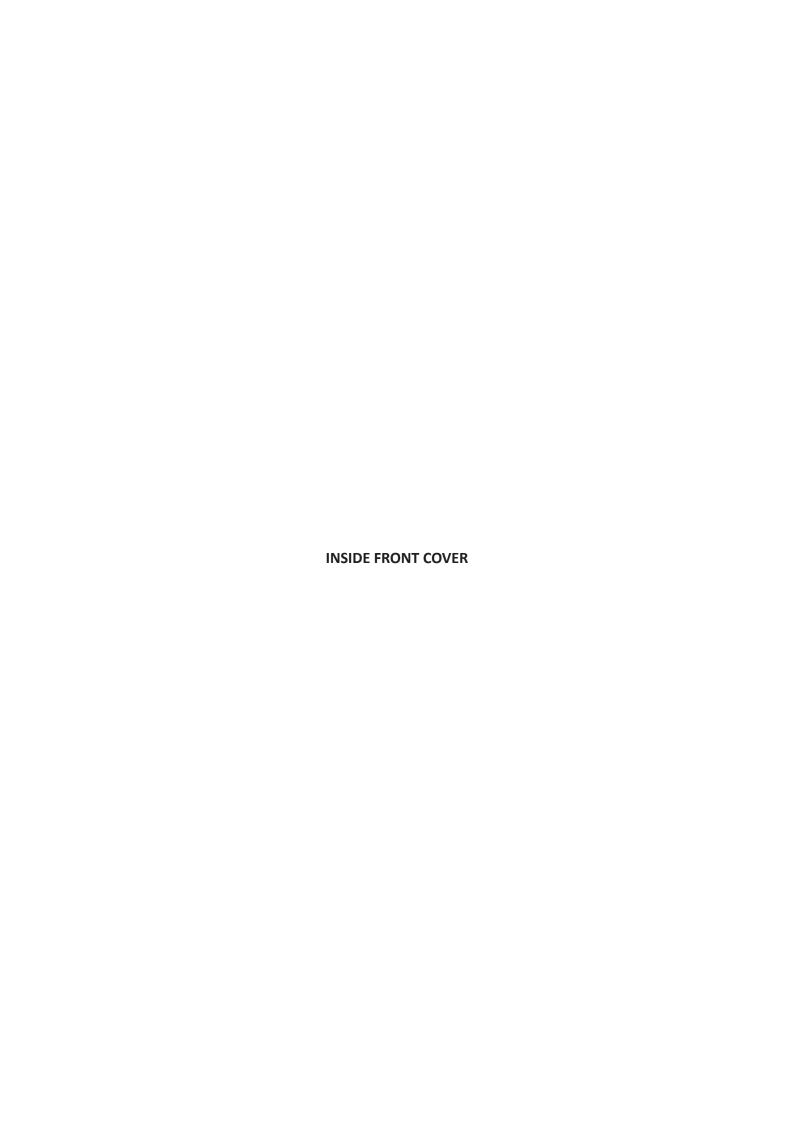






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# A GUIDE

2013 FORMULA 1
PETRONAS MALAYSIA GRAND PRIX
KUALA LUMPUR
22-23-24 MARCH

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#### **2013 FORMULA ONE PETRONAS MALAYSIA GRAND PRIX**

#### **ORGANISING COMMITTEE**

Chairman : Dato' Mokhzani Tun Dr Mahathir

Chief Executive Officer : Dato' Ahmad Razlan Ahmad Razali

Secretary / PA to CEO : Erny Marlina Bt Mohsen

Operation and Circuit Maintenance : Sharmila Nadarajah

Circuit Maintenance : Zulkahar Khamis

Website : Bakhtiar Ahmad

Broadcasting : Sayuthi Iskandar Saad

Finance : Eddy Rashdan Mohd

Marketing & Commercial : Richard Lee

Event Operations : Tham Hyok Hwei

Events & Promotions : Kimberly Chu

Public Services : Tommy Lee

Ticketing : Yong Chee Kee

F & B / Merchandise : Mohd. Shakeel Ashraff

Corporate Business Acquisition : Yamin Ahmad Shafie

Corporate Sales : Rasidah Surif

Media Centre : Nor Lina Ayob

Security : Captain Roslan Omar

IT Support : Rames Sannathamby

Race Management : Mashithah Hashim

Team Servicing : Mohd Yunus Malek

#### **2013 FORMULA ONE PETRONAS MALAYSIA GRAND PRIX**

#### LIST OF RACE OFFICIALS

#### **NATIONAL OFFICIALS**

National Steward Paul David
Clerk of the Course Jeff Amin

Deputy Clerk of the Meeting Fazli Mukhtar Affandi Secretary of the Meet Mashithah Hashim Chief National Scrutineer Erza Anas

Chief National Medical Officer Brid.Gen Dato' Dr Mohd Zin bin Bidin

#### **F.I.A OFFICIALS**

FIA Stewards of the Meeting 1) Paul Gutjahr 2) Nish Shetty

3) Derek Warwick
Race Director Charlie Whiting
Safety Delegate Charlie Whiting
Permanent Delegate Charlie Whiting
Medical Delegate Prof.Jean-Charles Piette
Technical Delegate Jo Bauer

F1 Head of Communications and Media Delegate

Matteo Bonciani

Observer Herbie Blash
Safety Car Driver Bernd Maylander
Medical Car Driver Alan Van Der Merwe

#### **SUPPORT RACES**

National Stewards 1) Asni Taib

3) Ahmad Suhaimi Abdullah
Clerk of the Course Fazli Mukhtar Affandi
Deputy Clerk of the Course Azmi Ariffin
Secretary of the Meet Annajah Ishak

2) Dr Malek Mohd Yusoff



THURSDAY		
10:00 16:00	FORMULA ONE	INITIAL SCRUTINEERING
13:00 15:00	FORMULA ONE	TRACK FAMILIARISATION AND SYSTEMS CHECKS -
		SAFETY CAR – TRACK CLOSED
15:00	FORMULA ONE	PRESS CONFERENCE - PRESS ROOM
16:00	FORMULA ONE	TEAM MANAGERS' MEETING
17:00	GP2	DRIVERS BRIEFING

17:30 MALAYSIA SUPER SERIES DRIVERS BRIEFING

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INDA	ı		
09:00	09:45	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
09:20		FORMULA ONE	MEDICAL INSPECTION
09:30	09:45	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
10:00	11:30 <sup>1</sup>	FORMULA ONE	FIRST PRACTICE SESSION
11:55	12:25¹	GP2	PRACTICE SESSION
12:50	13:10¹	MALAYSIAN SUPER SERIES	PRACTICE SESSION SERIES A - B
13:00		PORSCHE CARRERA CUP ASIA	DRIVERS MEETING
13:10	13:45	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
13:30	13:40	FORMULA ONE	TRACK INSPECTION
14:00	15:30 <sup>1</sup>	FORMULA ONE	SECOND PRACTICE SESSION
15:55	16:25	GP2	QUALIFYING SESSION
16:00	17:00	FORMULA ONE	PRESS CONFERENCE - PRESS ROOM
16:50	17:20¹	PORSCHE CARRERA CUP ASIA	PRACTICE SESSION
17:00		FORMULA ONE	DRIVERS MEETING
17:45	18:05	MALAYSIAN SUPER SERIES	QUALIFYING SESSION SERIES A -B
18:30	19:15	FORMULA ONE	MARSHAL PIT LANE WALK
18:30	19:15	PROMOTER ACTIVITY	MALAYSIAN SCHOOL PIT LANE WALK

#### SATURDAY

09:00	FORMULA ONE	MEDICAL INSPECTION
09:30* 09:55 <sup>2</sup>	MALAYSIAN SUPER SERIES	FIRST RACE (09 LAPS OR 20 MINS) SERIES A
10:00 10:45	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
10:00 10:45	FORMULA ONE	PIT STOP PRACTICE
11:00	GP2	PIT LANE OPEN
11:05	GP2	PIT LANE CLOSED
11:15* 12:20 <sup>2</sup>	GP2	FIRST RACE (31 LAPS OR 60 MINS)
12:30 12:45	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
13:00 14:00 <sup>1</sup>	FORMULA ONE	THIRD PRACTICE SESSION
14:25 * 14:50 <sup>2</sup>	MALAYSIAN SUPER SERIES	FIRST RACE (9 LAPS OR 20 MINS) SERIES B
14:10 15:45	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
15:30 15:40	FORMULA ONE	TRACK INSPECTION
16:00 17:00	FORMULA ONE	QUALIFYING SESSION
17:25 17:55	PORSCHE CARRERA CUP ASIA	QUALIFYING SESSION

<sup>\*</sup> These times refer to the start of the formation lap 1 Fixed Time Session 2 Approximate finishing time.

PLEASE NOTE THAT THIS TIMETABLE IS SUBJECT TO AMENDMENTS

2013 Formula 1 Petronas Malaysia Grand Prix Timetable - ISSUE 2 21/01/2013





SUNDA	ΑY		
09:30	09:40	FORMULA ONE	MEDICAL INSPECTION
09:45	09:55	FORMULA ONE	MARSHALLING SYSTEM TRACK TEST
10:20*	10:45 <sup>2</sup>	MALAYSIAN SUPER SERIES	SECOND RACE (9 LAPS OR 20 MINS) SERIES A
11:10*	11:35 <sup>2</sup>	MALAYSIAN SUPER SERIES	SECOND RACE (9 LAPS OR 20 MINS) SERIES B
12:00	13:00	PROMOTER ACTIVITY	F1 DRIVERS AUTOGRAPH SESSION
12:00		GP2	PIT LANE OPEN
12:05		GP2	PIT LANE CLOSED
12:15*	13:05 <sup>2</sup>	GP2	SECOND RACE (22 LAPS OR 45 MINS)
13:00		FORMULA ONE	DRIVER'S MEETING (IF NECESSARY)
13:30*	14:00 <sup>2</sup>	PORSCHE CARRERA CUP ASIA	RACE ( 10 LAPS OR 25 MINS)
14:05	15:10	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
14:30		FORMULA ONE	DRIVERS GRID INTRODUCTION
14:45	15:15	FORMULA ONE	STARTING GRID PRESENTATION & OPENING CEREMONY
15:00		FORMULA ONE	MEDICAL INSPECTION
15:10	15:20	FORMULA ONE	TRACK INSPECTION
15:30		FORMULA ONE	PIT LANE OPEN
15:45		FORMULA ONE	PIT LANE CLOSED GRID FORMATION
15:46		FORMULA ONE	NATIONAL ANTHEM
16:00*	18:00 <sup>2</sup>	FORMULA ONE	GRAND PRIX (56 LAPS OR 120 MINS)

PLEASE NOTE THAT THIS TIMETABLE IS SUBJECT TO AMENDMENTS

2013 Formula 1 Petronas Malaysia Grand Prix Timetable -

ISSUE 2

21/01/2013



<sup>\*</sup> These times refer to the start of the formation lap 1 Fixed Time Session 2 Approximate finishing time.

# ONE TICKET UNLIMITED PRIVILEGES AT 2013 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX

The 15th edition of the FORMULA 1 PETRONAS MALAYSIA GRAND PRIX was officially launched today with the title sponsor PETRONAS and Sepang International Circuit (SIC), the event promoter and organizer, introducing a special ONE TICKET UNLIMITED (1TU) package to provide fans with a host of privileges for them to enjoy the event in March.

Apart from being a passport for additional discounts at the 1Malaysian GP Sale 2013 in March, 1TU would also provide the ticket holders a host of other privileges to enjoy the 2013 event, which SIC has promised to be the best ever and offering an unrivalled experience of shopping, partying, world class racing actions and travelling.

With ONE TICKET UNLIMITED, all the grandstand ticket holders will have access to the F1 after race concert featuring the legendary Guns N Roses on 24th March for free. Meanwhile, those with the hillstand tickets will have to add minimum RM120 to catch the legendary rock performance.

"ONE TICKET UNLIMITED is also a passport for additional privileges including premium packages for transportation with ERL or Skybus, F&B voucher, together with an exclusive 15th years anniversary merchandise as well as additional discounts during the month-long 1Malaysia GP Sale 2013 for certain category of tickets," said Dato' Mokhzani Tun Mahathir at the official launch of the 2013 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX in Kuala Lumpur today.

Held at Esplanade KLCC, the event was launched by the Youth and Sports Minister,YB Dato' Sri Ahmad Shabery Cheek, and was attended by the Honarary President of Perdana Leadership Foundation, Tun Dr. Mahathir Mohamad and the Mayor of Kuala Lumpur, Datuk Hj. Ahmad Phesal Hj. Talib with the PETRONAS President and Chief Executive Officer Tan Sri Dato' Shamsul Azhar Abbas.

The premium merchant for the 1TU package would be the Valiram Group, which would be providing special offers at its chain of outlets and prestigious brands including Tumi, Vertu, Canali, Godiva Chocolate, Shanghai Tang, La Martina and Swiss Watch Gallery.

Holders of 1TU passes would also enjoy discounts at a host of five and four star hotels like Putrajaya Marriot Hotel & Spa, Grand Dorsett Subang, G Tower Hotel, Ancasa Allsuites Resort & Spa, Best Western Premier Dua Sentral and the Ambassador Row Serviced Suites by Lanson Place.

"Fans also can get discounts at KL Bird Park, Asian Water Sports Village, Red Box, Cathay Cineplex, Aquaria KLCC and many more outlets," said Mokhzani, who also declared that 2013 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX would be a special event with grand celebrations being the 15th edition of the event.

First organized in 1999, Malaysia would host Round 2 of this season's 20-leg Formula 1 World Championship at Sepang International Circuit from 22nd to 24th March 2013. The new season would open with the Australian Grand Prix on the preceding weekend at Albert Park in Melbourne.



Eleven teams and 22 drivers would be competing this season with Germany's Sebastian Vettel gunning for his fourth world drivers' crown and the Red Bull Racing Team defending its Constructors' title this year.

Recording an attendance of 120,000 spectators for 3 days last year, the SIC Chairman, was hopeful to woo in some 90,000 fans on the Race Day itself or more than 130,000 over 3 days.

"I am hoping that more fans will come on Race Day this time around as we are expecting to have at least 40% of foreigners and 60% locals' spectators on Sunday.

Mokhzani said SIC would be working closely with PETRONAS – being the title sponsor – and all our key partners like Tourism Malaysia, Kuala Lumpur City Hall, Majlis Perbandaran Sepang, BBKLCC Tourism Association and the Ministry of Information Communications and Culture as well as various government agencies and NGOs in making 2013 as the best ever F1 event.

To portray the 15th edition of Formula 1 in Malaysia this year, all 14 PETRONAS F1 cars from year 1999 to year 2012 will be presented to the public nation widely until the race weekend.

Carrying a promotional theme of shop, party, race and more, the 2013 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX will be an exhilarating affair of world-class racing, entertainment and parties; and an unrivalled experience of shopping extravaganza and enjoying Malaysia's scenic beauty and tropical weather.

Aside from the race, there are also many exciting events in conjunction with the celebration of F1 month in Kuala Lumpur such as shopping and dining experience, public and exclusive events, parties and a chance to catch your favorite teams and drivers in the heart of the city.

Among the events that have been lined up are the 5th Putrajaya International Hot Air Balloon Fiesta 2013 from 28th to 31st March and the biggest ever music festival to hit Malaysia, the Future Music Festival Asia set to bring the house down on 15th to 16th March 2013.

Not forgetting, SIC will be offering the Malaysian Schools Pit Lane Walk sessions for ticket holders on 22nd March, Friday and hosting the Autograph Sessions with the drivers on 24th March, Sunday.

"Furthermore, PETRONAS also will be having the glamorous Twin Towers @Live on 22nd to 23rd March at Plaza PETRONAS, KLCC. They also will organize a special event called 2013 PETRONAS Pit Pulse from 16th to 24th March at a few places in Kuala Lumpur which are at Plaza PETRONAS Jalan Ampang & Jalan P.Ramlee, Esplanade KLCC and at the Concourse area, Suria KICC.

