



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Race Preview

2015 CHINESE GRAND PRIX
10-12 April 2015

The imposing Shanghai International Circuit plays host this week to the third round of the 2015 FIA Formula One World Championship, the Chinese Grand Prix.

The four flyaway races that begin the racing season offer an eclectic range of circuits, with each venue presenting challenges very different to those of its predecessor. Shanghai is no exception: the unique, front-limited 'snail' corners and the long pit and back straights (the latter being the longest in F1) combine to create a circuit that pulls car set-up in different directions and presents a conundrum that the '15 models, so far this year, will not have experienced outside of the simulator.

Other factors in Shanghai are the frequent threat of inclement weather and the brutal toll taken on tyres. Pirelli will bring their medium and soft compounds to China, with the latter previously reduced to little more than a qualifying tyre by the abrasive asphalt and the high-energy corners. Together, these variables have combined in previous years to throw up unusual results that run contrary to the early-season form guide.

This year that form guide is slightly ambiguous. Mercedes were easily the class of the field in Australia but were unable to best Ferrari and Sebastian Vettel two weeks ago in Malaysia. Was that simply a flash-in-the-pan or will the Silver Arrows have a harder time in 2015 than they did last year?

Lewis Hamilton, meanwhile, continues to lead the championship having translated two pole positions into a victory and a second place. Coming to the circuit where he has the best record of any driver, can the reigning world champion rubber-stamp his status as favourite for the 2015 title? The Chinese Grand Prix will go a long way to answering those questions.



CIRCUIT DATA

SHANGHAI INTERNATIONAL CIRCUIT

Length of lap: 5.451km

Lap record:

1:32.238 (Michael Schumacher, Ferrari, 2004)

Start line/finish line offset:

0.190km

Total number of race laps:
56

Total race distance:
305.066km

Pitlane speed limits:

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

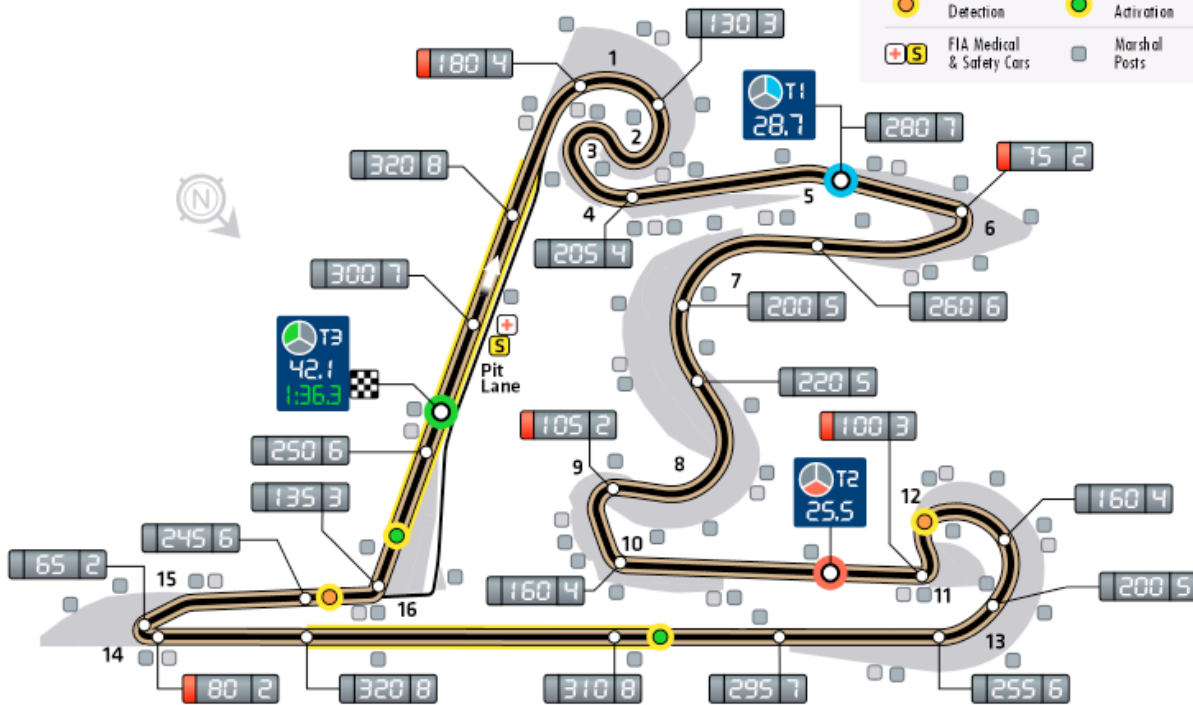
CIRCUIT NOTES

- ▶ The run-off area has been changed from gravel to asphalt in the pit entry.
- ▶ All orange boards around the track have been re-painted.
- ▶ The race control CCTV system has been upgraded to high definition cameras and screens.
- ▶ A debris fence has been installed in the pit entry to protect marshals.

