

MEDIA KIT

Formula 1 Pirelli Chinese Grand Prix 2016

Shanghai Audi International Circuit

15-16-17.04.2016.

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Welcome Address

FOREWORD BY Jiang Lan

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Ladies and gentlemen, on behalf of Shanghai Juss Event Management Ltd., I would like to express my warmest welcome to all our media friends.

Since the success of the first Formula 1 Chinese Grand Prix in 2004, China has been experiencing an epoch in its motor racing history. Today, Shanghai has now become an important city to world motor sport. Now both China's motor sport and auto industry are growing rapidly. Making this county an attraction to world's top motor sport events and exhibitions.

Yet all of this cannot be achieved without the support from every media friend. It is your dedicated efforts that have made it happen. We now have more motor sport fans than ever before and motor sport culture is becoming more prosperous.

Please allow me to show my deep gratitude for everything you have done for us. Please enjoy your weekend here in Shanghai!

Vice President of Shanghai Jiushi (Group) Co., Ltd.
CEO of Shanghai Juss Event Management Co., Ltd.
Jiang Lan

TIMETABLE

CHINESE GRAND PRIX

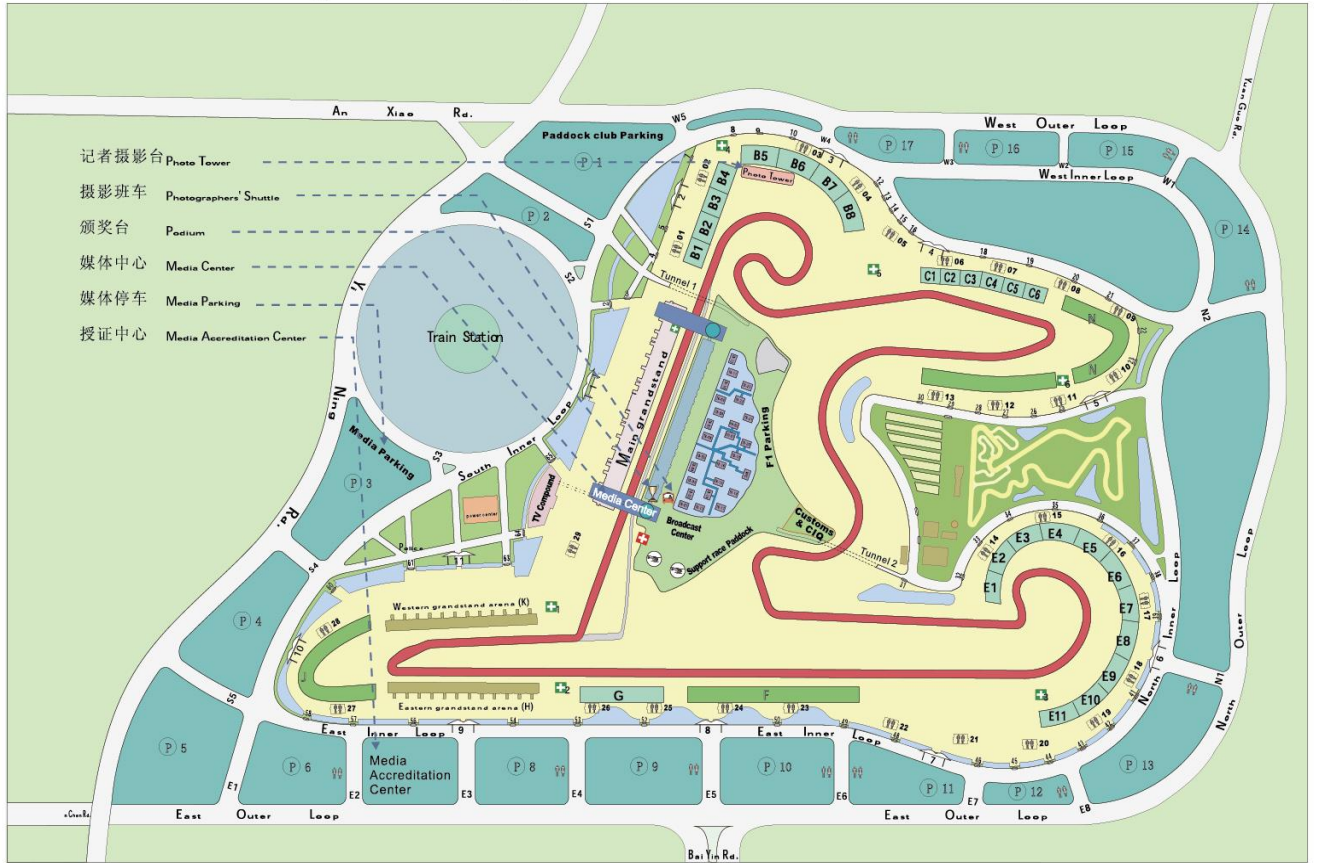
THURSDAY			
10:00	16:00	FORMULA ONE	INITIAL SCRUTINEERING
13:00	15:00	FORMULA ONE	TRACK CLOSED FIA/FOM SYSTEMS CHECKS TRACK ACCESS RESTRICTED TO FIA/FOM ONLY
13:45		FORMULA ONE	TRACK INSPECTION, TRACK COMPLETELY CLEAR
14:00	15:00	FORMULA ONE	HIGH SPEED TRACK TEST-FIA SAFETY AND MEDICAL CARS
15:00		FORMULA ONE	PRESS CONFERENCE
16:00		FORMULA ONE	TEAM MANAGERS' MEETING
16:00	17:15	FORMULA ONE	F1 DRIVERS' AUTOGRAPH SESSION
FRIDAY			
09:00		PORSCHE CARRERA CUP ASIA	DRIVERS MEETING
09:20		FORMULA ONE	MEDICAL INSPECTION
09:30	09:45	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
10:00	11:30¹	FORMULA ONE	FIRST PRACTICE SESSION
11:35	13:30	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
13:30	13:40	FORMULA ONE	TRACK INSPECTION
14:00	15:30¹	FORMULA ONE	SECOND PRACTICE SESSION
16:00	16:45 ¹	PORSCHE CARRERA CUP ASIA	PRACTICE SESSION
16:00	17:00	FORMULA ONE	PRESS CONFERENCE – PRESS ROOM
17:00		FORMULA ONE	DRIVERS MEETING
17:30	19:00	PROMOTERS ACTIVITY	PUBLIC PIT LANE WALK – 3 DAY TICKET HOLDERS ONLY
18:00	19:00	FORMULA ONE	MARSHAL PIT LANE WALK
SATURDAY			
09:30	10:15	FORMULA ONE	TEAM PIT STOP PRACTICE
09:30	10:15	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
10:40	11:10	PORSCHE CARRERA CUP ASIA	QUALIFYING SESSION
11:20		FORMULA ONE	MEDICAL INSPECTION
11:30	11:45	FORMULA ONE	TRACK INSPECTION AND SAFETY CAR TEST
12:00	13:00¹	FORMULA ONE	THIRD PRACTICE SESSION
13:05	14:45	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
14:30	14:45	FORMULA ONE	TRACK INSPECTION
15:00	16:00	FORMULA ONE	QUALIFYING SESSION
16:30*	17:05²	PORSCHE CARRERA CUP ASIA	FIRST RACE (12 LAPS OR 30 MINS)
SUNDAY			
09:30	11:00	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
10:30	10:45	FORMULA ONE	MARSHALLING SYSTEM TRACK TEST
11:20*	11:55²	PORSCHE CARRERA CUP ASIA	SECOND RACE (12 LAPS OR 30 MINS)
12:00	13:15	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
12:30		FORMULA ONE	DRIVERS TRACK PARADE
12:45	13:15	FORMULA ONE	STARTING GRID PRESENTATION
13:00		FORMULA ONE	MEDICAL INSPECTION
13:10	13:30	FORMULA ONE	TRACK INSPECTION
13:30		FORMULA ONE	PIT LANE OPEN
13:45		FORMULA ONE	PIT LANE CLOSED
13:46		FORMULA ONE	NATIONAL ANTHEM
14:00*	16:00²	FORMULA ONE	GRAND PRIX (56 LAPS OR 120 MINS)

