



Turkish Grand Prix

5th-7th June 2009
7th of 17 World Championship races

Preview.

Munich/Hinwil, 29th May 2009. The work continues and there's no time for licking our wounds. After the disappointing result in Monaco, the BMW Sauber F1 Team will be turning up on the grid for the Turkish Grand Prix with a batch of further developments for the F1.09.

An initial aero update sparked a forward trend at the fifth Grand Prix in Spain, but didn't bear fruit under the specific demands of the Monaco circuit. Meanwhile, the next package of innovations is in place for World Championship race number seven on the modern high-speed track outside the gates of Istanbul. Here the F1.09 will feature a double diffuser for the first time.

Robert Kubica:

"The track in Istanbul is totally different to Monaco. It is a very modern race track with a couple of high-speed corners. The most famous high-speed corner there is the left-hander turn 8. Of course, we hope to perform better in Istanbul than in Monaco."

Nick Heidfeld:

"I hope our dismal performance in Monaco proves to be a glitch and that it was down to that particular circuit being unsuitable for our car. After all, there were signs of a forward trend at the previous race in Spain, and the next update is ready for Istanbul – also including a double diffuser.

"The Istanbul circuit has some extremely good sections, particularly turn 8, of course, which is quite a challenge – very long, fast and with several apexes. For the long straight with the right-hand kink you need a good top speed.

"It's a vast city, very international and fascinating. I'll be there on Wednesday already for an event with our partner Intel. I'm staying at a hotel on the European side again and will take a motor scooter to carve my way through the congestion over the bridge to Asia."

Mario Theissen, BMW Motorsport Director:

"Ahead of the Turkish Grand Prix our results are quite sobering. Nobody in the team expected the season to pan out as it has so far. After taking a forward step in Spain, we were clearly off the pace in Monaco. To regain our competitiveness we will have to ramp up our development speed significantly. In Istanbul we will have the next step of our development ready and will be using a multistage diffuser for the first time.

"After three successful years, this phase is our first setback. We can deal with it. After all, it was the same team in Munich and Hinwil that ensured our progressive advancement since the BMW Sauber F1 Team was founded. We are all determined to get ourselves back among the front runners again."

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Willy Rampf, Head of Engineering:

“We’ll be lining up in Turkey with a new development package, which also features a double diffuser. Since the F1.09 concept was not designed for this, we had to make a number of aerodynamic adjustments. There are modifications to the front wings, side bargeboards, rim shields and the rear part of the engine cover. We expect this to take us a step forward, although we know that our rivals are not standing still.

“After the race in Monte Carlo we also had an in-depth look at the tyre problems. For the race in Turkey, Bridgestone is providing the soft and hard compounds, which are hugely different. The harder of the two compounds in particular will pose a challenge for the engineers.

“The Istanbul Park circuit is run in an anti-clockwise direction and it’s as varied as it gets. It has slow sections where good traction is crucial, but there are also fast parts such as the spectacular turn 8 with its four sections, which has to be taken in a single line at around 250 km/h. Overall, the track makes stringent demands on the car’s balance. After the disappointing outcome in Monte Carlo, we hope to come away with a positive result here.”

Facts and figures:

Circuit/Date	Istanbul Park / 7 th June 2009
Start time (local/UTC)	15.00 hrs / 12.00 hrs
Lap/Race distance	5.338 km / 309.396 km (58 laps)
Corners	6 right-hand and 8 left-hand corners
Winner 2008	Felipe Massa, Scuderia Ferrari Marlboro, 1 hr 26:49.451 min
Pole position 2008	Felipe Massa, Scuderia Ferrari Marlboro, 1:27.617 min
Fastest lap 2008	Kimi Räikkönen, Scuderia Ferrari Marlboro, 1:26.506 min
Data 2008	Full-throttle percentage: 63% Top speed: 315 km/h Longest section at full throttle: 16 sec / 1,200 m Gear changes per lap: 42 Tyre wear: high Brake wear: low Downforce level: medium





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	46	158
Pole positions	1	1
Wins	1	-
Podium places	8	12
Fastest laps	-	2
Best placing	4 th (2008)	5 th (2007 und 2008)
Total points	120	206
Points 2009	-	6

BMW Sauber F1 Team	
Founded	01.01.2006
Locations	Munich (DE) and Hinwil (CH)
F1 debut	2006, Melbourne
GP starts	58
Pole positions	1
Wins	1
Podium places	16 (6 x 3 rd / 9 x 2 nd / 1 x 1 st)
Fastest laps	2
Championship placings	5 th (2006), 36 points 2 nd (2007), 101 points 3 rd (2008), 135 points 8 th (2009), 6 points after 6 GPs

Season 2009:

	Robert Kubica			Nick Heidfeld		
	Qualifying	Race	Points	Qualifying	Race	Points
Australian GP	4 th	15 th accident	-	11 th (grid 9)	10 th	-
Malaysian GP (half points)	8 th (grid 6)	DNF	-	11 th (grid 10)	2 nd	4
Chinese GP	18 th (grid 17)	13 th	-	11 th	12 th	-
Bahrain GP	13 th	18 th	-	14 th	19 th	-
Spanish GP	10 th	11 th	-	13 th	7 th	2
Monaco GP	18 th (grid 17)	DNF	-	17 th (grid 16)	11 th	-



History and background:

Formula One added the Turkish Grand Prix to the calendar in 2005. Istanbul Park is one of the circuits designed by Aachen-based architect Hermann Tilke. The highly modern facility was built outside the town on the Asian side of the Bosphorus.

Istanbul straddles the southern Bosphorus, by which it is divided into a European part to the west and an Asian part to the east. The Golden Horn, a westward-running inlet of the Bosphorus, divides the European part into a southern peninsula flanked by the Sea of Marmara and the Golden Horn, and home to historic Istanbul, and the northern city districts that border on historic Galata.

The heart of what was formerly Constantinople is rich in sacred architecture. The city limits bound an area of 1,538.77 square kilometres, while the metropolitan region of Istanbul covers 5,220 square kilometres. The population of Istanbul has crossed the ten million threshold.

Schedule for group interviews at the weekend:

Thursday:

13.30-13.40 – Robert Kubica - TV
13.40-14.00 – Robert Kubica – print media
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
15.30-15.35 – 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
17.30-17.35 – Mario Theissen – TV
17.35-18.00 – 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

Team website www.bmw-sauber-f1.com