"Then, of course, there will be additional events organized by hotels, shopping complexes, entertainment outlets, automobile associations, car clubs and fan clubs in support of this celebration," added Mokhzani.

In conjunction with the F1 race, Tourism Malaysia would be having again a month-long 1Malaysia GP Sale 2013 where the shopping outlets offering fans a nationwide sales carnival with fashionable bargains and discounts; and sizzling hot deals and unbeatable offers.

Fans could also indulge themselves in various thrilling off-track activities at SIC's premises, during the race weekend. They can experience ultimate motorsports-related rides such as drifting, rallying, go karting and ATV at the PETRONAS Primax Experience zones.

Fans also could enjoy a round of shopping experience at the trade and vending areas, which will be massive with F1 merchandise items and paraphilia. There will also include Malaysia pavilion filled with cultural dancers and Malaysian arts & crafts. Hence, spectators also may start planning their visit to Malaysia next year, as there will have an array of in-bound travel packages in support of Visit Malaysia Year 2014.

"With that kind of scenario, we can only expect a very exciting and enjoyable event in Sepang this March and I sincerely believe that fans will not want to miss the event this year," Mokhzani added. As in 2012, fans are strongly encouraged to purchase tickets early because seat selection will not be allowed during the ticket purchase process on 22nd to 24th March race days in the interest of serving the larger crowd of patrons present at the circuit grounds.

The 2013 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX tickets can be purchased online at www. sepangcircuit.com or walk-in counters at KL Sentral from 2nd Jan to 24th March and KLCC from 15th Feb to 24th March. Tickets are sold at 25% off when you purchase the grandstand tickets with your Maybank Card Visa and Master Card Credit or Debit.

Students can purchase an affordable 'Buy 1 free 1 promotion' with Kad Diskaun Siswa 1Malaysia (KADS1M) for the Main Grandstand ticket of Topaz, Citrine, Tower North & Tower South from now until 17th March.

Get your tickets now and unlock your privileges at www.oneticket.com.my to enjoy the ONE TICKET UNLIMITED experience.

For more details, kindly contact SIC National Press Officer Norlina Ayob at Norlina.ayob@sepangcircuit.com or Yasmeen at yasmeen.raman@sepangcircuit.com

# 2013 FIA FORMULA ONE WORLD CHAMPIONSHIP RACE CALENDAR

01	2013 FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX (Melbourne)	15 - 17 Mar
02	2013 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX (Kuala Lumpur)	22 - 24 Mar
03	2013 FORMULA 1 UBS CHINESE GRAND PRIX (Shanghai)	12 - 14 Apr
04	2013 FORMULA 1 GULF AIR BAHRAIN GRAND PRIX (Sakhir)	19 - 21 Apr
05	FORMULA 1 GRAN PREMIO DE ESPAÑA 2013 (Catalunya)	10 - 12 May
06	FORMULA 1 GRAND PRIX DE MONACO 2013 (Monte Carlo)	23 - 26 May
07	FORMULA 1 GRAND PRIX DU CANADA 2013 (Montréal)	07 - 09 Jun
80	2013 FORMULA 1 BRITISH GRAND PRIX (Silverstone)	28 - 30 Jun
09	FORMULA 1 GROSSER PREIS VON DEUTSCHLAND 2013 (Nürburgring)	05 - 07 Jul
10	FORMULA 1 MAGYAR NAGYDÍJ 2013 (Budapest)	26 - 28 Jul
11	2013 FORMULA 1 SHELL BELGIAN GRAND PRIX (Spa-Francorchamps)	23 - 25 Aug
12	FORMULA 1 GRAN PREMIO D'ITALIA 2013 (Monza)	06 - 08 Sep
13	2013 FORMULA 1 SINGAPORE GRAND PRIX (Singapore)	20 - 22 Sep
14	2013 FORMULA 1 KOREAN GRAND PRIX (Yeongam)	04 - 06 Oct
15	2013 FORMULA 1 JAPANESE GRAND PRIX (Suzuka)	11 - 13 Oct
16	2013 FORMULA 1 AIRTEL INDIAN GRAND PRIX (New Delhi)	25 - 27 Oct
17	2013 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX (Yas Marina)	01 - 03 Nov
18	2013 FORMULA 1 UNITED STATES GRAND PRIX (Austin)	15 - 17 Nov
19	FORMULA 1 GRANDE PRÊMIO DO BRASIL 2013 (São Paulo)	22 - 24 Nov

#### **TEAMS/ DRIVERS LINE UP 2013**

NO.	DRIVER	NATIONALITY	CONSTRUCTOR
1.	Sebastian VETTEL	German	Infiniti Red Bull Racing
2.	Mark WEBBER	Australian	Infiniti Red Bull Racing
3.	Fernando ALONSO	Spanish	Scuderia Ferrari
4.	Felipe MASSA	Brazilian	Scuderia Ferrari
5.	Jenson BUTTON	British	Vodafone McLaren Mercedes
6.	Sergio PEREZ	Mexican	Vodafone McLaren Mercedes
7.	Kimi RAIKKONEN	Finnish	Lotus F1 Team
8.	Romain GROSJEAN	French	Lotus F1 Team
9.	Nico ROSBERG	German	Mercedes AMG Petronas F1 Team
10.	Lewis HAMILTON	British	Mercedes AMG Petronas F1 Team
11.	Nico HULKENBERG	German	Sauber F1 Team
12.	Esteban GUTIERREZ	Mexican	Sauber F1 Team
13.	Paul di RESTA	British	Sahara Force India F1 Team
14.	Adrian Sutil	German	Sahara Force India F1 Team
15.	Pastor MALDONADO	Venezuelan	Williams F1 Team
16.	Valtteri BOTTAS	Finnish	Williams F1 Team
17.	Jean- Eric VERGNE	French	Scuderia Toro Rosso
18.	Daniel RICCIARDO	Australian	Scuderia Toro Rosso
19.	Charles PIC	French	Caterham F1 Team
20.	Giedo Van Der GARDE	Dutch	Caterham F1 Team
21.	Max CHILTON	British	Marussia F1 Team
22.	Jules BIANCHI	French	Marussia F1 Team

#### **2012 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX**

Pos	No	Driver	Team	Laps	Time/Retired	Grid	Pts
1	5	Fernando Alonso	Ferrari	56	2:44:51.812	8	25
2	15	Sergio Perez	Sauber-Ferrari	56	+2.2 secs	9	18
3	4	Lewis Hamilton	McLaren-Mercedes	56	+14.5 secs	1	15
4	2	Mark Webber	Red Bull Racing-Renaul	t 56	+17.6 secs	4	12
5	9	Kimi Räikkönen	Lotus-Renault	56	+29.4 secs	10	10
6	19	Bruno Senna	Williams-Renault	56	+37.6 secs	13	8
7	11	Paul di Resta	Force India-Mercedes	56	+44.4 secs	14	6
8	17	Jean-Eric Vergne	STR-Ferrari	56	+46.9 secs	18	4
9	12	Nico Hulkenberg	Force India-Mercedes	56	+47.8 secs	16	2
10	7	Michael Schumacher	Mercedes	56	+49.9 secs	3	1
11	1	Sebastian Vettel	Red Bull Racing-Renaul	t 56	+75.5 secs	5	
12	16	Daniel Ricciardo	STR-Ferrari	56	+76.8 secs	15	
13	8	Nico Rosberg	Mercedes	56	+78.5 secs	7	
14	3	Jenson Button	McLaren-Mercedes	56	+79.7 secs	2	
15	6	Felipe Massa	Ferrari	56	+97.3 secs	12	
16	21	Vitaly Petrov	Caterham-Renault	55	+1 Lap	19	
17	24	Timo Glock	Marussia-Cosworth	55	+1 Lap	20	
18	20	Heikki Kovalainen	Caterham-Renault	55	+1 Lap	24	
19	18	Pastor Maldonado	Williams-Renault	54	Engine	11	
20	25	Charles Pic	Marussia-Cosworth	54	+2 Laps	21	
21	22	Pedro de la Rosa	HRT-Cosworth	54	+2 Laps	22	
22	23	Narain Karthikeyan	HRT-Cosworth	54	+2 Laps	23	
Ret	14	Kamui Kobayashi	Sauber-Ferrari	46	Brakes	17	
Ret	10	Romain Grosjean	Lotus-Renault	3	Spin	6	

Note - Kovalainen penalised five grid spots for safety-car infringement at previous round. Raikkonen penalised five grid spots for unscheduled gearbox change. Karthikeyan finished 21st, but 20s added to race time for causing a collision.

#### **2012 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX**

Pos	No	Driver	Team	Q1	Q2	Q3 l	_aps
1	4	Lewis Hamilton	McLaren-Mercedes	1:37.813	1:37.106	1:36.219	14
2	3	Jenson Button	McLaren-Mercedes	1:37.575	1:36.928	1:36.368	14
3	7	Michael Schumacher	Mercedes	1:37.517	1:37.017	1:36.391	14
4	2	Mark Webber	Red Bull Racing-Renault	1:37.172	1:37.375	1:36.461	19
5	9	Kimi Räikkönen	Lotus-Renault	1:37.961	1:36.715	1:36.461	13
6	1	Sebastian Vettel	Red Bull Racing-Renault	1:38.102	1:37.419	1:36.634	14
7	10	Romain Grosjean	Lotus-Renault	1:38.058	1:37.338	1:36.658	14
8	8	Nico Rosberg	Mercedes	1:37.696	1:36.996	1:36.664	14
9	5	Fernando Alonso	Ferrari	1:38.151	1:37.379	1:37.566	16
10	15	Sergio Perez	Sauber-Ferrari	1:37.933	1:37.477	1:37.698	17
11	18	Pastor Maldonado	Williams-Renault	1:37.789	1:37.589		14
12	6	Felipe Massa	Ferrari	1:38.381	1:37.731		15
13	19	Bruno Senna	Williams-Renault	1:38.437	1:37.841		13
14	11	Paul di Resta	Force India-Mercedes	1:38.325	1:37.877		15
15	16	Daniel Ricciardo	STR-Ferrari	1:38.419	1:37.883		14
16	12	Nico Hulkenberg	Force India-Mercedes	1:38.303	1:37.890		13
17	14	Kamui Kobayashi	Sauber-Ferrari	1:38.372	1:38.069		12
18	17	Jean-Eric Vergne	STR-Ferrari	1:39.077			7
19	20	Heikki Kovalainen	Caterham-Renault	1:39.306			9
20	21	Vitaly Petrov	Caterham-Renault	1:39.567			6
21	24	Timo Glock	Marussia-Cosworth	1:40.903			8
22	25	Charles Pic	Marussia-Cosworth	1:41.250			8
23	22	Pedro de la Rosa	HRT-Cosworth	1:42.914			4
24	23	Narain Karthikeyan	HRT-Cosworth	1:43.655			6
		Q1 107% Time		1:43.974			

#### **2012 DRIVERS POINT STANDING**

Pos	Driver	Nationality	Team	Points
1	Sebastian Vettel	German	Red Bull Racing-Renault	281
2	Fernando Alonso	Spanish	Ferrari	278
3	Kimi Räikkönen	Finnish	Lotus-Renault	207
4	Lewis Hamilton	British	McLaren-Mercedes	190
5	Jenson Button	British	McLaren-Mercedes	188
6	Mark Webber	Australian	Red Bull Racing-Renault	179
7	Felipe Massa	Brazilian	Ferrari	122
8	Romain Grosjean	French	Lotus-Renault	96
9	Nico Rosberg	German	Mercedes	93
10	Sergio Perez	Mexican	Sauber-Ferrari	66
11	Nico Hulkenberg	German	Force India-Mercedes	63
12	Kamui Kobayashi	Japanese	Sauber-Ferrari	60
13	Michael Schumacher	German	Mercedes	49
14	Paul di Resta	British	Force India-Mercedes	46
15	Pastor Maldonado	Venezuelan	Williams-Renault	45
16	Bruno Senna	Brazilian	Williams-Renault	31
17	Jean-Eric Vergne	French	STR-Ferrari	16
18	Daniel Ricciardo	Australian	STR-Ferrari	10
19	Vitaly Petrov	Russian	Caterham-Renault	0
20	Timo Glock	German	Marussia-Cosworth	0
21	Charles Pic	French	Marussia-Cosworth	0
22	Heikki Kovalainen	Finnish	Caterham-Renault	0
23	Jerome D'Ambrosio	Belgian	Lotus-Renault	0
24	Narain Karthikeyan	Indian	HRT-Cosworth	0
25	Pedro de la Rosa	Spanish	HRT-Cosworth	0

#### **2012 TEAM POINT STANDING**

Pos	Team	Points
1	RBR-Renault	460
2	Ferrari	400
3	McLaren-Mercedes	378
4	Lotus-Renault	303
5	Mercedes	142
6	Sauber-Ferrari	126
7	Force India-Mercedes	109
8	Williams-Renault	76
9	STR-Ferrari	26
10	Caterham-Renault	0
11	Marussia-Cosworth	0
12	HRT-Cosworth	0



# FACILITIES

2013 FORMULA 1
PETRONAS MALAYSIA GRAND PRIX
KUALA LUMPUR
22-23-24 MARCH

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#### **MEDIA CENTRE: KEY STAFF**

FIA F1 Head of Communications & Media Delegate	Matteo Bonciani	+603 8778 2362
FIA Communications	Pat Behar	+603 8787 1421
National Press Officer	Nor Lina Ayob	+603 8778 2355/ +6019 3174555
Assistant National Press Officer	Yasmeen Shahiera Raman	+6017 2479267
Media Manager	Tham Hyok Hwei	+6012 2811182
Media Centre Working Area	Iskandar Tan/Ikhwan Faliq	+603 8778 2383
Media Centre Reception		+603 8778 2385
Media Accreditation Centre	Amerul Farhan	+603 8778 2386

#### **MEDIA CENTRE OPERATING HOURS**

Wednesday	1200 HRS- 2000 HRS
Thursday	0900 HRS- 2200 HRS
Friday	0700 HRS- 2300 HRS
Saturday	0700 HRS- 2300 HRS
Sunday	0700 HRS- Until last journalist leave

#### **MEDIA SHUTTLE OPERATING HOURS**

There will be two sets of Media Shuttle operations

- Photo Shuttle around the service roads
   Formula One Practice Sessions and Qualifying Sessions
  - First departure 60 minutes before start of the session
  - ➤ Pick up 5/10 minutes after checkered flag

#### **Formula One Race**

First departure 60 minutes before the starting time of the race

#### **Support Races Practice Sessions and Qualifying Sessions**

First departure 10 minutes before start of session

#### **Support Races-Race**

First departure 15 minutes before start of race

2. Between Media Accreditation Centre (MAC)- Paddock Parking

Wednesday	1100 HRS- 1800 HRS
Thursday	0800 HRS- 1800 HRS
Friday	0800 HRS- 1600 HRS
Saturday	0800 HRS- 1200 HRS
Sunday	0800 HRS- 1200 HRS

#### **MEDIA FACILITIES**

#### **MEDIA ACCREDITATION CENTRE**

Location: Pass Collection Centre at Temporary Marquee, Circuit Entrance (Before Tunnel to the paddock)

#### MEDIA CENTRE LOCATION

The main entrance is located on the second floor of the pit building. It can be accessed via the staircase adjacent to Pit 10 from F1 Paddock.

#### **MEDIA PARKING**

Media representatives (National and International) with MEDIA CAR PASSES can follow the signs to the National or International MEDIA PARKING from F1 Paddock entrance. The official car-parking sticker must be permanently affixed to the windscreen of your vehicle to gain access to the designated parking lot.

Media Parking area for 2013 Formula One PETRONAS Malaysian Grand Prix has been designated at the PO PARKING area, which is situated on the right side before the tunnel as you enter the circuit.

#### **TELECOMMUNICATION SERVICES**

Telecommunication services will be provided through the Telecommunication Centre situated at the Media Centre.

Media members can deal directly with the Telecommunications Centre personnel at their Reception Area to arrange for their telecommunication lines. A subsidized price of RM240 is being offered to media members for the internet.