*These times refer to the start of the formation lap. ¹ Fixed Time Session ² Approximate finishing time

Please note this timetable may be subject to amendments

CIRCUIT MAP

Map of Shanghai Audi International Circuit



CIRCUIT FIGURE & INTRODUCTION

Specifications of the Grand Prix track:

- Two sections of the track have been nicknamed 'snails' – the first at turns 1, 2 and 3 has a closing radius; the second, at turns 10, 11 and 12 has an opening radius.
- At the end of the longest (1,175m) straight, cars are estimated to decelerate from 327 kph to 87 kph as they pass the Lotus grandstand.
- Maximum uphill slope: 3%.
- Maximum downhill slope: 8%.
- 16 turns – 7 left, 9 right.
- Lap length of 5.45 km.
- The predicted average lap time for the Circuit is 1m, 34 seconds.
- Length of longest straight 1,175m.
- Total asphalt used (base, binder and wearing courses): 173,000 m².
- Total length of tyre barriers: 6,500m, using a total of 174,000 units.
- Total guard rail: 11,700m.
- Total FIA safety fencing: 9,350m.
- Total number of concrete piles: 40,000, totalling 800,000m.

The Shanghai Audi International Circuit includes:

- A total capacity of 200,000 spectators.
- A main grandstand for 29,000 spectators and first class hospitality suites.
- Dedicated team buildings for international racing teams.
- A *Sky Restaurant*.
- A media center above the track.

CIRCUIT HISTORY

Even after Formula 1's first visit to Shanghai Audi International Circuit, it was already acknowledged by the sport's insiders as the best of the recent spate of new circuits.

Ultra-modern, with space aplenty for overtaking and outstanding viewing for the 200,000 spectators, supported by superb facilities for the teams and drivers, it is small wonder that the circuit made such an extraordinary impact.

The site that was chosen in the Jiading district, 20km from Hongqiao international airport and 30km north-west of the city centre in an area being developed as Shanghai International Auto City, along with an automobile manufacturing base, exhibition and sales facilities.

Less than half of the 5.3 square kilometre site is covered by the circuit, with the rest to be developed for other recreational uses.

Once the construction plans had been approved, there were only 18 months to build the circuit and its infrastructure, requiring a workforce of 7000 to work around the clock. If the timescale wasn't trouble enough, the site provided further problems as it was a swamp requiring specialist building techniques to make it stable, with the building of 40,000 support piles, from 40 to 80m in depth and topped with a layer of polystyrene (EPS, extruded polystyrene). In order to fulfill the need for polystyrene, the company had to purchase the entire stock available in the Asian market.

Circuit design expert Herrman Tilke headed the project, coming up with a layout that offered seven left turns and nine rights, and a 200mph back straight leading into a hairpin that's good for overtaking as it's unusually wide. The gentle banking at the ever-tightening opening sequence of corners is also a hit, with Turn 13 being the opposite as it opens out onto the back straight.

People talk of how Tilke took his inspiration for the layout from the Chinese Shang character, which means "above" and ties in with Shanghai. However, this was done unwittingly. He had incorporated local themes into the design even before this. Based on China being a gateway to the Asia Pacific region, some of the grandstands have a roof based on a lotus leaf. The team offices are built on stilts above a lake are in imitation of the water gardens in Shanghai's Yu-yuan garden. Although the circuit is unremittingly modern, the detailing on many of the buildings is in traditional Chinese red and gold. After nightfall, though, the circuit becomes futuristic again, with blue lights picking out the architectural extravagances.

Apart from The Formula One Chinese Grand Prix, Shanghai Audi International Circuit also stages other international motor sports events such as The World Endurance Championship and The World Touring Car Championship. In addition in the Shanghai Audi International Circuit , we will also present many exciting new events for motor racing fans.

SHANGHAI CITY INTRODUCTION

- Location



Shanghai literally means the city by the sea. It is on the west shore of the Pacific Ocean. Right in the middle of China's east coastline, Shanghai is an excellent sea and river port, boasting easy access to the vast hinterland.

- Population

According to the Shanghai Statistics Bureau, Shanghai's population of residents with permanent residence registration had grown to 24.15 million, among which 14.25 million were long-term residents and 9.9 million were immigrants by the end of 2013.

- Shanghai Weather & Climate

Weather averages for Shanghai												
Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Average high °C (°F)	8 (46)	8 (46)	13 (55)	19 (66)	25 (77)	28 (82)	32 (90)	32 (90)	28 (82)	23 (73)	17 (63)	17 (63)
Average low °C (°F)	1 (34)	1 (34)	4 (39)	10 (50)	15 (59)	19 (66)	23 (73)	23 (73)	19 (66)	14 (57)	7 (45)	2 (36)
Precip-itation mm (inches)	48 (1.89)	58 (2.28)	84 (3.31)	94 (3.7)	94 (3.7)	180 (7.09)	147 (5.79)	142 (5.59)	130 (5.12)	71 (2.8)	51 (2.01)	36 (1.42)

● Top 5 Must to go

Xintiandi

It's a modern leisure and entertainment neighborhood in downtown Shanghai, provides an interesting window on the city and the rest of the world, on city's yesteryears, today and tomorrow.

The Bund

It has also been known as Zhongshan First East Road, which measures about 1.5 kilometers in length. To its east is the Huangpu River. To its west are 52 classic buildings of Gothic and Baroque styles which used to house old Shanghai's financial institutions and trading companies; therefore, the Bund is now acclaimed as an outdoor museum of international architecture.

Yu Garden

This ancient property owned by a Ming dynasty official is the only Ming garden in the northern part of the Old City. Built in 1559, the 2-hectare garden has been around for over four centuries. It boasts over 40 ingeniously conceived, well laid out ancient buildings, which have interesting names like Iron Panther, Moon Tower and Hearing-Waves Pavilion.

Shanghai's Nanjing Road Pedestrian Street

It was catapulted to fame in the 1920's and today is known as the "No.1 Street of China". It is flanked by hundreds of boutique shops housed in beautiful buildings, like time-honored brands like First Department Store and Yongan Department Store.

China Art Museum

Housed in the China Pavilion of the 2010 Shanghai World Expo, China Art Museum features 27 exhibition halls measuring 64,000 square meters in area as well as such facilities as theater, conference hall and library. The 559-square-meter dining zone offers coffee, Western fast food and tea.

● Food

Shanghai is a metropolis with unique charms. This 150-year-old city has a lot of memorable "tastes" that make people linger. As one of the world's most food-savvy cultures, Shanghai is where culinary creations from all over the world converge. In traditional shanghai cuisine, foods are mainly braised in red sauce and stir-fried in rich oil.

Sweet and Sour Short Ribs

Brightly red; flavorful; sweet and sour

Yan Du Xian

Red meat with white bamboo shoots in rich gravy, tasty, fresh

Braised Pork in Brown Sauce

Pork braised to a red sheen, delicious, sweet ,salty ,gooey

Nanxiang Steamed Buns

Thin wrappings, tender meat, juicy, delicious

Every year Shanghai host many international sports events, such as Formula One Chinese Grand Prix, Shanghai Global Champions Tour ,Shanghai ATP1000 Masters, Shanghai Snooker Masters and others. These events gather in Shanghai and perform an incomparable and marvelous match, and present the world the spirit of Shanghai, which is tolerant, striving for excellence, intelligent and open-minded, broad and modest, which draws widespread media attention.

