



# Race Preview

## ITALIAN GRAND PRIX 4-6 September 2015

Round 12 of the 2015 FIA Formula One World Championship sees the teams assemble in Monza for the Italian Grand Prix, the final European race of the season.

While every F1 circuit is unique, the Autodromo Nazionale Monza is perhaps further from the nominal than any other. The championship's last remaining ultra high-speed circuit asks different questions compared to other tracks, with performance directed towards speed on the straights rather than through the corners.

Cornering performance though the high speed turns and traction out of the chicanes is, however, still significant, with speed carried onto the straights being of greater value than ultimate end-of-straight velocity – it is not unknown for the cars that lap fastest at Monza to be close to the bottom of the speed trap lists.

Following the 2014 race in which the top 10 finishers all ran very similar one-stop strategies, for 2015 Pirelli have moved their tyre allocation down a step, to the medium and soft compounds. This should widen the range of effective strategies on offer.

In the past, judging how much kerb to take through the chicanes was a key skill required at Monza, however the higher kerbs introduced in recent years prevent cars from 'straightlining' the corners as they once did. With greatly-reduced ability to gain time this way, judging braking points becomes the most crucial aspect of driver input.

Following a 1-2 finish at Spa, Mercedes have increased their lead over Ferrari in the Constructors' Championship to 184 points. Lewis Hamilton comes to Monza in excellent form after a win from pole position in Belgium. The Briton is now 28 points ahead of team-mate Nico Rosberg in the battle for the Drivers' Championship.



### CIRCUIT DATA

#### AUTODROMO NAZIONALE MONZA

**Length of lap:**

5.793km

**Lap record:**

1:21.046 (Rubens Barrichello, Ferrari, 2004)

**Start line/finish line offset:**

0.309km

**Total number of race laps: 53**

**Total race distance: 306.720km**

**Pitlane speed limits:**

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

### CIRCUIT NOTES

- ▶ Other than routine maintenance, no changes of significance have been made since the 2014 Italian Grand Prix.

### DRS ZONE

- ▶ There will be two DRS zones in Italy. The detection point for the first zone will be 95m before Turn Seven, with the activation point 210m after Turn Seven. The second detection point will be 20m before Turn 11, with the activation point 115m after the finish line.

<b>ROUND 12</b>	ITALIAN GRAND PRIX	<b>START TIME</b>	14:00 Local - 12:00 GMT
<b>RACE DATE:</b>	06 SEP 2015	<b>CIRCUIT LENGTH:</b>	5.793KM
<b>CIRCUIT NAME:</b>	AUTODROMO DI MONZA	<b>RACE DISTANCE:</b>	306.720KM
<b>NUMBER OF LAPS:</b>	53	<b>LAP RECORD:</b>	1:21.046 - R Barrichello [2004]

