



## Italian Grand Prix

11<sup>th</sup> – 13<sup>th</sup> September 2009  
13<sup>th</sup> of 17 World Championship races

### Preview.

Munich/Hinwil, 4<sup>th</sup> September 2009. The BMW Sauber F1 Team is sensing an opportunity as the drivers and engineers prepare for the Italian Grand Prix. The revitalising effect of the team's strong performance last time out at Spa-Francorchamps has boosted spirits ahead of the visit to Monza's legendary high-speed circuit. The 13<sup>th</sup> race of the season – taking place on 13<sup>th</sup> September – represents a farewell to Europe, both for Formula One as a whole for 2009 and for the BMW Sauber F1 Team on a permanent basis in its current guise. After the Italian GP, the teams will travel to Asia and South America for the four remaining races on this year's calendar. At the same time, work continues on securing the future of the Hinwil factory in Switzerland.

#### Robert Kubica:

"The Monza track is a very special one. As it is the quickest track on the calendar, the car's downforce level will be reduced even more compared to Spa-Francorchamps. Traditionally our cars are quite quick on low downforce tracks and our performance was already good at Spa. I have a good feeling for Monza and I am looking forward to the race as I expect a lot of Italian fans to show up there."

#### Nick Heidfeld:

"The speed we had at Spa-Francorchamps with lower downforce gives us hope that we could do even better at Monza with even less downforce. However, the cars equipped with KERS will probably have a considerable advantage over the long straights of this high-speed circuit. I really like the atmosphere at the Italian Grand Prix. As well as all the Italians at the track, a lot of fans will also come over from Switzerland to support us."

#### Mario Theissen, BMW Motorsport Director:

"As the ultimate power circuit, Monza has always provided BMW with a very special challenge. One of our highlights at the track came during the era of the V10 engines in qualifying for the 2002 race, when a BMW engine broke through the 19,000 rpm barrier and the car set a new record average speed for F1 of 259.827 km/h on its way to pole position. Now, even more than before, the main priority lies in maximising reliability, as each driver is only permitted eight engines for the duration of the season. This is an issue at Monza in particular, even though the maximum engine speed is now limited to 18,000 rpm. This circuit commands the respect of drivers and engineers alike in many different ways.

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"We are aiming to build on our good results from Spa-Francorchamps – where we were competing at the front of the field for the first time in a long while – in the final race in Europe. Our strong performance in Belgium gave the whole team an extra shot of motivation for the next races, and we are confident that we are getting back into the fast lane once again."

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## Willy Rampf, Head of Engineering:

“The result at Spa-Francorchamps represented confirmation for the whole team. It was important for all involved to see that our huge efforts over the preceding weeks had paid off. Of course we want to take this upturn in form with us to Italy and post another strong result at Monza.

“This is the last genuine high-speed track left on the calendar. The four long straights mean that keeping the drag level low is crucial, so we run the cars with less downforce here than anywhere else during the season. This involves using a modified front wing and a new and extremely small rear wing. An additional challenge for the drivers and engineers is to give the cars a mechanical set-up which ensures good braking stability and allows the kerbs to be taken aggressively, as this is absolutely essential in setting a fast lap time here. I'm very much looking forward to the race, as there's always a very special atmosphere at Monza.”

## Facts and figures:

<b>Circuit/Date</b>	Autodromo Nazionale Monza / 13 <sup>th</sup> September 2009
<b>Start time (local/UTC)</b>	14.00 hrs / 12.00 hrs
<b>Lap/Race distance</b>	5.793 km / 306.720 km (53 laps)
<b>Corners</b>	7 right-hand and 4 left-hand corners
<b>Winner 2008</b>	Sebastian Vettel, Scuderia Toro Rosso 1 hr 26:47.494 min
<b>Pole position 2008</b>	Sebastian Vettel, Scuderia Toro Rosso 1:37.555 min
<b>Fastest lap 2008</b>	Kimi Räikkönen, Scuderia Ferrari Marlboro, 1:28.047 min
<b>Data 2008</b>	Full-throttle percentage: 70% Top speed: 351 km/h Longest section at full throttle: 16 sec / 1,320 m Gear changes per lap: 46 Tyre wear: low Brake wear: high Downforce level: very low

Driver	Robert Kubica	Nick Heidfeld
Date of birth	07.12.1984	10.05.1977
Place of birth	Krakow/Poland	Mönchengladbach/Germany
Nationality	Polish	German
Residence	Monaco	Stäfa, Switzerland
Marital status	Single	Partner Patricia Papen, daughter Juni, son Joda
Height	1.84 m	1.67 m
Weight	72 kg	59 kg
F1 debut	2006, Budapest	2000, Melbourne
GP starts	52	164
Pole positions	1	1
Wins	1	-
Podium places	8	12
Fastest laps	-	2
Best placing	4 <sup>th</sup> (2008)	5 <sup>th</sup> (2007 and 2008)
Points total	128	210
Points 2009	8	10



