



# Race Preview

## 2015 SPANISH GRAND PRIX 8-10 May 2015

After the opening four 'flyaway' races of the 2015 season, Formula One moves to Europe for the fifth round of this year's championship – the Spanish Grand Prix.

Often regarded as the season's first truly representative circuit, the Circuit de Barcelona-Catalunya, a favoured F1 testing venue, presents teams with a tough examination of the strengths and weaknesses of their cars and often acts as a form guide for the coming races.

Featuring just two sub-100km/h turns, the circuit's mix of medium- and high-speed corners puts the accent on aerodynamic efficiency and as such a car that performs well around here is generally reckoned to be adaptable to any upcoming circuit no matter the track characteristics.

It is a tough circuit on tyres too, with the abrasive surface leading to high wear. Long, fast corners such as Turn Three also put significant energy through the tyre, resulting in high degradation. Given the conditions tyre supplier Pirelli will this weekend bring its hardest compounds, hard and medium, a combination last used in Malaysia.

Going into this weekend, defending F1 champion Lewis Hamilton enjoys a commanding lead in the Drivers' Championship standings. With three wins from four rounds so far, Hamilton, with 93 points, has a 27-point lead over teammate Nico Rosberg, while Ferrari's Sebastian Vettel is a point further back in third place.

The Silver Arrows have a similarly strong lead in the race for the Constructors' title, being 52 points clear of second-placed Ferrari and 98 clear of third-placed Williams.

However, while Mercedes have enjoyed an undoubted advantage so far, the Spanish Grand Prix is traditionally the race at which teams introduce major car upgrades. Could one of the Silver Arrows' rivals close the gap this weekend, or will the German marque take a leap of its own? Only time will tell.



### CIRCUIT DE BARCELONA-CATALUNYA

**Length of lap:**

4.655km

**Lap record:**

1:21.670 (Kimi Raikkonen, Ferrari, 2008)

**Start line/finish line offset:**

0.126km

**Total number of race laps:**

66

**Total race distance:** 307.104km

**Pitlane speed limits:**

80km/h in practice, qualifying, and the race

### CIRCUIT NOTES

- ▶ An additional CCTV camera has been installed at the exit of Turn Three.
- ▶ Openings in the walls around the outside of Turn Four have been enlarged to allow better access for tractors.
- ▶ The kerb on the exit of Turn Nine now starts significantly earlier, while a new kerb has been installed at the exit of Turn 15.
- ▶ Two additional rows of tyres have been added around the outside of Turn 16.

### DRS ZONE

- ▶ Two DRS zones will be in use. The first has a detection point 86m before Turn Nine and an activation point 40m after. The second detection point is at the Safety Car line, with activation 157m after Turn 16.

<b>ROUND 05</b>	SPANISH GRAND PRIX	<b>START TIME</b>	14:00 (local) - 17:00 GMT	<b>KEY</b>	Speed Limit	Sector Time	Timing Sector
<b>RACE DATE:</b>	10 MAY 2015	<b>CIRCUIT LENGTH:</b>	4.655KM		Braking	120.3	28.4
<b>CIRCUIT NAME:</b>	CIRCUIT DE CATALUNYA	<b>RACE DISTANCE:</b>	307.164KM		Start	120.3	12:10
<b>NUMBER OF LAPS:</b>	66	<b>LAP RECORD:</b>	1:21.670 - K. Räikkönen (2008)		Sector 1	Sector 2	Sector 3



## FAST FACTS

- ▶ This year's grand prix will be the 25th to be held at the Circuit de Barcelona-Catalunya. The circuit made its calendar debut in 1991 and has hosted the event since.
- ▶ This will be the 45th Spanish Grand Prix. Madrid's Jarama Circuit hosted the race nine times between 1968 and 1981, the Circuito de Jerez staged the grand prix five times between 1986 and 1997, while Barcelona's Montjuïc circuit was the venue on four occasions, in alternate years from 1969 to 1975. The Spanish GP was first hosted at Barcelona's Pedralbes street circuit in 1951 and 1954.
- ▶ Michael Schumacher has won more Spanish Grands Prix than any other driver. The German legend won six times at the Circuit de Barcelona-Catalunya, in 1995 and 1996 and then four times in succession from 2001-2004.
- ▶ Behind Schumacher, four drivers have scored three wins in Spain in the F1 era: Jackie Stewart (1969-1971), Nigel Mansell (1987, 1991-'92), Alain Prost (1998, '90, '93) and Mika Häkkinen (1998-2000).
- ▶ Schumacher also holds the record for most pole positions at the Circuit de Barcelona-Catalunya, with seven (1994-'95 and 2000-2004). The only other drivers to score multiple pole positions at this circuit are Mika Häkkinen (1998-'99), Kimi Räikkönen (2008, '08) and Mark Webber (2010-'11).
- ▶ Pole position is of great importance here. The race has been won from pole 18 times from 24 outings.
- ▶ Only twice has the race here been won from a starting position lower than the front row and on both occasions it was a Ferrari driver who took victory. Schumacher took his first win for the Scuderia here in 1996, having started from third place. Seventeen years later Fernando Alonso started his 63rd grand prix as a Ferrari driver from fifth on the grid and 66 laps later took his 32nd career victory.
- ▶ That 2013 home win is Alonso's most recent grand prix triumph. Since then the driver from Oviedo has appeared on the podium eight times, with three third places and five second places.
- ▶ Of the current drivers, only Alonso (2006, 2013) and Räikkönen (2005, 2008) have scored more than one win here. Alonso scored victories for Renault and Ferrari, while Räikkönen won for McLaren and Ferrari.
- ▶ The most successful constructor at the Spanish Grand Prix is Ferrari. The Scuderia has taken 12 wins, with eight of them coming at this circuit. The other four were scored at Pedralbes in 1954, courtesy of Mike Hawthorn, at Jarama in 1974 thanks to Niki Lauda, at Jarama again in 1981, with Gilles Villeneuve, and at Jerez in 1990, with Prost at the wheel.
- ▶ Victory at the Circuit de Barcelona-Catalunya last year scratched another current venue off Lewis Hamilton's win list. The defending champion also won the inaugural Russian GP last year and took his first Japanese GP win at Suzuka. It means that he now needs wins in Austria, Brazil and the new Mexican Grand Prix to complete the set.

# RACE STEWARDS BIOGRAPHIES

## GARRY CONNELLY

**DEPUTY PRESIDENT, FIA INSTITUTE; DIRECTOR, GLOBAL INSTITUTE FOR MOTOR SPORT SAFETY; DIRECTOR, AUSTRALIAN INSTITUTE OF MOTOR SPORT SAFETY; F1, WTCC STEWARD; FIA WORLD MOTOR SPORT COUNCIL MEMBER**

Garry Connelly has been involved in motor sport since the late 1960s. A long-time rally competitor, Connelly was instrumental in bringing the World Rally Championship to Australia in 1988 and served as Chairman of the Organising Committee, Board member and Clerk of Course of Rally Australia until December 2002. He has been an FIA Steward and FIA Observer since 1989, covering the FIA's World Rally Championship, World Touring Car Championship and Formula One Championship. He is a director of the Australian Institute of Motor Sport Safety and of the Global Institute of Motor Sport Safety. He is a member of the FIA World Motor Sport Council.



## 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.



## 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** 11.00-12.00

**Qualifying** 14.00-15.30

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 are available for media interviews immediately after the end of each session, as are drivers who participated in Q3, but who are not required for the postqualifying 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 his team's garage/hospitality. 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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