

Race Preview

2015 MALAYSIAN GRAND PRIX
27-29 March 2015



Following Lewis Hamilton's emphatic victory in the opening round of the 2015 Formula One World Championship in Australia a fortnight ago, the heat of competition increases this weekend as F1's teams move to Malaysia's Sepang Circuit.

Traditionally one of the hottest races of the year, the Malaysian Grand Prix demands much of both driver and car. For drivers, preparations for the high temperatures and energy-sapping humidity begin early and many racers arrive here well in advance of the race weekend to acclimatise to conditions that can see them losing up to four litres of fluid during the race.

The race weekend is no less demanding on cars, with power units, and in particular the turbocharger, under pressure because of two long straights and also because of the difficulty in maintaining effective cooling.

The punishment extends to tyres and Sepang is noted for the abrasive nature of its track surface and the heavy loads put on tyres. Indeed, with a number of high-speed, sweeping turns, lateral loads are high and the front-left tyre in particular takes a beating. With those attributes in mind Pirelli will this weekend provided the hardest tyres in its range.

The final challenge is presented by the always unpredictable Malaysian weather and race weekends have often been affected by heavy downpours. After the 2009 race was cut short by torrential rain, the start time was brought back from 5pm local, a time of day when heavy rain often falls, to 4pm. Following new guidelines, this year's start has been brought back a further hour, to 3pm, in the hope of missing whatever the climate throws the circuit's way.

All told, it's a race where the variables often stack up to provide a far from predictable outcome. And that means Sunday could be very interesting indeed.

CIRCUIT DATA

SEPANG CIRCUIT

Length of lap:

5.543km

Lap record:

1:34.223 (Juan Pablo Montoya, BMW-Williams, 2004)

Start line/finish line offset:

0.000km

Total number of race laps:

56

Total race distance:

310.408km

Pitlane speed limits:

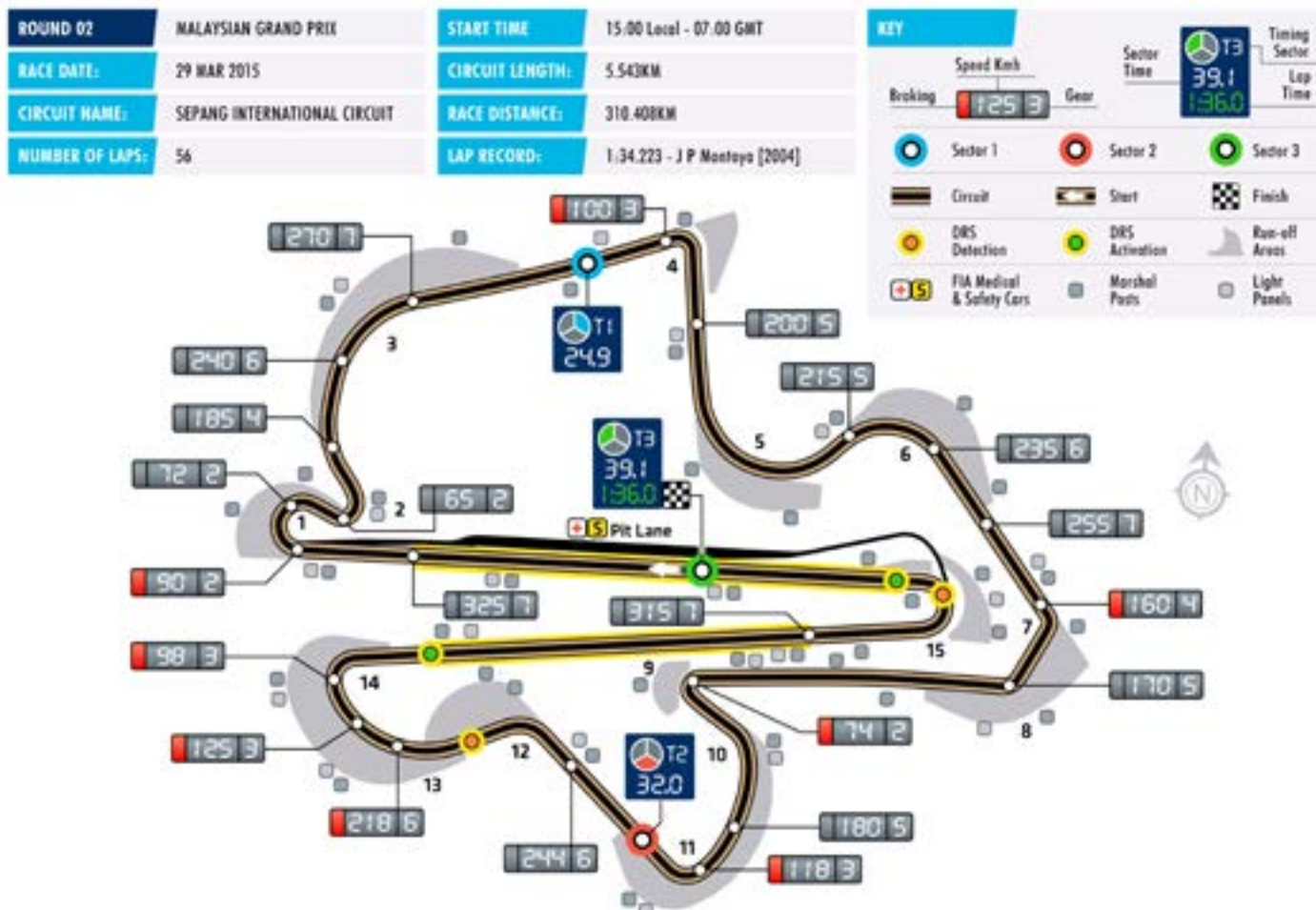
80km/h in practice, qualifying, and the race

CIRCUIT NOTES

- ▶ Additional debris fences have been added on the pit wall to protect start-line marshals.
- ▶ Specific attention will be paid to levelling the grass verges as bumps are continually developing.