#### **OTHER FACILITIES**

#### **Medical Centre:**

- A single-storey building equipped:
- X-ray room
- Facilities for patients with burns
- Doping control room
- Observation Room
- Laboratories
- Waiting Room
- Ambulance passage
- Office

#### **Plant Building:**

• This building houses all mechanical and electrical centralized monitoring systems for the building and circuit facilities.

#### **Parking Bays:**

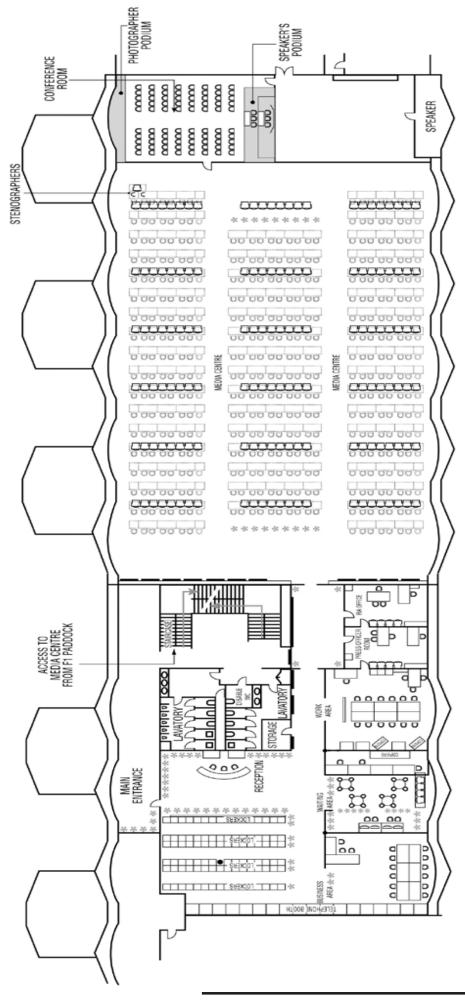
• Over 18,000 parking bays are provided around the circuit.

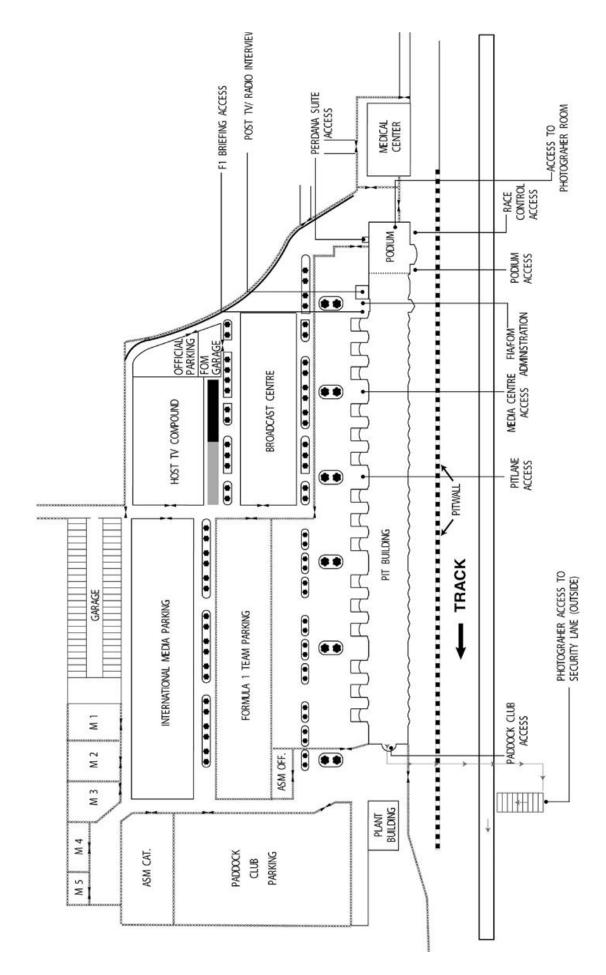
#### **Helipad:**

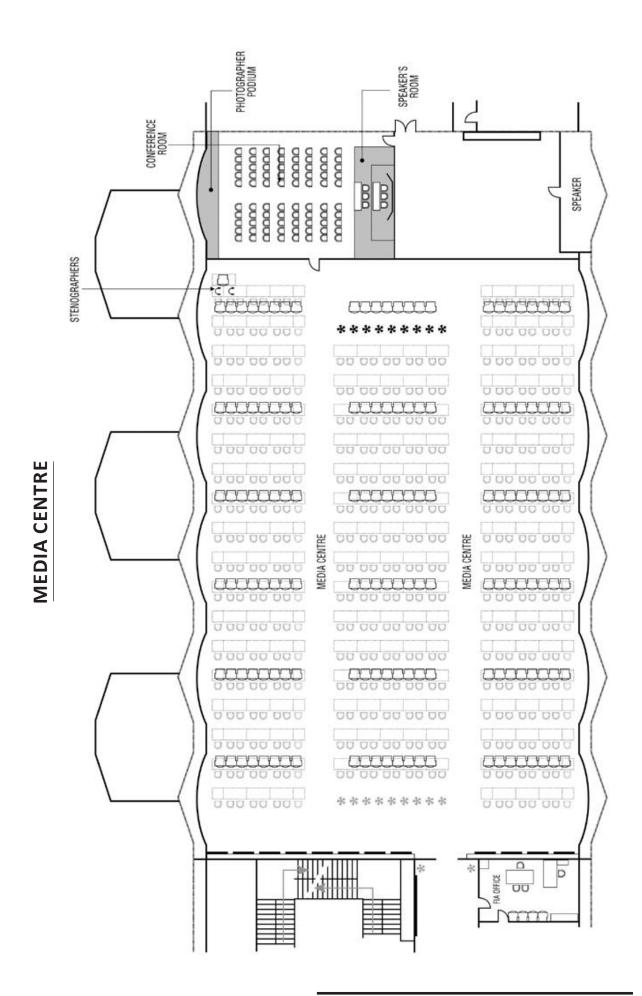
• There are helipads at both ends of the Medical Centre and Plant Building.

#### **Welcome Centre:**

• The Welcome Centre serves as the main nerve center of the operational activities of the circuit. The two blocks (each 4-storey buildings) consist of a basement to store circuit equipment, first floor which has restaurant, bar, exhibition area and retail outlet facilities. It also contains various offices, classrooms, conference rooms and a mall that serves as a "bridge" to the Grandstand. The roof terrace is designed as a meeting and function area.







#### **CIRCUIT DETAILS**

Circuit: Sepang International Circuit

Venue: Sepang, Malaysia Race day: 22-24 Mac 2013

Circuit length: 5.543 km

Laps: 56

Race length: 310.408 km

Lap Record / Fastest Lap: Kimi Raikkonen – 1'32"22 (Lotus- Renault, 2012)

Direction: Clockwise

#### **FORMULA 1 RACE WINNERS**

1999 Winner Eddie Irvine, Scuderia Ferrari Marlboro

2000 Winner Michael Schumacher, Scuderia Ferrari Marlboro
 2001 Winner Michael Schumacher, Scuderia Ferrari Marlboro

2002 Winner Ralf Schumacher, Williams

2003 Winner Kimi Raikkonen, West McLaren Mercedes

Winner Michael Schumacher, Scuderia Ferrari Marlboro
 Winner Fernando Alonso, Mild Seven Renault F1 Team

2006 Winner Giancarlo Fisichella, Renault

2007 Winner Fernando Alonso, McLaren Mercedes

2008 Winner Kimi Raikkonen, Scuderia Ferrari Marlboro

2009 Winner Jenson Button, Brawn GP
 2010 Winner Sebastian Vettel, RBR-Renault
 2011 Winner Sebastian Vettel, RBR-Renault
 2012 Winner Fernando Alonso, Scuderia Ferrari

Sepang International Circuit Sdn Bhd

Jalan Pekeliling 64000 KLIA

Selangor Malaysia Tel (+603) 8778 2200

Fax (+603) 87831000

Official website: www.sepangcircuit.com
General e-mail: <u>ticket@sepangcircuit.com</u>

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#### **SEPANG INTERNATIONAL CIRCUIT SDN BHD**

#### **PROVISIONAL CALENDAR FOR 2013**

#### **MAIN RACES**

NO.	EVENT	DATES
1	FORMULA ONE WORLD CHAMPIONSHIP "Petronas Malaysian Grand Prix"	22nd 24th. March
2	MALAYSIA MERDEKA ENDURANCE RACE	29th - 31st August
3	WORLD MOTORCYCLE GRAND PRIX	11th - 13th October
4	SEPANG 1000KM	5th - 7th December

# MALAYSIAN SUPER SERIES 2013 CARS ONLY

ROUND	PROPOSED DATES 2013	REMARKS
1	22nd - 24th March	Support race F1 subject to approval by FOM.
2	24th - 26th May	
3	28th - 30th June	
4	13th - 15th September	
5	1st - 3rd November	

# MALAYSIAN SUPER SERIES 2013 BIKES ONLY

ROUND	PROPOSED DATES 2013	REMARKS
1	3-5 May 2013	Support race to ARRC
2	31 May - 2 June 2013	
3	20-22 September 2013	
4	11-13 October 2013	Support race to MotoGP
5	8-10 November 2013	

#### **SEPANG DRAG BATTLE 2013**

ROUND	PROPOSED DATES 2013
1	6th. April
2	11-May
3	15th. June
4	7th. September
5	23rd November

#### **NOTES**



# TEAMS & DRIVERS INFO

2013 FORMULA 1
PETRONAS MALAYSIA GRAND PRIX
KUALA LUMPUR
22-23-24 MARCH

formulaonemedia
official media kit

#### **INFINITI RED BULL RACING**

Full Team Name: Infiniti Red Bull Racing

Debut: Australia 2005

Base: Milton Keynes, UK

Team Principal: Christian Horner

Technical Chief: Adrian Newey

Drivers: Sebastian Vettel

Mark Webber

Test Drivers: Sebastien Buemi

Chassis: RB9

Engine: Renault RS27-2013

Tyres: Pirelli

First Season: 2005

World Championships: 3

Highest Race Finish: 1 (x34)

Pole Positions: 46

Fastest Laps: 29

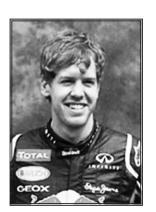
#### **Sebastian Vettel**

Team Infiniti Red Bull Racing

Nationality German
Podiums 46
Points 1054
Grand Prix entered 101
World Championships 3

Highest race finish 1 (x26)
Highest grid position 1 (x36)
Date of Birth 03/07/1987

Place of Birth Heppenheim



#### **Mark Webber**

Team Infiniti Red Bull Racing

Nationality Australian

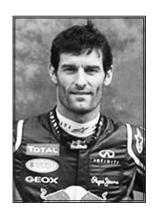
Podiums 34

Points 848.5
Grand Prix entered 198
World Championships 0

Highest race finish 1 (x9)
Highest grid position 1 (x11)

Date of Birth 27/08/1976

Place of Birth Queanbeyan, New South Wales



#### **SCUDERIA FERRARI**

Full Team Name: Scuderia Ferrari

Debut: Monaco 1950

Base: Maranello, Italy

Team Principal: Stefano Domenicali

Technical Chief: Pat Fry

Drivers: Fernando Alonso

Felipe Massa

Chassis: F138

Engine: Ferrari 056

Tyres: Pirelli

First Season: 1950

World Championships: 16

Highest Race Finish: 1 (x219)

Pole Positions: 207

Fastest Laps: 227

#### **Fernando Alonso**

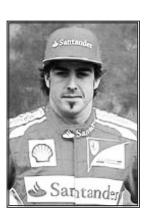
Team Scuderia Ferrari
Nationality Spanish
Podiums 86
Points 1364
Grand Prix entered 198

Grand Prix entered 19
World Championships 2

Highest race finish 1 (x30)Highest grid position 1 (x22)

Place of Birth Oviedo

29/07/1981



#### **Felipe Massa**

Date of Birth

Team Scuderia Ferrari

Nationality Brazilian

Podiums 35
Points 704
Grand Prix entered 173
World Championships 0

Highest race finish 1 (x11)
Highest grid position 1 (x15)
Date of Birth 25/04/1981
Place of Birth Sao Paulo



#### **VODAFONE MCLAREN MERCEDES**

Full Team Name: Vodafone McLaren Mercedes

Debut: Monaco 1966

Base: Woking, UK

Team Principal: Martin Whitmarsh

Technical Chief: Tim Goss

Drivers: Jenson Button

Sergio Perez

Chassis: MP4-28

Engine: Mercedes-Benz FO 108F

Tyres: Pirelli

First Season: 1966

World Championships: 8

Highest Race Finish: 1 (x182)

Pole Positions: 155

Fastest Laps: 151

#### **Jenson Button**

Team Vodafone McLaren Mercedes

Nationality British
Podiums 49
Points 999
Grand Prix entered 230
World Championships 1

Highest race finish 1 (x15) Highest grid position 1 (x8)

Date of Birth 19/01/1980

Place of Birth Frome, Somerset - UK



#### **Sergio Perez**

Team Vodafone McLaren Mercedes

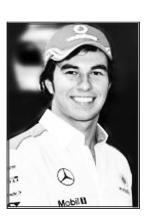
\Nationality Mexican

Podiums 3
Points 80
Grand Prix entered 38
World Championships 0

Highest race finish 2 (x2) Highest grid position 4 (x1)

Date of Birth 26/01/1990

Place of Birth Guadalaraja - Mexico



# **₽**M F D I A

#### **LOTUS F1 TEAM**

Full Team Name: Lotus F1 Team

Debut: Australia 2002

Base: Enstone, UK

Team Principal: Eric Boullier

Technical Chief: James Allison

Drivers: Kimi Räikkönen

Romain Grosjean

Test Drivers: Jerome d'Ambrosio

Nicolas Prost

Davide Valsecchi

Chassis: E21

Engine: Renault RS27- 2013

Tyres: Pirelli

First Season: 1981

World Championships: 2

Highest Race Finish: 1 (x36)

Pole Positions: 51

Fastest Laps: 34

#### Kimi Räikkönen

Team Lotus F1 Team
Nationality Finnish
Podiums 69
Points 786
Grand Prix entered 177
World Championships 1
Highest race finish 1 (x19)

Highest race finish 1 (x19)
Highest grid position 1 (x16)
Date of Birth 17/10/1979

Place of Birth Espoo



### **Romain Grosjean**

Team Lotus F1 Team

Nationality French

Podiums 3

Podiums 3
Points 96
Grand Prix entered 26
World Championships 0
Highest race finish 2 (x1)

Highest grid position 2 (x1)

Date of Birth 17/04/1986

Place of Birth Geneva, Switzerland



### **MERCEDES AMG PETRONAS F1 TEAM**

Full Team Name: Mercedes AMG PETRONAS F1 Team

Debut: Bahrain 2010

Base: Brackley, UK

Team Principal: Ross Brawn

Technical Chief: Bob Bell

Drivers: Nico Rosberg

**Lewis Hamilton** 

Chassis: F1 W04

Engine: Mercedes-Benz

Tyres: Pirelli

First Season: 2010

World Championships: 0

Highest Race Finish: 1 (x1)

Pole Positions: 1

Fastest Laps: 3

### **Nico Rosberg**

Team Mercedes AMG Petronas F1 Team

Nationality German

Podiums 7

Points 399.5 Grand Prix entered 128

World Championships 0

Highest race finish 1 (x1)

Highest grid position 1 (x1)

Date of Birth 27/06/1985 Place of Birth Wiesbaden



#### **Lewis Hamilton**

Team Mercedes AMG Petronas F1 Team

Nationality British

Podiums 49

Points 913

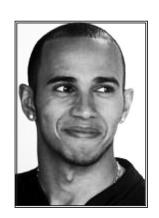
Grand Prix entered 110
World Championships 1

Highest race finish 1 (x21)

Highest grid position 1 (x26)

