



Race Preview

2015 BELGIAN GRAND PRIX 21-23 August 2015

Formula One returns after its mid-season break for round 11 of the 2015 FIA F1 World Championship, the Belgian Grand Prix at Spa-Francorchamps.

Spa is one of F1's oldest venues and remains a favourite for drivers and fans alike. The undulating circuit in the Ardennes is one of the fastest on the calendar, testing the courage as well as the skills of the drivers.

Spa's three sectors offer clearly delineated challenges, with the long full-throttle first and third sectors split by the twisting, more technical sector two. Unusually for a grand prix circuit, Spa doesn't always favour a balanced approach, sometimes favouring those prepared to go one way or the other: sacrificing outright top-speed by adding downforce to pick up time through the middle sector, or conversely, running minimal downforce, offering low drag on the straights and, importantly, protection from DRS attacks into the prime passing zone at Les Combes.

The science of racing, however, only takes a driver so far at Spa. Part of the allure of the Belgian Grand Prix is the tendency for nature to take a hand in proceedings. Rarely is the weekend completely dry and, while entirely wet races bring their own brand of disorder, Spa's propensity for wet-dry races, with short, intense cloud-bursts brings a special kind of disruption.

The dominant Mercedes team hit a bump in Hungary last time out with neither driver on the podium. They still, however, lead the Constructors' Championship by an impressive 147 points. In the Drivers' Championship, things are much closer. Despite his worst result of the year, sixth place at the Hungaroring for Lewis Hamilton saw the Briton increase his lead to 21 points over team-mate Nico Rosberg. It is a neat reversal of 2014, when it was Rosberg who led – by a slender 11 points – when racing resumed after the summer break.



CIRCUIT DATA

CIRCUIT DE SPA-FRANCORCHAMPS

Length of lap: 7.004km

Lap record: 1:47.263 (Sebastian Vettel, Red Bull Racing, 2009)

Start line/finish line offset: 0.124km

Total number of race laps: 44

Total race distance: 308.052km

Pitlane speed limits: 80km/h in practice, qualifying, and the race

CIRCUIT NOTES

- ▶ A 50mm domed kerb has been laid behind the kerb on the exit of Turn One, while a new 50mm 'Vallelunga' kerb, plus 100mm combination kerb behind have been installed around the apex of Turn Two.
- ▶ A new debris fence has been installed behind the guardrail around the outside of Turn Three, extending to Turn Four. A 30mm domed kerb has been installed on the concrete strip behind the main kerb around the apex of Turn Four.
- ▶ Asphalt bordering the track between Turns 16 and 17 has been painted with green non-slip paint to a width of 2m from the track edge and grass has been replaced with green-painted asphalt leading up to the Turn 18 apex kerb.

DRS ZONE

- ▶ The detection point of the first zone is located 240m before Turn Two, with the activation point 310m after Turn Four. The second detection point is 160m before Turn 18, with activation 30m after Turn 19.

ROUND 11	BELGIAN GRAND PRIX	START TIME	14:00 Local - 12:00 GMT
RACE DATE:	23 AUG 2015	CIRCUIT LENGTH:	7.004KM
CIRCUIT NAME:	CIRCUIT DE SPA-FRANCORCHAMPS	RACE DISTANCE:	308.052KM
NUMBER OF LAPS:	44	LAP RECORD:	1:47.263 - S Vettel [2009]

KEY	Speed Km/h	Sector Time	Timing Sector	Lap Time
Braking	125.3	Gear	T3	29.3
				1:47.7
	Sector 1		Sector 2	
	Circuit		Start	
	DRS Detection		DRS Activation	
	FIA Medical & Safety Cars		Marshal Posts	