DRS ZONES

- ▶ The DRS zones for this year's race will be the same as those used in 2014. The DRS sectors will be between Turns 14 and 15 and Turns 15 and One. The first zone has a detection point 54m after Turn 12 and an activation point 104m after Turn 14. The detection point of zone two is 16m after the Turn 15 apex followed by activation 28m after Turn 15.



Malaysian GP Fast Facts

- ▶ This will be the 17th time that Malaysia has hosted a Formula One race. The Sepang Circuit made it's F1 calendar bow in 1999 and has been ever-present since.
- ▶ The race's place on the calendar has changed, however. The first two grands prix here occupied a date in October but in 2001 it moved to the early-season slot it is best known for.
- ▶ The inaugural race was won by Eddie Irvine, driving for Ferrari. It was the last of four career wins for the Northern Irish driver. All of them came in 1999, when he remained in contention for the drivers' title right up to the final race in Japan, where he lost out to McLaren's Mika Hakkinen by two points.
- ▶ The Malaysian Grand Prix has been won by nine drivers, with four of those claiming victory multiple times. Three drivers – Michael Schumacher, Fernando Alonso and Sebastian Vettel – have won the event three times, while Kimi Räikkönen has won twice here.
- ▶ Whereas Michael Schumacher (Ferrari) and Vettel (Red Bull Racing) scored all their wins with a single team, Alonso's three wins were scored with three different constructors. His maiden Malaysian victory in 2005 was scored with Renault. His second, in 2007, was for McLaren and his most recent visit to the top step was with Ferrari in 2012. Räikkönen won in 2003 for McLaren and in 2008 for Ferrari.
- ▶ The other winners of this race are Ralf Schumacher, Williams (2002), Giancarlo Fisichella, Renault (2006), Jenson Button, Brawn GP (2009), and Lewis Hamilton, Mercedes (2013).
- ▶ Of the drivers who have raced here more than once, only Nico Hulkenberg and Lewis Hamilton have a perfect points scoring record. Hulkenberg has featured in the top 10 in each of his four starts, while Hamilton has scored points in all eight of his outings here.
- ▶ Ferrari are the most successful constructors here. The Italian team have six wins. Red Bull Racing have three, while McLaren have two.
- ▶ Two of the rookies racing here this weekend have prior experience of the Sepang Circuit. Sauber's Felipe Nasr first raced here in GP2 in 2012, finishing third in the sprint race for DAMS. He returned the following year with Carlin and finished second in the sprint race. Toro Rosso's Carlos Sainz made an early career appearance at Sepang, racing in the Formula BMW Pacific championship in 2010, winning the second and fourth events of a four-race weekend. The winner of the other two races that weekend was none other than Red Bull Racing's Daniil Kvyat.
- ▶ The Malaysian Grand Prix has been won from pole nine times from 16 races. Fernando Alonso's 2012 win was achieved from an eighth-place start, the farthest back anyone has won from.
- ▶ No current driver has raced at every Malaysian GP, but Button comes close. The Briton has raced 15 of 16 races that have been held at Sepang and has finished all but three of those.

Malaysian GP Race Stewards Biographies

PAUL GUTJAHR

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

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



RADOVAN NOVAK

SEC. GENERAL OF THE ACCR (AUTOCLUB OF THE CZECH REPUBLIC); WORLD MOTOR SPORT COUNCIL MEMBER

Radovan Novak has been actively involved in motorsport since 1963 and rose to become Secretary General of the ACCR in 1990. Since 1991 he has held the role of President of the FIA Central Europe Zone and over the past two decades he has acted as a steward and observer in WRC and ERC rallies, EC autocross and rallycross events and WTCC and GT races. He has been a Formula One steward since 1994. From 1994 to 2006, he was a member of the FIA Off-road Commission and was made a member of the World Motor Sport Council in 1998. In 2000 he became a member of the Sport Commission at the Ministry of Sport of the Czech Republic. An avid racer and co-driver, Novak has won a number of Czech rallying events.



MICK DOOHAN

FIVE TIMES 500cc MOTORCYCLE WORLD CHAMPION

Born in Brisbane, Doohan raced in the Australian Superbike series in the late 1980s before switching to the top international 500cc class in 1989. In partnership with Honda he dominated top-level racing in the '90s, winning five consecutive titles between 1994 and 1998. He retired from the sport in 1999 but continued to work with Honda as General Manager of its Racing Corporation. He also acted as a consultant to MotoGP promoter Dorna Sports from 2000-2008. He has been an academy member of Laureus since 2010 and is the Chairman and Director of Competition for the Australian Karting Association. Doohan has served on the board of Rally Australia and the Confederation of Australian Motor Sports. He was made a Member of the Order of Australia in 1996 and was awarded the Australian Sports Medal in 2000.



Malaysian GP

Formula One Timetable & FIA Media Schedule

THURSDAY

Press conference 15.00

FRIDAY

Practice session 1 10.00-11.30

Practice session 2 14.00-15.30

Press conference 16.00

SATURDAY

Practice session 3 14.00-15.00

Qualifying 17.00-18.00

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 13.30

Race 15.00

Followed by podium interviews and press conference

ADDITIONAL MEDIA OPPORTUNITIES

QUALIFYING

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

RACE

Any driver retiring before the end of the race will be made available at his team's garage/hospitality.

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

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