Date of Birth 07/01/1985

Place of Birth Stevenage



### **SAUBER F1 TEAM**

Full Team Name: Sauber F1 Team

Debut: South Africa 1993

Base: Hinwil, Switzerland

Team Principal: Monisha Kaltenborn

Drivers: Nico Hulkenberg

Test Drivers: Esteban Gutierrez

Robin Frijns

Chassis: C32

Engine: Ferrari

Tyres: Pirelli

First Season: 1993

World Championships: 0

Highest Race Finish: 1 (x1)

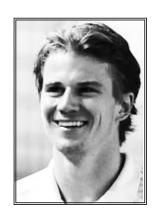
Pole Positions: 1

Fastest Laps: 4

### **Nico Hulkenberg**

Team Sauber F1 Team Nationality German **Podiums** 0 **Points** 85 **Grand Prix entered** 39 World Championships 0 Highest race finish 4 (x1) Highest grid position 1 (x1) Date of Birth 19/08/1987

**Emmerich** 



#### **Esteban Gutierrez**

Place of Birth

Team Sauber F1 Team Nationality Mexican **Podiums** 0 Points 0 **Grand Prix entered** 0 World Championships 0 Highest race finish 0(x0)Highest grid position 0(x0)Date of Birth 05/08/1991 Place of Birth Monterrey



### **SAHARA FORCE INDIA F1 TEAM**

Full Team Name: Sahara Force India F1 Team

Debut: Australia 2008

Base: Silverstone, UK

Team Principal: Vijay Mallya

Technical Chief: Andrew Green

Drivers: Paul di Resta

Adrian Sutil

Chassis: VJM06

Engine: Mercedes-Benz

Tyres: Pirelli

First Season: 2008

World Championships: 0

Highest Race Finish: 2 (x1)

Pole Positions: 1

Fastest Laps: 2

#### Paul di Resta

Team Sahara Force India F1 Team Nationality British **Podiums** 0 **Points** 73 **Grand Prix entered** 39 **World Championships** 0 Highest race finish 4 (x1) Highest grid position 6 (x2)



#### **Adrian Sutil**

Place of Birth

Date of Birth

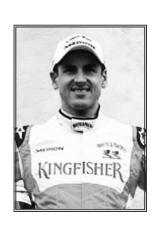
Place of Birth

Sahara Force India F1 Team Team Nationality German **Podiums** 0 **Points** 95 **Grand Prix entered** 90 **World Championships** 0 Highest race finish 4 (x1) Highest grid position 2 (x1) Date of Birth 11/01/1983

16/04/1986

Starnberg

Uphall, Scotland



### **WILLIAMS F1 TEAM**

Full Team Name: Williams F1 Team

Debut: Argentina 1978

Base: Grove, UK

Team Principal: Frank Williams

Technical Chief: Mike Coughlan

Drivers: Pastor Maldonado

Valtteri Bottas

Test Drivers: Susie Wolff

Chassis: FW35

Engine: Renault

Tyres: Pirelli

First Season: 1975

World Championships: 9

Highest Race Finish: 1 (x114)

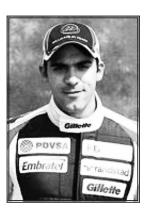
Pole Positions: 127

Fastest Laps: 131

#### **Pastor Maldonado**

Williams F1 Team Team Nationality Venezuelan **Podiums** 1 **Points** 46 **Grand Prix entered** 39 **World Championships** 0 Highest race finish 1 (x1) Highest grid position 1 (x1) Date of Birth 09/03/1985 Place of Birth

Maracay



#### **Valtteri Bottas**

Williams F1 Team Team Nationality Finnish **Podiums** 0 **Points** 0 **Grand Prix entered** 0 **World Championships** 0 Highest race finish 0(x0)Highest grid position 0(x0)Date of Birth 28/08/1989 Place of Birth Nastola



### **SCUDERIA TORO ROSSO**

Full Team Name: Scuderia Toro Rosso

Debut: Bahrain 2006

Base: Faenza, Italy

Team Principal: Franz Tost

Technical Chief: James Key

Drivers: Jean Eric Vergne

Daniel Ricciardo

Chassis: STR8

Engine: Ferrari 056

Tyres: Pirelli

First Season: 2006

World Championships: 0

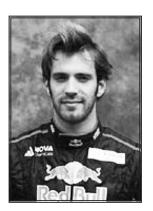
Highest Race Finish: 1 (x1)

Pole Positions: 1

Fastest Laps: 0

### Jean-Eric Vergne

Team Scuderia Toro Rosso Nationality French **Podiums** 0 **Points** 16 **Grand Prix entered** 20 **World Championships** 0 Highest race finish 8 (x4) Highest grid position 11 (x1) Date of Birth 25/04/1990 Place of Birth Pontoise



#### **Daniel Ricciardo**

Place of Birth

Scuderia Toro Rosso Team Nationality Australian **Podiums** 0 **Points** 10 **Grand Prix entered** 31 World Championships 0 Highest race finish 9 (x4) Highest grid position 6 (x1) 01/07/1989 Date of Birth

Perth



### **CATERHAM F1 TEAM**

Full Team Name: Caterham F1 Team

Debut: Bahrain 2010

Base: Leafield, UK

Team Principal: Cyril Abiteboul

Technical Chief: Mark Smith

Drivers: Charles Pic

Giedo van der Garde

Chassis: CT03

Engine: Renault RS27-2013

Tyres: Pirelli

First Season: 2010

World Championships: 0

Highest Race Finish: 11 (x1)

Pole Positions: 0

Fastest Laps: 0

#### **Charles Pic**

Date of Birth

Place of Birth

Place of Birth

Caterham F1 Team Team Nationality French 0 **Podiums Points** 0 **Grand Prix entered** 20 World Championships 0 Highest race finish 12 (x1) Highest grid position 19 (x2)

15/02/1990

Montelimar

Rhenen



### Giedo van der Garde

Team Caterham F1 Team Nationality Dutch **Podiums** 0 **Points** 0 **Grand Prix entered** 0 World Championships 0 Highest race finish 0(x0)Highest grid position 0 (x0) Date of Birth 25/04/1985



### **MARUSSIA F1 TEAM**

Full Team Name: Marussia F1 Team

Debut: Bahrain 2010

Base: Banbury, UK

Team Principal:

Technical Chief: John Booth

Pat Symonds

Drivers: Max Chilton

Luiz Razia

Chassis: MR02

Engine: Cosworth CA2013K

Tyres: Pirelli

First Season: 2010

World Championships: 0

Highest Race Finish: 12 (x2)

Pole Positions: 0

Fastest Laps: 0

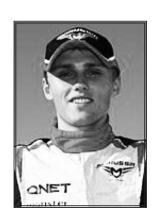
#### Jules Bianchi

Team Marussia F1 Team Nationality French **Podiums** 0 **Points** 0 **Grand Prix entered** 0 World Championships 0 Highest race finish 0(x0)Highest grid position 0(x0)Date of Birth 03/08/1989 Place of Birth Nice



#### **Max Chilton**

Team Marussia F1 Team Nationality British 0 **Podiums** Points 0 **Grand Prix entered** 0 World Championships 0 Highest race finish 0(x0)Highest grid position 0(x0)Date of Birth 21/04/1991 Place of Birth Reigate



### **FORMULA 1 STATISTICS**

### THE WORLD CHAMPIONS – DRIVERS

Year	Driver	Nat.
2012	Sebastian Vettel	GER
2011	Sebastian Vettel	GER
2010	Sebastian Vettel	GER
2009	Jenson Button	GBR
2008	Lewis Hamilton	GBR
2007	Kimi Räikkönen	FIN
2006	Fernando Alonso	ESP
2005	Fernando Alonso	ESP
2004	Michael Schumacher	GER
2003	Michael Schumacher	GER
2002	Michael Schumacher	GER
2001	Michael Schumacher	GER
2000	Michael Schumacher	GER
1999	Mika Häkkinen	FIN
1998	Mika Häkkinen	FIN
1997	Jacques Villeneuve	CAN
1996	Damon Hill	GBR
1995	Michael Schumacher	GER
1994	Michael Schumacher	GER
1993	Alain Prost	FRA

## ₽M F D I A

1992	Nigel Mansell	GBR
1991	Ayrton Senna	BRA
1990	Ayrton Senna	BRA
1989	Alain Prost	FRA
1988	Ayrton Senna	BRA
1987	Nelson Piquet	BRA
1986	Alain Prost	FRA
1985	Alain Prost	FRA
1984	Niki Lauda	AUT
1983	Nelson Piquet	BRA
1982	Keke Rosberg	FIN
1981	Nelson Piquet	BRA
1980	Alan Jones	AUS
1979	Jody Scheckter	RSA
1978	Mario Andretti	USA
1977	Niki Lauda	AUT
1976	James Hunt	GBR
1975	Niki Lauda	AUT
1974	Emerson Fittipaldi	BRA
1973	Jackie Stewart	GBR
1972	Emerson Fittipaldi	BRA
1971	Jackie Stewart	GBR
1970	Jochen Rindt	AUT

1969	Jackie Stewart	GBR
1968	Graham Hill	GBR
1967	Denny Hulme	NZE
1966	Jack Brabham	AUS
1965	Jim Clark	GBR
1964	John Surtees	GBR
1963	Jim Clark	GBR
1962	Graham Hill	GBR
1961	Phil Hill	USA
1960	Jack Brabham	AUS
1959	Jack Brabham	AUS
1958	Mike Hawthorn	GBR
1957	Juan-Manuel Fangio	ARG
1956	Juan-Manuel Fangio	ARG
1955	Juan-Manuel Fangio	ARG
1954	Juan-Manuel Fangio	ARG
1953	Alberto Ascari	ITA
1952	Alberto Ascari	ITA
1951	Juan-Manuel Fangio	ARG
1950	Guiseppe Farina	ITA

### **FORMULA 1 STATISTICS**

### THE WORLD CHAMPIONS – CONSTRUCTORS

Year –	Constructor
2012-	RBR-Renault
2011-	RBR-Renault
2010-	RBR-Renault
2009-	Brawn Mercedes
2008-	Ferrari
2007-	Ferrari
2006-	Mild Seven Renault F1
2005-	Mild Seven Renault F1
2004-	Ferrari
2003-	Ferrari
2002-	Ferrari
2001-	Ferrari
2000-	Ferrari
1999-	Ferrari
1998-	McLaren Mercedes
1997-	Williams Renault
1996-	Williams Renault
1995-	Benetton Renault
1994-	Williams Renault
1993-	Williams Renault

1992-	Williams Renault
1991-	McLaren Honda
1990-	McLaren Honda
1989-	McLaren Honda
1988-	McLaren Honda Turbo
1987-	Williams Honda Turbo
1986-	Williams Honda Turbo
1985-	McLaren
1984-	McLaren
1983-	Ferrari Turbo
1982-	Ferrari Turbo
1981-	Williams Ford
1980-	Williams Ford
1979-	Ferrari
1978-	Lotus Ford
1977-	Ferrari
1976-	Ferrari
1975-	Ferrari
1974-	McLaren Ford
1973-	Lotus Ford
1972-	Lotus Ford
1971-	Tyrrell Ford
1970-	Lotus Ford

Matra Ford (Tyrrell)
Lotus Ford
Brabham Repco
Brabham Repco
Lotus Climax
Ferrari
Lotus Climax
BRM
Ferrari
Cooper Climax
Cooper Climax
Vanwall

#### **SPORTING REGULATIONS**

#### **2013 SEASON CHANGES**

#### **DRS** use

For safety reasons, in 2013 drivers are only able to utilise the Drag Reduction System (DRS) overtaking aid within the designated DRS zones during practice and qualifying. Previously drivers had been free to deploy the system as they pleased in these sessions.

#### **Active double-DRS systems outlawed**

In 2012 Mercedes developed a clever concept whereby air was channelled through an opening in the rear-wing endplate when DRS was activated and then fed through the car to help stall the front wing. For 2013 active drag reducing systems involving the DRS, such as this, have been banned.

#### **Stepped noses**

Teams have the option of tidying up the aesthetics of their cars in 2013 with the introduction of new regulations aimed at improving the look of 'ugly' stepped noses first seen in 2012. A small piece of laminate - nicknamed a 'modesty' or 'vanity' panel - may now be used to smooth the nose section.

#### **Crash testing**

To make F1 cars ever safer, tougher new tests on roll structures and the survival cell have been introduced for 2013. Furthermore, every chassis that a team produces, as opposed to just one, will now be subject to a static load test of the survival cell.

#### **Curfews**

The team personnel curfew - which prevents team members from being in the paddock during specified periods - has been extended from six to eight hours on Thursday nights for 2013. The number of exceptions allowed during a season has also been reduced from four to two.

#### Front wing tests

For 2013 front wing deflection tests will be more stringent to lessen the possibility of flexible bodywork being used to enhance aerodynamic performance.

## ► M E D I A

#### Minimum weight

The minimum weight of the car and driver has been increased from 640kg to 642kg to compensate for the slightly increased weight of Pirelli's 2013 tyres. The mandatory weight distribution has also been adjusted accordingly.

#### Force majeure

The 'force majeure' allowance relating to when a car stops on the track during qualifying has been deleted from the regulations. For 2013 any car that stops on the track must have enough fuel for the mandatory one-litre minimum sample plus an additional amount proportional to the amount of fuel that would have been used in returning to the pits (determined by the FIA).

#### Qualifying

Not an actual regulation change, but as the official 2013 entry list comprises 22 cars - two fewer than in 2012 - six cars rather than seven will now be eliminated at the end of both Q1 and Q2.

#### Championship entry fees

Championship entry fees have been revised. Red Bull, as constructors' champions, were required to pay US\$500,000 plus US\$6000 for each point gained in the 2012 World Constructors' Championship to enter the 2013 championship. Every other team was required to pay a basic fee of US\$500,000 plus US\$5000 for each point scored in 2012.

#### **CAR LIVERY**

Teams must run their two cars with essentially the same race livery throughout the season and must seek prior approval for any major changes.

In addition there are a number of requirements that apply to liveries for all cars and teams. Every car must carry its driver's race number, which must be clearly visible from the front of the car, and the driver's name must appear on the external bodywork of the car. The team's name or emblem must also appear on the nose of the car.

To help distinguish between a team's two cars, the onboard cameras which sit on top of the main rollover structure are coloured differently. On the first car it must remain as it is supplied to the team (black) and on the second car it must be predominantly fluorescent yellow.

#### **CLASSIFICATION**

A commonly asked question is how drivers can be given a placing in the official race results even though they retired before the end of the race. The explanation can be found within the FIA regulations regarding classification.

These state that any driver who completed at least 90 per cent of the race distance will be classified, whether or not he was running when the winner took the chequered flag.

If a race is stopped before the full distance and a result is declared, the classification will reflect the race order at the end of the lap two laps prior to that on which the race was stopped (see 'Suspending and resuming a race'). For example, if a race is stopped on lap 60, the classification will be as it was at the end of lap 58.

#### **DRAG REDUCTION SYSTEM**

Use of the Drag Reduction System (DRS) overtaking aid (which alters the angle of the rear wing flap to reduce drag) is strictly controlled.

Drivers are free to activate the DRS as they wish within the designated DRS zones during practice and qualifying, but during the race they may only activate it when they are within one second of the car in front (indicated to him via a dashboard light) at the DRS detection point.

The DRS is disabled (resetting the rear wing flap to its original position) the first time the driver uses the brakes after activation.

In race conditions the DRS is available for use after two laps, but the race director may choose to suspend its use in poor weather conditions or if there are yellow flags in the DRS activation zone.

#### **DRIVERS CHANGES & ADDITIONAL DRIVERS**

Teams may use up to four drivers during a season, all of whom may score points in the championship. A driver change may be made with the permission of the stewards any time before the start of qualifying. The new driver must use the engine and tyres allocated to the original driver.

On top of this, in each of Friday's two practice sessions teams may run additional drivers, though each team is still limited to two cars. Any holder of a Super License may run as an additional driver, but stewards must be informed of a team's plans before the end of initial scrutineering on the Thursday prior to practice.

