



# 2016 FORMULA 1

PETRONAS MALAYSIA GRAND PRIX  
KUALA LUMPUR  
30 SEPTEMBER - 01-02 OCTOBER

formulaone<sup>TM</sup>media  
OFFICIAL MEDIA KIT





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**MEDIA GUIDES**

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## 2016 FORMULA ONE PETRONAS MALAYSIA GRAND PRIX

### ORGANISING COMMITTEE

Chairman	:	Tan Sri Mokhzani Tun Dr Mahathir
Chief Executive Officer	:	Dato' Ahmad Razlan Ahmad Razali
Secretary / PA to CEO	:	Erny Marlina Mohsen
Chief Commercial Officer	:	Sharmila Nadarajah
Chief Finance Officer	:	Eddy Rashdan Mohd
Head Of Operations	:	Zulkahar Khamis
Marketing & Communications	:	Amiel Junita Nasir
Human Resource	:	Solahuddin Mohd Saad
Track & Sporting	:	Tham Hyok Hwei
Corporate Business Acquisition	:	Rasidah Surif
Security	:	Mohd Mulyadi Mansor
Media Centre	:	Nor Lina Ayob
Creative Services	:	Fara Ahmad Fuad
Broadcasting	:	Sayuthi Iskandar Saad
Website	:	Ahmad Zhafri Abni Habban
Event & Activities	:	Faisal Muhammad
Event Operations	:	Muhammad Nizam Omar
Ticketing & Customer	:	Yong Chee Kee
F&B	:	Mashithah Hashim
IT Support	:	Rames Sannathamby
Race Management	:	Fazli Mukhtar Affandi
Team Servicing	:	Kalaiwani Munusamy
Business Development	:	Diah Talib





## **2016 FORMULA ONE PETRONAS MALAYSIA GRAND PRIX**

### **LIST OF RACE OFFICIALS**

#### **NATIONAL OFFICIALS**

National Steward  
Clerk of the Course  
Deputy Clerk of the Meeting  
Secretary of the Meet  
Chief National Scrutineer  
Chief National Medical Officer

TBA  
Fazli Mukhtar Affandi  
Azmi Ariffin  
Nur Syazana Abu Nawar  
Erza Anas  
Dato Dr. Mohd Zin B. Bidin

#### **F.1.A OFFICIALS**

FIA Stewards of the Meeting

Race Director  
Safety Delegate  
Permanent Delegate  
Medical Delegate  
Technical Delegate  
FIA Formula One Head of Communication  
And Media Delegate  
Observer  
Safety Car Driver  
Medical Car Driver

1) Tim Mayer  
2) Steve Chopping  
3) Derek Warwick  
Charlie Whiting  
Charlie Whiting  
Charlie Whiting  
Dr. Jean-Charles Piette  
Jo Bauer  
Matteo Bonciani  
  
Herbie Blash  
Bernd Maylander  
Alan Van Der Merwe

#### **SUPPORT RACES**

National Stewards  
Clerk of the Course  
Deputy Clerk of the Course  
Secretary of the Meet

TBA  
M.Ravin  
Tham Hyok Hwei  
Indra Zawawi



## Event Schedule

### THURSDAY

09:30		FORMULA ONE	MEDICAL INSPECTION
10:00	16:00	FORMULA ONE	INITIAL SCRUTINEERING
12:00		GP3 SERIES	DRIVERS' MEETING
12:30		GP2 SERIES	DRIVERS' MEETING
13:00	15:00	FORMULA ONE	TRACK CLOSED FIA/FOM SYSTEMS CHECKS TRACK ACCESS RESTRICTED TO FIA/FOM ONLY
13:00		PORSCHE CARRERA CUP ASIA	DRIVERS' MEETING
13:45		FORMULA ONE	TRACK INSPECTION, TRACK COMPLETELY CLEAR
14:00	15:00	FORMULA ONE	HIGH SPEED TRACK TEST – FIA SAFETY AND MEDICAL CARS
15:00		FORMULA ONE	PRESS CONFERENCE – PRESS ROOM
15:15	15:45 <sup>1</sup>	GP3 SERIES	PRACTICE SESSION
16:00		FORMULA ONE	TEAM MANAGERS' MEETING
16:05	16:35 <sup>1</sup>	GP2 SERIES	PRACTICE SESSION
16:55	17:25 <sup>1</sup>	PORSCHE CARRERA CUP ASIA	PRACTICE SESSION
17:50	18:20 <sup>1</sup>	TCR INTERNATIONAL SERIES	PRACTICE SESSION

### FRIDAY

08:00		FORMULA ONE	MEDICAL INSPECTION
08:15	08:30	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
08:40	09:10	TCR INTERNATIONAL SERIES	QUALIFYING SESSION
09:30	09:40	FORMULA ONE	TRACK INSPECTION
<b>10:00</b>	<b>11:30<sup>1</sup></b>	<b>FORMULA ONE</b>	<b>FIRST PRACTICE SESSION</b>
11:55	12:25	PORSCHE CARRERA CUP ASIA	QUALIFYING SESSION
12:30	13:40	FORMULA ONE	Paddock Club Pit Lane Walk
13:30	13:40	FORMULA ONE	TRACK INSPECTION
<b>14:00</b>	<b>15:30<sup>1</sup></b>	<b>FORMULA ONE</b>	<b>SECOND PRACTICE SESSION</b>
15:55	16:25	GP2 SERIES	QUALIFYING SESSION
16:00	17:00	FORMULA ONE	PRESS CONFERENCE – PRESS ROOM
16:50	17:20	GP3 SERIES	QUALIFYING SESSION
17:00		FORMULA ONE	DRIVERS' MEETING
<b>17:45*</b>	<b>18:15<sup>2</sup></b>	<b>TCR INTERNATIONAL SERIES</b>	<b>FIRST RACE (11 LAPS OR 25 MINS)</b>
18:30	19:15	TRACK ACTIVITY	MARSHAL PIT LANE WALK

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

PLEASE NOTE THAT THIS TIMETABLE IS SUBJECT TO AMENDMENTS

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## SATURDAY

09:30		FORMULA ONE	MEDICAL INSPECTION
09:45	10:00	FORMULA ONE	TRACK INSPECTION AND SAFETY CAR TEST
10:20		GP3 SERIES	PIT LANE OPEN
10:25		GP3 SERIES	PIT LANE CLOSED
<b>10:30*</b>	<b>11:15<sup>2</sup></b>	<b>GP3 SERIES</b>	<b>FIRST RACE (19 LAPS OR 40 MINS)</b>
11:35		GP2 SERIES	PIT LANE OPEN
11:40		GP2 SERIES	PIT LANE CLOSED
<b>11:50*</b>	<b>12:55<sup>2</sup></b>	<b>GP2 SERIES</b>	<b>FIRST RACE (31 LAPS OR 60 MINS)</b>
13:00	13:45	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
13:30	13:40	FORMULA ONE	TRACK INSPECTION
<b>14:00</b>	<b>15:00<sup>1</sup></b>	<b>FORMULA ONE</b>	<b>THIRD PRACTICE SESSION</b>
<b>15:30*</b>	<b>16:00<sup>2</sup></b>	<b>TCR INTERNATIONAL SERIES</b>	<b>SECOND RACE (11 LAPS OR 25 MINS)</b>
16:30	16:40	FORMULA ONE	TRACK INSPECTION
<b>17:00</b>	<b>18:00</b>	<b>FORMULA ONE</b>	<b>QUALIFYING SESSION</b>

## SUNDAY

09:00		FORMULA ONE	MEDICAL INSPECTION
09:15	09:25	FORMULA ONE	MARSHALLING SYSTEM TRACK TEST
09:55		GP3 SERIES	PIT LANE OPEN
10:00		GP3 SERIES	PIT LANE CLOSED
<b>10:05*</b>	<b>10:40<sup>2</sup></b>	<b>GP3 SERIES</b>	<b>SECOND RACE (14 LAPS OR 30 MINS)</b>
11:05		GP2 SERIES	PIT LANE OPEN
11:10		GP2 SERIES	PIT LANE CLOSED
<b>11:20*</b>	<b>12:10<sup>2</sup></b>	<b>GP2 SERIES</b>	<b>SECOND RACE (22 LAPS OR 45 MINS)</b>
<b>12:35*</b>	<b>13:10<sup>2</sup></b>	<b>PORSCHE CARRERA CUP ASIA</b>	<b>RACE (14 LAPS OR 30 MINUTES)</b>
13:15	14:30	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
13:30		FORMULA ONE	DRIVERS' TRACK PARADE
13:45	14:15	FORMULA ONE	STARTING GRID PRESENTATION
14:00		FORMULA ONE	MEDICAL INSPECTION
14:10	14:20	FORMULA ONE	TRACK INSPECTION
14:30		FORMULA ONE	PIT LANE OPEN
14:45		FORMULA ONE	PIT LANE CLOSED GRID FORMATION
14:46		FORMULA ONE	NATIONAL ANTHEM
14:47		AIR DISPLAY TBC	TBC
<b>15:00*</b>	<b>17:00<sup>2</sup></b>	<b>FORMULA ONE</b>	<b>GRAND PRIX (56 LAPS OR 120 MINS)</b>



## **MEDIA FACILITIES**

### **KEY MEDIA CENTRE PERSONNEL**

#### **FIA FORMULA ONE HEAD OF COMMUNICATION AND MEDIA DELEGATE**

Matteo Bonciani

#### **NATIONAL PRESS OFFICER**

Nor Lina Ayob  
HP: 019 317 4555

#### **ASSISTANT NATIONAL PRESS OFFICER**

Faliq Iman Bin MohdRazip  
Email: faliqrazip@malaysiangp.com

### **PRESS CONFERENCE SCHEDULE**

**Thursday, 15.00 hrs**, in the Press Conference Room:

For a maximum of six drivers, chosen by the FIA F1 Head of Communication and Media Delegate.

**Friday, 16.00 hrs**, in the Press Conference Room:

Six team personalities, chosen by the FIA F1 Head of Communication and Media Delegate.

**Saturday, follow the qualifying sessions:**

TV interview with top three drivers of the qualifying session

**Saturday, after the unilateral interview, in the Press Conference Room:**

Post-Qualifying Press Conference with top three drivers of the qualifying session

**Sunday, following the podium celebrations:**

TV interview with top three finishing drivers

**Sunday, after the unilateral interview**, in the Press Conference Room:

Post-Race Press Conference with top three finishing drivers

Note:

Photographers are kindly requested to use the steps that have been provided behind the row for the journalists.

All TV interviews and press conference will be transmitted into the Media Centre.





## 2016 FIA Formula One World Championship® Race Calendar

01 2016 FORMULA 1 ROLEX AUSTRALIAN GRAND PRIX (Melbourne)	18 - 20 Mar
02 2016 FORMULA 1 GULF AIR BAHRAIN GRAND PRIX (Sakhir)	01 - 03 Apr
03 2016 FORMULA 1 PIRELLI CHINESE GRAND PRIX (Shanghai)	15 - 17 Apr
04 2016 FORMULA 1 RUSSIAN GRAND PRIX (Sochi)	29 - 01 May
05 FORMULA 1 GRAN PREMIO DE ESPAÑA PIRELLI 2016 (Catalunya)	13 - 15 May
06 FORMULA 1 GRAND PRIX DE MONACO 2016 (Monte Carlo)	26 - 29 May
07 FORMULA 1 GRAND PRIX DU CANADA 2016 (Montréal)	10 - 12 Jun
08 2016 FORMULA ONE GRAND PRIX OF EUROPE (Baku)	17 - 19 Jun
09 FORMULA 1 GROSSER PREIS VON ÖSTERREICH 2016 (Spielberg)	01 - 03 Jul
10 2016 FORMULA 1 BRITISH GRAND PRIX (Silverstone)	08 - 10 Jul
11 FORMULA 1 MAGYAR NAGYDÍJ 2016 (Budapest)	22 - 24 Jul
12 FORMULA 1 GROSSER PREIS VON DEUTSCHLAND 2016 (Hockenheim)	29 - 31 Jul
13 2016 FORMULA 1 BELGIAN GRAND PRIX (Spa-Francorchamps)	26 - 28 Aug
14 FORMULA 1 GRAN PREMIO HEINEKEN D'ITALIA 2016 (Monza)	02 - 04 Sep
15 2016 FORMULA 1 SINGAPORE AIRLINES SINGAPORE GRAND PRIX (Singapore)	16 - 18 Sep
<b>16 2016 FORMULA ONE PETRONAS MALAYSIA GRAND PRIX (Kuala Lumpur)</b>	<b>30 Sep - 02 Oct</b>
17 2016 FORMULA 1 EMIRATES JAPANESE GRAND PRIX (Suzuka)	07 - 09 Oct
18 2016 FORMULA 1 UNITED STATES GRAND PRIX (Austin)	21 - 23 Oct
19 FORMULA 1 GRAN PREMIO DE MÉXICO 2016 (Mexico City)	28 - 30 Oct
20 FORMULA 1 GRANDE PRÊMIO DO BRASIL 2016 (São Paulo)	11 - 13 Nov
21 2016 FORMULA 1 ETIHAD AIRWAYS ABU DHABI GRAND PRIX (Yas Marina)	25 - 27 Nov





2016  
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## Revving up the weekend at the 2016 Formula One PETRONAS Malaysia Grand Prix

**KUALA LUMPUR** – Featuring the theme *Experience Redef1ned*, the 2016 Formula One PETRONAS Malaysia Grand Prix promises to bring fans the most memorable Formula One race yet. From 30 September to 2 October 2016, adrenaline junkies and speed enthusiasts alike will experience 56 laps of pure sportsmanship, professionalism, class and speed as world renowned drivers from all over the world compete for a place on the podium.

