



# Race Preview

## AUSTRIAN GRAND PRIX 19-21 June 2015

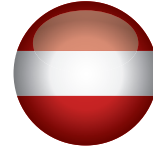
The 2015 FIA Formula One World Championship heads to the mountains of Styria this week, returning to Europe for round eight, the Austrian Grand Prix.

In 2014 the circuit at Spielberg played host to its first grand prix in over a decade. While the facilities have been overhauled, the layout of the renamed Red Bull Ring remains essentially unaltered from the track on which the grand prix was previously hosted.

Characterised as a medium downforce circuit, the short Red Bull Ring features only nine corners – but those it has cover a wide range of conditions, from the prime overtaking zone after the heavy stop into the first/second gear Turn Two (Remus), down to the high-speed, sixth gear Turn Eight (Rindt) which saw many cars exceeding the track limits last year.

Good traction is a key component of the lap, with the composition of the circuit proving to be more than usually detrimental to teams with a power deficit. As was the case in Monaco and Canada, Pirelli bring their two softest compounds to Spielberg and, like those circuits, tyre warm-up is likely to be influential in qualifying. Given the short lap and the paucity of corners, drivers can find it difficult to bring the front tyres up to temperature.

Lewis Hamilton, fresh from victory in Montreal, goes into the weekend with a lead of 17 points over team-mate and chief rival Nico Rosberg while, courtesy of another one-two finish, Mercedes have extended their Constructors' Championship lead over Ferrari beyond the 100-points barrier. They go into the race as firm favourites. If they are to be challenged, it is likely to come from Ferrari, who perhaps did not make best use of their improved power unit in Canada, or the Williams team back on a circuit well-suited to their car.



### CIRCUIT DATA

#### RED BULL RING

**Length of lap:** 4.326km

**Lap record:** 1:08.337 (Michael Schumacher, Ferrari, 2003)

#### Start line/finish line offset:

0.126km

**Total number of race laps:** 71

**Total race distance:** 307.020km

#### Pitlane speed limits:

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

### CIRCUIT NOTES

- ▶ Artificial grass has been laid behind the kerb on the exit of Turn Eight.
- ▶ The kerbs on the exits of Turns Two, Three, Five, Six, Seven, Eight and Nine have been extended by the use of a flat section of concrete.

### DRS ZONE

- ▶ There will be two DRS zones in Austria. The detection point of the first zone is located 360m before Turn Two, with the activation point 85m after Turn Two. The second detection point is 10m after Turn Eight, with the activation point 110m after Turn Nine.

|                        |                     |                        |                                 |
|------------------------|---------------------|------------------------|---------------------------------|
| <b>ROUND 08</b>        | AUSTRIAN GRAND PRIX | <b>START TIME</b>      | 14:00 Local - 12:00 GMT         |
| <b>RACE DATE:</b>      | 21 JUN 2015         | <b>CIRCUIT LENGTH:</b> | 4.326km                         |
| <b>CIRCUIT NAME:</b>   | RED BULL RING       | <b>RACE DISTANCE:</b>  | 307.146km                       |
| <b>NUMBER OF LAPS:</b> | 71                  | <b>LAP RECORD:</b>     | 1:08.337 - M. Schumacher [2003] |