#### **DRIVING PROTOCOL & PENALTIES**

Stewards have the power to impose various penalties on a driver if he commits an offence during a race. Offences include jumping the start, causing an avoidable accident, unfairly blocking another driver, impeding another driver when being lapped or speeding in the pit lane.

Drivers may not leave the track without a justifiable reason, i.e. cutting a chicane on reconnaissance laps or in-laps to save time and fuel, and more than one change of direction to defend a position is not permitted. If a driver has moved off-line to defend a position, they may move back towards the racing line but must ensure there is at least one cars width between his own car and the edge of the track.

The two most common types of penalty are the drive-through penalty and the ten-second time penalty. In the case of the former, the driver must enter the pits, drive through the pit lane at the pit-lane speed limit and rejoin the race without stopping. Depending on the length of the pit lane this can cost a driver a significant amount of time.

More severe is the ten-second time penalty (also commonly known as a stop-go penalty) where the driver must not only enter the pits, but must also stop for ten seconds at his pit before rejoining the race. During this time the driver's team are not permitted to work on the car or change the car's tyres.

In the case of the drive-through penalty and the ten-second time penalty, a driver has three laps, from the time his team is notified, to enter the pits (failure to do so may result in a black flag and the driver being excluded from the race).

The only exception is when the penalty is awarded during the final five laps of the race. In this case the driver may continue and complete the race. Twenty seconds will be added to his total race time in lieu of a drive-through penalty, or 30 seconds in place of a ten-second time penalty, either of which may drop him considerably in the final race standings.

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 (so, for example, if the driver in question goes on to qualify on pole, a ten-place penalty would for drop him to 11th). They can also impose time penalties, reprimand a driver, exclude him from the results, or suspend him from the next race.

Any driver receiving three reprimands for driving infringements during a season will automatically receive a ten-place grid penalty for the current or next event.

#### **OFFICIALS**

At every Grand Prix meeting there are seven key race officials who monitor and control the activities of the stewards and marshals to ensure the smooth and safe running of the event in accordance with FIA regulations.

Five of the seven officials are nominated by the FIA. These are the race director (currently Charlie Whiting), a permanent starter and three additional stewards, one of whom is nominated chairman. The additional stewards must be FIA Super Licence holders.

The other two key officials are nominated by the National Sporting Authority (ASN) of the country holding the race. These are the clerk of the course and an additional steward (who must be a national of the host nation). Both must be FIA Super Licence holders.

The clerk of the course works in consultation with the race director, who has overriding authority. The race director directs the clerk of the course on how to instruct the stewards during the various practice, qualifying and race sessions.

The race director and the clerk of the course, as well as the FIA technical delegate (currently Jo Bauer), must all be present at the event from 10am on Thursday (Wednesday in Monaco) onwards.

The race director, the clerk of the course and the chairman of the stewards must all be in radio contact while cars are on track. Furthermore, at these times the clerk of the course must be in the race-control headquarters and in radio contact with all of the marshal's posts.

#### **PARC FERME**

Parc ferme is an enclosed and secure area in the paddock where the cars are weighed and any other checks deemed necessary by race officials are made. Teams must leave their cars here from within three and a half hours of the end of the qualifying on Saturday until five hours before the start of the formation lap on Sunday.

However, the cars are deemed to be under parc ferme conditions for a much longer period - from the time they first exit the pits during qualifying until the start of the formation lap immediately prior to the race.

Under these conditions, the work teams may carry out on their cars is limited to strictly-specified routine procedures, which can only be performed under the watchful eye of the FIA Technical Delegate and race scrutineers. Fuel may be added to the cars, tyres changed and brakes bled. Minor front wing adjustments are also allowed, but little else. These controls mean that teams cannot make significant alterations to the set-up of a car between qualifying and the race.

The only exception to this is when there is a "change in climatic conditions", for example a dry qualifying session followed by a wet race, or vice versa. In this case the FIA will give the teams permission to make further appropriate changes to their cars.

#### **PIT-LANE PROCEDURES**

The pit-lane at every circuit is divided into two lanes. The lane closest to the pit wall is known as the 'fast lane', whilst the lane closest to the garages is the 'inner lane'.

The FIA allocates garages and an area in the 'inner lane' where the teams may work, and within each space is one position - or pit box - where pit stops may be carried out during practice sessions, qualifying and the race.

Apart from drying or sweeping, teams are forbidden from improving the grip of their pit-stop position. Personnel are only allowed in the pit lane immediately before the stop and must withdraw to their garages as soon as their work is complete. It is also the team's responsibility to release a car from its stop only when it is safe to do so.

During practice, refuelling is only permitted in a team's garage. The driver may remain in the car, but the engine must be stopped. During all refuelling or fuel handling operations personnel working on the car must wear protective fire-resistant clothing and an assistant carrying a suitable fire extinguisher must be present.

Teams are free to alter their cars' fuel loads at will during practice and qualifying, but since 2010 adding (or removing) fuel during a race has been forbidden.

#### **PRACTICE & QUALIFYING**

At each Grand Prix meeting all race drivers may participate in two one and a half-hour practice sessions on Friday (Thursday at Monaco), a one-hour session on Saturday morning and a qualifying session on Saturday afternoon. While individual practice sessions are not compulsory, a driver must take part in at least one Saturday session to be eligible for the race.

Saturday's one-hour qualifying session is split into three distinct parts, each with multiple drivers on track simultaneously, and each with the drivers running as many laps as they want:

Q1: All 22 cars may run laps at any time during the first 20 minutes of the hour. At the end of the first 20 minutes, the six slowest cars drop out and fill the final six grid places. However, any driver whose best Q1 lap time exceeds 107 percent of the fastest time set during that session will not be allowed to take part in the race.

(Under exceptional circumstances, which could include setting a suitable lap time in a practice session, the stewards may allow the driver to start the race. Should there be more than one driver accepted in this manner, the grid order will be determined by the stewards.)

Q2: After a seven-minute break, the times will be reset and the 16 remaining cars then will then run in a 15-minute session - again they may complete as many laps as they want at any time during that period. At the end of the 15 minutes, the six slowest cars drop out and fill places 11 to 16 on the grid.

Q3: After a further eight-minute break, the times are reset and a final 10-minute session will feature a shootout between the remaining 10 cars to decide pole position and the starting order for the top 10 grid places. Again, these cars may run as many laps as they wish.

If a driver impedes another driver during qualifying, his times may be cancelled or he may be given a grid penalty. The 'force majeure' allowance relating to when a car stops on the track during qualifying has been deleted from the regulations. For 2013 the FIA will determine how much fuel the car would have used to get back to the pits and add it to the one litre minimum sample.

#### **RACE DISTANCE**

Formula One races are, with one exception, all of near identical distance. However, the differing average speeds of the various circuits mean that some races invariably take longer to complete than others.

The regulations state that the distance of a Formula One race is the least number of laps exceeding 305 kilometres. For example, the Spanish Grand Prix at Barcelona's Circuit de Catalunya is 66 laps long as this is the number of laps required to surpass the 305-kilometre threshold.

The only exception to this rule is the Monaco Grand Prix, where the race distance is the least number of laps exceeding 260 kilometres.



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However, if any race exceeds two hours in duration, the leading driver will be shown the chequered flag at the end of the lap during which the two-hour mark elapsed, regardless of the number of laps completed.

#### **RACE START PROCEDURE**

Prior to every Grand Prix the teams and drivers must adhere to a very strict starting procedure. This gets underway 30 minutes before the formation lap when the pit lane is opened.

Drivers are then free to complete a reconnaissance lap of the circuit before taking up their grid positions. If a driver wishes to complete additional reconnaissance laps he must pass through the pit lane each time in order to bypass the grid.

The pit lane closes 15 minutes prior to the formation lap. Any drivers still in the pit lane at this time will have to start the race from there.

Ten minutes before the start the grid must be cleared except for team technical staff, race officials and drivers. With three minutes to go all cars must have their wheels fitted (any car not complying will receive a 10-second time penalty).

With a minute to go all cars must have their engines running. All personnel must then leave the grid at least 15 seconds before the green lights come on to signal the start of the formation lap.

Any driver who has a problem immediately prior to the green light must raise his arm to indicate this. Once the rest of the field has moved off marshals will push the car into the pit lane.

During the formation lap no practice starts are allowed. Overtaking is also forbidden unless passing a car that has slowed due to a technical problem. Passed cars may in turn re-overtake in order to regain their grid position if the problem is resolved during the course of the formation lap.

However, any driver who is still on the grid when all other cars have moved off on the formation lap, but then subsequently gets away, may not re-pass cars to regain his grid position, but must instead start from the back.

Once all cars have safely taken up their grid positions at the end of the formation lap five red lights will appear in sequence at one-second intervals. These red lights are then extinguished to signal the start of the race.

If a driver has a problem on the grid immediately prior to the start he must raise his arm and the start will be aborted. A new formation lap, which will count towards the race distance, will then be completed.

The only exceptions to these start procedures are connected to the weather. If it starts to rain in the three minutes prior to the start then the abort lights will come on and the starting procedure will revert to the 10-minute point to allow teams to change to appropriate tyres.

If the weather is exceptionally bad the race director may choose to abort the start and resume the starting procedure only when conditions have improved. Alternatively, he may decide to start the race behind the safety car.

#### **SAFETY CAR**

The safety car's main function, as its name implies, is to assist in maintaining safe track conditions throughout the Grand Prix weekend. It is driven by an experienced circuit driver and carries an FIA observer who is in permanent radio contact with race control.

If an accident or incident occurs that is not severe enough to warrant suspending the race, but which cannot be dealt with under yellow flags, then the safety car will be called on to the circuit to slow the cars down.

It will come on to the circuit with its orange lights on and all drivers must form a queue behind it with no overtaking allowed. The safety car will signal backmarkers to pass by using its green light until the race leader is immediately behind it.

If the incident that brought out the safety car has blocked the pit straight, the clerk of the course may direct the safety car to lead the field through the pit lane. Cars are free to stop at their pit garage should this happen.

When the safety car is ready to leave the circuit it extinguishes its orange lights, indicating to the drivers that it will peel off into the pits at the end of the current lap. The drivers then continue in formation until they cross the first safety-car line where green lights will indicate that they are free to race again.

In exceptional circumstances, such as in extremely poor weather, a race may begin behind the safety car, which will put its orange lights on 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 repass cars in order to regain his original position. (If he fails to regain that position before the end of the lap, he must pit and rejoin the race once the field have passed the pit exit.) The safety car will peel into the pits at the end of the lap and drivers are free to race once they have crossed the first safety car line immediately prior to commencing the next lap. No overtaking is allowed if the safety car is on track on the final lap.

All laps completed behind the safety car count as race laps.

#### SCRUTINEERING AND WEIGHING

A team of specially appointed scrutineers has the power to check cars at any point during a Grand Prix weekend to ensure that they fully comply with technical and safety regulations.

Every car is initially examined on the Thursday of a race meeting (Wednesday at Monaco) and a car cannot take part in the event until it has passed scrutineering. A car must be re-examined by scrutineers if any significant changes are made to it by the team or if it is involved in an accident.

In addition to scrutineering, cars are also weighed during the Grand Prix weekend to ensure that they comply with minimum weight requirements (640kg). Cars taking part in Q1 and Q2 are called in at random to be weighed, while all cars participating in Q3 are weighed after the session. Classified finishers are weighed again after the race.

Any competitor failing to meet the minimum weight may lose their qualifying times or be excluded from the race results unless this is due to the accidental loss of part of the car.

#### **TYRES**

Formula One racing features a single tyre supplier, with all teams using identical Pirelli rubber. The advantages of this (over multiple tyre suppliers) include closer racing and reduced testing and development costs.

At each Grand Prix every team is given access to two specifications of dry-weather tyre. Unless conditions are wet, drivers must use both specifications during the race. The specifications can be visually differentiated by the colouring of the sidewall lettering: super soft - red; soft - yellow; medium - white; hard - orange (previously silver).

Over the race weekend, each driver has access to 11 sets of dry-weather tyres (six of the harder 'prime' specification and five of the softer 'option' specification), four sets of intermediate tyres and three sets of wet tyres.

One set of 'prime' tyres must be returned to the tyre supplier before Practice Two, and one set of each specification before the start of Practice Three.

This leaves a driver with eight sets of dry-weather tyres (four of each specification) for the rest of the event, but one set of each spec must be returned to the tyre supplier before the start of Saturday's qualifying session. At the start of the race the cars that took part in Q3 must be fitted with the tyres the driver used to set his grid time.

At certain events, teams may be given an extra set of 'primes' or 'options' for use in P1 and P2 for evaluation purposes. Teams will be given at least a week's notice when either of these scenarios is to occur.

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 P1 and P2 are both declared wet one set of the tyres normally returned before the start of P3 may be retained by each driver but must be returned to the tyre supplier before the start of qualifying. If a race is started behind the safety car due to heavy rain, the use of wet tyres is compulsory. Wet tyres are denoted by blue sidewall lettering, with green for intermediates.

Unless wet tyres have been used, drivers must use both dry tyre compounds during a race and failure to do so will see them excluded from the results. Or if the race is suspended and can't be restarted, 30 seconds will be added to the elapsed race time of any driver who hasn't used both compounds.

All tyres are given a bar code at the start of the weekend so that the FIA can closely monitor their use and ensure that no team is breaking regulations.

#### **TECHNICAL REGULATIONS**

#### **BODYWORK AND DIMENSIONS**

The size and dimensions of Formula One cars are tightly controlled by the regulations. They must be no more than 180cm wide. The length and height of the car are effectively governed by other specific parameters.

For example, bodywork ahead of the rear wheel centre line must be a maximum of 140cm wide and bodywork behind no more than 100cm wide.

The strict regulations mean that the teams inevitably end up with very similarly sized cars. A typical car will be in the region of 463cm long, 180cm wide and 95cm high.

With the exception of the rear wing (see below), moveable bodywork is not allowed. Furthermore, any system, device or procedure which uses driver movement as a means of altering the aerodynamic characteristics of the car's bodywork is prohibited.

Cars may be equipped with moveable rear wings which allow the driver to control the wing's angle of incidence (within specified limits) from the cockpit. However, during the race the system is electronically governed and is only available when a driver is less than one second behind another car at pre-determined points on the track. The system is then deactivated once the driver brakes. In combination with KERS, this is designed to boost overtaking.

Certain sections of bodywork, such as the front wing endplates, are required to be sufficiently thick to prevent tyre damage to other cars.

Bodywork that flexes excessively can be used to gain an aerodynamic advantage, therefore specific sections of the bodywork, such as the front wing, that must be sufficiently rigid to pass the FIA's deflection tests. These tests were made more stringent ahead of the 2013 season.

#### **BRAKE SYSTEM**

Formula One cars must have one brake system operated through a single brake pedal. However, the system must comprise two hydraulic circuits - one for the front wheels and one for the rear. Should one circuit fail the other must remain operational. Power brakes and anti-lock braking systems (ABS) are not allowed - brake pressure must be controlled by the driver's physical input only and not by any other system.

Each wheel must have no more than one brake disc of 278mm maximum diameter and 28mm maximum thickness. Each disc must have only one aluminium caliper, with a maximum of six circular pistons, and no more than two brake pads.

The size of the air ducts used to cool the brakes is strictly controlled and they must not protrude beyond the wheels. The use of liquid to cool the brakes is forbidden.

#### **CAR CONSTRUCTION**

The construction of Formula One cars and the materials used are strictly controlled by the regulations to maximise their safety.

The main structure of the car comprises a safety cell which contains the cockpit plus the flexible fuel cell, which is housed immediately behind (but separated from) the driver.

This safety cell must meet minimum size requirements and must have an impact-absorbing structure immediately in front of it. The design of the car must also include an additional impact-absorbing structure at the rear, behind the gearbox, and on the flanks of the car.

The car must have two roll structures to protect the driver in the event of the car overturning. One must be immediately behind the driver's head, the other at the front of the cockpit, immediately ahead of the steering wheel.