As announced in January, the 2016 Formula One PETRONAS Malaysia Grand Prix is the 16<sup>th</sup> race in a 21-race calendar, slotted directly after the Formula One Singapore Grand Prix. To capitalise on the hype of the race, Sepang International Circuit (SIC) has introduced the GP2 and GP3 series as official support races for the F1 Malaysia Grand Prix.

“The introduction of the GP2 and GP3 races adds an important element of local interest as we have two talented Malaysian drivers, Nabil Jeffri and Akash Neil Nandy competing this season. Besides encouraging more local fans to come to Sepang to support our boys, hosting these support races also contributes to the development of four-wheel motorsports in Malaysia. With greater local awareness of the support races, we hope to generate interest and sponsorship from the private sector so that more aspiring drivers can have the opportunity to hone their talents. In the long run, we hope that one day, Malaysia can produce a champion in the F1 Grand Prix,” said Dato’ Razlan Razali, Chief Executive Officer of SIC.

The heat is on for the local drivers and fans will surely be in for a treat, watching them compete in their home circuit. However, the excitement of the event doesn’t end there. A wide array of activities awaits the spectators at the 18<sup>th</sup> edition of the world’s premier four-wheel championship in Malaysia. “The public can look forward to new activities for the whole family that expands from last year’s Family Carnival concept. We want to encourage families to make the Formula One a weekend outing and also nurture more young Formula One fans,” Dato’ Razlan added.

In line with the theme, this year’s off-track activities are designed with fun for the family in mind. To encourage and nurture love for the sport, the Xtrack experience features a line-up of motorsports-related activities such as drifting, karting, a kids’ driving school, ATV rides and the return of the highly competitive Strider Cup. The whole family can enjoy the mini golf course, picnic facility, or check out the F1 Fan Zone Stage for exciting performance and activities throughout the day.

For those wanting to get close to their favourite drivers and teams, fan activities such as the Drivers’ Autograph Session, Drivers’ Fan Forum and Malaysian School Pit Lane Walk presents spectators with great opportunities to do so. It would not be a true Formula One event without the opportunity to



stock up on one's favourite team merchandise. Fans can enjoy an abundant selection at the Mall Area, with souvenirs and memorabilia, limited edition merchandise, accessories and many more items to bring out your passion for the sport. For something different, catch some boxing in Sepang at the Malaysia Professional Boxing Championship scheduled for 7pm on 1 October.

The fun does not end there, as the After-race Concert headlined by Usher and featuring local artistes like Fazura and Natasha Sass is set to entertain the audience with their best hits. Just one ticket entitles fans to enjoy the race over the whole weekend plus entrance to the concert.

2016 Formula One PETRONAS Malaysia Grand Prix ticket prices begin from as low as RM169.60 – with tickets ranging from RM360.40 to RM1,876.20 for seats in the Main Grandstand, RM466.40 for the Tower, RM296.80 and RM699.60 for Grandstands F and K1 respectively, and RM169.60 for the C2 Hillstand. Star Stand tickets are available at RM183.38. There are various ticket packages with exclusive merchandise available for purchase. More luxurious options are also available, including the Formula One Paddock Club, Corporate Suites and hospitality lounges. The Ferrari and Red Bull Team Tribune pass are still available for purchase, whereas the Mercedes AMG Petronas Tribune has sold out.

Child tickets for children aged 7 to 12 are available with up to 50% price reduction, while disabled\* spectators can also purchase tickets at 50% off for accessible seating zones. The public can also pre-purchase F&B package options for RM26.50 for extra convenience during the race weekend.

The Formula One tickets can be purchased:

- online at SIC's website [www.sepangcircuit.com](http://www.sepangcircuit.com)
- in person at the circuit
- from a ticketing agent - just check the location from SIC's website - <https://www.sepangcircuit.com/searchticket>
- by calling the SIC TICKET HOTLINE at 03-8778 2222

To find out more about the hospitality packages, ticket pricing and activities lined up, visit SIC's website at [www.sepangcircuit.com](http://www.sepangcircuit.com) and keep track of announcements on SIC's Facebook page at <https://www.facebook.com/sepanginternationalcircuit> and Instagram account at <https://www.instagram.com/sepangcircuit/>

*\* To purchase disabled tickets, fans will need to show their disabled person card to get the discount.*

*Ends*

For more information, please contact SIC National Press Officer Nor Lina Ayob at [norlina.ayob@sepangcircuit.com](mailto:norlina.ayob@sepangcircuit.com).



## TEAMS/ DRIVERS LINE UP 2016

	<b>DRIVER</b>	<b>NATIONALITY</b>	<b>CONSTRUCTOR</b>
1	Lewis HAMILTON	British	Mercedes AMG Petronas F1 Team
2	Nico ROSBERG	German	Mercedes AMG Petronas F1 Team
3	Max VERSTAPPEN	Dutch	Red Bull Racing
4	Daniel RICCIARDO	Australian	Red Bull racing
5	Kimi RAIKKONEN	Finnish	Scuderia Ferrari
6	Sebastian VETTEL	German	Scuderia Ferrari
7	Jenson BUTTON	British	McLaren Honda
8	Fernando ALONSO	Spanish	McLaren Honda
9	Esteban GUTIERREZ	Mexican	Haas F1 Team
10	Romain GROSJEAN	French	Haas F1 Team
11	Marcus ERICSSON	Swedish	Sauber F1 Team
12	Felipe NASR	Brazilian	Sauber F1 Team
13	Sergio PEREZ	Mexican	Sahara Force India F1 Team
14	Nico HULKENBERG	German	Sahara Force India F1 Team
15	Felipe MASSA	Brazilian	Williams Martini Racing F1 Team
16	Valtteri BOTTAS	Finnish	Williams Martini Racing F1 Team
17	Daniil KVIAT	Russian	Scuderia Toro Rosso
18	Carlos SAINZ JR	Spanish	Scuderia Toro Rosso
19	Kevin MAGNUSSEN	Danish	Renault Sport F1 Team
20	Jolyon PALMER	British	Renault Sport F1 Team
21	Pascal Wehrlein	German	Manor Racing MRT
22	Esteban Ocon	French	Manor Racing MRT





## GRAND Constructors' Championship 2016

### FORMULA 1 SINGAPORE AIRLINES SINGAPORE PRIX – Singapore

ENTRANT	AUS	BRN	CHN	RUS	ESP	MON	CAN	EUR	AUT	GBR	HUN	GER	BEL	ITA	SIN	MAS	JPN	USA	MEX	BRA	UAE	POINTS	
Mercedes AMG Petronas F1	43 <sub>1</sub> 2	40 <sub>1</sub> 3	31 <sub>1</sub> 7	43 <sub>1</sub> 2	NC NC	31 <sub>1</sub> 7	35 <sub>1</sub> 5	35 <sub>1</sub> 5	37 <sub>1</sub> 4	40 <sub>1</sub> 3	43 <sub>1</sub> 2	37 <sub>1</sub> 4	40 <sub>1</sub> 3	43 <sub>1</sub> 2	40 <sub>1</sub> 3								538
Red Bull Tag Heuer	12 <sub>4</sub> NC	18 <sub>4</sub> 7	27 <sub>3</sub> 4	11 NC	37 <sub>1</sub> 4	18 <sub>2</sub> NC	18 <sub>4</sub> 7	10 <sub>7</sub> 8	28 <sub>2</sub> 5	30 <sub>2</sub> 4	25 <sub>3</sub> 5	33 <sub>2</sub> 3	18 <sub>2</sub> 11	16 <sub>5</sub> 7	26 <sub>2</sub> 6								316
Ferrari	15 <sub>3</sub> NC	18 <sub>2</sub> NC	28 <sub>2</sub> 5	15 <sub>3</sub> NC	33 <sub>2</sub> 3	12 <sub>4</sub> NC	26 <sub>2</sub> 6	30 <sub>2</sub> 4	15 <sub>3</sub> NC	12 <sub>5</sub> 9	20 <sub>4</sub> 6	18 <sub>5</sub> 6	10 <sub>6</sub> 9	27 <sub>4</sub> 5	22 <sub>4</sub> 5								301
Force India Mercedes	6 <sub>7</sub> 13	15 16	11 15	2 <sub>9</sub> NC	6 <sub>7</sub> NC	23 <sub>3</sub> 6	5 <sub>8</sub> 10	17 <sub>3</sub> 9		14 <sub>6</sub> 7	1 <sub>10</sub> 11	7 <sub>7</sub> 10	22 <sub>4</sub> 5	5 <sub>8</sub> 10	4 <sub>8</sub> NC								112
Williams Martini Racing	14 <sub>5</sub> 8	6 <sub>8</sub> 9	9 <sub>6</sub> 10	22 <sub>4</sub> 5	14 <sub>5</sub> 8	1 <sub>10</sub> 12	15 <sub>3</sub> NC	9 <sub>6</sub> 10	2 <sub>9</sub> 20	11 14	2 <sub>9</sub> 18	2 <sub>9</sub> NC	5 <sub>8</sub> 10	10 <sub>6</sub> 9	12 NC								111
McLaren Honda	14 NC	1 <sub>10</sub> NC	12 13	9 <sub>6</sub> 10	2 <sub>9</sub> NC	12 <sub>5</sub> 9	11 NC	11 NC	8 <sub>6</sub> 18	12 13	6 <sub>7</sub> NC	4 <sub>8</sub> 12	6 <sub>7</sub> NC	12 14	6 <sub>7</sub> NC								54
Toro Rosso Ferrari	3 <sub>9</sub> 10	8 <sub>6</sub> NC	6 <sub>8</sub> 9	12 15	9 <sub>6</sub> 10	4 <sub>8</sub> NC	2 <sub>9</sub> 12	NC NC	4 <sub>8</sub> NC	5 <sub>8</sub> 10	4 <sub>8</sub> 16	14 15	14 NC	15 NC	2 <sub>9</sub> 14								47
Haas Ferrari	8 <sub>6</sub> NC	10 <sub>5</sub> NC	14 19	4 <sub>8</sub> 17	11 NC	11 13	13 14	13 16	6 <sub>7</sub> 11	16 NC	13 14	11 13	12 13	11 13	11 NC								28
Renault	11 12	11 NC	17 22	6 <sub>7</sub> 13	13 15	NC NC	16 15	14 15	12 14	17 NC	12 15	16 19	15 NC	17 NC	1 <sub>1</sub> 15								7
MRT Mercedes	16 NC	13 17	18 21	18 NC	16 17	14 15	17 19	18 NC	1 <sub>10</sub> 16	NC NC	19 21	17 20	16 NC	18 NC	16 18								1
Sauber Ferrari	15	12 14	16 20	14 16	12 14	NC NC	15 18	12 17	13 15	15 NC	17 20	18 NC	17 NC	16 NC	13 17								0