**KEY**

Speed Kmh  
Braking 120.3 Gear

Sector Time  
T3 21.0  
Lap Time 1:08.8

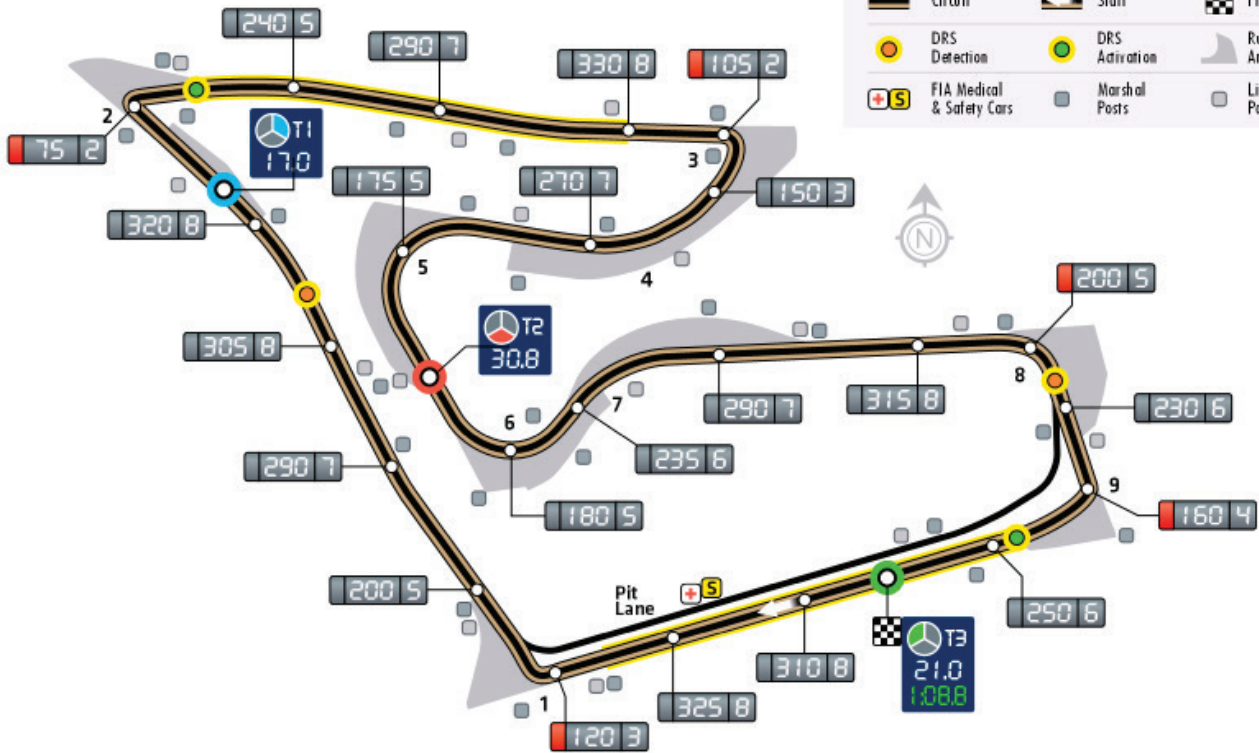
Timing Sector  
Lap Time

Sector 1   
 Sector 2   
 Sector 3

Circuit   
 Start   
 Finish

DRS Detection   
 DRS Activation   
 Run-off Areas

FIA Medical & Safety Cars   
 Marshal Posts   
 Light Panels



## FAST FACTS

- ▶ 2015 sees the 28th running of the Austrian Grand Prix and the ninth to be held on the current circuit layout.
- ▶ The Austrian Grand Prix has been held at two locations and on three circuits. Zeltweg Airfield hosted the first championship Austrian Grand Prix in 1964. The race then relocated to the newly-constructed Österreichring for 1970, on which it was held continuously until 1987. A cut-down version of this circuit hosted a resurrected Austrian Grand Prix between 1997-2003. Now renamed the Red Bull Ring, it resumed hosting the Austrian Grand Prix in 2014.
- ▶ The top 14 finishers in 2014 all ran a two-stop strategy, consisting of two stints on the soft tyre and one on the supersoft.
- ▶ Pole position has not proved critical at the Spielberg circuit. Jacques Villeneuve (1997), Mika Häkkinen (2000), and Michael Schumacher (2003) are the only drivers to have won from pole. Every winner at the circuit has started the race from an odd-numbered grid slot on the left hand-side of the track. In addition to the winners from pole, the race has been won from third place on four occasions: Häkkinen (1998), Eddie Irvine (1999), Schumacher (2002) and Rosberg (2014). The winner from furthest back is David Coulthard, who in 2001 started the race in P7.
- ▶ Felipe Massa's pole position for Williams last year was the only non-works Mercedes pole of 2014.
- ▶ Massa's pole was his first since the 2008 Brazilian Grand Prix. The gap of five years, seven months and 21 days is F1's fourth longest. Mario Andretti holds the record, going eight years and 18 days between pole at the 1968 US GP and pole at the 1976 Japanese Grand Prix.
- ▶ At 4.326km, the Red Bull Ring is one of the shortest circuits on the current calendar. Only the Circuit de Monaco (3.340km) and Interlagos (4.309) are shorter.
- ▶ Alain Prost is the most successful driver at the Austrian Grand Prix with victories in 1983, 1985 and 1986. McLaren are the most successful constructor with six victories. McLaren and Ferrari are tied at the new circuit on three wins apiece.
- ▶ The 1976 Austrian Grand Prix is notable as the last time an American entrant took victory. Team Penske won the race with John Watson at the wheel. The team has since won the IndyCar championship 13 times and last month recorded their 16th Indy 500 victory, courtesy of Juan Pablo Montoya. The 1976 Austrian Grand Prix was their sole victory in F1 and Watson's debut win.
- ▶ Other drivers with a maiden F1 win in Austria are Lorenzo Bandini (1964), Vittorio Brambilla (1975), Alan Jones (1977) and Elio de Angelis (1982). For Bandini and Brambilla, it would be their only victory in F1.
- ▶ Force India's Nico Hülkenberg comes to Austria having won the Le Mans 24 Hours race for Porsche last weekend. Such crossover is rare in modern times. The last drivers to win Le Mans while having substantial F1 programmes were Bertrand Gachot and Johnny Herbert, who won for Mazda in 1991 while driving for Jordan and Lotus respectively.