The car and its survival cell must pass several strict impact, roll and static load tests before the car is allowed to take to the track.

#### **COCKPIT**

The size of a Formula One car's cockpit opening must comply with strict specifications. Compliance with these specifications is tested by lowering a specially made template into the cockpit.



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In addition to this, the cockpit must meet numerous other requirements. A driver must be able to get in and out of the car without removing anything other than its steering wheel. Once strapped into the car with all his safety gear on, he must be able to remove the steering wheel and get out within five seconds, and then replace the steering within a further five seconds.

The car's survival cell structure, designed to protect the driver in the event of an accident, must extend at least 300mm beyond the driver's feet, which must not be forward of the front-wheel centre line.

#### **ELECTRICAL SYSTEMS**

The electrical and software systems of all cars are inspected by the FIA at the start of the season and the teams must notify them in advance of any subsequent changes. All teams must use the same FIA-specification Electronic Control Unit (ECU) for controlling engine and gearbox.

All software must be registered with the FIA, who check all the programmable systems on the cars prior to each event to ensure that the correct software versions are being used. Electronic systems which can automatically detect the race start signal are forbidden.

In the event of an accident, each car must be fitted with a warning light which is connected to the FIA data logger. The light, which is situated on the top surface of the car, in front of the cockpit, illuminates automatically, thus giving rescue crews an immediate indication of the accident severity.

In the cockpit, every car must have a track signal information display (usually integrated onto the steering wheel), which informs the driver of circuit conditions via red, blue and yellow lights (corresponding to the colours of the track marshals' flags).

#### **ENGINES AND KERS**

Formula One engines may be no more than 2.4 litres in capacity. They must have eight cylinders in a 90-degree formation, with two inlet and two exhaust valves per cylinder. They must be normally aspirated, weigh at least 95 kilograms and be rev-limited to 18,000rpm.

The only other permitted power source is a Kinetic Energy Recovery System (KERS), which takes waste energy generated under braking and turns it into additional power. This is then made available to the driver in fixed quantities per lap via a steering wheel-mounted boost button.



Turbochargers, superchargers and devices designed to pre-cool air before it enters the engine's cylinders are not allowed. Nor is the injection of any substance into the cylinders other than air and fuel. Variable-geometry inlet and exhaust systems are also forbidden, as is variable valve timing. Each cylinder may have just one fuel injector and ignition must be by a single spark plug.

The materials used in the manufacture of the engine and its components are strictly controlled by the regulations. The crankcase and cylinder block 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.

Formula One cars do not have their own, onboard starting systems. Separate starting devices may be used to start engines in the pits and on the grid. If the engine is fitted with an anti-stall device, this must be set to cut the engine within ten seconds in the event of an accident.

#### **FUEL**

Formula One cars run on petrol, the specification of which is not that far removed from that used in regular road cars. Indeed, the FIA regulations state that the rules are "intended to ensure the use of fuels which are predominantly composed of compounds normally found in commercial fuels and to prohibit the use of specific power-boosting chemical compounds."

All fuel must comply with strict requirements and prior to each race the teams must supply the FIA with two separate five-litre samples for analysis and approval. Additional samples can then be taken during the event to ensure that there is no discrepancy between the fuel being used and that previously supplied in the samples.

#### **OIL AND COOLANT SYSTEMS**

The design and location of the oil tanks on Formula One cars are strictly controlled to minimise the risk of oil leaking in the event of an engine failure or an accident. Oil may not be added to cars during the race.

The car's coolant header tank must have an FIA-approved pressure release valve. The cooling system must not make any use of the latent heat produced by the cooling process.

Coolant and oil lines are not allowed to pass through the cockpit. They must also be fitted so that any leaked fluid cannot find its way into the cockpit.



### **ROLL STRUCTURE TESTING**

All Formula One cars must pass strict roll structure tests to ensure that the driver is adequately protected should the car turn over during an accident.

### **SAFETY EQUIPMENT**

All cars must be fitted with a fire extinguishing system that will discharge into the cockpit and engine compartment. It must be operable by the driver and must function even if the car's main electrical circuit fails.

There must also be a switch to trigger the system from outside the cockpit. Its location on the bodywork is indicated by a red letter "E" inside a white circle.

There must be a circuit breaker switch in the cockpit that the driver can use to cut all the car's main electrical circuits. This is marked on the dashboard by a red spark in a white-edged blue triangle. There must be an additional switch that marshals can operate from a distance with the use of a special hook. This switch is located at the base of the car's main roll-over structure.

All cars must have two rear-view mirrors, whose size and location must comply with strict requirements. Drivers must demonstrate to the FIA the effectiveness of the mirrors by identifying special letter and number boards placed at various distances behind the car whilst seated in the cockpit.

Seatbelts are compulsory in Formula One racing. Drivers must wear two shoulder straps, one abdominal strap and two straps between the legs. These must comply with strictly specified FIA standards.

All cars must have a red light on the rear of the car in a specific location defined by the FIA regulations. The driver must be able to switch this light on at any time. This is usually done in poor weather conditions in order to make the car more visible to following drivers.

The cockpit of the car must be padded to protect the driver in the event of an impact. In particular, the areas immediately behind and to the sides of his head, and above and to the sides of his legs.

In order to easily extract a driver from a car in the event of an accident its seat must be removable with the driver in place and his seatbelts fastened. The seat must be secured by no more than two bolts, which can be released using a standard tool issued to all rescue crews.

### STATIC LOAD TESTING

In addition to impact tests, Formula One cars, and in particular the survival cell that houses the driver, must also pass static load tests. These ensure that the structure of the car meets minimum strength requirements.

The survival cell is tested, as is the nose and the rear impact structure of the car. In addition, the floor below the fuel tank and the cockpit, and the rim of the cockpit must also pass strict tests. All of these requirements help to make Formula One cars safer than ever before.

As with impact tests, cars must pass static load tests before they can take to the track.

### SUSPENSION AND STEERING SYSTEMS

Formula One cars must have conventional sprung suspension. Any system, such as active suspension, that can alter the suspension or its geometry while the car is moving is forbidden.

The suspension members must have a symmetrical profile for the majority of their length. This is to prevent designers using them as aerodynamic devices.

Each wheel must be tied to the body of the car by two tethers, each contained within a separate suspension member and with its own attachments at either end. The tethers must meet specific tensile strength requirements and are designed to stop the wheels coming loose from the car in the event of an accident or suspension failure.

Power steering systems are allowed, but these must not be electronically controlled or powered. Four-wheel steering is forbidden. The car's steering wheel, steering column and steering rack all have to pass an FIA impact test.

### **TELEVISION CAMERAS AND TIMING TRANSPONDERS**

Throughout the Grand Prix weekend all cars must be fitted with at least five housings for cameras which are used to provide on-board TV footage.

The positions of the housings are specified in the regulations and the one mounted on top of the air box immediately behind the driver's head must always contain a camera.

All cars must also be fitted with two timing transponders supplied by the officially appointed timekeepers. These transponders allow the timekeepers to record every lap time of every car throughout the weekend.

### TRANSMISSION SYSTEM

Modern Formula One cars use seven-speed semi-automatic gearboxes. Regulations stipulate a maximum of seven forward gears plus reverse. Continuously Variable Transmission (CVT) systems are not allowed and cars may have no more than two driven wheels. 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.

### WEIGHT

Cars must weigh at least 642kg (including the driver but not fuel) at all times. Cars are weighed with dry-weather tyres fitted.

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.

### WHEELS AND TYRES

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.

### **F1 TEAMS ADDRESS**

### **INFINITI RED BULL RACING**

Red Bull Racing, Bradbourne Drive, Tilbrook, Milton Keynes, MK7 8BJ, United Kingdom.

### **SCUDERIA FERRARI**

Ferrari SpA, Headquarters and Factory Via Abetone Inferiore n. 4, I-41053 Maranello (MO).

### **VODAFONE MCLAREN MERCEDES**

McLaren Technology Centre, Chertsey Road, Woking, Surrey, GU21 4YH England.

### **LOTUS F1 TEAM**

Lotus F1 Team, Whiteways Technical Centre, Enstone Brackley, United Kigdom.

### **MERCEDES AMG PETRONAS F1 TEAM**

Mercedes AMG Petronas F1, Reynard Park, Brackley Northampshire, NN13 7BD.

### **SAUBER F1 TEAM**

Sauber Motorsport AG, Wildbachstrasse 9, CH-8340 Hinwil, Switzerland.

### **SAHARA FORCE INDIA F1 TEAM**

Sahara Force India F1 Team, Dadford Road, Silverstone Northamptonshire, NN12 8TJ United Kingdom.

### **WILLIAMS F1 TEAM**

Williams F1, Grove Wantage, Oxfordshire, OX12 0DQ, United Kingdom.

### **SCUDERIA TORO ROSSO**

Scuderia Toro Rosso SPA, Via Spallanzani, 21, 48018 Faenza (RA), Italy.

### **CATERHAM F1 TEAM**

Caterham F1 Team Hingham Industrial Estate Ironside Way, Hingham Norfolk, NR9 4LF, United Kingdom.

### **MARUSSIA F1 TEAM**

Marussia Technical Centre, Banbury, United Kingdom.



# SUPPORT RACES INFO

2013 FORMULA 1
PETRONAS MALAYSIA GRAND PRIX
KUALA LUMPUR
22-23-24 MARCH

formulaone media official media kit

### **MALAYSIAN SUPER SERIES**

### **MALAYSIAN SUPER SERIES CHAMPIONSHIP 2013**

ROUND	DATE
Round 1	22nd – 24th March 2013
Round 2	24th – 26th May 2013
Round 3	28th – 30th June 2013
Round 4	13th – 15th September 2013
Round 5	1st – 3rd November 2013

Each category will be run for only five (5) rounds for the season.

The Organiser reserved the rights to abandon, cancel, postpone or amalgamate the dates of the event without prior notification due to not receiving more than 6 entries in each category or unforeseen circumstances.

### **DESCRIPTION OF EVENT**

A five (5) rounds Championship for cars of various categories, specified hereunder:

- a) Malaysian GT
  - i) GT Open
  - ii) GT Class
- b) Sports Production
- c) Touring Production
- d) Malaysian Touring Car

### **ELIGIBILITY OF COMPETITORS**

Each entry can have up to maximum of 2 drivers. The eligibilities of competitors are as follows: -

- a) Competitors in possession of a valid competition licence issued by the Automobile Association of Malaysia (AAM) for Circuit Racing. (Minimum competition licence required: National "C" (Novice))
- b) Competitors in possession of a valid competition licence issued by the Automobile Association of Malaysia/Motorsports Association of Malaysia (AAM/MAM) for Circuit Racing. (Minimum competition licence required: National "C" (Novice) or National).
- c) Competitors in possession of valid FIA International competition licence issued by the respective FIA National Sporting Authority (ASN) accompanied by a letter or visa of approval from the same to participate in the event.
- d) Any Malaysian team having a foreign driver(s) must hold the Automobile Association of Malaysia (AAM) entrant/team licence.

### **VENUE & RACE DISTANCE**

Venue : Sepang International Circuit

Length : As specified in the Additional Supplementary Regulations of each round.

Race Distance: Minimum of 10 laps per race for Round 1 and 1-hour race with compulsory pit stop for

other rounds, subject to confirmation via the Additional Supplementary Regulations.

### **POINTS SCORE**

Point scores for each category will be awarded to the participants as follows:

POSITION	POINTS
1 <sup>st</sup>	25
2 <sup>nd</sup>	20
3 <sup>rd</sup>	15
4 <sup>th</sup>	10
5 <sup>th</sup>	8
6 <sup>th</sup>	6
7 <sup>th</sup>	5
8 <sup>th</sup>	3
9 <sup>th</sup>	2
10 <sup>th</sup>	1

Points for Championship will be determined base on the combination of result of each round. In the case of a dead heat at the end of the Championship, the winner will be the participant with the highest number of race wins followed by the highest number of second and the highest number of third.

### **AWARDS**

Overall championship awards for cash and trophies:

CATEGORY	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>
Malaysian GT			
i) GT Open	Trophy & RM 13,000	Trophy & RM 11,000	Trophy & RM 9,000
ii) GT Class	Trophly & Rivi 15,000	Trophly & Rivi 11,000	Trophly & Kivi 9,000
Sports Production	Trophy & RM 13,000	Trophy & RM 11,000	Trophy & RM 9,000
Touring Production	Trophy & RM 11,000	Trophy & RM 9,000	Trophy & RM 8,000
Malaysian Touring Car	Trophy & RM 10,000	Trophy & RM 8,000	Trophy & RM 6,000

### **PRIZES**

- 1. Trophies will be given up to 3rd place for each round. No cash will be awarded for each round.
- 2. ENGINES may be STRIPPED for legality after qualifying and races at the discretion of the organisers. Competitors to provide mechanics and specifications of car.
- 3. The podium ceremony will be held after the completion of the event for each round. It is compulsory for the winners to be available for the podium ceremony for each round with full gear except for helmet, gloves and HANS device.
- 4. At the end of the Championship season, an Award Ceremony will be held to honour all the winners and it is compulsory for all the winners to attend, failing which their prize money will not be released in full.

### **₽**M F D I A

### GP2 2013

Entry List (please note that it is currently incomplete)

CAR NO.	DRIVER	LICENCE	TEAM NAME
01	Marcus Ericsson	SWE	DAMS
02	Stephane Richelmi	MON	DAMS
03	James Calado	GBR	ART Grand Prix
04	Daniel Abt	GER	ART Grand Prix
05	Johnny Cecotto	VEN	Arden International
06	Mitch Evans	NZL	Arden International
07	Julian Leal	COL	Racing Engineering
08	Fabio Leimer	SUI	Racing Engineering
09	Felipe Nasr	BRA	Carlin
10	Jolyon Palmer	GBR	Carlin
11	TBA		RUSSIAN TIME
12	TBA		RUSSIAN TIME
14	TBA		Caterham Racing
15	Ma Qing Hua	CHN	Caterham Racing
16	Jake Rosenzweig	USA	Barwa Addax Team
17	Rio Haryanto	INA	Barwa Addax Team
18	Stefano Coletti	MON	Rapax
19	Simon Trummer	SUI	Rapax
20	TBA		Trident Racing
21	TBA		Trident Racing
22	TBA		Hilmer Motorsport
23	TBA		Hilmer Motorsport
24	Rene Binder	AUT	Venezuela GP Lazarus
25	TBA		Venezuela GP Lazarus
26	Adrian Quaife-Hobbs	GBR	MP Motorsport
27	Daniel de Jong	NED	MP Motorsport



### The Series

Since its inception in 2005 the GP2 Series has firmly established itself on the world stage as one of the premier one-make racing championships in the world. The combination of a fast, safe, high tech car with a talent pool of the best up-and-coming drivers in single-seater motorsport has made the series a must-see for fans of real racing.

**Ten** out of twenty-fours drivers of the current Formula One grid got their chance to race at the pinnacle of motorsport after proving their worth in the GP2 Series. In fact, 55 drivers so far have received the opportunity to drive an F1 car as a result of their time in GP2 since we began.

Since 2005, drivers have graduated from GP2 to F1 every year, from our first ever champion Nico Rosberg to our latest crowned ace Davide Valsecchi. Five of our eight Champions are racing in F1 this season proving if need be that GP2 is the natural path to the pinnacle of motorsport. Once again, 2013 promises more of the same as 26 drivers fight to follow in the footsteps of their now famous forebears all the way to the top.

The series provides an opportunity for our drivers to show their ability in front of the F1 teams as they compete on world-renowned circuits throughout Europe, while a new generation of car is created on a tri-annual basis, with upgrades throughout its life, to ensure that the challenge for the teams is also maintained.

Our partner Pirelli, one of the most respected names in top level automotive expertise, allows the GP2 Series to constantly evolve and, along with further relationships with a host of committed suppliers, to create a category which is both affordable, and technologically advanced.

The series also benefits from close ties to the FIA, the governing body of world motorsport, and FOM: the FIA scrutineer the cars and oversee the running of all GP2 events, while FOM's unparalleled expertise in the broadcasting and marketing of the GP2 Series has ensured that it has truly global reach and appeal.