## Driver's Championship 2015

Driver	AUS	MAS	CHN	BRN	ESP	MON	CAN	AUT	GBR	HUN	BEL	ITA	SIN	JPN	RUS	USA	MEX	BRA	ABU	Points
1. Lewis Hamilton	25	18	25	25	18	15	25	18	25	8	25	25	--	25	25	25	18	18	18	381
2. Nico Rosberg	18	15	18	15	25	25	18	25	18	4	18	--	12	18	--	18	25	25	25	322
3. Sebastian Vettel	15	25	15	10	15	18	10	12	15	25	--	18	25	15	18	15	--	15	12	278
4. Kimi Räikkönen	--	12	12	18	10	8	12	--	4	--	6	10	15	12	4	--	--	12	15	150
5. Valtteri Bottas	--	10	8	12	12	--	15	10	10	--	2	12	10	10	--	--	15	10	--	136
6. Felipe Massa	12	8	10	1	8	--	8	15	12	--	8	15	--	--	12	--	8	--	4	121
7. Daniil Kvyat	--	2	--	2	1	12	2	--	8	18	12	1	8	--	10	--	12	6	1	95
8. Daniel Ricciardo	8	1	2	8	6	10	--	1	--	15	--	4	18	--	--	1	10	--	8	92
9. Sergio Perez	1	--	--	4	--	6	--	2	2	--	10	8	6	--	15	10	4	--	10	78
10. Nico Hülkenberg	6	--	--	--	--	--	4	8	6	--	--	6	--	8	--	--	6	8	6	58
11. Romain Grosjean	--	--	6	6	4	--	1	--	--	6	15	--	--	6	--	--	1	4	2	51
12. Max Verstappen	--	6	--	--	--	--	--	4	--	12	4	--	4	2	1	12	2	2	--	49
13. Felipe Nasr	10	--	4	--	--	2	--	--	--	--	--	--	1	--	8	2	--	--	--	27
14. Pastor Maldonado	--	--	--	--	--	--	6	6	--	--	--	--	--	4	6	4	--	1	--	27
15. Carlos Sainz Jr	2	4	--	--	2	1	--	--	--	--	--	--	2	1	--	6	--	--	--	18
16. Jenson Button	--	--	--	--	--	4	--	--	--	2	--	--	--	--	2	8	--	--	--	16
17. Fernando Alonso	--	--	--	--	--	--	--	--	1	10	--	--	--	--	--	--	--	--	--	11
18. Marcus Ericsson	4	--	1	--	--	--	--	--	--	1	1	2	--	--	--	--	--	--	--	9
Roberto Merhi	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	[12]
Alexander Rossi	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	[12]
Will Stevens	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	[13]
Kevin Magnussen	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



## 2015 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX

Pos	No	Driver	Team	Laps	Time/Retired	Grid	Pts
1	5	Sebastian Vettel	Ferrari	56	1:41:05.793	2	25
2	44	Lewis Hamilton	Mercedes	56	+8.569 secs	1	18
3	6	Nico Rosberg	Mercedes	56	+12.310 secs	3	15
4	7	Kimi Raikkonen	Ferrari	56	+53.822 secs	11	12
5	77	Valtteri Bottas	William-Mercedes	56	+70.409 secs	8	10
6	19	Felipe Massa	William-Mercedes	56	+73.586 secs	7	8
7	33	Max Verstappen	STR-Renault	56	+97.762 secs	6	6
8	55	Carlos Sainz	STR-Renault	56	+1 Lap	15	4
9	26	Daniil Kvyat	Red Bull Racing Renault	55	+1Lap	5	2
10	3	Daniel Ricciardo	Red Bull Racing Renault	55	+1Lap	4	1
11	8	Romain Grosjean	Lotus-Mercedes	55	+1Lap	10	
12	12	Felipe Nasr	Sauber-Ferrari	55	+1Lap	16	
13	11	Sergio Perez	Force India-Mercedes	55	+1Lap	14	
14	27	Nico Hulkenberg	Force India-Mercedes	54	+1Lap	13	
15	98	Roberto Merhi	Marussia-Ferrari	54	+3Lap	19	
NC	13	Pastor Maldonado	Lotus-Mercedes	49	DNF	12	
NC	22	Jenson Button	McLaren Honda	35	DNF	17	
NC	14	Fernando Alonso	McLaren Honda	32	DNF	18	
NC	9	Marcus Ericsson	Sauber Ferrari	18	DNF	9	





## 2015 FORMULA 1 PETRONAS MALAYSIA GRAND PRIX

Pos	No	Driver	Team	Q1`	Q2	Q3	Laps
1	44	Lewis Hamilton	MERCEDES	1:39.269	1:41.517	1:49.834	13
2	5	Sebastian Vettel	FERRARI	1:39.814	1:39.632	1:49.908	13
3	6	Nico Rosberg	MERCEDES	1:39.374	1:39.377	1:50.299	13
4	3	Daniel Ricciardo	RED BULL RACING RENAULT	1:40.504	1:41.085	1:51.541	16
5	26	Daniil Kvyat	RED BULL RACING RENAULT	1:40.546	1:41.665	1:51.951	16
6	33	Max Verstappen	STR RENAULT	1:40.793	1:41.430	1:51.981	16
7	19	Felipe Massa	WILLIAMS MERCEDES	1:40.543	1:41.230	1:52.473	17
8	8	Romain Grosjean	LOTUS MERCEDES	1:40.303	1:41.209	1:52.981	18
9	77	Valtteri Bottas	WILLIAMS MERCEDES	1:40.249	1:40.650	1:53.179	14
10	9	Marcus Ericsson	SAUBER FERRARI	1:40.340	1:41.748	1:53.261	18
11	7	Kimi Räikkönen	FERRARI	1:40.415	1:42.173		7
12	13	Pastor Maldonado	LOTUS MERCEDES	1:40.361	1:42.198		11
13	27	Nico Hulkenberg	FORCE INDIA MERCEDES	1:40.830	1:43.023		9
14	11	Sergio Perez	FORCE INDIA MERCEDES	1:41.036	1:43.469		11
15	55	Carlos Sainz	STR RENAULT	1:39.814	1:43.701		9
16	12	Felipe Nasr	SAUBER FERRARI	1:41.308			7
17	22	Jenson Button	MCLAREN HONDA	1:41.636			8
18	14	Fernando Alonso	MCLAREN HONDA	1:41.746			8
NC	98	Roberto Merhi	MARUSSIA FERRARI	1:46.677			7

□



## 2015 DRIVERS POINT STANDING

Pos	Driver	Nationality	Team	Points
1	Lewis Hamilton	British	Mercedes	381
2	Nico Rosberg	German	Mercedes	322
3	Sebastian Vettel	German	Ferrari	278
4	Kimi Raikkonen	Finnish	Ferrari	150
5	Valtteri Bottas	Finnish	Williams-Mercedes	136
6	Felipe Massa	Brazilian	Williams-Mercedes	121
7	Daniil Kvyat	Russian	Red Bull Racing Renault	95
8	Daniel Ricciardo	Austrian	Red Bull Racing Renault	92
9	Sergio Perez	Mexican	Force India-Mercedes	78
10	Nico Hulkenberg	German	Force India-Mercedes	58
11	Romain Grosjean	French	Lotus-Mercedes	51
12	Max Verstappen	Dutch	STR-Renault	49
13	Felipe Nasr	Brazilian	Sauber-Ferrari	27
14	Pastor Maldonado	Venezuelan	Lotus-Mercedes	27
15	Carlos Sainz	Spanish	STR-Renault	18
16	Jenson Button	British	McLaren Honda	16
17	Fernando Alonso	Spanish	McLaren Honda	11
18	Marcus Ericsson	Swedish	Sauber-Ferrari	9
19	Roberto Merhi	Spanish	Marussia-Ferrari	0
20	Alexander Rossi	American	Marussia-Ferrari	0
21	Will Stevens	British	Marussia-Ferrari	0



## 2015 TEAM POINT STANDING

Pos	Team	Points
1	Mercedes	703
2	Ferrari	428
3	Williams-Mercedes	257
4	Red Bull Racing Renault	187
5	Force India-Mercedes	136
6	Lotus-Mercedes	78
7	STR-Renault	67
8	Sauber-Ferrari	36
9	McLaren Honda	27
10	Marussia-Ferrari	0





# 2016 FORMULA 1

PETRONAS MALAYSIA GRAND PRIX  
KUALA LUMPUR  
30 SEPTEMBER - 01-02 OCTOBER

**MEDIA FACILITIES**

formulaone<sup>™</sup>media  
OFFICIAL MEDIA KIT



### **MEDIA CENTRE OPERATING HOURS**

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

### **MEDIA SHUTTLE OPERATING HOURS**

There will be two sets of Media Shuttle operations

#### **1. 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

<b>Wednesday</b>	1100 HRS- 1800 HRS (non-European Grands Prix only)
<b>Thursday</b>	0800 HRS- 1800 HRS
<b>Friday</b>	0800 HRS- 1600 HRS
<b>Saturday</b>	0800 HRS- 1200 HRS
<b>Sunday</b>	Open for national press only (at the organiser's discretion)





## **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 first 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 2016 Formula One PETRONAS Malaysia Grand Prix™ has been designated at the P Perdana & 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:**

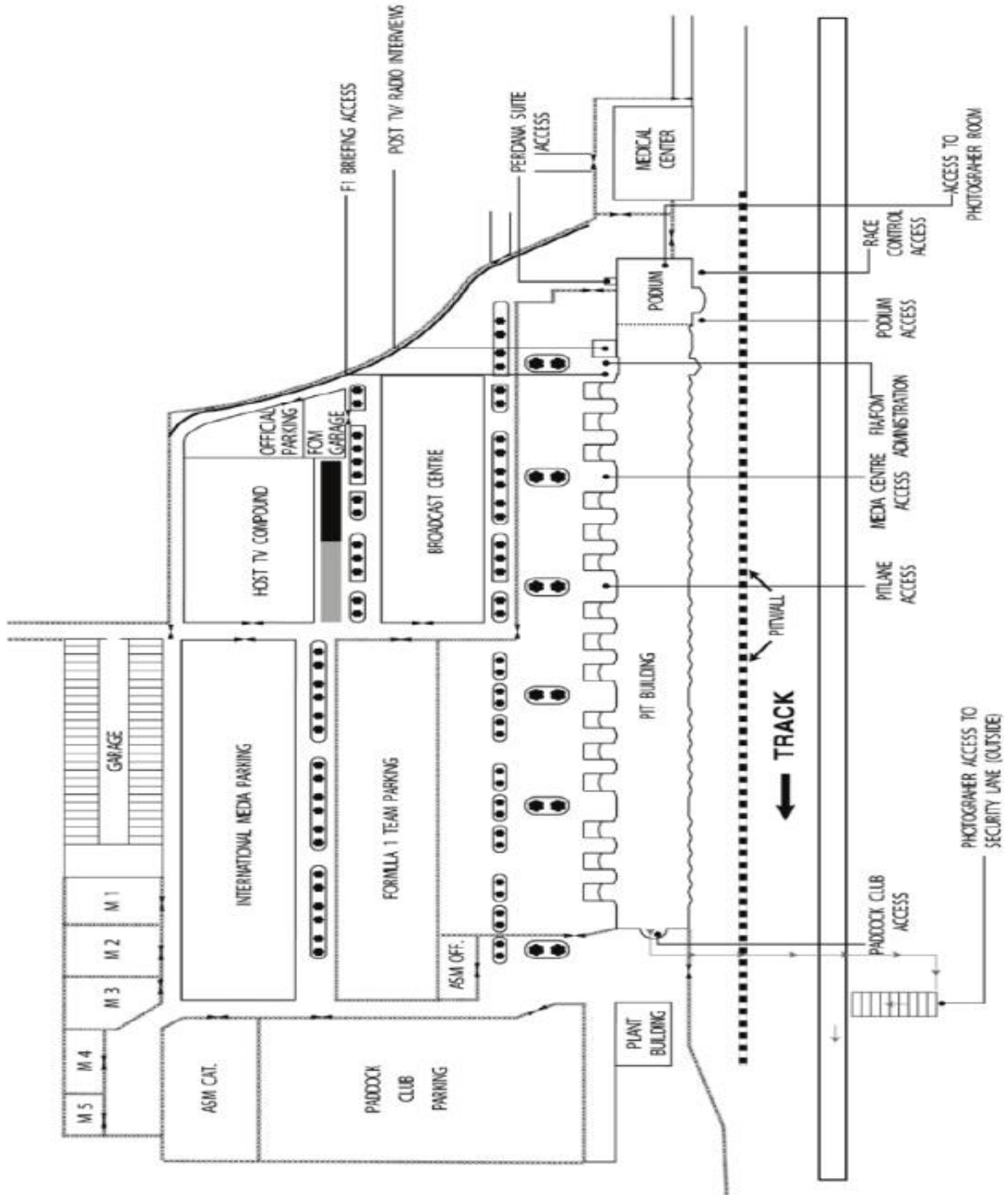
- There are helipads at both ends of the Medical Centre and Plant Building.