FAST FACTS

- ▶ This is the 60th running of the Formula One World Championship Belgian Grand Prix. While the race survives from the original 1950 F1 World Championship calendar, its participation is a little disjointed, with races absent in 1957, 1959, 1969, 1971, 2003 and 2006. Of the 59 previous Belgian Grands Prix, 47 have been held at Spa, with a further 10 at Zolder and two at the Nivelles circuit.
- ▶ The original Spa-Francorchamps circuit was laid out on public roads in the early 1920s with racing first hosted in 1922. What is now the Spa 24hrs arrived in 1924 and the Belgian Grand Prix followed in 1925. The first grand prix was won by Alfa Romeo driver Antonio Ascari. Alberto Ascari, his son, won the Belgian Grand Prix for Ferrari at Spa in 1952 and 1953, going on to be crowned World Champion in both seasons.
- ▶ With modifications, the original 15km course between Francorchamps, Malmedy and Stavelot became the 14km circuit used by Formula One between 1950 and 1970. The basic layout of the 7km circuit seen today was first used by F1 in 1983.
- ▶ Despite being less than half its original length, Spa-Francorchamps remains the longest circuit on the 2015 F1 calendar. At 7.004km it is 1.113km longer than Silverstone.
- ▶ Michael Schumacher is the most successful driver in the history of this race, with all six of his Belgian Grand Prix wins coming at Spa-Francorchamps. Of the current grid, Kimi Räikkönen is the most successful at this circuit with victories in 2004, 2005, 2007 and 2009.
- ▶ Sebastian Vettel is the only other multiple winner in the current field. Vettel won here in 2011 and 2013. Other past winners lining up in 2015 are Felipe Massa (2008), Lewis Hamilton (2010) and Daniel Ricciardo (2014). Hamilton collected the winner's trophy in 2008, only to be demoted to third place upon receiving a post-race 25-second penalty for cutting a chicane and gaining an advantage.
- ▶ Räikkönen's victories in 2004 and 2009 had the distinction of being his team's (McLaren and Ferrari respectively) only victories of each season. The same has happened at Spa four times previously: Damon Hill (1998) for Jordan, Michael Schumacher (1992) for Benetton, Pedro Rodriguez (1970) for BRM and Dan Gurney (1967) driving the Eagle-Westlake of All American Racers.
- ▶ Proving the circuit's overtaking credentials, only five of the 13 21st Century grands prix at Spa have been won from pole: Mika Häkkinen (2000), Schumacher (2002), Räikkönen (2007), Vettel (2011) and Jenson Button (2012).
- ▶ The 2012 Belgian Grand Prix marked Button's eighth and most recent pole position. It is his only pole position from 106 grands prix as a McLaren driver.
- ▶ The 2014 Belgium Grand Prix witnessed an F1 debut for World Endurance Championship star André Lotterer. Making a one-off appearance for Caterham, Lotterer qualified 21st but ended his participation on lap one with an electrical failure. The three-times winner of the Le Mans 24 Hours has fared better in sportscars – winning the Spa 1000km round of WEC in 2013 and earlier this year.

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.



JOSÉ ABED

FIA VICE PRESIDENT

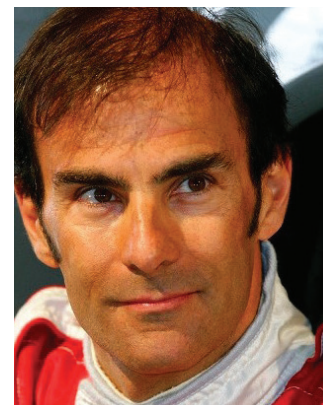
José Abed, an FIA Vice President since 2006, began competing in motor sport in 1961. In 1985, as a motor sport official, Abed founded the Mexican Organisation of International Motor Sport (OMDAI) which represents Mexico in the FIA. He sat as its Vice-President from 1985 to 1999, becoming President in 2003. In 1986, Abed began promoting truck racing events in Mexico and from 1986 to 1992, he was President of Mexican Grand Prix organising committee. In 1990 and 1991, he was President of the organising committee for the International Championship of Prototype Cars and from 1990 to 1995, Abed was designated Steward for various international Grand Prix events. Since 1990, Abed has been involved in manufacturing prototype chassis, electric cars, rally cars and kart chassis.



EMANUELE PIRRO

FORMER F1 DRIVER AND FIVE-TIME LE MANS WINNER

During a motor sport career spanning over 40 years, Emanuele Pirro has achieved a huge amount of success, most notably in sportscar racing, with five Le Mans wins, victory at the Daytona 24 Hours and two wins at the Sebring 12 Hours. In addition, the Italian driver has won the German and Italian Touring Car championships (the latter twice) and has twice been American Le Mans Series Champion. Pirro, enjoyed a three-season F1 career from 1989 to 1991, firstly with Benetton and then for Scuderia Italia. His debut as an FIA Steward came at the 2010 Abu Dhabi Grand Prix and he has returned regularly since.



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 top paddock, in front of the media centre staircase.

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.

FIA COMMUNICATIONS DEPARTMENT

press@fia.com

T +33 1 43 12 58 15