As the GP2 SeriesTM starts its eighth season of competition we look forward to providing ever more excitement for our fans, as the best young drivers in the world fight for their place with the cream of racing talent in Formula 1.

### The Values

Since its inception the GP2 Series TM was designed to reflect five core values: performance, cost control, entertainment, safety and preparation. The sporting and technical regulations are the blueprint of the championship and are only changed if the proposed modifications fit into the template formed by these values, which remain the guiding principles of the GP2 Series TM.

### **Performance**

GP2 laptimes are highly competitive with the final few rows on the F1 grid, proving that there isn't another junior formula which can match the performance levels of the GP2 Series TM. Engines which provide over 612bhp, no electronic gizmos such as traction control or power steering, plus ground effects and proper slick tyres make the GP2 cars powerful and tricky beasts to handle.

### **Cost control**

Operating at about 1% of the cost of running a Formula One team, GP2 Series TM teams nevertheless race on the same tracks, on the same weekends, for the same audience and offer very impressive racing for the crowd and the F1 paddock to enjoy. With centralised purchasing, strict limits on testing and an outright ban on individual developments costs are kept in check, while modifications are made with an eye on how they will affect the price structure for the teams.

### **Entertainment**

By far GP2's biggest selling point is the excitement its races provide for the fans. With two races per weekend, reverse grids, compulsory pitstops, Prime and Option tyres and 26 identical cars on display, the series never fails to enthral and entertain.

### ► M E D I A

### Safety

Racing at speeds very close to F1, safety is of course the highest priority. The GP2/11 car has passed every one of the stringent F1 FIA crash tests, and includes anti-intrusion panels, while wearing the HANS device is also compulsory. The series has a dedicated commitment to safety, which has been borne out over the last six years.

### Preparation

The record speaks for itself: there has never been an F1 feeder category as successful as the GP2 Series TM. In 2012, the F1 grid is made up of eleven GP2 graduates, including one that has become Formula One World Champion in 2008. There can be no finer testimonial to the benefit of the training the series provides to young drivers than that.

### The Technical side

### The car

### **Dimensions**

Overall length: 5065 mm	Overall width: 1800 mm
Overall height: 1072 mm (inc	cluding FOM roll hoop camera)
Wheelbase: 3120 mm	Overall weight: 688 kg (driver on-board)

### **Engine**

V8 - 4 litre atmospheric - 612 HP @ 10.000 rpm - made by Mecachrome

8 in 1 exhaust

Fly by wire accelerator system

Rebuild after 4000 to 4500 km

Torque 500Nm @ 8000 rpm

### **Performances**

Acceleration:

0 - 100 km/h, 2.90 sec 0 - 200 km/h, 6.60 sec

Maximum speed: 332 km/h (Monza aero configuration)

Max. braking deceleration -3.5 G Max. lateral acceleration +/- 3.9 G

### Monocoque and Bodywork

Survival cell - Sandwich Carbon/aluminium honeycomb structure made by Dallara Front and rear wing - Carbon structures made by Dallara Bodywork - Carbon - Kevlar honeycomb structures made by Dallara

### Steering system

Non assisted rack and pinion steering system

XAP steering wheel with dashboard, marshalling display, gear change and clutch paddles

### Gearbox

6-speed longitudinal Hewland sequential gearbox
Electro-hydraulic command via paddle shift from steering wheel
AP Carbon clutch
No on-board starter, anti-stall system
Non hydraulic ramp differential

### **Fuel cell**

FIA Standard
Premier FT5 125 litres

### **Electronic features**

Magneti Marelli Marvel 8 ECU/GCU including data logging system XAP power supply management unit
CAN data acquisition pre-equipment
F1 EM motorsport Marshalling system
Beacon receiver

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### Suspension

Double steel wishbones, pushrod operated, twin dampers and torsion bars suspension (F) and spring suspension (R)

Adjustable ride height, camber and toe

Two way (F) / Four way (R) adjustable Koni dampers

Adjustable anti-roll bar (Front/Rear)

### **Brakes**

6 pistons monobloc Brembo callipers Hitco carbon-carbon brake discs and pads

### Wheels and tyres

F1 standard wheel dimensions

O.Z. Racing

Magnesium rims

13" x 12" front

13" x 13.7" rear

GP2 series specific Pirelli slick tyres

### Safety standards

FIA F1 safety standards including: Front, side, rear and steering column impact tests
Front and rear roll hoop, impact structures and monocoque push tests
Anti-intrusion survival cell protection panels
Wheel retainer safety cables

### **Extinguisher System**

LIFELINE (electrically operated)

### Camera equipment

Roll hoop, nose cone and face shot camera pre-equipment.

### The engine

The power behind the GP2 series lies in the 4 litre V8 engine, which sits in the back of every GP2 car. Assembled, maintained and rebuilt by Mecachrome in the same plant in which the marque's F1 engines are prepared, it is the beating heart of the GP2 Series.

### **Engine**

Designed maintained and rebuilt by Mecachrome V8 - 4 litre atmospheric - 612 HP @ 10.000 rpm. 8 in 1 exhaust.

Fly by wire accelerator system.

Rebuild after 3000 to 4000 km

Torque 500Nm @ 8000 rpm

Top Speed 328 km/h

0-100 km/h in 2.90 sec

0-200 km/h in 6.60 sec

### The Tyres

Pirelli has been exclusive supplier of tyres to the GP2 Series since 2011, the same year that the Italian firm entered Formula One. This year's GP2 tyres are all new when it comes to compound and construction, designed to mirror the characteristics of Formula One tyres.

Just like Formula One, Pirelli has a range of four slick tyres for GP2: P Zero Orange hard, P Zero White medium, P Zero Yellow soft and P Zero Red supersoft. In addition to this, there is a wet-weather tyre as well, which has blue markings. Every car will have five sets of slick tyres and three sets of wet-weather tyres available for the race weekend. The five sets of dry tyres comprise three sets of the harder compound and two sets of the softer compound. This new rule, introduced jointly by Pirelli and the GP2 promoter in 2012, is directly modelled on Formula One to help prepare drivers for the top category and increase the opportunities for race strategy.

The changes brought by Pirelli to the GP2 tyres this year are the most comprehensive since Pirelli entered the category. Only the hard compound was changed last year, but for this season all the compounds and constructions have been revised. The aim is to make sure that the emphasis is always on high performance with a high level of deliberate degradation. The fast-wearing tyres – a successful hallmark of Pirelli's philosophy in Formula One – will also prepare the drivers for the demands they face at the very pinnacle of the sport, where tyre management is an essential skill.

The Pirelli GP2 tyres are also designed to be extremely versatile, adapting themselves well to a variety of different track temperatures, top speeds and downforce levels, as well as a wide range of lateral and longitudinal loadings. The GP2 tyres are now produced at Pirelli's cutting-edge competition tyre factory in Slatina, Romania. Tyre research and development is carried out by specialists based at Pirelli's headquarters in Milan, while the company's motorsport logistics facility is located in Didcot, United Kingdom.

In line with the Pirelli Group's Green Performance strategy – aimed at developing products and solutions that combine maximum performance with respect for the environment – GP2 and GP3 tyre production, as well as logistics and recycling procedures, are fully compliant with high environmental sustainability standards.

Paul Hembery, Pirelli's motorsport director, commented: "We're delighted to be supplying the GP2 Series for the third consecutive year as it forms a vital part of our motorsport strategy in bridging the gap between GP3 – which we have supplied since 2010 – and Formula One. This is our most innovative range of GP2 tyres yet, which should lead to even better races throughout 2013 that underline GP2 as the premier feeder series to Formula One. As an extra bonus, this year's GP2 winner gets to become a Pirelli tyre tester for a day as part of the prize, sampling our Formula One tyres."

### Tyre dimensions

Slick front tyres: 245 mm – 660 mm	Slick rear tyres: 325 mm – 660 mm
Wet front tyres: 245 mm – 660 mm	Wet rear tyres: 325 mm - 660 mm

### What's new?

- New compounds and constructions for all the tyres
- A new colour orange to denote the hardest compound in the range
- A new prize: GP2 winner will become a Pirelli Formula One tyre tester for a day

### Summary

- The GP2 Series uses slick Pirelli tyres in four specifications (supersoft, soft, medium and hard).
- Two slick compounds are nominated by Pirelli and the championship organisers for each race weekend.
- Each driver has five sets of slick tyres per weekend three of the harder compound and two of the softer compound.
- Each driver will also be provided with three sets of wet-weather tyres.
- The drivers and teams are free to use their entire tyre allocation as they like.
- During Race One the drivers have to carry out a compulsory pit stop during which a minimum of two tyres must be changed.
- This pit stop may not be carried out until the driver has completed six laps.
- Pit stops during Race Two are optional.

### **Colour code for tyres**

Hard = Orange Medium =	White Soft = Yellow	Supersoft = Red	Rain = Blue	
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### On track - The 2013 calendar

### What's new?

- Two new venues: Nürburgring and Abu Dhabi
- Eleven rounds all F1 support events
- A season that starts in March and ends in November

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### 2013 GP2 Series – Calendar of events

DATE	VENUE
22-24 March	Kuala Lumpur, Malaysia
19-21 April	Sakhir, Bahrain
10-12 May	Barcelona, Spain
23-25 May	Monte Carlo, Monaco
28-30 June	Silverstone, Great-Britain
05-07 July	Nürburgring, Germany
26-28 July	Budapest, Hungary
23 -25 August	Spa-Francorchamps, Belgium
06-08 September	Monza, Italy
20-22 September	Singapore, Singapore
01-03 November	Abu Dhabi, UAE

### The regulations

The GP2 Series is a one-make championship consisting of 26 identical cars. The chassis are designed by Dallara Automobili, and in 2012 will run under the specification GP2/11. The power base is a Mecachrome assembled 4L Renault V8 engine. The GP2 Series uses **slick Pirelli tyres in four specifications** (super soft, soft, medium and hard) which are predetermined by Pirelli in advance of the race weekend.

<u>In a change of regulations in 2012</u>, each driver has **four** sets of dry-weather tyres per weekend – three of "prime" specification and one of "option" specification (in Monaco, there will be two of "prime" specification and two of "option" provided per driver). Each driver will also be provided with **three** sets of wet-weather tyres.

As always, teams and drivers will have to keep one fresh set of prime for the Sunday Sprint Race. However, they will be able to choose between the remaining two sets of "prime" and the one set of "option" to use either during Free Practice, Qualifying and/or the Saturday Race. The compulsory pit-stop during Race One remains in which a minimum of two tyres must be changed. This pit stop may not be carried out until the driver has completed six laps.



No individual developments or upgrades are permitted in the series, and all spare parts must be purchased directly from the GP2 Series. Repairs of structural components must be carried out by Dallara in order to ensure integrity.

### Weekend format and points allocation

A race weekend is composed of one half hour practice session and one half hour qualifying session, followed by two races. The qualifying session is a straight fight for fastest laptime, and determines the order of the grid for Race 1. **Four** points are awarded for pole position.

Race 1 is run over 170km or 60 minutes (except for Monaco and Singapore where the race is run over 140km), and each driver must complete one compulsory pitstop in which a minimum of two tyres must be changed. **The top ten drivers** score points (25, 18, 15, 12, 10, 8, 6, 4, 2, 1) with **two points** being awarded to the driver who set the fastest lap of the race.

The grid for Race 2 is determined by the finishing order of the first race, with the top 8 positions reversed. Race 2 is run over 120km or 45 minutes (except for Monaco and Singapore where the race is run over 140km), with no pitstops allowed. The **top eight finishers** score points (15, 12, 10, 8, 6, 4, 2, 1) and the driver who sets the fastest lap scores **two points**.

Any driver who is not classified in the top ten positions at the end of the race or, didn't start the race from his normal grid position or, changed tyres during race two at a time when climatic conditions did not necessitate the use of a different specification of tyre, will not be eligible for points awarded for fastest lap.

### Porsche Carrera Cup Asia **Rules and Rewards**



- FIA international license of at least • Eligibility: All drivers must hold an category C
- Cars: Porsche 911 GT3 Cup cars built by Porsche AG from model year 2010/2011/2012/2013
- Modifications: Minimal adjustments permitted as specified in the to suspension settings are Regulations
- Porsche Carrera Cup Asia Class B Carrera Cup Asia Champion and Championship Titles: Porsche

- with the highest overall number of Championship Winners: The driver points from all classified events In the event of a tie, th with the highest number Class for the following Qualifying: The starting the champion. The win B will be promoted to finishing positions will
- race of between 50km and 60km Race Format: Standing Qualifying Session.

16 points 14 points 12 points 10 points 9 points 8 points 7 points 6 points 5 points 4 points 3 points 2 points 1 point S de <sub>₽</sub> **₽** 11# 12₽ ₽ ລີ <del>⊆</del> 10₽ **12**<sup>th</sup> 13# 14₩ more than 75% of race distance The race results are taken from the order at the end of the penultimate stopped and not resumed before - less than 2 laps - no points will Guest/VIP drivers are not eligible - more than 2 laps but less than lap before the race is suspended Race Suspension: If a race is 75% of race distance =  $\frac{1}{2}$ 

= full points awarded

points awarded

the leader has completed:

be awarded

drivers who finish in  $1^{\text{st}},\,2^{\text{nd}}$  and  $3^{\text{rd}}$ Trophies will be awarded to the place overall and in Class B.

extinguisher, towing eyes, safety

belt (FIA homologated 6-point

Compulsory safety equipment:

to score points

Welded-in roll cage, fire

A Porsche Carrera Cup Asia Medal highest finisher from the final 7 in is awarded for each race to the qualifying.

registered drivers per the following Cash prizes will be awarded to

dditional point will be awarded

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points from all classified events.	safety harness compulsory),
In the event of a tie, the driver	head restraint (HANS device
with the highest number of better	mandatory)
finishing positions will be declared	Rewards
the champion. The winner of Class	In each race all registered drivers
B will be promoted to the Overall	will be awarded points according t
Class for the following season.	the finishing order per the following
• Qualifying: The starting grid for	scale. Drivers registered for Class
Race 1 is set by the fastest lap	B will also be awarded points per
in the Qualifying Session. The	this scale which count towards the
starting grid for Race 2 is set	category championship.
by the second fastest lap in the	-
Qualifying Session.	Une additional point will be awarde
Race Format: Standing start sprint	to the rastest driver in Qualifying
race of between 50km and 60km	both overall and in Class B