### **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.

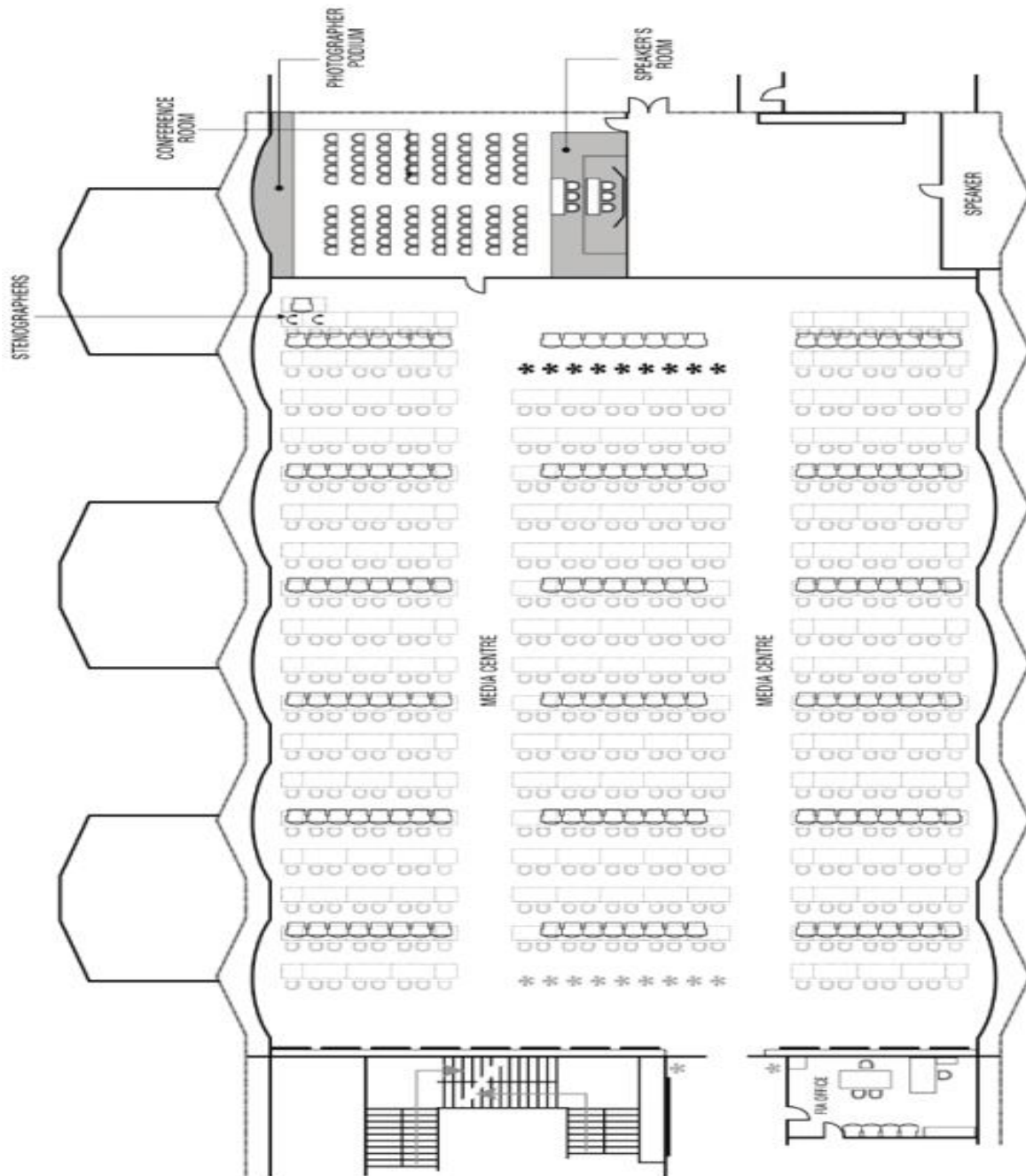


### MEDIA ACCESS





**MEDIA CENTRE**







## **SPECTATORS AREA**

### **Main Grandstand:**

- The unique double frontage Main Grandstand, which accommodates 30,000 spectators, is equipped with numbered seats. It is divided 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 155m<sup>3</sup>
- Scrutineering Bay 155m<sup>3</sup>
- Storage area
- 2 tunnels for under circuit external access, 6m wide



**Mezzanine Floor:**

- Race Control Room, 64m<sup>2</sup>
- Time Keeping Room, 55m<sup>2</sup>
- 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
- Hospitality area

**Points of interest:**

Earthworks have included the movement of approximately 9,000,000m<sup>3</sup> of soil approximately 10,000m<sup>2</sup> 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.



## CIRCUIT DETAILS

Circuit:	Sepang International Circuit
Venue:	Sepang, Malaysia
Race day:	30 September -2 October 2016
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
2004	Winner Michael Schumacher, Scuderia Ferrari Marlboro
2005	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
2013	Winner Sebastian Vettel, RBR-Renault
2014	Winner Lewis Hamilton, Williams-Mercedes
2015	Winner Sebastian Vettel, Ferrari

### **Sepang International Circuit SdnBhd**

JalanPekeliling 64000 KLIA  
Selangor Malaysia  
Tel (+603) 8778 2200  
Fax (+603) 87831000

Official website: [www.sepangcircuit.com](http://www.sepangcircuit.com)  
General e-mail: [ticket@sepangcircuit.com](mailto:ticket@sepangcircuit.com)





**SEPANG INTERNATIONAL CIRCUIT SDN BHD**

**RACE CALENDAR 2016**

**MAIN RACES**

Event	Month	Date
2016 Formula One Petronas Malaysian Grand Prix	September	30 <sup>th</sup> Sept – 2 <sup>nd</sup> Oct
Shell Malaysia Motorcycle Grand Prix 2016	October	28 <sup>th</sup> Oct – 30 <sup>th</sup> Oct
FIM World Superbike Championship	May	13 <sup>th</sup> – 15 <sup>TH</sup> May
Sepang 1000KM Endurance Race	September	1 <sup>st</sup> Sept – 4 <sup>th</sup> Sept
Sepang 12 Hours	December	9 <sup>th</sup> Dec – 11 <sup>th</sup> Dec



**MALAYSIA CHAMPIONSHIP SERIES**

Event	Month	Date
Malaysia Championship Series Round 1	May	27 <sup>th</sup> May – 29 <sup>th</sup> May
Malaysia Championship Series Round 2	August	4 <sup>th</sup> Aug – 7 <sup>th</sup> Aug
Malaysia Championship Series Round 3	November	11 <sup>th</sup> Nov – 13 <sup>th</sup> Nov
Malaysia Championship Series Round 4	December	2 <sup>th</sup> Dec – 4 <sup>th</sup> Dec

**PIRELLI MALAYSIA SUPERBIKE CHAMPIONSHIP**

Event	Month	Date
Malaysia Superbike Championship Round 1	May	13 <sup>th</sup> May – 15 <sup>th</sup> May
Malaysia Superbike Championship Round 2	July	22 <sup>th</sup> Jul – 24 <sup>th</sup> Jul
Malaysia Superbike Championship Round 3	September	17 <sup>th</sup> Sept – 18 <sup>th</sup> Sept
Malaysia Superbike Championship Round 4	December	2 <sup>th</sup> Dec – 4 <sup>th</sup> Dec



2016  
FORMULA 1  
PETRONAS MALAYSIA GRAND PRIX  
KUALA LUMPUR  
30 SEPTEMBER - 01-02 OCTOBER



## Notes





# 2016 FORMULA 1

PETRONAS MALAYSIA GRAND PRIX  
KUALA LUMPUR  
30 SEPTEMBER - 01-02 OCTOBER

**TEAM & DRIVER  
INFORMATION**

formulaone<sup>TM</sup>media  
OFFICIAL MEDIA KIT



## **Mercedes**

Full Team Name:	Mercedes AMG PETRONAS F1 Team
Base:	Brackley, United Kingdom
Team Principal:	Toto Wolf
Technical Chief:	Paddy Lowe
Drivers:	Lewis Hamilton Nico Rosberg
Chassis:	F1 W07 Hybrid
Engine:	Mercedes
Tyres:	Pirelli
First Season:	1970
World Championships:	2
Highest Race Finish:	1(x50)
Pole Positions:	59
Fastest Laps:	37





## Lewis Hamilton



Team:	Mercedes
Nationality:	British
Podiums:	96
Points:	2132
Grand Prix entered:	182
World Championships:	3
Highest race finish:	1(x49)
Highest grid position:	1
Date of Birth:	07/01/1985
Place of Birth:	Stevenage, England





## Nico Rosberg



Team:	Mercedes
Nationality:	German
Podiums:	51
Points:	1482.5
Grand Prix entered:	200
World Championships:	N/A
Highest race finish:	1(X22)
Highest grid position:	1
Date of Birth:	27/06/1985
Place of Birth:	Wiesbaden, Germany



## Ferrari

Full Team Name:	Scuderia Ferrari
Debut:	Monaco 1950
Base:	Maranello, Italy
Team Principal:	Maurizio Arrivabene
Technical Chief:	Mattia Binotto
Drivers:	Sebastian Vettel Kimi Raikkonen
Test Drivers	Jean-Eric Vergne Marc Gene
Chassis:	SF16-H
Engine:	Ferrari
Tyres:	Pirelli
First Season:	1950
World Championships:	16
Highest Race Finish:	1 (X225)
Pole Positions:	201
Fastest Laps:	233



## Sebastian Vettel



Team:	Ferrari
Nationality:	German
Podiums:	85
Points:	2049
Grand Prix entered:	170
Championships:	4
Highest race finish:	1 (x42)
Highest grid position:	1
Date of Birth:	03/07/1987
Place of Birth:	Heppenheim, Germany





## Kimi Raikkonen



Team:	Ferrari
Nationality:	Finnish
Podiums:	84
Points:	1322
Grand Prix entered:	247
World Championships:	1
Highest race finish	1 (x20)
Highest grid position:	1
Date of Birth:	17/10/1979
Place of Birth:	Ekpoo, Finland



## Red Bull Racing

Full Team Name:	Red Bull Racing
Debut:	Australia 2005
Base:	Milton Keynes, United Kingdom
Team Principal:	Christian Horner
Technical Chief:	Adrian Newey
Drivers:	Daniel Ricciardo Max Verstappen
Test Drivers:	Sebastian Buemi Antonio Felix da Costa
Chassis:	RB12
Engine:	Tag Heuer
Tyres:	Pirelli
First Season:	1997
World Championships:	4
Highest Race Finish:	1 (x51)
Pole Positions:	58
Fastest Laps:	50



## Daniel Ricciardo



Team:	Red Bull Racing
Nationality:	Australian
Podiums:	15
Points:	539
Grand Prix entered:	103
World Championships:	N/A
Highest race finish:	1 (X3)
Highest grid position:	1
Date of Birth:	01/07/1989
Place of Birth:	Perth, Australian





## Max Verstappen



Team:	Red Bull Racing
Nationality:	Dutch
Podiums:	4
Points:	178
Grand Prix entered:	34
World Championships:	N/A
Highest race finish:	1 (x1)
Highest grid position:	2
Date of Birth:	30/09/1997
Place of Birth:	Hasselt, Belgium



## Williams

Full Team Name:	William Martini Racing
Debut:	Argentina 1978
Base:	Grove, United Kingdom
Team Principal:	Frank Williams
Technical Chief:	Pat Symonds
Drivers:	Felipe Massa Valtteri Bottas
Test Drivers:	Alex Lynn
Chassis:	FW38
Engine:	Mercedes
Tyres:	Pirelli
First Season:	1978
World Championships:	9
Highest Race Finish:	1 (x114)
Pole Positions:	128
Fastest Laps:	133



## Felipe Massa



Team:	Williams
Nationality:	Brazilian
Podiums:	41
Points:	1112
Grand Prix entered:	245
World Championships:	N/A
Highest race finish:	1 (X11)
Highest grid position:	1
Date of Birth:	25/04/1981
Place of Birth:	Sao Paulo, Brazil





## Valtteri Bottas



Team:	Williams
Nationality:	Finnish
Podiums:	9
Points:	396
Grand Prix entered:	72
World Championships:	N/A
Highest race finish:	2 (X2)
Highest grid position:	2
Date of Birth:	28/08/1989
Place of Birth:	Nastola, Finland



## McLaren

Full Team Name:	McLaren Honda Formula 1 Team
Debut:	Monaco 1966
Base:	Woking, United Kingdom
Team Principal:	Eric Boullier
Technical Chief:	Tim Gross
Drivers:	Fernando Alonso Jenson Button
Test Drivers:	Nobuharu Matsushita Oliver Turvey
Chassis:	MP4-31
Engine:	Honda
Tyres:	Pirelli
First Season:	1966
World Championships:	8
Highest Race Finish:	1 (x182)
Pole Positions:	155
Fastest Laps	154



## Fernando Alonso



Team:	McLaren
Nationality:	Spanish
Podiums:	97
Points:	1814
Grand Prix entered:	268
World Championships:	2
Highest race finish:	1 (x32)
Highest grid position:	1
Date of Birth:	29/07/1981
Place of Birth:	Oviedo, Spain