USEFUL INFORMATION

TELEPHONE NUMBERS

Emergency numbers	Police (general number)	110
	Fire brigade	119
	Ambulance	120
Useful numbers	Directory Assistance	114
	Tourist Information	962020
	Correct Time	117
	Airport Pudong	96990
	Airport Hongqiao	96990
	Weather Forecast	12121
Hospitals With English language service	Shanghai General Hospital 100 Haining Road	63240090
	Huashan Hospital 12 Wulumuqi Zhong Road	52889999
Airlines (Selection)	Air France	400 880 8808
	British Airways	400 881 0207
	Lufthansa	5352 4999
	Northwest Airlines/KLM	6835 5492
	Swiss	400 882 0880
	Virgin Atlantic	5353 4600
	Finair	+358 600 140 140
	Emirates	400 882 2380
	Qatar	400 994 9991
Media Hotels (with shuttle to the circuit)	CYTS Eastern HOTEL SHANGHAI No.1 Fengyang Road	86-21-54619898
	Blue Palace Hotel No. 125, South Bole Rd.	86-21-59162025

MEDIA SERVICES

RESPONSIBILITIES

RACETRACK

Operating Company	Shanghai Juss Event Management Co, Ltd. The 15 th floor No.28 South Zhongshan Road Huangpu District Shanghai, P.R. China Phone: +86 (0)21 6333 9393 Fax: +86 (0)21 6333 9434 Website: http://www.jussevent.com
Clerk of the Course	Zhang Tao
National Steward	Wang Feng

FIA

Race Director, Safety Delegate and Starter	Charlie Whiting
Medical Delegate	Professor Jean-Charles Piette
Technical Delegate	Jo Bauer
F1 Head of Communications & Media Delegate	Matteo Bonciani
FIA Observer	Herbie Blash
Stewards	Tim Mayer Ge Jun Silvia Bellot Gao Yun Mika Salo Dr Chen Shiyi
Safety Car Driver	Bernd Mayländer
Medical Car Driver	Alan van der Merwe

MEDIA CENTRE

National Press Officer	Xu Wei
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ACCREDITATION AND MEDIA CENTRE

OPENING HOURS

ACCREDITATION

Location	The Media Accreditation Centre is located at Waihuan Rd. (East), between Public Parking No. 6 and No. 8. The media hotel shuttles will have a stopover at the accreditation centre and an additional media accreditation shuttle service will be provided to the circuit.		
Opening hours	Wednesday	13 April 2016	11.00 hrs – 18.00 hrs
	Thursday	14 April 2016	08.00 hrs – 18.00 hrs
	Friday	15 April 2016	08.00 hrs – 16.00 hrs
	Saturday	16 April 2016	08.00 hrs – 12.00 hrs
	Sunday	17 April 2016	08.00 hrs – 12.00 hrs (national press only)

MEDIA CENTRE/PHOTOGRAPHERS' AREA

Location	The Media Centre is located on the 9th floor of the control tower. The media centre can be accessed from the paddock entrance. The Photographers' Area is <i>MOVED TO THE MEDIA CENTRE.</i>		
Opening hours	Wednesday	13 April 2016	12.00 hrs – 20.00 hrs
	Thursday	14 April 2016	09.00 hrs – 22.00 hrs
	Friday	15 April 2016	07.00 hrs – 23.00 hrs
	Saturday	16 April 2016	07.00 hrs – 23.00 hrs
	Sunday	17 April 2016	07.00 hrs – OPEN ENDED *until the departure of the last journalist/photographer

FACILITIES

Media Centre	<ul style="list-style-type: none"> • A sufficient number of seats. All non-smoking. Smoking area on balconies. • waste paper baskets • 5 telephone booths located in the telecom area. • Private telephones on request. • 3 fax machines. • 7 Internet workstations. • 228 lockers. (Lockers operate with RMB coins that are returned when the key is put back in.) • Reception Telephone: +86 21 6956 9001 +86 21 6956 9002
Photographers' Area	<ul style="list-style-type: none"> • A sufficient number of seats. • Pigeon holes for information and times • ISDN and direct lines as well as data uplinks are available on request. • 96 lockers. Lockers operate with RMB coins that are returned when the key is put back in.)
Television / radio	40 operational air-conditioned and soundproof commentary booths are available to television and radio above the main grandstand (5th floor).
Shuttle Services	<p>Media Hotels Shuttles A media shuttle service is provided to and from the recommended media hotels (CYTS Eastern HOTEL SHANGHAI in Shanghai downtown, Blue Palace Hotel close to the circuit) to the Circuit Media Parking (Parking No. 3). (Please refer to the official noticeboard in the Media Centre and Photographers' Area for detailed schedule).</p> <p>Media Shuttles : There is a non-stop media shuttle service between the Media Parking (Parking No. 3) and the Media Centre.</p> <p>Photographers' Shuttles Route: A photographers' shuttle service is provided non-stop during the Formula One practice sessions and race from the Race Control Tower to important locations around the track, using the inner and outer service road. Operating Hours: Please refer to the schedule on the official notice board in the photographers' room. Photographers' Towers: For the position, please refer to the map of this press kit. Crossing the track: Crossing the track is not allowed from 30 minutes before each practice session and 60 minutes before the Grand Prix race.</p>

SHUTTLE BUS TIMETABLE

Media Hotels Shuttles					
	13th April Wednesday	14th April Thursday	15th April Friday	16th April Saturday	17th April Sunday
CYTS Eastern HOTEL SHANGHAI	Depart hotel:				
	11:00 14:00	9:00 11:00 13:00	7:00 8:00 9:00 12:00	7:00 8:00 9:00 11:00	7:00 8:00 9:00 10:00 11:00
	Depart Circuit:				
	15:00 17:00 20:00	16:30 19:00 21:00	16:00 17:00 18:00 20:00 22:00 23:00	16:00 17:00 18:00 20:00 21:00 22:00 23:00	16:00 17:00 18:00 19:00 20:00 21:00 22:00 23:00 24:00 (the last journalist's departure)
Blue Palace Hotel	Depart hotel:				
	Every 1 hour from: 12:00 to: 16:00	Every 1 hour from: 9:00 to: 14:00	Every 1 hour from: 7:00 to: 10:00	Every 1 hour from: 7:00 to: 10:00	Every 1 hour from: 7:00 to: 10:00
	Depart Circuit:				
	Every 1 hour from: 16:00 to: 20:00	Every 1 hour from: 16:00 to: 22:00	Every 1 hour from: 17:00 to: 23:00	Every 1 hour from: 17:00 to: 23:00	Every 1 hour from: 17:00 till the last journalist's departure
Accreditation Center					
between Accreditation Center and No.3 Parking Lot	Wednesday	Thursday	Friday	Saturday	Sunday
	Every 2 minutes from: 10:00 to: 18:00	Every 2 minutes from: 8:00 to: 18:00	Every 2 minutes from: 8:00 to: 16:00	Every 2 minutes from: 8:00 to: 12:00	Every 2 minutes from: 8:00 to: 10:00
Media Shuttles					
between Media Parking 3 and Control Center	non-stop media shuttle from 7:00 to 23:00				
Photographers' Shuttles					
clockwise along Service Track	Wednesday	Thursday	Friday	Saturday	Sunday
			non-stop media shuttle from 9:00 to 16:30		

* Notes: This timetable may be subject to amendments. Please pay attention to the noteboard*

PRESS CONFERENCES

PRESS CONFERENCE ROOM

Location	The Press Conference Room is located next to the control tower on the first floor of the Podium Building. Please follow the signs from the Media Centre to the Press Conference Room - entrance from the paddock.
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FORMULA ONE ITINERARY

