



## Italian Grand Prix.

12<sup>th</sup> – 14<sup>th</sup> September 2008  
14<sup>th</sup> of 18 World Championship races

### Preview.

Munich/Hinwil, 8<sup>th</sup> September 2008. The FIA Formula One World Championship's European season is heading flat out onto the home straight. On the agenda for the next weekend of 12<sup>th</sup> to 14<sup>th</sup> September is the high-speed track in Monza's Royal Park. Nowhere else do the F1 cars reach speeds in excess of 350 km/h. That is thanks to a special aerodynamic package with minimal drag and correspondingly low downforce. Engine power is also high on the wish list for the Italian Grand Prix, and both man and material are subjected to extreme loads during braking. To prepare for the event, the teams put in three days of testing in Monza at the end of August. For the BMW Sauber F1 Team, Nick Heidfeld took on testing duties for two days and Robert Kubica for one.

At last year's Italian GP the BMW Sauber F1 Team drivers finished fourth (Heidfeld) and fifth (Kubica). Kubica clocked the highest speed of all at 351.7 km/h. In 2006, the maiden year for both team and driver, the Pole was third in only his third grand prix to claim his first podium.

#### Nick Heidfeld:

"High speed will be the number-one issue in Monza. Currently there's no other Formula One track where we break the 350 km/h mark. Another extreme factor is how hard we ride the kerbs in the chicanes. Speed and tradition are the hallmarks of this circuit. In other respects it is unfortunately a bit dated. The Italian fans always ensure there's a special atmosphere at this Grand Prix.

"What is crucial in terms of performance is a good aerodynamic package that doesn't generate much drag. Nowhere else does the car carry as little wing, and our team normally does a pretty good job of providing us with this special aero package. Testing in Monza was encouraging, and I'm looking forward to the Italian Grand Prix."

#### Robert Kubica:

"Monza is one of the most challenging tracks for the cars, as on the calendar it is where we drive with the lowest downforce level and the highest top speeds. The key factors in Monza are low drag, in order to reach the highest speeds possible without losing too much downforce, and good braking stability. The track is unique because of some very long straights where we easily reach more than 300 kilometres per hour. There are some really famous corners such as Parabolica, Ascari or Lesmo, and they are faster than the first chicanes. But you have to approach them braking heavily.

"For me personally, Monza is very special as I achieved my first podium there in 2006 in only my third Formula One race. To mark this special point in my career I will again have a slightly different helmet design in Monza. As I grew up as a driver in Italy, I know a lot of people there and quite a lot of Italian fans will be cheering for me. I also expect plenty of Polish fans to be there. I am really looking forward to the weekend."

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## Mario Theissen, BMW Motorsport Director:

"Monza is the classic engine circuit. Since the switchover to V8 engines, the full-throttle percentage per lap has risen to 70 percent. In 2007, Robert recorded the highest top speed of all the drivers in the Royal Park when he hit 351.7 km/h. While Nick will be racing in Italy with the same engine as in Spa, Robert's car is scheduled to be fitted with a new unit.

"So far Monza has been a rewarding venue for our team. In 2006, Robert had his first podium in what was only his third grand prix, and last year Nick and Robert took a nine-point haul to secure our second-best result of the season. For this year's Italian Grand Prix too, we have set our sights just as high.

"The 2008 race in Italy again marks the close of the European season, which has been very successful for the BMW Sauber F1 Team. So far in 2008 we have earned a total of nine podium places and celebrated a one-two in Montreal. It means we've achieved our season's target and established ourselves as one of the top three teams."

## Willy Rampf, Technical Director:

"I'm very much looking forward to the race in Monza as it is a special event every time. Monza is pure tradition and the only high-speed track left on the calendar. Because of the four long straights, you have to develop a special low-downforce aero package which enables high speeds on account of its low drag, and is only used in this one race.

"The challenge for the drivers and engineers is to find a mechanical set-up that guarantees good braking stability and allows for aggressive driving over the kerbs. That is absolutely essential to achieve good lap times. We were totally satisfied with our test in Monza, and we'll be heading for Italy in optimistic mood."