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## Jenson Button



Team:	McLaren
Nationality:	British
Podiums:	50
Points:	1231
Grand Prix entered:	302
World Championships:	1
Highest race finish:	1 (x15)
Highest grid position:	1
Date of Birth:	19/01/1980
Place of Birth:	Frome, England





## Force India

Full Team Name:	Sahara Force India F1 Team
Debut:	South Africa 1993
Base:	Silverstone, United Kingdom
Team Principal:	Vijay Mallya
Technical Chief:	Andrew Green
Drivers:	Sergio Perez Nico Hulkenberg
Test Drivers:	Alfonso Celis Jr
Chassis:	VJM09
Engine:	Mercedes
Tyres:	Pirelli
First Season:	1991
World Championships:	N/A
Highest Race Finish:	2 (X1)
Pole Positions:	1
Fastest Laps:	4



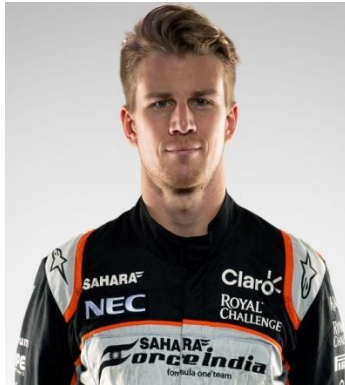
## Sergio Perez



Team:	Force India
Nationality:	Mexican
Podiums:	7
Points:	332
Grand Prix entered:	110
World Championships:	N/A
Highest race finish:	2 (X2)
Highest grid position:	4
Date of Birth:	26/01/1990
Place of Birth:	Guadalajara, Mexico



## Nico Hulkenberg



Team:	Force India
Nationality:	German
Podiums:	N/A
Points:	336
Grand Prix entered:	111
World Championships:	N/A
Highest race finish:	4 (X3)
Highest grid position	1
Date of Birth	19/08/1987
Place of Birth:	Emmericham Rhein, Germany



## Toro Rosso

Full Team Name:	Scuderia Toro Rosso
Debut:	Bahrain 2006
Base:	Faenza, Italy
Team Principal:	Franz Tost
Technical Chief:	James Key
Drivers:	Daniil Kvyat Carlos Sainz
Chassis:	STR11
Engine:	Ferrari
Tyres:	Pirelli
First Season:	1985
World Championships:	N/A
Highest Race Finish:	1 (X1)
Pole Positions:	1
Fastest Laps:	1





## Daniil Kvyat



Team:	Toro Rosso
Nationality:	Russian
Podiums:	2
Points:	128
Grand Prix entered:	53
World Championships:	N/A
Highest race finish:	2 (X1)
Highest grid position:	4
Date of Birth:	26/04/1994
Place of Birth:	Ufa, Russia



## Carlos Sainz



Team:	Toro Rosso
Nationality:	Spanish
Podiums:	N/A
Points:	48
Grand Prix entered:	34
World Championships:	N/A
Highest race finish:	6 (X1)
Highest grid position:	5
Date of Birth:	01/09/1994
Place of Birth:	Madrid, Spain



## Haas F1 Team

Full Team Name:	Haas F1 Team
Debut:	2016
Base:	Kannapolis, United State
Team Principal:	Guenther Steiner
Technical Chief:	Rob Taylor
Drivers:	Romain Grosjean Esteban Gutierrez
Chassis:	VF-16
Engine:	Ferrari
Tyres:	Pirelli P ZERO
First Season:	2016
World Championships:	N/A
Highest Race Finish:	5 (X1)
Pole Positions:	N/A
Fastest Laps:	N/A



## Romain Grosjean



Team:	Haas
Nationality:	French
Podiums:	10
Points:	315
Grand Prix entered:	98
World Championships:	N/A
Highest race finish:	2 (X2)
Highest grid position	2
Date of Birth	17/04/1986
Place of Birth:	Geneva, Switzerland





### Esteban Gutierrez



Team:	Haas
Nationality:	Mexican
Podiums:	N/A
Points:	6
Grand Prix entered:	53
World Championships:	N/A
Highest race finish:	7 (X1)
Highest grid position:	8
Date of Birth:	05/08/1991
Place of Birth:	Monterrey, Mexico

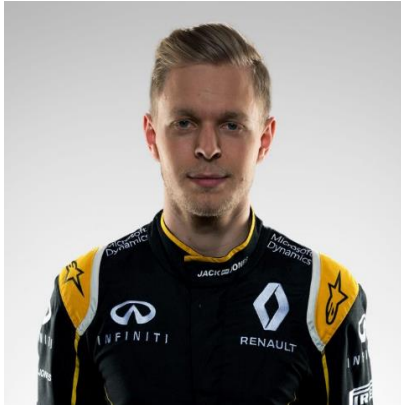


## Renault

Full Team Name:	Renault Sport Formula 1 Team
Debut:	1986
Base:	Enstone, United Kingdom
Team Principal:	Frederic Vasseur
Technical Chief:	Bob Bell
Drivers:	Kevin Magnussen Jolyon Palmer
Test Drivers:	Esteban Ocon
Chassis:	R.S.16
Engine:	Renault
Tyres:	Pirelli
First Season:	1986
World Championships:	2
Highest Race Finish:	1 (x20)
Pole Positions:	20
Fastest Laps:	13



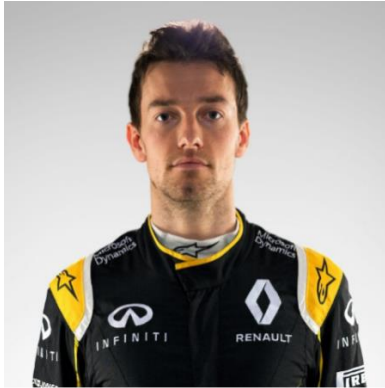
## Kevin Magnussen



Team:	Renault
Nationality:	Danish
Podiums:	1
Points:	62
Grand Prix entered:	35
World Championships;	N/A
Highest race finish:	2 (X1)
Highest grid position:	4
Date of Birth:	05/10/1992
Place of Birth:	Roskilde, Denmark



## Jolyon Palmer



Team:	Renault
Nationality:	British
Podiums:	N/A
Points:	0
Grand Prix entered:	15
World Championships:	N/A
Highest race finish:	11 (X1)
Highest grid position:	13
Date of Birth:	20/01/1991
Place of Birth:	Horsham, England





## Manor Racing

Full Team Name:	Manor Racing MRT
Base:	Banbury, United Kingdom
Team Principal:	Dave Ryan
Technical Chief:	John McQuilliam
Drivers:	Pascal Wehrlein Esteban Ocon
Chassis:	MRT05
Engine:	Mercedes
Tyres:	Pirelli
First Season:	2010
World Championships:	N/A
Highest Race Finish:	9 (X1)
Pole Positions:	N/A
Fastest Laps:	N/A



## Pascal Wehrlein



Team:	MRT
Nationality:	German
Podiums:	N/A
Points:	1
Grand Prix entered:	15
World Championships:	N/A
Highest race finish:	10 (X1)
Highest grid position:	12
Date of Birth:	18/10/1994
Place of Birth:	Sigmaringen, Germany



## Esteban Ocon



Team:	MRT
Nationality:	French
Podiums:	N/A
Points:	0
Grand Prix entered:	3
World Championships:	N/A
Highest race finish:	16 (X1)
Highest grid position:	17
Date of Birth:	17/09/1996
Place of Birth:	Evreux, Normandy



## Sauber

Full Team Name:	Sauber F1 Team
Base:	Hinwil, Switzerland
Team Principal:	MonishaKaltenborn
Technical Chief:	Eric Gandelin
Drivers:	Marcus Ericsson Felipe Nasr
Chassis:	C35
Engine:	Ferrari
Tyres:	Pirelli
First Season:	1993
World Championships:	N/A
Highest Race Finish:	1 (X1)
Pole Positions:	1
Fastest Laps:	5





## Marcus Ericsson



Team:	Sauber
Nationality:	Swedish
Podiums:	N/A
Points:	9
Grand Prix entered:	50
World Championships:	N/A
Highest race finish:	8 (X1)
Highest grid position:	9
Date of Birth:	02/09/1990
Place of Birth:	Kumla, Sweden



## Felipe Nasr



Team:	Sauber
Nationality:	Brazilian
Podiums:	N/A
Points:	27
Grand Prix entered:	34
World Championships:	N/A
Highest race finish:	5 (X1)
Highest grid position:	8
Date of Birth:	21/08/1992
Place of Birth:	Brasilia, Brazil



## FORMULA 1 STATISTICS

### THE WORLD CHAMPIONS – DRIVERS

Year	Driver	Nat
2015	Lewis Hamilton	GBR
2014	Lewis Hamilton	GBR
2013	Sebastian Vettel	GER
2012	Sebastian Vettel	GER
2011	Sebastian Vettel	GER
2010	Sebastian Vettel	GER
2009	Jenson Button	GBR
2008	Lewis Hamilton	GBR
2007	Kimi Raikkonen	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 Hakkinen	FIN
1998	Mika Hakkinen	FIN
1997	Jacques Villeneuve	CAN
1996	Damon Hill	GBR



1995	Michael Schumacher	GER
1994	Michael Schumacher	GER
1993	Alain Prost	FRA
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	Kohn Surtees	GBR
1963	Jim Clark	GBR
1962	Graham Hill	GBR
1961	Phill 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



## RULES & REGULATIONS

With some major rule changes planned for next year, there have only been minor tweaks to the regulations for 2016...

- **Exhaust layout** - to improve engine noise, teams must now use separate exhaust pipes for the turbine and waste gate rather than the single exhaust used in 2015. The rules allow for the option of using a twin pipe for the waste gate, though any exit must not be more than 100mm from the main pipe.
- **Power unit allowance** - with the number of championship rounds increasing from 19 to 21 this year, the number of power units each driver is allowed to use over the course of the season has increased from four to five. Consequently, grid penalties will only kick in when each driver uses a sixth of any one of the six disparate power unit elements.
- **Power unit development** - Each manufacturer will be allowed 32 power unit tokens for in-season development. They may use these at their discretion. Additionally, whereas previously no manufacturer could supply more than one specification of power unit, engines homologated in previous seasons may now be re-homologated for use in 2016.
- **Cockpit safety** - the head protection structures either side of the cockpit are now 20mm higher than before and able to resist a compression load of 50N per 30 seconds.
- **Tyres** - To encourage variation between race strategies, Pirelli are now making three, rather than two, of their five dry-weather tyre compounds (including the new purple-marked ultrasoft) available at each event. The Italian company will allocate two sets of tyres for the



race (only one of which must be used) and one set which can only be used in Q3 (the softest of the chosen three compounds). Each driver will then be able to choose 10 further sets of tyres from the three compounds to take their weekend allocation to 13.

- **Virtual Safety Car** - The Virtual Safety Car (VSC) may now be used in practice sessions as well as races in order to reduce stoppage times, while DRS will now be re-enabled immediately after a VSC period.
- **Accident analysis** - For the purpose of accident analysis, each car must be fitted with a high speed camera and each driver must wear in-ear accelerometers at each event and all tests which are attended by more than one team.
- **Testing** - The number of pre-season tests has been slashed from three to two, meaning that the teams may participate in eight days of track running ahead of the new season rather than the 12 they had available in 2015.
- **Pit to car messages** - To ensure that drivers drive the car 'alone and unaided' and are not being 'coached' from the pit wall, stricter rules have been introduced to govern what information can and can't be given to a driver over team radio. For example, a driver can no longer be given information about driving lines or how to adjust his car to make it faster whilst out on track.



