



ALEX LYNN PRE-SEASON REPORT

March 2016

The pre-season preparations for my second year in GP2 have been going really well. I've been training flat-out since the start of January because I've learnt in my career that as I've become busier and busier, my year needs to start earlier and earlier. I wanted to get myself in physically the best shape I've ever been in, and I'm comfortable to say I am in that position already. The GP2 car is very physical for the upper body and the neck and that's what I really wanted to make sure I was in top shape for.

The first test is in Barcelona in the second week of March, with a second test in Jerez at the end of the month. We only get six days of testing in GP2 so it's not a huge amount of time to get ourselves ready, but we do feel ready at DAMS. We've been working a lot on putting the race weekend together. It's no secret that tyre degradation was probably our weak point last year. On a positive note we were the top team in qualifying, so now we just need to work on improving the race pace.

I think being prepared with the team will make a big difference this year. As a rookie it was very difficult to understand how I needed to put my race weekend together, when to push, when to be conservative, and these are all lessons that you learn the hard way, so I'm really looking forward to putting that into practice.

I've stayed with DAMS because I felt that during last season we became stronger and stronger, and I think what you find when you work with a foreign team is it takes time for these relationships to gel. Even if you take Stoffel Vandoorne as an example, in 2014 when he was with ART you wouldn't have said they were the strongest team, but he stayed with the same engineer at the same team and he went on to dominate last year.

There have been a few changes over the winter but I'm sticking with my same race engineer. We struck a really good working relationship and I think it's sometimes difficult to portray to the outside world just how important that is. At the end of the day racing drivers are all humans so it's important that you strike a good relationship with an engineer and he almost becomes your physiologist in a way, because he's really controlling your emotions at the most critical times.

I'm very happy to be continuing with Williams this year but GP2 is going to be my main focus – there's no doubt that's where I need to deliver. I'm enjoying that this year is all about one thing, though. If I can deliver what I'm capable of



ALEX LYNN



and the team delivers what we're capable of, then I'm confident that the end result will take care of itself.

Ends

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