## Facts and figures:

<b>Circuit/Date</b>	Monza/14 <sup>th</sup> September 2008
<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 2007</b>	Fernando Alonso, Vodafone McLaren Mercedes, 1 hr 18:37.806 min
<b>Pole position 2007</b>	Fernando Alonso, Vodafone McLaren Mercedes, 1:21.997 min
<b>Fastest lap 2007</b>	Fernando Alonso, Vodafone McLaren Mercedes, 1:22.871 min
<b>Data 2007 (race):</b>	Full-throttle percentage: 70% Top speed: 351 km/h Longest stretch at full throttle: 16 sec / 1,320 m Gear changes per lap: 46 Tyre wear: low Brake wear: very high Downforce level: very low



Driver	Nick Heidfeld	Robert Kubica
Date of birth	10.05.1977	07.12.1984
Place of birth	Mönchengladbach/Germany	Krakow/Poland
Nationality	German	Polish
Residence	Stäfa, Switzerland	Monaco
Marital status	Partner Patricia Papen, daughter Juni, son Joda	Single
Height	1.67 m	1.84 m
Weight	61 kg	69 kg
F1 debut	2000, Melbourne	2006, Budapest
GP starts	147	35
Pole positions	1	1
Wins	-	1
Podium places	11	6
Fastest laps	2	-
Best placing	5 <sup>th</sup> (2007)	6 <sup>th</sup> (2007)
Total points	189	103
Points 2008	49 (5 <sup>th</sup> place)	58 (3 <sup>rd</sup> place)

BMW Sauber F1 Team	
Founded	01.01.2006
Locations	Munich (DE) and Hinwil (CH)
F1 debut	2006, Melbourne
GP starts	48
Pole positions	1
Wins	1
Podium places	13 (5 x 3 <sup>rd</sup> / 7 x 2 <sup>nd</sup> / 1 x 1 <sup>st</sup> )
Fastest laps	2
Championship placings	5 <sup>th</sup> (2006), 36 points 2 <sup>nd</sup> (2007), 101 points 3 <sup>rd</sup> (2008), 107 points after 13 GPs

## Season 2008:

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

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## History and background:

The history of the race track goes back to 1922, since when it has undergone repeated modifications with the aim of reducing 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, and in this configuration hosted its last F1 event in 1961. That was the race in which Count Berghe von Trips had a fatal accident, which also killed 15 spectators. The Monza track has claimed lives on several occasions, but not for the last 30 years. That is due not only to the track modifications, but to a large degree to the high safety levels of the F1 vehicles.

Since the official launch of Formula One in 1950, this circuit inside a high-walled park has hosted more GPs than any other venue. 2008 will see the 58<sup>th</sup> F1 race to be staged here. Just one other Italian Grand Prix was held at another track, namely at Imola in 1980.

The town of Monza in Lombardy is just over half an hour's drive from Milan. Monza has a population of over 120,000 and since 11<sup>th</sup> June 2004 has been the official capital of the newly created province of Monza and Brianza.

## Schedule for group interviews at the weekend:

Thursday:

13.30-13.50 – Nick Heidfeld – print media  
13.50-14.00 – Nick Heidfeld – TV  
13.40-14.00 – Robert Kubica – print media  
14.00-14.10 – Christian Klien – TV  
14.10-14.30 – Christian Klien – print media  
14.00-14.20 – Marko Asmer – print media  
14.20-14.30 – Marko Asmer - TV  
18.00-18.05 – Mario Theissen – TV  
18.05-18.30 – Mario Theissen – print media  
18.00-18.30 – Willy Rampf – by prior arrangement only

Friday:

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

Saturday:

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

Sunday:

Approx. 30 minutes after the end of the race Heidfeld, Kubica, Theissen and Rampf will be on hand in the team's Hospitality area.

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

For further information please visit the media website [www.press.bmw-motorsport.com](http://www.press.bmw-motorsport.com) (press releases, press kits, images, TV footage) and the official team website [www.bmw-sauber-f1.com](http://www.bmw-sauber-f1.com) (car, season, Race Club, team updates).

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