DRS ZONES

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

ROUND 03	CHINESE GRAND PRIX	START TIME	14:00 Local - 06:00 GMT	KEY <div> <div>Speed Km/h</div> <div>Braking 100 3 Gear</div> <div>Sector Time T3 42.1 Lap Time 1:36.3</div> </div> <div> <div>Sector 1</div> <div>Sector 2</div> <div>Sector 3</div> </div> <div> <div>Circuit</div> <div>Start</div> <div>Finish</div> </div> <div> <div>DRS Detection</div> <div>DRS Activation</div> <div>Run-off Areas</div> </div> <div> <div>FIA Medical & Safety Cars</div> <div>Marshal Posts</div> <div>Light Panels</div> </div>
RACE DATE:	12 APR 2015	CIRCUIT LENGTH:	5.451KM	
CIRCUIT NAME:	SHANGHAI INTERNATIONAL CIRCUIT	RACE DISTANCE:	305.066KM	
NUMBER OF LAPS:	56	LAP RECORD:	1:32.238 - M Schumacher [2004]	



Chinese GP Fast Facts

- Lewis Hamilton, with victories in 2008, 2011 and 2014, is the most successful driver in the 11 years of the Chinese Grand Prix. The only other driver with multiple wins is Fernando Alonso, who won the race in 2005 and 2013. Hamilton is perhaps more famous for failing to finish the 2007 race after beaching his McLaren in the gravel trap at the pit entry. Hamilton, racing on badly worn tyres, was on course to clinch the championship in China had he held position.
- The Chinese Grand Prix saw a debut victory for Nico Rosberg who won the race in 2012 and recorded the first victory for Mercedes in the modern era. Rosberg has subsequently recorded seven further F1 victories.
- Another first in China was victory for Red Bull Racing at the 2009 event. Sebastian Vettel led Mark Webber home for a 1-2 finish, interrupting a run of six victories in seven races for Jenson Button and Brawn GP. Red Bull have gone on to take a further 49 grand prix victories.
- Despite China being the venue for Red Bull Racing's first victory, it is since become something of a bogey country for the Milton Keynes-based team. The Chinese Grand Prix was the only race at which the team did not take a victory during its four consecutive double championship seasons in the years 2010-2013. The only other circuit where it did not win was Hockenheim.
- Ferrari are the leading manufacturer at the Shanghai International Circuit with four victories (2004, 2006, 2007, 2013), compared to three for McLaren (2008, 2010, 2011).
- Ferrari are not, however, the dominant engine supplier, with Mercedes taking five victories, adding two for the works team to the three won by the then Mercedes-powered McLarens.
- Pole position has been converted into victory at the Shanghai International Circuit in six of the 11 races. Michael Schumacher has won from furthest back, starting sixth in 2006. He is one of only two winners to start in an even-numbered grid slot, the other being Kimi Räikkönen in 2007 from P2.
- Despite Shanghai offering excellent overtaking opportunities at Turn One and the Turn 14 hairpin, only three times has a driver finished on the podium after qualifying outside the top six, and only once when qualifying outside the top ten – Mark Webber finished third in the 2011 race after starting P18.
- Victory in Malaysia saw Sebastian Vettel join an exclusive group of drivers to win grands prix with three different teams. On that list he joins Fernando Alonso, Gerhard Berger, Jenson Button, Dan Gurney, Niki Lauda, Nelson Piquet, Kimi Räikkönen, Carlos Reutemann, Jody Scheckter and John Surtees. Alain Prost (Renault, McLaren, Ferrari, Williams), Juan Manuel Fangio (Alfa Romeo, Maserati, Mercedes, Ferrari) and Stirling Moss (Mercedes, Maserati, Vanwall, Rob Walker) each won for four different teams.

Chinese GP

Race Stewards

Biographies

DR GERD ENNSER

MEMBER OF THE DMSB'S EXECUTIVE COMMITTEE FOR AUTOMOBILE SPORT, FORMULA ONE AND DTM STEWARD

Dr Gerd Ennser has successfully combined his formal education in law with his passion for motor racing. While still active as a racing driver he began helping out with the management of his local motor sport club and since 2006 has been a permanent steward at every round of Germany's DTM championship. Since 2010 he has also been a Formula One steward. Dr Ennser, who has worked as a judge, a prosecutor and in the legal department of an automotive industry company, has also acted as a member of the steering committee of German motor sport body, the DMSB, since spring 2010, where he is responsible for automobile sport. In addition, Dr Ennser is a board member of the South Bavaria Section of ADAC, Germany's biggest auto club.



RADOVAN NOVAK

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

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



MARK BLUNDELL

FORMER F1 DRIVER, LE MANS AND CART WINNER

Mark Blundell raced for McLaren, Tyrrell, Ligier and Brabham in an F1 career that encompassed 61 grands prix between 1991 and 1995 and included three podium finishes. He is a three-time winner in IndyCars and won the Le Mans 24 Hours endurance race in 1992, driving for Peugeot. While still occasionally seen behind the wheel of a racing car in endurance events, the 21st Century has seen Blundell forge a second career as a TV commentator and analyst. He first appeared as a driver steward in F1 at the Spanish Grand Prix of 2011.



Chinese GP Championship Standings (Drivers)

[illegible]

Chinese GP Championship Standings (Constructors)

[illegible]

Chinese GP

Formula One Timetable & FIA Media Schedule

THURSDAY

Press conference 15.00

FRIDAY

Practice session 1 10.00-11.30

Practice session 2 14.00-15.30

Press conference 16.00

SATURDAY

Practice session 3 12.00-13.00

Qualifying 15.00-16.00

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 12.30

Race 14.00

Followed by podium interviews and press conference

ADDITIONAL MEDIA OPPORTUNITIES

QUALIFYING

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

RACE

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

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

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