## **TYRES AND WHEEL**

- A single tyre supplier, Pirelli, provides all of the teams with identical rubber.
- Pirelli produce five specifications of dry-weather tyre, each with a distinguishing sidewall colour – ultrasoft (purple), supersoft (red), soft (yellow), medium (white), hard (orange).
- At each race the teams have access to three specifications (or compounds) of these dry-weather tyres.
- Each car's full race weekend allocation consists of 13 sets of dry-weather tyres, four sets of intermediate tyres and three sets of wet tyres.
- No less than nine weeks before the start of each event in Europe, and 15 weeks before the start of each event held outside Europe, Pirelli (in consultation with the FIA) will inform the team which three compounds can be used at each race.
- Pirelli nominate two mandatory sets for each car for the race (which can be of different compounds) and one further set of whichever is the softest compound that can only be used in the Q3 segment of qualifying, but the teams are free to choose the remaining 10 sets.
- The choices made by each team can vary for each of its cars: so each driver within a team can have a different allocation.
- The teams must inform the FIA of their nominations no less than eight weeks before the start of each European race and fourteen weeks before the start of each event held outside Europe, meaning they effectively have a week in which to decide on their allocation after hearing which compounds will be made available at each race.
- If a team does not meet the deadline, the choice will be made by the FIA.
- The choices for each car will remain secret until two weeks before the race.
- Over the course of a race weekend the teams have to hand back tyres according to a certain schedule, though they can decide which tyres to give back at the following times:





- One set after the first 40 minutes of FP1
- One set at the end of FP1
- Two sets at the end of FP2 \*
- Two sets at the end of FP3

*\* Unless both FP1 and FP2 are either declared wet or cancelled, in which case one of these sets may be retained by each driver but must be returned before the start of the qualifying.*

- The two mandatory sets nominated by Pirelli cannot be given back during practice and must be available for use in the race. Unless wet or intermediate tyres are used during the race, all drivers must use at least two different specifications of dry-weather tyres in the race, at least one of which must be one of the two mandatory sets nominated by Pirelli, though the teams are free to decide which one.
- Drivers who make it through to Q3 must hand back the set of the softer compound tyres nominated for Q3, and start the race on the tyres with which they set their fastest time in Q2. All other drivers will be able to use the set that is saved for Q3 during the race. Teams are free to use wet tyres as they see fit during qualifying and the race. However, during the preceding practice sessions, they may only be used if the track has been declared wet by the race director. If a race is started behind the safety car due to heavy rain, the use of wet tyres is compulsory. All tyres are given a bar code at the start of the weekend so that the FIA can closely monitor their use and ensure that no team is breaking regulations. Any driver who uses a set of tyres of differing specifications during the race may not complete more than three laps on this set before changing them for a set of tyres of the same specification. A penalty under Article 38.3(d) will be imposed on any driver who does not change tyres within three laps



## POWER UNIT AND ERS

- Unless he drives for more than one team, each driver may use no more than five power units during a championship season. The only exception is where the power unit is provided by a manufacturer or supplier taking part in its first championship season, in which case up to five may be used by a driver. The power unit is deemed to consist of six separate elements: the internal combustion engine (ICE), the motor generator unit-kinetic (MGU-K), the motor generator unit-heat (MGU-H), the energy store (ES), turbocharger (TC) and control electronics (CE). Each driver is permitted to use only five of each of the above six elements during a championship season and any combination of them may be fitted to a car at any one time. Should a driver use more than five of any of the six power unit elements during the course of a season, a grid penalty will be imposed.
- The penalties imposed for using additional elements work thus: the first time a sixth of any of the elements is used, a ten-place grid penalty will be imposed. A five-place grid penalty will then be imposed the first time a sixth of any of the remaining elements is used. Likewise, the first time a seventh of any of the elements is used, a ten-place grid penalty will be imposed, and so on. If a driver is replaced at any time during the season his replacement will be deemed to be the original driver for the purposes of assessing power unit usage.

## PENALTIES AND DRIVERS PROTOCOL

- There are strict rules governing on-track behaviour and stewards have the power to impose various penalties on a driver committing an offence during a race or practice session. Offences include jumping the start of the race, causing an avoidable accident, unfairly blocking another driver, impeding another driver while being lapped, and speeding in the pit lane. In addition, drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason. More than one change of direction to defend a



position is not permitted. If a driver has moved off the racing line while defending their position, they may move back but must ensure there is at least one car's width between their own car and the edge of the track. If blame is not immediately clear, or if an incident involves multiple drivers, it will normally be investigated after the session or race.

- The most common penalties stewards issue are a drive-through penalty, a five-second time penalty and a ten-second time penalty. Under a drive-through, the driver must enter the pit lane and proceed down its length, before directly rejoining the race. For the time penalties, they must drive to their garage and then stop for five/ten seconds before they are able to rejoin. There are two different versions of the ten-second penalty. One is mandatory, meaning it must be taken without exception. The other allows a driver to finish the race and take a ten-second time penalty, provided they do not pit again between the issuing of the penalty and the chequered flag. Drivers are also permitted not to stop if they receive a five-second penalty, provided again that they do not pit before the race's finish. In this instance, five seconds will be added on to their time.
- In the case of all three penalties, a driver has three laps from the time his team is notified in which to enter the pits. Failure to do so may result in a black flag and the driver being excluded from the race. If the penalty is issued in the last three laps of the race, the driver is permitted to complete the race and take a time penalty. Five seconds will be added in lieu of a five-second penalty; 10 seconds for the optional ten-second penalty; 20 seconds for a drive-through; and 30 seconds for the mandatory ten-second penalty. In extreme cases stewards may choose to enforce tougher penalties. They can drop a driver any number of grid positions at the next Grand Prix; impose time penalties; reprimand a driver; exclude a driver from the results; or suspend a driver from the next race. Any driver receiving three reprimands during a season will automatically receive a ten-place grid penalty for the current or next event, but only if two or more of the reprimands were for driving infringements. The stewards may also impose penalty



points on a driver's Super Licence. If a driver accrues 12 penalty points in a 12-month period they will have their Super Licence suspended for one race.

- In addition to issuing driving penalties, the stewards can also issue penalties for technical infringements or when a driver uses more than his allocation of power unit components or gearboxes. Every unscheduled gearbox change will require a driver to drop five places on the grid at that meeting. Meanwhile, each driver is permitted to use only four of the six power unit elements (during a single season). Should a driver use more than this, a grid penalty will be imposed. The six elements are the internal combustion engine (ICE), the motor generator unit-kinetic (MGU-K), the motor generator unit-heat (MGU-H), the energy store (ES), turbocharger (TC) and control electronics (CE). The penalties imposed for using additional elements work thus: the first time a fifth of any of the elements is used, a ten-place grid penalty will be imposed. A five-place grid penalty will then be imposed the first time a fifth of any of the remaining elements is used. Likewise, the first time a sixth of any of the elements is used, a ten-place grid penalty will be imposed, and so on.

## **THE SAFETY CAR AND SUSPENDING RACE**

- To maintain competitors' safety over a race weekend, particularly in the event of an accident or extremely poor conditions, the FIA has two main methods of neutralising a practice session or race: the safety car or the virtual safety car (VSC). The latter will primarily be used when double waved yellow flags are needed on any section of the track, but the circumstances are not such to warrant the safety car itself. If the VSC is called, teams will be notified via the official messaging system, while drivers will be notified by all FIA light panels displaying "VSC".
- Under the VSC, drivers must reduce their speed and stay above a minimum time set by the FIA at least once in each marshalling sector. Stewards can impose penalties for any transgressions.





- Drivers must not drive unnecessarily slowly, erratically or in a manner that could be deemed potentially dangerous to other competitors. Drivers may not pit, unless it is to change tyres. They are also not permitted to overtake, except if another driver in front enters the pit lane or slows with an obvious problem. When it is deemed safe to end the VSC procedure, teams will be notified via the official messaging system. At any time between 10 and 15 seconds later, the FIA light panels will change to green and drivers are free to resume racing. DRS is also re-enabled at this time. In the event of a more serious incident, particularly if competitors or officials are in immediate physical danger, which is not severe enough to warrant suspending the race but cannot be dealt with under the VSC, then the safety car will be called.
- The safety car is driven by an experienced circuit driver and carries an FIA observer who is in permanent radio contact with race control. The safety car will join the circuit with its orange lights on, and all drivers must form a queue behind it. Overtaking is not permitted, although the safety car will signal back markers to pass it using its green light until the race leader is immediately behind it. Under certain circumstances - for example if the incident that brought the safety car is blocking the pit lane - the safety car may travel through the pit lane. In this case competitors will be allowed to stop at their pit garage.
- When the safety car is ready to leave the circuit it will extinguish its orange lights, indicating to the drivers that it will peel off. Drivers must continue in formation until they cross the first safety car line, where green lights will indicate they are free to race again. However, DRS will not be re-enabled until two racing laps have been completed. In exceptional circumstances, such as in extremely poor weather, a race may begin behind the safety car, which will put its orange lights on ten minutes before the start to indicate this. When those lights switch to green the safety car will lead the field around the circuit in grid order. Overtaking on this first lap is not allowed, unless a car has a problem getting away from the grid, in which case the delayed driver may re-pass cars in order to regain his original position. (If he fails to regain that position



before the end of the lap, he must pit and rejoin the race once the field have passed the pit exit.)

- Should conditions or an incident be severe enough to necessitate the race being suspended, red flags will be shown around the circuit. When this happens the pit exit will close and all cars must proceed slowly into the pit lane, without overtaking, and stop in a queued formation at the end. The safety car will then drive to the front of the queue, while team members may work on the cars. Refuelling is not allowed. Cars that were already in the pits when the red flag signal was given may be worked on there, and then rejoin in the position they occupied before the stoppage. Cars may not be moved from the pit lane queue however, unless the team has been given expressed consent by the FIA. A warning of at least 10 minutes will be given to teams before the race is resumed. With three minutes to go, all cars must have their wheels fitted. At the two minute signal, lapped cars will be able to complete a lap before rejoining the pit lane at the back of the queue.
- The race will resume behind the safety car, which will then enter the pits after one lap, unless conditions are deemed to warrant more than one lap, or if all cars are not yet in line behind the safety car. Further incidents may also prolong the safety car period. Overtaking is not permitted, unless a driver is delayed leaving the pit lane, forcing others to pass. In this instance, the delayed driver may repass those cars in order to regain position. Should they be unable to do so, they must pit immediately and then rejoin the race at the back of the field. If the race cannot be resumed, the results will be taken from the order at the end of the penultimate lap before the race was suspended. While the suspension is not added onto the maximum race time of two hours, no race may exceed four hours total in duration.

## **PRACTISE AND QUALIFYING**

- At each Grand Prix meeting all race drivers may participate in two one and a half-hour practice sessions on Friday (Thursday at Monaco), a one-hour practice session on Saturday morning and



a qualifying session on Saturday afternoon. While individual practice sessions are not compulsory, a driver must take part in at least one practice session to be eligible for the race.

- The interval between the first and second free practice sessions, in addition to the interval between the third free practice session and the qualifying practice session, may never be less than two hours. Race stewards have the power to drop drivers a number of grid positions for infractions committed in practice. Saturday's qualifying session, designed to take about an hour, is split into three distinct segments - Q1, Q2 and Q3. Each qualifying segment sees multiple drivers on track simultaneously, with each allowed to run as many laps as they want.
- Q1: Lasts for 18 minutes, at the end of which time the six slowest drivers are eliminated from qualifying and 16 advance to Q2. Any driver whose best Q1 lap time exceeds 107 percent of the fastest time set during that session fails to qualify and may only race at the stewards' discretion.
- Q2: After a short break, the times are reset and the 16 remaining cars run in a 15-minute session, at the end of which the slowest six are eliminated from qualifying, leaving 10 to progress to Q3.
- Q3: After a further break, the times are reset and a final 12-minute session is held to decide pole position and the starting order for the top ten grid places.
- Grid penalties imposed for technical or driving infringements often result in the grid order changing from that determined in the qualifying session. If a driver impedes another driver during qualifying, his times may be cancelled or he may be given a grid penalty. Any driver whose car stops on the circuit during the qualifying session will not be permitted to take any further part in the session. Any car which stops on the circuit during the qualifying session, and which is returned to the pits before the end of the session, will be held in parcfermé until the



end of the session. This is in contrast to practice where cars returned to the pits are permitted to rejoin the session. A trophy will be awarded to the driver who sets the most pole positions during the season. In the event of a tie the holder of the greatest number of second places will be taken into account and, if there is still the tie, the holder of the greatest number of third places and so on until a winner emerges.

### **POINTS, CLASSIFICATION AND RACE DISTANCE**

- Formula One races are of near identical distance, calculated in the regulations as the least number of laps required to exceed 305 kilometres. Some races invariably take longer than others however due to the differing average speeds of circuits. The only exception is Monaco, where the race distance is calculated as the minimum number of laps exceeding 260 kilometres. However, a two-hour cut-off applies to all Grands Prix. If this is exceeded, the leading driver will be shown the chequered flag on the lap during which the two-hour mark elapsed.
- At the conclusion of each Grand Prix, the top ten finishers will score points towards both the drivers' and constructors' world championships, according to the following scale:

1st : 25 points

2nd : 18 points

3rd : 15 points

4th : 12 points

5th : 10 points

6th : 8 points

7th : 6 points

8th : 4 points

9th : 2 points

10th : 1 point





- The only exception to this is when a race is suspended and cannot be restarted. In that instance half points will be awarded if less than 75 percent of the race distance has been completed, while no points will be awarded if less than two laps have been completed.
- Any driver who completes over 90 percent of the race will be classified as a finisher, regardless of whether they were running as the winner took the chequered flag. The drivers' and constructors' championship titles are awarded to the driver and constructor who score the most points over the course of the season. In the event of any ties for position, the driver with superior race results (based on descending order, from number of wins to numbers of second-places down) will gain precedence.