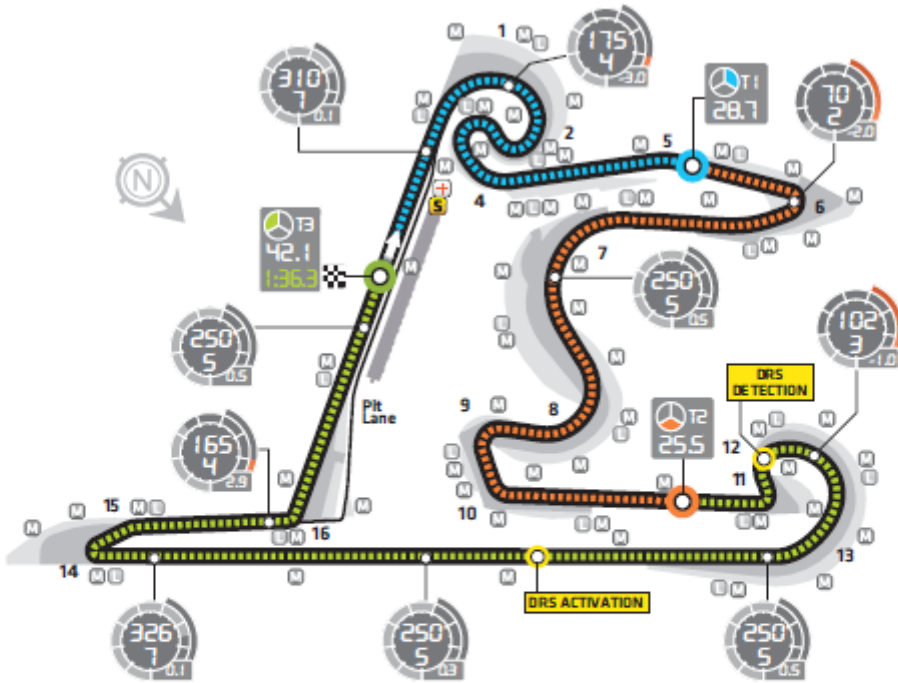
Formula One	Thursday, 15.00hrs , in the Press Conference Room: a maximum of 6 drivers chosen by the FIA F1 Head of Communications & Media Delegate.
	Friday, 16.00hrs , in the Press Conference Room: 6 team personalities chosen by the FIA F1 Head of Communications & Media Delegate.
	Saturday, following the qualifying session: <ul style="list-style-type: none"> ➤ TV unilateral interview with the top three drivers of the qualifying session on the grid (transmitted into the Media Centre) ➤ After the unilateral interview in the Press Conference Room: Pole position press conference with the top three drivers on the grid.
	Sunday, following the podium celebration: <ul style="list-style-type: none"> ➤ TV unilateral interview with the top three finishing drivers (transmitted into the Press Conference Room). ➤ after the unilateral interview, Press Conference Room: Post-race press conference with the top three finishing drivers.
	Note: Photographers are kindly requested to use the steps that have been provided behind the rows for the journalists.

The circuit map reproduced on the following page is courtesy of the FIA.

2016 FORMULA ONE WORLD CHAMPIONSHIP

CIRCUIT CHARACTERISTICS CHINESE GRAND PRIX: SHANGHAI

Date:	17 April 2016	Total race time	305.066 km
Circuit length:	5.451 km	Number of laps:	56



Speed Kmh Gear 	Braking Lateral G-force 	Timing Sector Sector Time Lap Time 	Sector 1 Sector 2 Sector 3	Circuit Safety Car Light Panels	Start Medical Car Run-off Areas	Finish Marshals Gravel Traps
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With the most advanced and challenging race track in the world, Shanghai Audi International Circuit was completed in May 2004. Its capacity of hosting is some 200,000 people for one time. The combination of snail-like narrowing turns and straight lines with the rising and falling of the gradient offers sufficient opportunities for overtaking manoeuvres and achieves an intensive and tensional experience of motor sport for the spectators.

The grandstand is unique in the world of Formula One in having two “wing-like” structures that link the spectator seating to the pit complex and house both a media centre and the circuit’s hospitality suites.

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP CALENDAR

Date	Country	Event name	Circuit Name
20-Mar	AUS	2016 FORMULA 1 AUSTRALIAN GRAND PRIX	Albert Park
03-Apr	BHR	2016 FORMULA 1 BAHRAIN GRAND PRIX	Barhain International Circuit
17-Apr	CHN	2016 FORMULA 1 CHINESE GRAND PRIX	Shanghai Audi International Circuit
01-May	RUS	2016 FORMULA 1 RUSSIAN GRAND PRIX	Sochi International Street Circuit
15-May	ESP	2016 FORMULA 1 SPANISH GRAND PRIX	Circuit de Catalunya
29-May	MCO	2016 FORMULA 1 MONACO GRAND PRIX	Circuit de Monaco
12-Jun	CAN	2016 FORMULA 1 CANADIAN GRAND PRIX	Circuit Gilles Villeneuve
19-Jun	AZE	2016 FORMULA 1 GRAND PRIX OF EUROPE	Baku Street Circuit
03-Jul	AUT	2016 FORMULA 1 AUSTRIAN GRAND PRIX	Red Bull Ring
10-Jul	GBR	2016 FORMULA 1 BRITISH GRAND PRIX	Silverstone
24-Jul	HUN	2016 FORMULA 1 HUNGARIAN GRAND PRIX	Hungaroring
31-Jul	DEU	2016 FORMULA 1 GERMAN GRAND PRIX	Hockenheimring
28-Aug	BEL	2016 FORMULA 1 BELGIAN GRAND PRIX	Circuit de Spa-Francorchamps
4-Sep	ITA	2016 FORMULA 1 ITALIAN GRAND PRIX	Autodromo di Monza
18-Sep	SGP	2016 FORMULA 1 SINGAPORE GRAND PRIX	Marina Bay Street Circuit
02-Oct	MYS	2016 FORMULA 1 MALAYSIA GRAND PRIX	Sepang International Circuit
09-Oct	JPN	2016 FORMULA 1 JAPANESE GRAND PRIX	Suzuka
23-Oct	USA	2016 FORMULA 1 UNITED STATES GRAND PRIX	Circuit of the Americas
30-Oct	MEX	2016 FORMULA 1 GRAND MEXICO GRAND PRIX	Autodromo Hermanos Rodriguez
13-Nov	BRA	2016 FORMULA 1 GRAND BRAZIL GRAND PRIX	Interlagos
27-Nov	ARE	2016 FORMULA 1 ABU DHABI GRAND PRIX	Yas Marina

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

ENTRY LIST

No.	Driver	Nat.	Team	Car
44	Lewis Hamilton	GBR	Mercedes AMG Petronas F1 Team	F1 W07 Hybrid
06	Nico Rosberg	DEU	Mercedes AMG Petronas F1 Team	F1 W07 Hybrid
05	Sebastian Vettel	DEU	Scuderia Ferrari	SF16-H
07	Kimi Räikkönen	FIN	Scuderia Ferrari	SF16-H
19	Felipe Massa	BRA	Williams Martini Racing	FW38
77	Valtteri Bottas	FIN	Williams Martini Racing	FW38
03	Daniel Ricciardo	AUS	Infiniti Red Bull Racing	RB12
26	Daniil Kvyat	RUS	Infiniti Red Bull Racing	RB12
11	Sergio Perez	MEX	Sahara Force India F1 Team	VJM09
27	Nico Hulkenberg	DEU	Sahara Force India F1 Team	VJM09
33	Max Verstappen	DUT	Scuderia Toro Rosso	STR11
55	Carlos Sainz Jr	SPA	Scuderia Toro Rosso	STR11
09	Marcus Ericsson	SWE	Sauber F1 Team	C35
12	Felipe Nasr	BRA	Sauber F1 Team	C35
14	Fernando Alonso	SPA	McLaren Honda	MP4-31
22	Jenson Button	GBR	McLaren Honda	MP4-31
08	Romain Grosjean	FRA	Haas F1 Team	VF-16
21	Esteban Gutierrez	ITA	Haas F1 Team	VF-16
94	Pascal Wehrlein	DEU	Manor Racing	MRT05
88	Rio Haryanto	IDN	Manor Racing	MRT05
20	Kevin Magnussen	DNK	Renault	R.S.16
30	Jolyon Palmer	GBR	Renault	R.S.16

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

2016 season changes

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 wastegate rather than the single exhaust used in 2015. The rules allow for the option of using a twinpipe for the wastegate, 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.