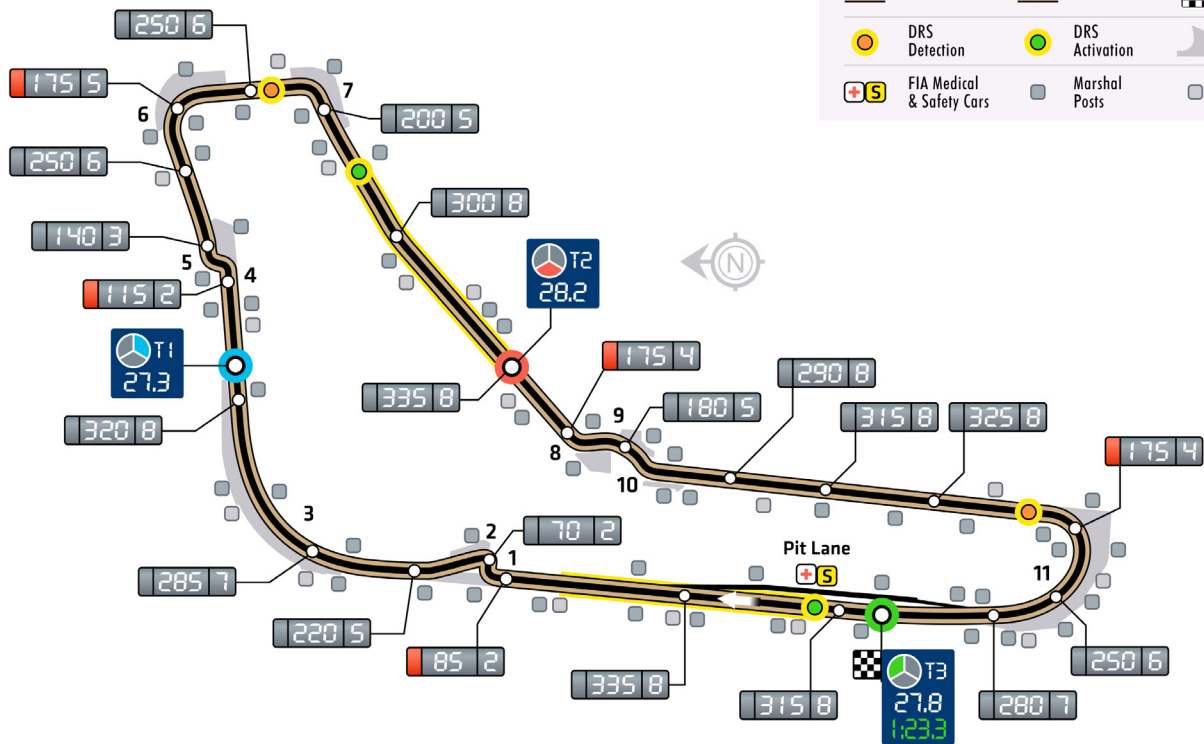
**KEY**

Speed Kmh

Braking **115.2** Gear

Sector Time **T3 27.8** Timing Sector Lap Time **1:23.3**

● 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

- ▶ The Italian Grand Prix, alongside the British Grand Prix, is an ever-present on the Formula One World Championship calendar. Sixty-four of the 65 races have been held at Monza. The anomaly is the 1980 race, held at Imola while Monza underwent redevelopment. Most races at Monza have run on a variation of the road course seen today, though the 1955, 1956, 1960 and 1961 races were run on the combined circuit, which linked the road course with the famous banked oval.
- ▶ The 1965 Italian Grand Prix holds the record for the most changes of lead in a grand prix. The slipstreaming race involved the lead changing hands 41 times with Jackie Stewart, BRM team-mate Graham Hill, Lotus driver Jim Clark and Ferrari's John Surtees all taking the lead at one point or another. Stewart was in front at the chequered flag for his first F1 victory.
- ▶ Peter Gethin's advantage over Ronnie Peterson at the chequered flag in the 1971 Italian Grand Prix is given as 0.01s. This contends for the title of narrowest winning margin in F1 history with Rubens Barrichello's margin at the 2002 USGP of 0.011s over Michael Schumacher. The change from two to three decimal places in the timing regime makes it impossible know which was closer.
- ▶ The top speed recorded through the speed trap in last year's Italian Grand Prix was 362.1km/h, achieved by the Red Bull Racing-Renault of Daniel Ricciardo. This is considerably higher than the top speed seen in the final year of the V8s, when Esteban Gutiérrez, driving for Sauber-Ferrari sat top of the chart at 341.1km/h. F1's highest-ever racing speed was also recorded at Monza, Juan Pablo Montoya reaching 372.6 km/h for McLaren-Mercedes in 2005, the final season under V10 rules.
- ▶ A 1:19.525 lap of Monza set by Montoya for Williams during a practice session for the 2004 Italian Grand Prix is widely regarded as the fastest Formula One lap of all time. It gave him an average speed around the lap of 262.242km/h.
- ▶ Michael Schumacher's 2003 victory at Monza holds the record for the highest average race speed. His race time of 1h14m19.838s represents an average speed of 247.585km/h. Unsurprisingly, this is also the shortest duration full-distance grand prix.
- ▶ Michael Schumacher's five wins for Ferrari make him the most successful driver at the Italian Grand Prix. Ferrari's 18 wins make them the most successful team.
- ▶ Marco Apicella set an unwanted record at Monza: F1's shortest racing career. The Italian contested the 1993 Italian Grand Prix for Jordan. Having qualified 23rd, he retired following a collision at the first corner – a distance of approximately 800m. He never returned to F1 but won the Japanese F3000 title the following season.
- ▶ The Drivers' Championship has been clinched 11 times at Monza: Nino Farina secured the inaugural championship here in 1950, followed by Juan Manuel Fangio (1956), Phil Hill (1961), Jim Clark (1963), Jack Brabham (1966), Jackie Stewart (1969 & 1973), Niki Lauda (1975), Mario Andretti (1978) and Jody Scheckter (1979). This is not quite a record: the drivers' title has also been settled 11 times at Suzuka.

# RACE STEWARDS BIOGRAPHIES

## LARS ÖSTERLIND

### **FIA WORLD COUNCIL MEMBER; HONORARY PRESIDENT OF THE SWEDISH AUTOMOBILE SPORT FEDERATION**

Lars Österlind is a highly experienced FIA steward who has officiated at more than 100 grands prix and a similar number of World Rally Championship rounds. A social sciences graduate and lifelong motor sport enthusiast, Österlind was President of the Swedish Rally Commission from 1978-1982, then President of the Swedish Automobile Sport Federation from 1982-1996. He became Honorary President in 1996 and has been a member of the FIA World Council since 1984. Outside motor sport Österlind has specialised in management, working as a consultant and pursuing his own business interests. He is also experienced in local government at city council level.



## TIM MAYER

### **FIA ALTERNATE DELEGATE TO THE USA**

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.



## 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, in front of the media centre entrance.

### 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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