BMW Sauber F1 Team	
Founded	01.01.2006
Locations	Munich (DE) and Hinwil (CH)
F1 debut	2006, Melbourne
GP starts	64
Pole positions	1
Wins	1
Podium places	16 (6 x 3 <sup>rd</sup> /9 x 2 <sup>nd</sup> / 1 x 1 <sup>st</sup> )
Fastest laps	2
World Championship placings	5 <sup>th</sup> (2006), 36 points 2 <sup>nd</sup> (2007), 101 points 3 <sup>rd</sup> (2008), 135 points 7 <sup>th</sup> (2009), 18 points after 12 GPs

## Season 2009:

	Robert Kubica			Nick Heidfeld		
	Qualifying	Race	Points	Qualifying	Race	Points
Australian GP	4 <sup>th</sup>	15 <sup>th</sup> accident	-	11 <sup>th</sup> (grid 9 <sup>th</sup> )	10 <sup>th</sup>	-
Malaysian GP (half points)	8 <sup>th</sup> (grid 6 <sup>th</sup> )	DNF	-	11 <sup>th</sup> (grid 10 <sup>th</sup> )	2 <sup>nd</sup>	4
Chinese GP	18 <sup>th</sup> (grid 17 <sup>th</sup> )	13 <sup>th</sup>	-	11 <sup>th</sup>	12 <sup>th</sup>	-
Bahrain GP	13 <sup>th</sup>	18 <sup>th</sup>	-	14 <sup>th</sup>	19 <sup>th</sup>	-
Spanish GP	10 <sup>th</sup>	11 <sup>th</sup>	-	13 <sup>th</sup>	7 <sup>th</sup>	2
Monaco GP	18 <sup>th</sup> (grid 17 <sup>th</sup> )	DNF	-	17 <sup>th</sup> (grid 16 <sup>th</sup> )	11 <sup>th</sup>	-
Turkish GP	10 <sup>th</sup>	7 <sup>th</sup>	2	11 <sup>th</sup>	11 <sup>th</sup>	-
British GP	12 <sup>th</sup>	13 <sup>th</sup>	-	15 <sup>th</sup>	15 <sup>th</sup>	-
German GP	16 <sup>th</sup>	14 <sup>th</sup>	-	11 <sup>th</sup>	10 <sup>th</sup>	-
Hungarian GP	19 <sup>th</sup> (grid 18 <sup>th</sup> )	13 <sup>th</sup>	-	16 <sup>th</sup> (grid 15 <sup>th</sup> )	11 <sup>th</sup>	-
European GP	10 <sup>th</sup>	8 <sup>th</sup>	1	11 <sup>th</sup>	11 <sup>th</sup>	-
Belgian GP	5 <sup>th</sup>	4 <sup>th</sup>	5	3 <sup>rd</sup>	5 <sup>th</sup>	4

## History and background.

Since the official launch of Formula One in 1950, the circuit spread out behind the walls of Monza's Royal Park has hosted more GPs than any other venue. Indeed, 2009 marks the 59<sup>th</sup> visit of F1 to Monza. Just one Italian Grand Prix has been held at another location, namely at Imola in 1980.

The history of this race track outside Milan dates back to 1922, since when it has undergone repeated modifications with the aim of reining in its speed. 1935 saw the first chicanes set up, and in 1950 two banked curves were built, which have since crumbled. At one stage the circuit was ten kilometres long; it hosted its last F1 event in this form in 1961. This was the race in which Count Berghe von Trips suffered a fatal accident, which also killed 15 spectators.



## Schedule for group interviews at the weekend:

Thursday:

13.30-13.50 – Nick Heidfeld – print media  
13.50-14.00 – Nick Heidfeld – TV  
14.00-14.10 – Christian Klien – TV  
14.10-14.30 – Christian Klien – print media  
**15.00 – Robert Kubica – FIA press conference**  
15.30-15.35 – Mario Theissen – TV  
15.35-16.00 – Mario Theissen – print media  
18.00-18.30 – Willy Rampf – by prior arrangement only

Friday:

16.45-16.55 – Robert Kubica – TV  
16.45-16.55 – Nick Heidfeld – TV

Saturday:

16.45-17.05 – Robert Kubica – print media  
17.05-17.15 – Robert Kubica – TV  
16.45-16.55 – Nick Heidfeld – TV  
16.55-17.15 – Nick Heidfeld – print media  
18.00-18.05 – Mario Theissen – TV  
18.05-18.30 – Mario Theissen – print media

Sunday:

After the end of the race, Kubica and Heidfeld will be on hand behind the FIA garage, Theissen and Rampf in the team area.

**Involvement in the FIA press conference means the group interviews will be cancelled on the relevant day.**

Media website [www.press.bmw-motorsport.com](http://www.press.bmw-motorsport.com)  
Team website [www.bmw-sauber-f1.com](http://www.bmw-sauber-f1.com)