#### **BODYWORK, DIMENSIONS AND COCKPIT**

- The overall width of a car, excluding tyres, must not exceed 1,800mm. The length, height and shape of the car are effectively governed by other specific parameters. For example, bodywork between the front and rear wheel centre lines must not be more than 1,400mm wide. In order to prevent tyre damage to other cars, certain pieces of bodywork (such as front wing endplates) must be at least 10mm thick. No part of the car can be more than 950mm in height. The



positioning and size of other bodywork or aerodynamic appendages (such as wings) on the car is strictly controlled. 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 (commonly known as a Drag Reduction System, or DRS). The **DRS system** is electronically governed and is only available during the race 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. Bodywork that flexes excessively could in theory be used to gain an aerodynamic advantage. Therefore specific sections of the bodywork, such as the front wing, must be sufficiently rigid to pass the FIA's ever more stringent deflection tests. 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. The driver must be able to enter and get out of the cockpit without it being necessary to open a door or remove any part of the car other than the steering wheel. From his normal seating position, with all seat belts fastened and whilst wearing his usual driving equipment, the driver must be able to remove the steering wheel and



get out of the car within five seconds and then replace the steering wheel within a further five seconds. The steering wheel must be fitted with a quick release mechanism. 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.

## **GEARBOX**

- A gearbox will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane. Each individual gear change must be separately initiated by the driver and, within the mechanical constraints of the gearbox; the requested gear must be engaged immediately unless over-rev protection is used to reject the gear shift request.

## **TESTING**

- Teams are permitted to carry out no more than 15,000km of testing with a current car (or previous year's car) in a single calendar year. Promotional events (of which each team is allowed two per season up to a maximum distance of 100km each) and demonstration events (of which each team is allowed two per season up to a maximum distance of 15km using demonstration tyres) do not count towards this tally. Testing can only take place with one car per team at FIA-approved sites and cannot take place outside of Europe without the agreement of a majority of the teams. Ahead of a session, teams must inform the governing body of their schedule so that an observer can be appointed if deemed necessary. All cars must be fitted with the standardised, FIA-approved Electronic Control Unit and have successfully passed all FIA-mandated crash tests. Cars must also comply with all cockpit and safety equipment



requirements during testing as they would at races; such as the position of the driver's head, all headrest padding, cockpit padding and ease of driver egress.

- Between February 1 and ten days before the first race of the season, the teams are permitted to take part in two team tests of no more than four days. One of the days during these three tests must be set aside for wet-weather tyre testing. From the start of the season to the end of the calendar year, the teams are permitted to take part in two team tests of no more than two consecutive days at circuits where an event has just taken place. These tests must commence no less than 36 hours after the end of said event. Two days of each in-season test must be allocated to young driver training. A young driver is classified as someone who has competed two or fewer Grands Prix. The FIA also reserves the right to organise up to six two-day tests on behalf of the official tyre provider for the sole purpose of tyre development.
- All competitors must observe a factory shutdown period of 14 consecutive days in July and/or August, during which time their wind tunnels and Computational Fluid Dynamics (CFD) facilities must not be used for Formula One activities. Wind tunnel testing is heavily restricted, both in terms of what kind of testing may be done and how long it may be done for. Scale models used may be no larger than 60 percent and speeds are limited to 50 metres per second. Similar restrictions also apply to CFD simulation work.

## RACE START PROCEDURE

- 30 minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop





on the grid in starting order with their engines stopped. Should drivers wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps. Any car which does not complete a reconnaissance lap and reach the grid under its own power will not be permitted to start the race from the grid. 17 minutes before the start of the formation lap, a warning signal will be given indicating that the end of the pit lane will be closed in two minutes. 15 minutes before the start of the formation lap the end of the pit lane will be closed and a second warning signal will be given.

- Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the five minute signal must start behind any car already at the pit exit. Cars starting from the pit lane may then join the race once the whole field has passed the end of the pit lane for the first time after the start. There are signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap. When the ten minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.
- When the three minute signal is shown all cars on the grid must have their wheels fitted. Any driver whose car has not had its wheels fitted at this time faces a penalty. When the one minute signal is shown, engines should be started and all team personnel must leave the grid. If any team personnel or equipment remain on the grid by the time of the 15 second signal, the driver of the car concerned must start the race from the pit lane. During the formation lap practice starts are forbidden and drivers must circulate in grid order, keeping the formation as tight as possible.



- Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Once all cars have safely taken up their grid positions at the end of the formation lap five red lights will appear in sequence at one-second intervals. These red lights are then extinguished to signal the start of the race. If a driver has a problem on the grid immediately prior to the start he must raise his arm and the start will be aborted. A new formation lap, which will count towards the race distance, will then be completed. Any driver who causes a start to be aborted, even if he is then able to start the extra formation lap, will be required to start the race from the pit lane. The same process will be applied to a re-start from a race suspension where drivers have been brought to the pit lane.
- The only exceptions to these start procedures are connected to the weather. If it starts to rain in the three minutes prior to the start then the abort lights will come on and the starting procedure will revert to the 10-minute point to allow teams to change to appropriate tyres. If the weather is exceptionally bad the race director may choose to abort the start and resume the starting procedure only when conditions have improved. Alternatively, he may decide to start the race behind the safety car.

## **SCRUTINEERING AND WEIGHING**

- A team of specially appointed scrutineers has the power to check cars at any point during a Grand Prix weekend to ensure that they fully comply with technical and safety regulations. A car cannot take part in the event until it has passed scrutineering. Every car is initially examined in its respective garage between 10.00 and 16.00 on the Thursday of a race meeting (Wednesday at



Monaco). A car must be re-examined by scrutineers if any significant changes are made to it by the team or if it is involved in an accident.

- In addition to scrutineering, cars are also weighed during the Grand Prix weekend to ensure that they comply with minimum weight requirements (702kg). Cars taking part in FP1, FP2 or FP3 may be selected at random to be weighed at the end of each of these sessions. Cars taking part in Q1 and Q2 are called in at random to be weighed, while all cars participating in Q3 are weighed after the session. Classified finishers are weighed again after the race. If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car. Any competitor failing to meet the minimum weight may lose their qualifying times or be excluded from the race results unless this is due to the accidental loss of part of the car

## **PARC FERME**

- Parc ferme is an enclosed and secure area in the paddock where the cars are weighed and any other checks deemed necessary by race officials are made. Teams must leave their cars here from within three and a half hours of the end of the qualifying on Saturday until five hours before the start of the formation lap on Sunday. However, the cars are deemed to be under parc ferme conditions for a much longer period - from the time they first exit the pits during qualifying until the start of the formation lap immediately prior to the race. Under these conditions, the work teams may carry out on their cars is limited to strictly-specified routine procedures, which can only be performed under the watchful eye of the FIA Technical Delegate



and race scrutineers. Fuel may be added to the cars, tyres changed and brakes bled. Minor front wing adjustments are also allowed, but little else. These controls mean that teams cannot make significant alterations to the set-up of a car between qualifying and the race. The only exception to this is when there is a "change in climatic conditions", for example a dry qualifying session followed by a wet race, or vice versa. In this case the FIA will give the teams permission to make further appropriate changes to their cars.

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

### **FUEL, FUEL USAGE AND REFUELLING**

- Cars may use no more than 100kg of fuel in each race (with the power unit regulations stipulating that fuel flow must not exceed 100kg/hour). Drivers exceeding the fuel limit during a race will be immediately excluded from the race results. Teams are not permitted to add or remove fuel from a car during a race. In other occasions during the weekend they may refuel cars but only in their respective garages, and only at a rate of 0.8 litres per second.

### **PIT-LANE PROCEDURES**

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





and an area in the pit lane to the teams on a strictly equal basis. Within these designated garage areas is one position - or pit box - where pit stops may be carried out during practice sessions, qualifying and the race. Apart from drying or sweeping, teams are forbidden from improving the grip of their pit-stop position.

- Personnel are only allowed in the pit lane immediately before a pit stop and must withdraw to their garages as soon as their work is complete. No powered device may be used to lift any part of a car in the pit lane during a race. It is the team's responsibility to release a car from its stop only when it is safe to do so. For safety reasons there is a pit-lane speed limit of 80km/h at all Grands Prix, though this is often reduced at circuits like Monaco because of track configuration. Any team whose driver exceeds the pit-lane speed limit during any practice session will be fined €100 for each km/h above the limit, up to a maximum of €1000. Speeding in the pit lane during the race will incur a time or driver-through penalty.

#### LICENSES, DRIVER CHANGES AND ADDITIONAL DRIVERS

- Teams may use up to four drivers during a season, all of whom may score points in the championship. However, all drivers must possess an FIA Super Licence to compete in Formula One racing. To obtain that licence, they must be 18 years or older and meet strict performance standards. Drivers must have accumulated 40 points over a three-year period, with points allocation based on which other motorsport series they have participated in and the level of results they achieved. Drivers who qualify for a superlicence but are then unable to secure an F1 racing seat get a three-year grace period in which their points are valid.



- As well as securing enough points, drivers will also have to have spent at least two years in junior single-seater categories, hold a valid road driver's licence and pass a test on the Formula One sporting regulations. They must also have completed 300 kilometres of testing in a recent F1 car before they can appear at an event. On a race weekend, a team may make a driver change 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 up to two additional drivers, although each team is still limited to two cars. Any holder of a Super Licence 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.

## **BRAKE SYSTEM**

- Formula One car must have one brake system operated through a single brake pedal. 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. 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.
- The only exception is the electronic rear brake control system, which is teams can use to compensate for the effect of Energy Recovery Systems (ERS) on the rear axle. The rear brake control system is allowed provided that the driver brake pedal is connected to a



hydraulic master cylinder that generates a pressure source that can be applied to the rear braking circuit if the powered system is disabled.

- 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.

## **SPARE CARS**

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

## **CAR LIVERY AND DRIVERS NUMBERS**

- Teams must run their two cars with essentially the same race livery throughout the season and must seek prior approval for any major changes. The team's name or emblem must appear on the nose of the car. In addition, every car must carry its driver's race number, which the driver selects by ballot. The driver numbers are permanent and will be used throughout each driver's



career with the exception of the world champion, who will be given the option to use number one the following season. The driver's name must also appear on the external bodywork of the car. To help distinguish between a team's two cars, the onboard cameras which sit on top of the main rollover structure are coloured differently. On the first car it must remain as it is supplied to the team (black) and on the second car it must be predominantly fluorescent yellow.

## OFFICIALS

- At every Grand Prix meeting there are seven key race officials who monitor and control the activities of the stewards and marshals to ensure the smooth and safe running of the event in accordance with FIA regulations. Five of the seven officials are nominated by the FIA. These are the race director (currently Charlie Whiting), a permanent starter and three additional stewards, one of whom is nominated chairman and one of whom is an experienced former driver. The additional stewards must be FIA Super Licence holders.
- The other two key officials are nominated by the National Sporting Authority (ASN) of the country holding the race. These are the clerk of the course and an additional steward (who must be a national of the host nation). Both must be FIA Super Licence holders. The clerk of the course works in consultation with the race director, who has overriding authority. The race director directs the clerk of the course on how to instruct the stewards during the various practice, qualifying and race sessions.





- The race director and the clerk of the course, as well as the FIA technical delegate (currently Jo Bauer), must all be present at the event from 1000 on Thursday (Wednesday in Monaco) onwards. The race director, the clerk of the course and the chairman of the stewards must all be in radio contact while cars are on track. Furthermore, at these times the clerk of the course must be in the race-control headquarters and in radio contact with all of the marshals' posts.

## **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.** At all times, the race director can suspend the system in poor weather conditions, or if there are yellow flags in the DRS activation zone. Drivers are free to activate the DRS as they wish within the designated DRS zones during practice and qualifying. However if the DRS is disabled at any point during Q1, Q2 or Q3, it will remain disabled for the remainder of the relevant period.
- During the race meanwhile drivers will not be able to access the DRS for the first two laps following the race start or a safety car restart. DRS is however re-enabled immediately following a Virtual Safety Car (VSC) period. Drivers may only activate the DRS when they are within one second of the car in front (indicated via a dashboard light) at the DRS detection point. The DRS will automatically be disabled (resetting the rear wing flap to its original position) the first time the driver uses the brakes after activation.