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

AUSTRALIAN GRAND PRIX – RESULTS

Date:	20 March, 2016	Number of laps:	58
Circuit length:	5.303km	Race distance:	307.574km

QUALIFYING - CLASSIFICATION

POS	DRIVER	Q1	Q2	Q3	LAPS
1	LEWIS HAMILTON	1: 25.351	1: 24.605	1: 23.837	14
2	NICO ROSBERG	1: 26.934	1: 24.796	1: 24.197	13
3	SEBASTIAN VETTEL	1: 26.945	1: 25.257	1: 24.675	14
4	KIMI RÄIKKÖNEN	1: 26.579	1: 25.615	1: 25.033	13
5	MAX VERSTAPPEN	1: 26.934	1: 25.615	1: 25.434	12
6	FELIPE MASSA	1: 25.918	1: 25.644	1: 25.599	12
7	CARLOS SAINZ	1: 27.057	1: 25.384	1: 25.582	14
8	DANIEL RICCIARDO	1: 26.945	1: 25.599	1: 25.599	15
9	SERGIO PEREZ	1: 26.607	1: 25.753	-	12
10	NICO HULKENBERG	1: 26.550	1: 25.865	-	14
11	VALTTERI BOTTAS	1: 27.135	1: 25.961	-	9
12	FERNANDO ALONSO	1: 26.537	1: 26.125	-	9
13	JENSON BUTTON	1: 26.740	1: 26.304	-	9
14	JOLYON PALMER	1: 27.241	1: 27.601	-	12
15	KEVIN MAGNUSSEN	1: 27.297	1: 27.742	-	11
16	MARCUS ERICSSON	1: 27.435	-	-	9
17	FELIPE NASR	1: 27.958	-	-	7
18	DANIIL KVYAT	1: 28.006	-	-	5
19	ROMAIN GROSJEAN	1: 28.322	-	-	6
20	ESTEBAN GUTIERREZ	1: 29.606	-	-	6
21	RIO HARYANTO	1: 29.627	-	-	3
22	PASCAL WEHRLEIN	1: 29.642	-	-	3

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

AUSTRALIAN GRAND PRIX – RESULTS

Date:	20 March, 2016	Number of laps:	58
Circuit length:	5.303km	Race distance:	307.574km

RACE - CLASSIFICATION

POS	DRIVER	TEAM	TIME
1	NICO ROSBERG	MERCEDES	1:48:15.565
2	LEWIS HAMILTON	MERCEDES	+8.060s
3	SEBASTIAN VETTEL	FERRARI	+9.643s
4	DANIEL RICCIARDO	RED BULL RACING	+24.330s
5	FELIPE MASSA	WILLIAMS	+58.979s
6	ROMAIN GROSJEAN	HAAS	+72.081s
7	NICO HULKENBERG	FORCE INDIA	+74.199s
8	VALTTERI BOTTAS	WILLIAMS	+75.153s
9	CARLOS SAINZ	TORO ROSSO	+75.680s
10	MAX VERSTAPPEN	TORO ROSSO	+76.833s
11	JOLYON PALMER	RENAULT	+83.399s
12	KEVIN MAGNUSSEN	RENAULT	+85.606s
13	SERGIO PEREZ	FORCE	+91.699s
14	JENSON BUTTON	MCLAREN	+1 lap
15	FELIPE NASR	SAUBER	+1 lap
16	PASCAL WEHRLEIN	MANOR	+1 lap
NC	MARCUS ERICSSON	SAUBER	DNF
NC	KIMI RÄIKKÖNEN	FERRARI	DNF
NC	RIO HARYANTO	MANOR	DNF
NC	ESTEBAN GUTIERREZ	HAAS	DNF
NC	FERNANDO ALONSO	MCLAREN	DNF
NC	DANIIL KVYAT	RACING	DNS

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

BAHRAIN GRAND PRIX – RESULTS

Date:	03 April , 2016	Number of laps:	57
Circuit length:	5.543 km	Race distance:	310.408 km

QUALIFYING - CLASSIFICATION

POS	DRIVER	Q1	Q2	Q3	LAPS
1	LEWIS HAMILTON	1:31.391	1:30.039	1:29.493	14
2	NICO ROSBERG	1:31.325	1:30.535	1:29.570	13
3	SEBASTIAN VETTEL	1:31.636	1:30.409	1:30.012	14
4	KIMI RÄIKKÖNEN	1:31.685	1:30.559	1:30.244	14
5	DANIEL RICCIARDO	1:31.403	1:31.122	1:30.854	12
6	VALTTERI BOTTAS	1:31.672	1:30.931	1:31.153	12
7	FELIPE MASSA	1:32.045	1:31.374	1:31.155	10
8	NICO HULKENBERG	1:31.987	1:31.604	1:31.620	15
9	ROMAIN GROSJEAN	1:32.005	1:31.756		9
10	MAX VERSTAPPEN	1:31.888	1:31.772		9
11	CARLOS SAINZ	1:31.716	1:31.816		9
12	STOFFEL VANDOOORNE	1:32.472	1:31.934		9
13	ESTEBAN GUTIERREZ	1:32.118	1:31.945		9
14	JENSON BUTTON	1:31.976	1:31.998		9
15	DANIIL KVYAT	1:32.559	1:32.241		9
16	PASCAL WEHRLEIN	1:32.806			6
17	MARCUS ERICSSON	1:32.840			6
18	SERGIO PEREZ	1:32.911			7
19	KEVIN MAGNUSSEN	1:33.181			3
20	JOLYON PALMER	1:33.438			6
21	RIO HARYANTO	1:34.190			3
22	FELIPE NASR	1:34.388			4

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

BAHRAIN GRAND PRIX - RESULTS

Date:	29 March, 2015	Number of laps:	56
Circuit length:	5.543 km	Race distance:	310.408 km

RACE - CLASSIFICATION

POS	DRIVER	TEAM	TIME
1	NICO ROSBERG	MERCEDES	1:33:34.696
2	KIMI RÄIKKÖNEN	FERRARI	+10.282s
3	LEWIS HAMILTON	MERCEDES	+30.148s
4	DANIEL RICCIARDO	RED BULL RACING	+62.494s
5	ROMAIN GROSJEAN	HAAS	+78.299s
6	MAX VERSTAPPEN	TORO ROSSO	+80.929s
7	DANIIL KVIAT	RED BULL RACING	+1 lap
8	FELIPE MASSA	WILLIAMS	+1 lap
9	VALTTERI BOTTAS	WILLIAMS	+1 lap
10	STOFFEL VANDOOORNE	MCLAREN	+1 lap
11	KEVIN MAGNUSSEN	RENAULT	+1 lap
12	MARCUS ERICSSON	SAUBER	+1 lap
13	PASCAL WEHRLEIN	MANOR	+1 lap
14	FELIPE NASR	SAUBER	+1 lap
15	NICO HULKENBERG	FORCE INDIA	+1 lap
16	SERGIO PEREZ	FORCE INDIA	+1 lap
17	RIO HARYANTO	MANOR	+1 lap
NC	CARLOS SAINZ	TORO ROSSO	DNF
NC	ESTEBAN GUTIERREZ	HAAS	DNF
NC	JENSON BUTTON	MCLAREN	DNF
NC	SEBASTIAN VETTEL	FERRARI	DNS
NC	JOLYON PALMER	RENAULT	DNS

