



# Race Preview

## 2016 CHINESE GRAND PRIX

15-17 April 2016

After the opening two rounds of this season saw teams and drivers take on vastly differing circuits conditions and configurations in Australia and Bahrain, round three of the 2016 FIA Formula One World Championship again presents a unique set of challenges as the series travels to the Shanghai International Circuit for the Chinese Grand Prix.

The major test here relates to tyres. Shanghai is a front-limited circuit, meaning that the forward axle receives the most stress, with the front left tyre in particular taking the bulk of the punishment during a lap.

The weather is often cool at this time of year in Shanghai and this can cause graining of the tyres. Add to this the high energy being put through the tyres across a lap and it's clear that eking the maximum out of the compounds nominated for use this weekend is of paramount importance.

Tyre manufacturer Pirelli is bringing its medium, soft and supersoft compounds to this race, and how the softest of those holds up in the final stages of qualifying may prove to be one of the weekend's talking points.

Nico Rosberg comes to the Chinese Grand Prix with back-to-back wins under his belt and a 17-point lead over team-mate Lewis Hamilton in the Drivers' Championship standings. The German has good memories of Shanghai as the scene of his maiden win and will be hoping the feelgood factor extends to a hat-trick of 2016 wins. Hamilton, though, will be hoping to make up for what he termed races of 'damage limitation' in Australia and Bahrain.

Third-placed Daniel Ricciardo, meanwhile, will be hoping to put some distance between himself and the Ferrari duo of Kimi Räikkönen and Sebastian Vettel, both of whom have had a mixed start to the season, with fine finishes marred by technical gremlins. It won't be easy, however, as behind them the grid has shown itself to be the tightest for some time. It's set, then, to be a fascinating weekend at one of F1's most imposing circuits.



### 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

- ▶ Additional 'combination' kerb elements have been installed behind the existing kerbs at the apex of Turns Nine and 10. These new elements are 50mm higher than the existing kerbs and are approximately 3m long and 1m wide.

### DRS ZONE

- ▶ 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.

<b>ROUND 03</b>	<b>CHINESE GRAND PRIX</b>	<b>START TIME</b>	14:00 Local - 06:00 GMT	<b>KEY</b>
<b>RACE DATE:</b>	17 APR 2016	<b>CIRCUIT LENGTH:</b>	5.451KM	
<b>CIRCUIT NAME:</b>	SHANGHAI INTERNATIONAL CIRCUIT	<b>RACE DISTANCE:</b>	305.066KM	
<b>NUMBER OF LAPS:</b>	56	<b>LAP RECORD:</b>	1:32.238 - M Schumacher [2004]	

**KEY**

Speed Kmh  
Braking 100 2 Gear

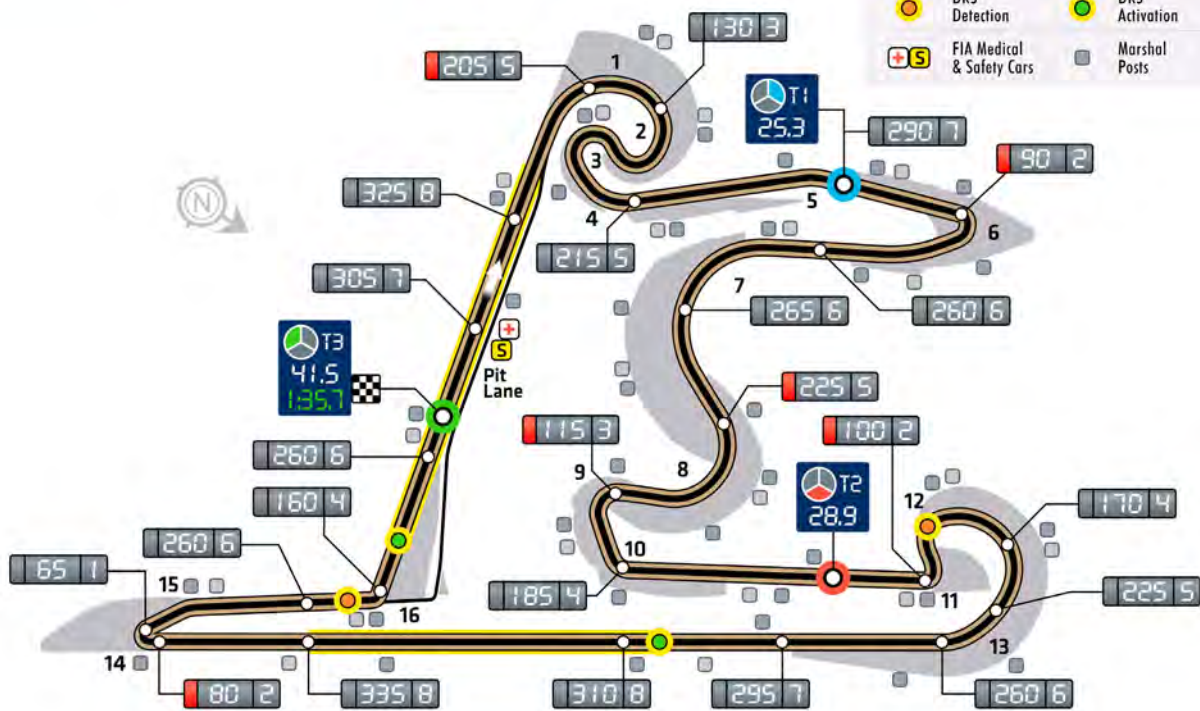
Sector Time T3 41.3  
Timing Sector Lap Time 1:35.8