## FORMULA ONE TEAMS ADDRESS

<p><b>MERCEDES</b> Mercedes AMG Petronas F1, Reynard Park, BrackleyNorthamptonshire, NN13 7BD.</p>	<p><b>FERRARI</b> Ferrari SpA, Headquarters and Factory Via AbetoneInferiore n. 4, I-41053 Maranello (MO)</p>
<p><b>RED BULL RACING</b> Bradbourne Drive Tilbrook Milton Keynes MK7 8BJ United Kingdom</p>	<p><b>WILLIAMS</b> Williams F1, Grove Wantage, Oxfordshire, OX12 0DQ, United Kingdom</p>
<p><b>FORCE INDIA</b> Sahara Force India F1 Team, Dadford Road, Silverstone Northamptonshire, NN12 8TJ United Kingdom</p>	<p><b>McLAREN</b> McLaren Technology Centre, Chertsey Road, Woking, Surrey, GU21 4YH England.</p>
<p><b>TORO ROSSO</b> Scuderia Toro Rosso SPA, Via Spallanzani, 21, 48018 Faenza (RA), Italy.</p>	<p><b>HAAS F1 TEAM</b> Kannapolis, North Carolina, United States</p>
<p><b>RENAULT</b> THRILLS SIGNATURE Spirit Park 1 Rue Michael Faraday 18000 BOURGES</p>	<p><b>MANOR RACING</b> Chalker Way, Banbury, Oxfordshire OX164XD</p>
<p><b>SAUBER</b> Sauber Motorsport AG, Wildbachstrasse 9, CH-8340 Hinwil, Switzerland.</p>	



# 2016 FORMULA 1

PETRONAS MALAYSIA GRAND PRIX  
KUALA LUMPUR  
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## The GP 2 Series™

ELEVEN YEARS AGO, the GP2 series™ was born and since 2005, it 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. In 2016, eleven out of twenty-two 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, over 60 drivers so far have received the opportunity to drive an F1 car as a result of their time in GP2 since we began.

Since the inaugural season, drivers have graduated from GP2 to F1 every year, from our first ever champion Nico Rosberg to Jolyon Palmer and Rio Haryanto this year. Five of our Champions are racing in F1 again this season reaffirming if need be that GP2 is the natural path to the pinnacle of motorsport. The twelfth season of our series promises incredible battles throughout the field as our young 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 talents to show their ability in front of the F1 teams as they compete on world-renowned circuits throughout Europe, on a car created 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 benefits from a professional and experienced organization to 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™ ensures that it has truly global reach and appeal. This year again 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 GP 3 Series™

THE FIRST SIX SEASONS HAVE EXCEEDED EXPECTATIONS. The best teams were chosen to take part, whilst the hottest young motor racing talents from across the globe filled their race seats. There was drama and excitement in abundance, and with the championship going down to the wire in five of the six years, we were treated to an epic fight for the crown. And despite our Series only running for six seasons, three of our GP3 champions have reached the impressive heights of Formula 1. Our second GP3 champion Valtteri Bottas has completed his third season with Williams Martini Racing, whilst his successor Daniil Kvyat is starting his second year at Infiniti Red Bull Racing after a successful debut year with Scuderia Toro Rosso. Our inaugural title winner Esteban Gutiérrez drove for Sauber F1 Team for two consecutive years, which was subsequently followed by his appointment as Scuderia Ferrari Test and Reserve driver. The Mexican returns to the grid with newcomers Haas F1 Team in 2016.

The Series has been designed to make it the perfect driver training ground, not only for GP2, but also for Formula One™. 2016 sees the introduction of the third generation car. The GP3/16 has a brand new Mecachrome bespoke design engine, revised aerodynamics and updates electronics. Using the same chassis, engine and tyre suppliers, our young drivers must showcase their skills both in speed and in managing tyres, just like they will have to do when they move up the motor sport ladder. And with two races per weekend and reverse grids, these skills will prove crucial in the battle to become GP3's champion. All nine events on the calendar will be part of the Formula One™ support package giving drivers' first-hand experience of racing in the Grand Prix environment and gaining the coveted F1 exposure. The Series makes its maiden trip to Sepang in Malaysia, which will provide yet another exciting challenge. Yas Marina completes the second of two successive flyaway events making it a truly global experience.

The series benefits from a professional and experienced organization to scrutineer the cars and oversee the running of all GP3 events, while FOM's unparalleled expertise in the broadcasting and marketing of the GP3 Series™ ensures that it has truly global reach and appeal. As the GP3 Series™ begins its seventh season we are looking forward to watching the new class of 2016 battle it out on track.



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## NOTES



# 2016 FORMULA 1

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30 SEPTEMBER - 01-02 OCTOBER

MAPS

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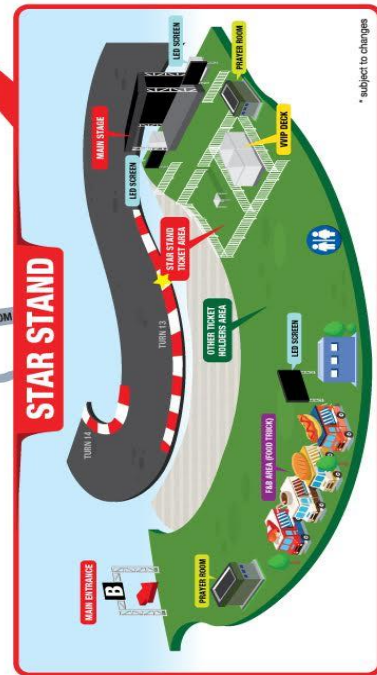


# GENERAL MAP



**LEGEND**

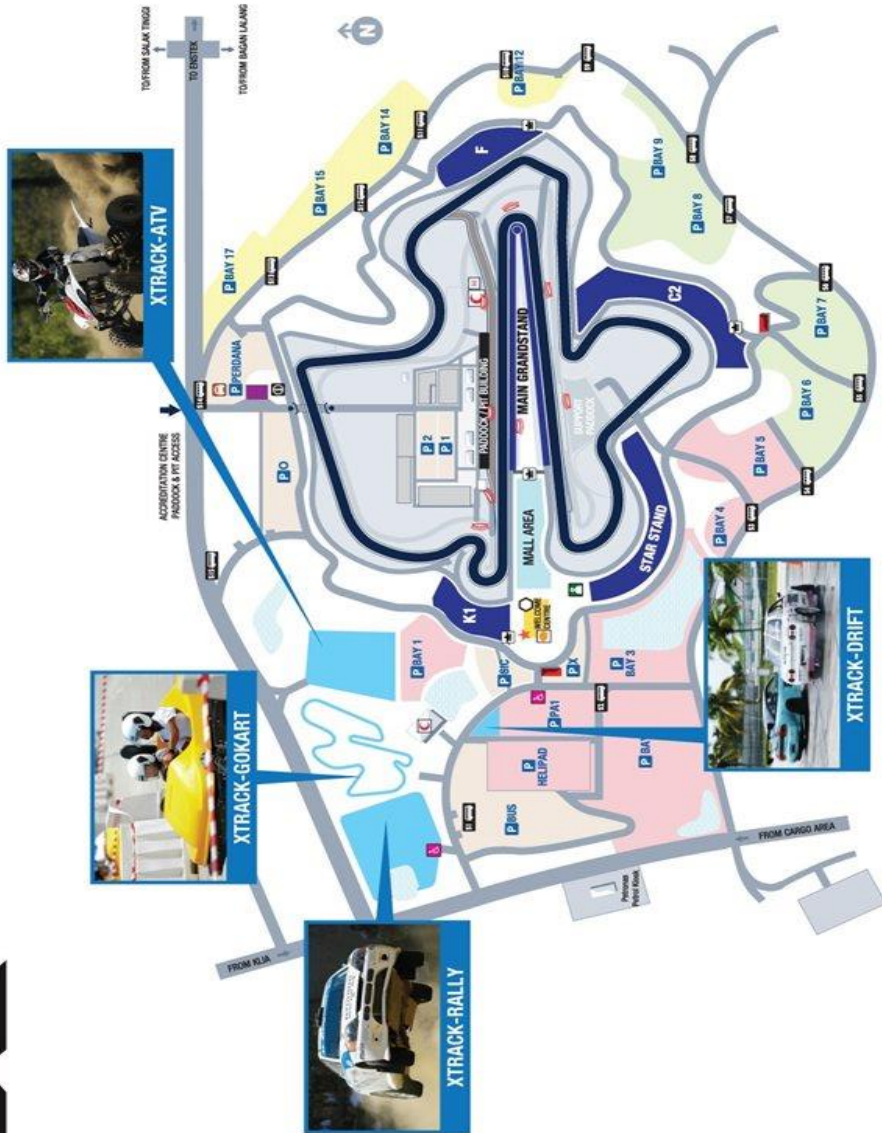
	CUSTOMER SERVICE		GATE ENTRANCE
	PRAYER ROOM		PARKING
	DISABLED SHUTTLE		SIC WELCOME CENTRE
	PICK-UP AREA		CAFE
	TICKET COUNTER		GIANT SCREEN
	SIC GP MERCHANDISE		SHUTTLE BUS STOP

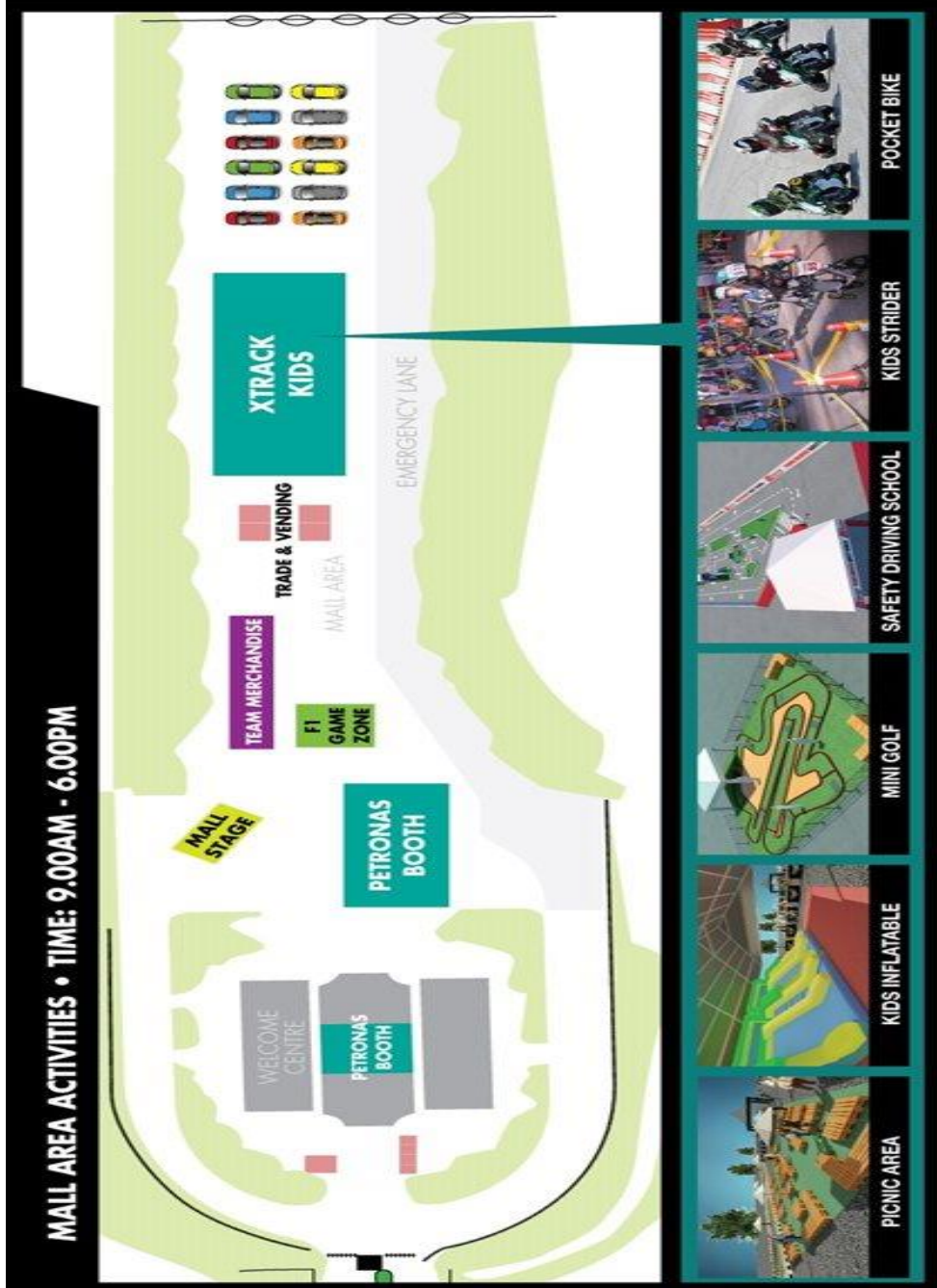






**XTRACK EXPERIENCE** 28 SEPTEMBER - 30 OCTOBER • 9AM - 6PM







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## Notes