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

CHAMPIONSHIP POINTS—DRIVERS

Pos	Driver	Nationality	Team	Points
1	NICO ROSBERG	GER	MERCEDES	50
2	LEWIS HAMILTON	GBR	MERCEDES	33
3	DANIEL RICCIARDO	AUS	RED BULL RACING	24
4	KIMI RÄIKKÖNEN	FIN	FERRARI	18
5	ROMAIN GROSJEAN	FRA	HAAS	18
6	SEBASTIAN VETTEL	GER	FERRARI	15
7	FELIPE MASSA	BRA	WILLIAMS	14
8	MAX VERSTAPPEN	NED	TORO ROSSO	9
9	NICO HULKENBERG	GER	FORCE INDIA	6
10	DANIIL KVIAT	RUS	RED BULL RACING	6
11	VALTTERI BOTTAS	FIN	WILLIAMS	6
12	CARLOS SAINZ	ESP	TORO ROSSO	2
13	STOFFEL VANDOOORNE	BEL	MCLAREN	1
14	KEVIN MAGNUSSEN	DEN	RENAULT	0
15	JOLYON PALMER	GBR	RENAULT	0
16	MARCUS ERICSSON	SWE	SAUBER	0
17	SERGIO PEREZ	MEX	FORCE INDIA	0
18	PASCAL WEHRLEIN	GER	MANOR	0
19	FELIPE NASR	BRA	SAUBER	0
20	JENSON BUTTON	GBR	MCLAREN	0
21	RIO HARYANTO	INA	MANOR	0

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP
CHAMPIONSHIP POINTS—CONSTRUCTORS

Pos	Team	Points
1	MERCEDES	83
2	FERRARI	33
3	RED BULL RACING	30
4	WILLIAMS	20
5	HAAS	18
6	TORO ROSSO	11
7	FORCE INDIA	6
8	MCLAREN	1
9	RENAULT	0
10	SAUBER	0
11	MANOR	0

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Mercedes AMG Petronas F1 Team

First Season	1970	Chassis	F1 W07
Highest Race Finish	1(x35)	Engine	Mercedes
Pole Positions	45	Tyres	Pirelli
Fastest Laps	29	World Championships	2

44. Lewis Hamilton (BER)



Podiums 87
 Total pts 1867
 2015 1st
 Pts 381
 Age 31

6. Nico Rosberg (DEU)



Podiums 41
 Total pts 1209.5
 2015 2nd
 Pts 322
 Age 31

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Scuderia Ferrari

First Season	1950	Chassis	SF16-H
Highest Race Finish	1(x225)	Engine	Ferrari
Pole Positions	201	Tyres	Pirelli
Fastest Laps	232	World Championships	16

27

5. Sebastian Vettel (DEU)



Podiums	79
Total pts	1896
2015	3rd
pts	278
Age	29

7. Kimi Räikkönen (FIN)



Podiums	80
Total pts	1174
2015	4th
pts	150
Age	37

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Williams Martini Racing

First Season	1978	Chassis	FW38
Highest Race Finish	1(x113)	Engine	Mercedes
Pole Positions	128	Tyres	Pirelli
Fastest Laps	133	World Championships	9

19. Felipe Massa (BRA)



Podiums	41
Total pts	1071
2015	6th
pts	121
Age	35

77. Valtteri Bottas (FIN)



Podiums	8
Total pts	326
2015	5th
pts	136
Age	27

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Infiniti Red Bull Racing

First Season	1997	Chassis	RB12
Highest Race Finish	1(x50)	Engine	TAG Heuer
Pole Positions	57	Tyres	Pirelli
Fastest Laps	47	World Championships	4

3. Daniel Ricciardo (AUS)



Podiums	10
Total pts	360
2015	8th
pts	92
Age	27

26. Daniil Kvyat (RUS)



Podiums	1
Total pts	103
2015	7th
pts	95
Age	22

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Sahara Force India F1 Team

First Season	1991	Chassis	VJM09
Highest Race Finish	2(x1)	Engine	Mercedes
Pole Positions	1	Tyres	Pirelli
Fastest Laps	3	World Championships	0

11. Sergio Perez (MEX)



Podiums 5
 Total pts 266
 2015 9th
 pts 78
 Age 26

27. Nico Hulkenberg (DEU)



Podiums 0
 Total pts 290
 2015 10th
 pts 58
 Age 29

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM & DRIVERS

Scuderia Toro Rosso

First Season	1985	Chassis	STR11
Highest Race Finish	1(x1)	Engine	Ferrari
Pole Positions	1	Tyres	Pirelli
Fastest Laps	0	World Championships	0

33. Max Verstappen (NED)



Podiums	0
Total pts	49
2015	12th
pts	49
Age	19

55. Carlos Sainz (ESP)



Podiums	0
Total pts	18
2015	15th
pts	18
Age	22

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Sauber F1 Team

First Season	1993	Chassis	C35
Highest Race Finish	1 (x1)	Engine	Ferrari
Pole Positions	1	Tyres	Pirelli
Fastest Laps	5	World Championships	0

9. Marcus Ericsson (SWE)



Podiums	0
Total pts	9
2015	18th
pts	9
Age	26

12. Felipe Nasr (BRA)



Podiums	0
Total pts	27
2015	13th
pts	27
Age	24

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Haas F1 Team

First Season	2016	Chassis	VF-16
Highest Race Finish	0(x0)	Engine	Honda
Pole Positions	155	Tyres	Pirelli
Fastest Laps	153	World Championships	8

08. Romain Grosjean (FRA)



Podiums 10
 Total pts 287
 2015 11th
 pts 11
 Age 30

22. Esteban Gutierrez (MEX)



Podiums 0
 Total pts 6
 2015
 pts
 Age 25

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Manor Racing MRT

First Season	2010	Chassis	MRT05
Highest Race Finish	9(x1)	Engine	Mercedes
Pole Positions	0	Tyres	Pirelli
Fastest Laps	0	World Championships	0

34

08. Romain Grosjean (DEU)



Podiums 0
Total pts 0
2015
pts
Age 18

22. Rio Haryanto (IDN)



Podiums 0
Total pts 0
2015
pts
Age 23

2016 FIA FORMULA ONE WORLD CHAMPIONSHIP

TEAM&DRIVERS

Renault Sport Formula 1 Team

First Season	1986	Chassis	R.S.16
Highest Race Finish	1(x2)	Engine	Renault
Pole Positions	0	Tyres	Pirelli
Fastest Laps	5	World Championships	0