# **TEAM PR OFFICERS CONTACT LIST**

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F1 Team Andy Stobart  a Force India F1 Team Sadie Wigglesworth  ria Toro Rosso Eric Silbermann  ria Toro Rosso Marieluise Mammitzsch  ram F1 Team Tom Webb  rsia F1 Team Tracy Novak  Alexandra Schieren  It Sport F1 Lucy Genon  Matteo Bonciani  Matteo Bonciani	andy.stobart@lotusf1team.com sadie.wigglesworth@forceindiaf1.com will.hings@forceindiaf1.com eric.silbermann@tororosso.com		0044 1608 678 000 0044 1327 850 742 0044 1327 850 780	Senior Press Officer Head of Sponsorship, Promotion and Media Communications Manager Head of Communications	On-event/office On-event/office On-event/office
a Force India F1 Team Sadie Wigglesworth ria Toro Rosso Eric Silbermann ria Toro Rosso Marieluise Mammitzsch ria Toro Rosso Marieluise Mammitzsch ram F1 Team Tom Webb rF1 Team Hanspeter Brack rF1 Team Tracy Novak Alexandra Schieren llt Sport F1 Lucy Genon Norman Howell Matteo Bonciani	sadie.wigglesworth@forceindiaf1.com will.hings@forceindiaf1.com eric.silbermann@tororosso.com		0044 1327 850 742	Head of Sponsorship, Promotion and Media Communications Manager Head of Communications	On-event/office On-event/office
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r F1 Team Tom Webb  r F1 Team Hanspeter Brack sia F1 Team Tracy Novak Alexandra Schieren Alexandra Schieren It Sport F1 Lucy Genon Norman Howell Matteo Bonciani	marieluise.mammitzsch@tororosso.com	0039 3409 081 065	1	Senior Press officer	On-event/office
r F1 Team Hanspeter Brack sia F1 Team Tracy Novak Alexandra Schieren Ilt Sport F1 Lucy Genon Norman Howell Matteo Bonciani	tom.webb@caterhamf1.com 0	0044 (0) 7581 208 504	0044 1953 852 039	Head of Communications	On-event/office
Alexandra Schieren Alexandra Schieren It Sport F1 Lucy Genon Norman Howell Matteo Bonciani	hanspeter.brack@sauber-motorsport.com 0	0044 1797 701 819	0041 44 937 9450	Head of Communications	On-event/office
Alexandra Schieren It Sport F1 Lucy Genon Norman Howell Matteo Bonciani	tracy.novak@marussiaf1team.com 0	0044 7590 964 936	00 44 2031 263 929	PR and Communications Director	On-event/office
ault Sport F1  Lucy Genon  Norman Howell  Matteo Bonciani	alexandra.schieren@pirelli.com 0	0033 6 07 03 69 03		Head of F1 Communications	On-event/office
Norman Howell Matteo Bonciani	"lucy.genon-rf1ext@renaultsportf1.com 0	0033 6 11 71 61 78 / 0044 781 659 4152	0033 1 69 12 58 42	Head of Communications	
Matteo Bonciani	nhowell@fia.com 0	0033 6 89 78 18 75	0033 143 12 6173	Director of Communications	On-event/office
	mbonciani@fia.com 0	0033 6 76 32 24 90	0033 143 12 61 85	F1 Head of Communications	On-event/office
FIA Sandrine Gomez st	sgomez@fia.com 00	0033 6 73 21 26 85	0033 1 43 12 58 12	Communication Officer	On-event/office
FIA Pat Behar pi	pbehar@fia.com 0	0033 6 80 38 46 84	0033 1 43 12 58 13	FIA Communications	On-event/office

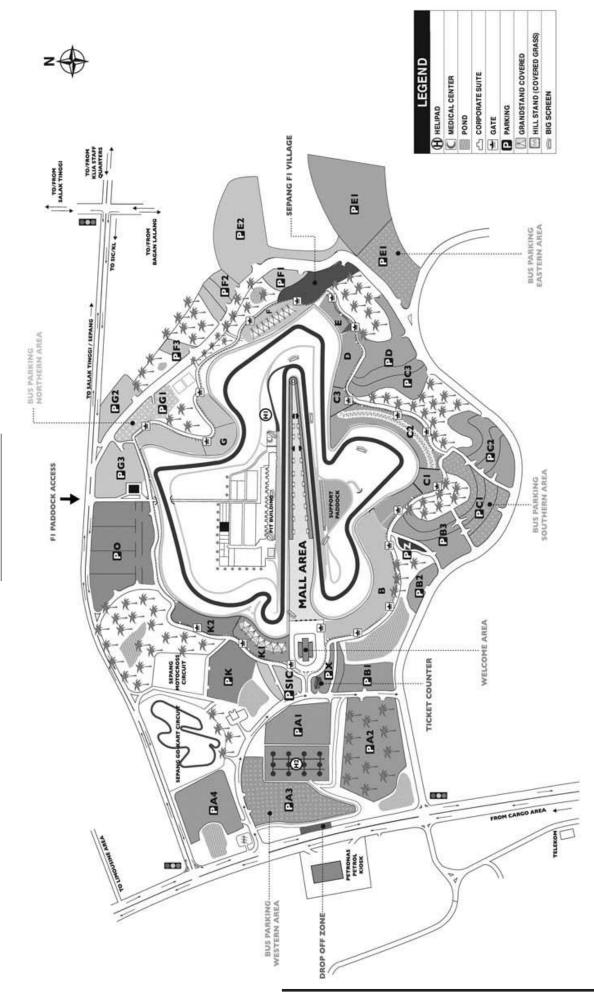


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2013 FORMULA 1
PETRONAS MALAYSIA GRAND PRIX
KUALA LUMPUR
22-23-24 MARCH

formulaone media kit



formulaone media official media kit

### **SEPANG CIRCUIT – GENERAL INFORMATION**

The Sepang International Circuit is 5.543 kilometers long. The Sepang Circuit is the most spectacular race circuit in the Eastern hemisphere. Built at a cost of US\$120 million, the Sepang Circuit was fully completed in November 1998. Its first racing event taking place on the 12th December, which was the Proton 300km Merdeka Race. The circuit actually consists of one circuit within another. The main race track being 5.543km and the other option being 2.805km.

Some of the most spectacular features of the circuit are the smooth and sweeping chicane capable of negotiating at speeds in excess of 200kph. The fastest part of the circuit is the straight between T15 and T1 or usually known as the home straight. Speed can reach up to about 350kph. Spectators would be advised to wear ear plugs especially on the grandstands. The pits consist of many spectacular features such as built-in team office and conference area.

In a typical F1 Grand Prix, it runs for a total of 56 laps. The track has almost no gradients and includes two very long straights where speeds are in excess of 180 mph. The track is known as a car breaker and any car with a reliability problem will most probably not see the end of this race. There are many places for overtaking on this circuit and this often leads to very compelling racing.

Being one of the best circuits in the world, its facilities are rated superb by drivers and experts. In 1999, the inaugural Malaysian Grand Prix attracted 80,000 spectators and an estimated television audience of 300 million, and earned Malaysia more than USD\$140 million in foreign exchange. The debut race will always be remembered for a controversial Ferrari disqualification, when Irvine and Schumacher finished 1st and 2nd, only to have their points taken away over a disagreement about the size of the F399's bargeboards. The points were eventually reinstated after an FIA hearing in Paris, just prior to the final race of the 1999 world championship.

The Sepang Circuit is located about 60km from the capital city of Kuala Lumpur and about 15km from the Kuala Lumpur International Airport (KLIA). The circuit is linked to the city & the airport with an excellent highway system. Travelling by road on the expressway will approximately takes about 40 minutes from the city to the circuit.

Street signs are clearly visible on the highway.

### **SPECTATORS AREA**

### Main Grandstand:

• The unique double frontage Main Grandstand, which accommodates 30,000 spectators, is equipped with numbered seats. It is devided into two sections; the North Wing and the South Wing, each with a Lower level and an Upper level.

### Lower Level:

- 9 rows of seating
- 18 Corporate Boxes
- 11 retail outlets
- Toilets
- Prayer rooms

### **Upper Level:**

- 5 rows of seating
- 18 Corporate Suites
- 42 Speaker cabins
- The Canopy Tower at the end of the Main Grandstand is a 3-storey tower with capacity for 1,100 spectators.

### **Natural Stands:**

• There are 4 natural Stands situated around the Circuit. They can accommodate 100,000 spectators at any one time. Spectators will enjoy the racing thrills from any vantage point.

### PIT BUILDING SPECIFICATIONS

### **Ground Floor:**

- 350m length, 24m to 30m in width
- 30 pit garages each with an area of 8m wide, 24m deep
- 15 team rooms
- Photographers areas
- 2 prayer rooms
- Parc ferme enclosure 155m3
- Scrutineering Bay 155m3
- Storage area
- 2 tunnels for under circuit external access, 6m wide

### **Mezzanine Floor:**

- Race Control Room, 64m2
- Time Keeping Room, 55m2
- 12 Offices, for the FIA and FOA
- 2 Conference Rooms
- Main Office Rooms
- Winners Podium
- Interview Room
- Media Centre (for approximately 500 journalists)
- Hospitality area with freight elevator

### **Second Floor:**

- Royal Lounge and garden
- Further Hospitality area

### Points of interest:

Earthworks have included the movement of approximately 9,000,000m3 of soil approximately 10,000m2 of aluminium cladding was used 10,000 palm trees have been planted around the circuit and parking areas. SIC built their own asphalt and concrete plant plants along with a workers village, up to 2000 workers worked on the circuit at the same time

### **SEPANG F1 CIRCUIT ARCHITECT:**

Hermann Tilke, Dipl.-Ing. Tilke GmbH Krefelder StraBe 147 D-52070 Aachen Germany.

### **HISTORY**

Sepang F1 Circuit is undoubtedly a landmark for the motoring fraternity. Malaysia has virtually set a minimum standard for future F1 circuits around the world, the general opinion of the motorsports world, with the construction of Malaysia's Home of Motorsports.

Sculptured on a 260 hectare oil palm plantation, Sepang F1 circuit sets records from the moment it had its earth-breaking ceremony. Built with the concept of a 'natural stadium', it required more than 9 million cubic meters of earth to be removed. To retain its scenic green, more than 5,000 palm trees were planted around the circuit. As time goes by, more trees were planted further adding to the beauty of the circuit.

The 5,543 meter long track features 15 corners and 8 straights including two high-speed stretches. With a minimum width of 16 meters, the track allows ample opportunities for overtaking, ensuring a suspenseful and thrilling race. The widest part of the track spreads up to 22 meters. The unique criterion of the circuit is that it can be split in to two circuits when required. The split circuits are situated on both sides of the circuit, the north side, and the south side with lengths of 2.8 km and 2.6 km respectively, thus allowing two races to run concurrently.

The track is built using a specially formulated bitumen compound, which is smooth and not too abrasive to suit the Malaysian climate and year-round use. Smooth river stones were used for the gravel beds along the track. When you first step foot at the circuit, you will pass through the Welcome Center, the gateway to the grandstand and the nerve center for the circuits administrative activities. Apart from housing offices, the Welcome Center also houses a restaurant, a souvenir shop, and an automotive museum.

The heart and focal point of the circuit is the Pit Building. Facing the main grandstand, all the racing facilities are housed here: 33 pits, race control center, time-keeping room, paddock clubs, and race management offices. Each of the fully air-conditioned pit boxes are 8 meters wide, and 24 meters long. Each block of two pits has three air-conditioned offices equipped with telecommunication lines, team common room (team hospitality area), and a kitchen.

The exclusive paddock clubs on the first floor comes with their own parking and private access. For royal and VVIP guests, there is the Perdana Suite situated on the second floor of the pit building that can accommodate 250 people.

A landscaped mall area has been designed with the purpose of connecting the north and south grandstand to form the Main Grandstand area. In the main grandstand is the prime location for trade and vending, exhibition, food and beverage, amenities, and souvenir outlets during any racing event.

100



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NO.	TICKET CATEGORY	NORMAL PRICE	MAYBANK 25% OFF*	KAD SISWA 1M BUY-1-FREE-1**
٧	MAIN GRANDSTAND - NORTH UPPER TIER	- NORTH UPPER TIE	æ	
_	Diamond	Sold Out	Not Available	Not Available
2	Sapphire 🕒	1,763.00	1,323.00	Not Available
က	Emerald 🖨	1,763.00	1,323.00	Not Available
4	Ruby 🖨	1,323.00	993.00	Not Available
	MAIN GRANDSTAND	- NORTH LOWER TI	ER	
-	Crystal 🖨 🖶	1,213.00	910.00	Not Available
2	Turquoise 🖨 📇	993.00	745.00	Not Available
က	Jade 69 + 🖳	883.00	993.00	Not Available
4	Garnet 💠	773.00	580.00	Not Available
U	MAIN GRANDSTAND	- SOUTH UPPER TIER	~	
_	Topaz	773.00	580.00	776.00
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-	Citrine	553.00	415.00	556.00
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-	Tower North Lower Tier	553.00	415.00	556.00
2	Tower South Lower Tier	553 00	415 00	556.00

**	MAIN GRANDSTAND	ND - TOWER		
_	Tower North Lower Tier	er 553.00	415.00	556.00
2	Tower South Lower Tier	553.00	415.00	556.00
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4	Tower 2	Not Available	Not Available	Not Available
Ų	GRANDSTANDS			
_	KI G+F	00:699	Not Available	Not Available
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9	HILLSTANDS			
_	C2 Covered	123.00	Not Available	Not Available
7	K2 Uncovered	93.00	Not Available	Not Available
3	C1 Uncovered	63.00	Not Available	Not Available
4	C3 Uncovered	63.00	Not Available	Not Available
TICK Pric		*MAYBANK PROMO TERMS & CONDITIONS: 25% OFF Grandstand Tickets		**KAD SISWA 1M TERMS & CONDITIONS: Buy-1 free-1
*A tiq	A ticket is required for children 7 : 1. years old and above.	<ol> <li>Only applicable to Maybankard N MasterCard Credit and Debit card.</li> </ol>	Visa and : 1. Promotion valid only.	<ol> <li>Promotion valid for Kad Siswa 1M card holder only.</li> </ol>
*Free	Free entry on 22nd March 2013. : 2.	<ol><li>Kindly present Maybankard Visa or MasterCard when making purchase For online purchase</li></ol>	2.	Present your 'KAD SIM' for verification purpose prior to any transaction
INC	NCLUSIVE OF:	Cardmember needs to enter the first 6-digits of	<u>ښ</u>	Each card holder is entitled to purchase a
ŧU.	 0	his/her Maybankard into the Promotional Code		maximum of $(2+2)$ tickets, including free tickets.
IJL		process and then select the presented Maybank	·	יאומיו הם ווויאספת סוו וופפ

5. Offer validity: 1 Jan 2013 till 17 Mar 2013.

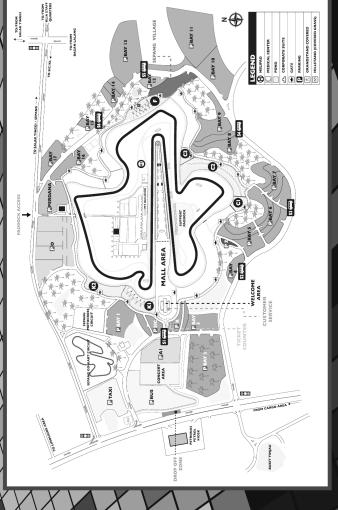
Food & beverages

Maybank Specials price will not be presente 3. Payment must be made using Maybankard or MasterCard. 4. Offer validity: 1 Jan 2013 till 17 Mar 2013

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_	PAI	RM200 (2 days)	delivery optio
2	Bay 1	RM150 (2 days)	ends on 10 M
3	Bay 2 & Bay 3	RM100 (2 days)	are, subject March rare
4	Bay 4 - Bay 17 (except Bay 12)   RM50 (per day - coupon)	RM50 (per day - coupon)	basis at circui
5	Bay 12	RM100 (2 days)	<ul> <li>Parking stick</li> </ul>
80	BIKE & DISABLED FRIENDLY PARK	PARKING	on a first-co
_	Zd	RM5 (per entry)	respective par
U	SNS		<ul> <li>Presules stick</li> </ul>

RM300 (2 days)

ars for Bay 4 to Bay 17 are sold me-first-serve basis on 22-24 he point-of-entry into each



timetable is subject to amendments (29 Jan. 2013). pcircuit.com for more updated Race Schedule

I. Ticketing & Merchandising Booth @ KL Sentra

Date : 2nd Jan - 24th March 2013

Time : 9.30am - 9.30pm

16:00 - 18:00

Sunday, 24 March 2013

10:00 - 1130 14:00 - 15:30

Friday, 22 March 2013 Practice 1 Practice 2

13:00 - 14:00

Saturday, 23 March 2013 Practice 3

# M

Venue: Centre Court, Concourse Level, Suria KLCC

Date : 16th - 24th March 2013 Time : 10.00am - 10.00pm

Venue: Ampang Rotunda, Ground Floor (AR-G),

2. Ticketing & Merchandising Booth @ KLCC Venue: Booth No. 1, Level 1, KL Sentral

Date : 15th Feb - 15th March 2013 Time : 10.00am - 10.00pm



### MALAYSIAN SCHOOLS PIT LANE WALK

enue: Tunnel 2, Main Grandstand

re information, log on to spangcircuit.com

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### **AUTOGRAPH SESSION**



# F1 DRIVERS INTRODUCTION

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