# RACE STEWARDS BIOGRAPHIES

## PAUL GUTJAHR

### **PRESIDENT OF THE FIA HILL CLIMB COMMISSION, BOARD MEMBER AND PRESIDENT OF AUTO SPORT SUISSE SARL**

Paul Gutjahr started racing in the late 1960s with Alfa Romeo, Lancia, Lotus and Porsche, then March in Formula 3. In the early '70s he became President of the Automobile Club Berne and organised numerous events. He acted as President of the organising committee of the Swiss GP at Dijon between 1980-82. Between 1980-2005 he acted as President of the Commission Sportive Nationale de l'Automobile Club de Suisse and in 2005 he became President and board member of the Auto Sport Suisse motor sports club. Gutjahr is President of the Alliance of European Hill Climb Organisers and has been steward at various high-level international competitions. He was the Formula 3000 Sporting Commissioner and has been a Formula One steward since 1995.



## RADOVAN NOVAK

### **SEC. GENERAL OF THE ACCR (AUTOCLUB OF THE CZECH REPUBLIC); WORLD MOTOR SPORT COUNCIL MEMBER**

Radovan Novak has been actively involved in motorsport since 1963 and rose to become Secretary General of the ACCR in 1990. Since 1991 he has held the role of President of the FIA Central Europe Zone and over the past two decades he has acted as a steward and observer in WRC and ERC rallies, EC autocross and rallycross events and WTCC and GT races. He has been a Formula One steward since 1994. From 1994 to 2006, he was a member of the FIA Off-road Commission and was made a member of the World Motor Sport Council in 1998. In 2000 he became a member of the Sport Commission at the Ministry of Sport of the Czech Republic. An avid racer and co-driver, Novak has won a number of Czech rallying events.



## DANNY SULLIVAN

### **FORMER F1 DRIVER, INDIANAPOLIS 500 WINNER AND CART CHAMPION**

US racer Danny Sullivan made his F1 debut with Tyrrell at the 1983 Brazilian Grand Prix. He raced just one season in F1, scoring a best result of fifth in Monaco. In 1984, Sullivan returned to the US where he resumed a successful Indy Car career. He is perhaps best known for his 'spin and win' victory at the 1985 Indianapolis 500, where he passed leader Mario Andretti, survived a 360 degree spin, and then caught and re-passed Andretti to claim the Borg-Warner Trophy. He won the Indy Car World Series title in 1988. After 17 victories from 170 Indy Car starts he drew a line under his open-wheel career in 1995. He finished third in the Le Mans 24 Hours in a Dauer Porsche 962 in 1994. He made four starts at Le Mans, the most recent being 2004.







# 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** 14.00-15.00

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 inside the paddock, next to the FIA hospitality area.

### RACE

Any driver retiring before the end of the race will be made available at the TV pen interview area. 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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## FIA COMMUNICATIONS DEPARTMENT

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