Sector 1 Sector 2 Sector 3

Circuit Start Finish

DRS Detection DRS Activation Run-off Areas

FIA Medical & Safety Cars Marshal Posts Light Panels



## FAST FACTS

- ▶ This is the 13th Chinese Grand Prix. The race joined the Formula One calendar in 2004 and has been ever-present since.
- ▶ Lewis Hamilton, with victories in 2008, 2011, 2014 and last year, is the most successful driver at the Chinese Grand Prix. The only other driver with multiple wins is Fernando Alonso, who won the race in 2005 and 2013.
- ▶ Hamilton also has the most podium finishes of any driver here, with seven. In addition to his four wins, the three-time champion finished second in 2010, third in 2012 and third in 2013. Alonso and Kimi Räikkönen are next on the list with five podiums apiece in Shanghai. They are followed by Jenson Button and Nico Rosberg with four, Sebastian Vettel with three and Mark Webber and Felipe Massa with two each.
- ▶ The only other drivers to appear on the podium here are Rubens Barrichello (2004), Ralf Schumacher (2005) and Michael Schumacher and Giancarlo Fisichella (2006).
- ▶ The most successful team here is Ferrari, with four wins. Barrichello won the inaugural race here in 2004. Michael Schumacher won again for the Scuderia in 2006, a victory that would be the last of his 306-start career. Räikkönen won in 2007 on his way to that year's Drivers' Championship title and Alonso won for the Italian squad in 2013.
- ▶ Red Bull Racing scored its first win and its first pole position at the Shanghai International Circuit. Vettel was the driver responsible for delivering both, in 2009. The team also recorded its first one-two finish, with Webber finishing second. The team has logged 15 more one-two finishes since, all courtesy of the Vettel-Webber partnership.
- ▶ Barrichello's Chinese Grand Prix win would be his last for almost five years, until he took victory at the 2009 European Grand Prix for Brawn GP.
- ▶ Seven of the 12 events held so far have been won from pole position – in 2004, '05, '08, '09, '12, as well as in 2014 and last year. Schumacher's 2006 win was from the furthest back on the grid so far. The Ferrari driver started sixth. Jenson Button's 2010 win for McLaren was achieved from a starting position of fifth.
- ▶ The driver starting from pole position has only failed to finish on the podium twice in the 12 runnings to date. Vettel finished sixth in 2010 and in 2007 Hamilton crashed out at the pit lane entrance during the race.
- ▶ Of the three rookies taking part this weekend, only Manor's Pascal Wehrlein has no experience of the Shanghai International Circuit. Renault's Jolyon Palmer took part in FP1 last year for the Lotus team that has this year being taken over by the French marque. He set the 15th fastest time of the session on his F1 weekend debut. Rio Haryanto, meanwhile, will have to cast his mind all the way back to the start of his singleseat career to recall his last appearance at the SIC. It came in the Formula BMW Asia-Pacific Championship in 2008, when the Indonesian was just 15 years old.

# RACE STEWARDS BIOGRAPHIES

## TIM MAYER

### **FIA ALTERNATE DELEGATE TO THE USA, FIA STEWARD**

As the son of former McLaren team principal Teddy Mayer, Tim Mayer grew up around motor sport. He organised IndyCar races internationally from 1992-98, aided the construction of several circuits, and produced international TV for multiple series. In 1998 he became CART's Senior VP for Racing Operations. He also became VP of ACCUS, the US ASN. In 2003, Mayer became COO of IMSA, operating multiple series at all levels, and also took on the role of COO and Race Director of the American Le Mans Series. He was elected an independent Director of ACCUS and FIA US Alternate Delegate, responsible for US World Championship events.



## SILVIA BELLOT

### **MEMBER OF THE ROYAL SPANISH AUTOMOBILE FEDERATION BOARD OF DIRECTORS, FIA WOMEN IN MOTORSPORT COMMISSION MEMBER, F1, GP2, GP3 AND WTCC STEWARD**

Silvia Bellot began marshalling in 2001, when she was 16. She has been a steward in a number of national and international series, including the, European F3 Open, GT Open, BMW Europe, Spanish Endurance Championship, DTM, World Series by Renault and the WRC. In 2009, she took part in the FIA trainee stewards' program for GP2 and F1. She made her first appearance as an F1 steward at the 2011 Turkish GP and last year was awarded the FIA's Outstanding Official prize. She is currently a steward in GP2, GP3, WTCC and F1. Away from the stewards' room she is a member of the FIA's Women in Motorsport Commission and also works closely with RACC, the Circuit de Catalunya and the Spanish federation in event organisation.



## ALAN JONES

### **1980 FORMULA ONE WORLD CHAMPION**

Best known as the 1980 Formula One World Champion, the Australian raced far and wide, competing everywhere from Can-Am and Formula 5000 to Le Mans and Australian Touring Cars. In his F1 career Jones started 116 grands prix, won 12, took six pole positions and set 13 fastest laps. Jones made his grand prix debut at the wheel of a privateer Hesketh at the 1975 Spanish Grand Prix. He switched to Graham Hill's team for the remainder of the season and then in 1976 moved to the Surtees team. He scored first grand prix victory at the following season's Austrian Grand Prix, racing for Shadow. In 1978 he moved to Williams and the following year scored four wins on his way to third in the championship. His finest hour came in 1980 when he won five grands prix on his way to being crowned champion.







# 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 will be available for media interviews immediately after the end of each session, as will 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 the TV pen interview area. 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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