35

20. Kevin Magnussen (DNK)



Podiums 1
Total pts 55
2015
pts
Age 24

30. Jolyon Palmer (GBR)



Podiums 0
Total pts 0
2015
pts
Age 25

The World Champions Drivers - 1950-2015

Year	Driver		Car	Year	Driver		Car
1950	G Farina	(ITA)	Alfa-Romeo	1983	N Piquet	(BRA)	Brabham-BMW
1951	J M Fangio	(ARG)	Alfa-Romeo	1984	N Lauda	(AUT)	McLaren-TAG-Porsche
1952	A Ascari	(ITA)	Ferrari	1985	A Prost	(FRA)	McLaren-TAG-Porsche
1953	A Ascari	(ITA)	Ferrari	1986	A Prost	(FRA)	McLaren-TAG-Porsche
1954	J M Fangio	(ARG)	Mercedes/Maserati	1987	N Piquet	(BRA)	Williams-Honda
1955	J M Fangio	(ARG)	Mercedes	1988	A Senna	(BRA)	McLaren-Honda
1956	J M Fangio	(ARG)	Lancia/Ferrari	1989	A Prost	(FRA)	McLaren-Honda
1957	J M Fangio	(ARG)	Maserati	1990	A Senna	(BRA)	McLaren-Honda
1958	M Hawthorn	(GBR)	Ferrari	1991	A Senna	(BRA)	McLaren-Honda
1959	J Brabham	(AUS)	Cooper-Climax	1992	N Mansell	(GBR)	Williams-Renault
1960	J Brabham	(AUS)	Cooper-Climax	1993	A Prost	(FRA)	Williams-Renault
1961	P Hill	(USA)	Ferrari	1994	M Schumacher	(GER)	Benetton-Ford
1962	G Hill	(GBR)	BRM	1995	M Schumacher	(GER)	Benetton-Renault
1963	J Clark	(GBR)	Lotus-Climax	1996	D Hill	(GBR)	Williams-Renault
1964	J Surtees	(GBR)	Ferrari	1997	J Villeneuve	(CAN)	Williams-Renault
1965	J Clark	(GBR)	Lotus-Climax	1998	M Hakkinen	(FIN)	McLaren-Mercedes
1966	J Brabham	(AUS)	Brabham-Repco	1999	M Hakkinen	(FIN)	McLaren-Mercedes
1967	D Hulme	(NZL)	Brabham-Repco	2000	M Schumacher	(GER)	Ferrari
1968	G Hill	(GBR)	Lotus-Ford	2001	M Schumacher	(GER)	Ferrari
1969	J Stewart	(GBR)	Matra-Ford	2002	M Schumacher	(GER)	Ferrari
1970	J Rindt	(AUT)	Lotus-Ford	2002	M Schumacher	(GER)	Ferrari
1971	J Stewart	(GBR)	Tyrrell-Ford	2003	M Schumacher	(GER)	Ferrari
1972	E Fittipaldi	(BRA)	Lotus-Ford	2005	F Alonso	(ESP)	Renault
1973	J Stewart	(GBR)	Tyrrell-Ford	2006	F Alonso	(ESP)	Renault
1974	E Fittipaldi	(BRA)	McLaren-Ford	2007	K Raikkonen	(FIN)	Ferrari
1975	N Lauda	(AUT)	Ferrari	2008	L Hamilton	(GBR)	McLaren-Mercedes
1976	J Hunt	(GBR)	McLaren-Ford	2009	J Button	(GBR)	Brawn-Mercedes
1977	N Lauda	(AUT)	Ferrari	2010	S Vettel	(GER)	Red Bull
1978	M Andretti	(USA)	Lotus-Ford	2011	S Vettel	(GER)	Red Bull
1979	J Scheckter	(RSA)	Ferrari	2012	S Vettel	(GER)	Infiniti Red Bull Racing
1980	A Jones	(AUS)	Williams-Ford	2013	S Vettel	(GER)	Infiniti Red Bull Racing
1981	N Piquet	(BRA)	Brabham-Ford	2014	L Hamilton	(GBR)	Mercedes
1982	K Rosberg	(FIN)	Williams-Ford	2015	L Hamilton	(GBR)	Mercedes

The World Champions Constructors - 1958-2015

Year	Constructor	Year	Constructor	Year	Constructor
1958	Vanwall	1977	Ferrari	1996	Williams-Renault
1959	Cooper-Climax	1978	Lotus-Ford	1997	Williams-Renault
1960	Cooper-Climax	1979	Ferrari	1998	McLaren-Mercedes
1961	Ferrari	1980	Williams-Ford	1999	Ferrari
1962	BRM	1981	Williams-Ford	2000	Ferrari
1963	Lotus-Climax	1982	Ferrari	2001	Ferrari
1964	Ferrari	1983	Ferrari	2002	Ferrari
1965	Lotus-Climax	1984	McLaren-TAG-Porsche	2003	Ferrari
1966	Brabham-Repco	1985	McLaren-TAG-Porsche	2004	Ferrari
1967	Brabham-Repco	1986	Williams-Honda	2005	Renault
1968	Lotus-Ford	1987	Williams-Honda	2006	Renault
1969	Matra-Ford	1988	McLaren-Honda	2007	Ferrari
1970	Lotus-Ford	1989	McLaren-Honda	2008	Ferrari
1971	Tyrrell-Ford	1990	McLaren-Honda	2009	Brawn-Mercedes
1972	Lotus-Ford	1991	McLaren-Honda	2010	Red Bull
1973	Lotus-Ford	1992	Williams-Renault	2011	Red Bull
1974	McLaren-Ford	1993	Williams-Renault	2012	Infiniti Red Bull Racing
1975	Ferrari	1994	Williams-Renault	2013	Infiniti Red Bull Racing
1976	Ferrari	1995	Benetton-Renault	2014	Mercedes
2015	Mercedes				

ABOUT FORMULA ONE

TECHNICAL REGULATIONS

The tyres:

TYRE	USAGE
DRY WEATHER	Dry weather tyres are used when the track is dry. Each tyre, whether front or rear, has four slicks which run around the tyre.
INTERMEDIATES	Intermediate tyres have a full tread to enable water to be dispersed, in much the same way as a road car.
WETS	Wet tyres are similar to intermediate tyres but are more heavily treaded to allow more water to be dispersed.

- The engine of the car may be a maximum of 2.4 litres and must be normally aspirated.
- The engine must be 8 cylinders.
- The tyres used must be declared at the start of an event and uniquely marked.
- Every team is given access to two specifications of dry-weather tyre. Unless conditions are wet, drivers must use both specifications during the race.
- The total dimensions of the car must not exceed the maximum dimensions determined by the FIA.
- The overall width of the car may not exceed 180cm.
- With the exception of rollover structures, no part of the car may be higher than 95cm from the reference plane.
- The weight of a car (including driver) may not be less than 640kg.
- A car may have a maximum of seven forward gears (a minimum of four) and MUST have a reverse gear.
- Anti-lock brakes and power braking are forbidden.

The flags:

Flag	Meaning
BLACK – with orange disc and driver's number	Warns driver of apparent mechanical failure.
BLACK – with driver's number	Driver must pit stop and report to clerk of the course.
BLACK & WHITE – chequered flag	End of race.
BLUE – stationary	A car is close behind.
BLUE – waved	A faster car is behind, trying to overtake.
GREEN	Previously warned hazard is now cleared, proceed at race speed.
RED	Race stopped.
WHITE	A slow vehicle is on the circuit.
YELLOW – stationary	Danger ahead, proceed at reduced speed and with caution.
YELLOW – waved	Great danger ahead, be prepared to stop.
YELLOW – with red stripes	Slippery surface ahead.

ABOUT FORMULA ONE

RULES AND REGULATIONS

Formula One has one of the most complicated rulebooks in all of sport - here is a summary some of the most important regulations:

Car Livery

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

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

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

Classification

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

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

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

Driver changes and additional drivers

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

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

Driver protocol and penalties

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

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

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

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

The only exception is when the penalty is awarded during the final five laps of the race. In this case the driver may continue and complete the race. However, 25 seconds will be added to his total race time, which may drop him considerably in the final race standings.

In extreme cases the stewards may choose to enforce tougher penalties. They can drop a driver any number of grid positions at the next Grand Prix (so, for example, even if the driver in question goes on to qualify on pole, a ten-place penalty would drop him to 11th). They can also impose time penalties, reprimand a driver, exclude him from the results, or suspend him from the next race.

Officials

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

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

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

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

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

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

Parc Ferme

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

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

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

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

Pit-lane procedures

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

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

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

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

Teams are free to alter their cars' fuel loads at will during practice and qualifying, but since 2010 refuelling has been forbidden during races.

Points

The top ten finishers in each Grand Prix score points towards both the drivers' and the 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. If less than 75 per cent of the race distance has been completed half points are awarded, and if less than two laps have been completed, no points are awarded.)

For example, if in a given race Lewis Hamilton finishes second for McLaren and team mate Jenson Button fifth, then Hamilton and Button score 18 and ten points respectively towards the drivers' championship, while McLaren score 28 points (18 plus 10) towards the constructors' championship.

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 case of a dead heat for a championship place then the driver or constructor with the higher number of superior race results will be awarded the place.

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

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

Q1: All 26 cars may run laps at any time during the first 20 minutes of the hour. At the end of the first 20 minutes, the eight slowest cars drop out and fill the final eight grid places. However, any driver whose best Q1 lap time exceeds 107 percent of the fastest time set during that session will not be allowed to take part in the race.

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

Q2: After a seven-minute break, the times will be reset and the 18 remaining cars then will then run in a 15-minute session - again they may complete as many laps as they want at any time during that period. At the end of the 15 minutes, the eight slowest cars drop out and fill places 11 to 18 on the grid.

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

If a driver is deemed by the stewards to have stopped unnecessarily on the circuit or impeded another driver during qualifying, his times may be cancelled.

Race start procedure

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

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

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

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

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

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

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

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

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

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

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

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

Safety car

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

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

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

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

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

In exceptional circumstances, such as in extremely poor weather, a race may begin behind the safety car, which will put its orange lights on at least a minute 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.) The safety car will peel into the pits at the end of the lap and drivers are free to race once they have crossed the first safety car line immediately prior to commencing the next lap. No overtaking is allowed if the safety car is on track on the final lap.

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

Scrutineering and Weighing

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

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

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

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

Spare cars, engines and gearboxes

FIA regulations state that teams may have no more than two cars available for use at any one time. Spare cars are no longer allowed, though teams may bring additional chassis which can be built up in the event of a race chassis being damaged beyond repair.

If a driver switches car between qualifying and the race then he must start the race from the pit lane. A change of car is not allowed once the race has started.

There are also restrictions on engine and gearbox use. Each driver may use no more than eight engines during a championship season. Should a driver use more than eight engines, he will drop 10 places on the starting grid of the event at which an additional unit is to be used.

Each driver may use no more than one gearbox for five consecutive events. Every unscheduled gearbox change will require the driver to drop five places on the grid at that meeting. Every subsequent unscheduled gearbox change will require the driver to drop five places on the grid.

If a driver fails to finish a race due to reasons beyond his or his team's control, he may start the next meeting with a different gearbox without incurring a penalty.

For 2011 only, each driver gets one penalty-free gearbox change, with the replacement box only required to complete the remainder of the event where the change was made, which cannot be the final event of the season.

Suspending and resuming a race

If a race is suspended because of an accident or poor track conditions then red flags will be shown around the circuit. When this happens, the pit exit will be closed and all cars on track must proceed slowly to grid without overtaking and then stop in staggered formation with the first car to arrive taking up pole position. Any driver pitting after the red flag signal will be given a drive-through penalty.

The safety car will then be driven to the front of the queue. While the race is suspended team members may come onto the track to work on the cars, but refuelling is not allowed.

Cars that were already in the pits when the red flag signal was given may be worked on there. These cars, and any that enter the pits while the race is suspended, may only rejoin the track once the race has been resumed.

At least a ten-minute warning will be given before the race is resumed behind the safety car, which will lead the field for one lap before pulling into the pits. As usual, overtaking behind the safety car is forbidden, unless a driver is delayed when leaving the grid, forcing others to pass. In this case, the delayed driver may re-pass those 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.

If for whatever reason it is impossible to resume the race, the rules state that "the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given".

Testing

As the sport's technical demands have grown in recent years, so too has the importance of testing. But with the FIA ever mindful of rising costs, since 2009 teams have been limited to 15,000 test kilometres during a calendar year. Young driver training (one three-day test per year) and promotional events do not count towards this tally.

Testing can only take place at FIA-approved sites and, 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 during tests.

Since 2009, testing during the race season itself has been banned (from the week preceding the first Grand Prix to December 31), with the exception of a small number of straight-line aero tests. There are also restrictions on wind tunnel testing - the scale models used may be no larger than 60 percent and speeds are limited to 50 metres per second.

Tyres

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

At each Grand Prix every team is given access to two specifications of dry-weather tyre. Unless conditions are wet, drivers must use both specifications during the race. A green band on the sidewall of the softer compound allows spectators to distinguish which tyre a driver is on.

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

During Friday's first and second practice sessions the drivers are only allowed to use three sets of dry-weather tyres (two 'primes, one 'option'). One set of 'prime' tyres must be returned to the tyre supplier before Practice Two, and one set of each specification before the start of Practice Three.

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

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.

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

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

SUPPORT RACES

Porsche Carrera Cup Asia 2016

Bringing its signature brand of exhilarating motorsports competition to millions across the region, the Porsche Carrera Cup Asia has earned an impressive fan and media following since its launch in 2003. In 2011, Porsche China took over the organizational reins of the series.

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Now firmly established as Asia's premier international sportscar racing championship, the 2012 series begins a new era with a the finest group of sportscar drivers ever assembled in Asia, a record eight Porsche China dealer teams and an enviable calendar. A truly international field of drivers compete, with drivers coming from as far afield as Europe and the USA, and as close to home as China.

Several unique elements contribute to the Porsche Carrera Cup Asia's success, including the creation of Class B in 2004 for non-professional drivers. Class B affords amateur drivers the chance to race with professionals – a unique opportunity to learn from the best in the business.

Services are centrally managed, including transportation and logistics, parts services, hospitality and accommodation. While teams have the option of entering with their own service crew, the "Arrive and Drive" concept, which provides drivers with professional support services of the highest calibre, continues to be available.

In 2012, the Porsche Carrera Cup Asia will be out on track at the pinnacle of the sport on two occasions – in support of the FORMULA 1 UBS CHINESE GRAND PRIX in Shanghai and the FORMULA 1 SINGTEL SINGAPORE GRAND PRIX on the Marina Bay street circuit.

Porsche Carrera Cup Asia Major Milestones

2012

The 2012 season saw the best field ever assembled in Asia, which included a record eight Porsche China dealer teams. Throughout the electrifying season, fans were treated to intense on-track action, with the new reverse grid regulation adding yet more thrills to an already gripping year. The championship came right down to the wire at the triumphant season finale in Shanghai, when PICC Team StarChase driver Alexandre Imperatori won his first Porsche Carrera Cup Asia championship. In Class B, Modena Motorsports driver Wayne Shen rounded out a storming season to take his first series championship title in the final race of the season.

2011

An unprecedented 26 drivers signed up to take part in the 2011 season, which saw the series make its debut in Inner Mongolia at the Ordos International Circuit. One of the most competitive seasons in history, the 2011 championship came right down to the wire, with LKM Racing driver Keita Sawa of Japan crowned champion, just one point ahead of Team Jebesen rival Rodolfo Avila. In Class B, history was made as young driver Wang Jian Wei of Team Betterlife became the first Mainland Chinese Porsche Carrera Cup champion.

2010

The Porsche Carrera Cup Asia introduces the new, faster, wider and more powerful Porsche 911 GT3 Cup car, based on the 911 GT3 RS. A record number of entrants (23) raced in the 2010 series and Class B champion Mok Weng Sun became the first non-professional driver to stand on the overall podium. Overall champion Christian Menzel with Team StarChase becomes the first driver to win back-to-back championships.

2009

The inaugural Fascination Porsche weekend is held at Beijing's Goldenport Circuit and features a weekend celebrating all things Porsche.

2008

The Porsche Carrera Cup Asia adds the prestigious FORMULA 1 SINGTEL SINGAPORE GRAND PRIX to its calendar, and the street race at the Marina Bay Circuit quickly becomes both a driver and fan favourite. For the first time, the series holds a race outside of Southeast Asia, with the season finale taking place at the Bahrain International Circuit. Hong Kong driver Darryl O'Young becomes the first driver to win two Porsche Carrera Cup Asia titles.

2007

As the series grows in popularity, the Porsche Carrera Cup Asia attracts more and more professional drivers, including Christian Jones, son of former Formula 1 World Champion Alan Jones. The series makes its debut at the new Chengdu International Circuit in Sichuan province, China.

2006

Having already raced in Malaysia, Thailand, Korea and China, the Porsche Carrera Cup Asia added Indonesia to the list when it raced for the first time at the Sentul International Circuit in July, 2006.

2005

Aged just 19, Briton Jonathan Cocker becomes the youngest Porsche Carrera Cup Asia champion to-date.

2004

The unique-to-Asia Class B concept is introduced for non-professional drivers and is an immediate success with competitors in both classes competing in tight, action-packed races.

2003

The Porsche Carrera Cup Asia bursts onto the regional motorsport scene with a spectacular debut at the FORMULA 1 MALAYSIAN GRAND PRIX at Sepang International Circuit on March 23, 2003. Hong Kong driver Charles Kwan took the series' first ever victory.