



Race Preview

2016 BELGIAN GRAND PRIX

26 – 28 August 2016

Formula One this weekend returns from its traditional summer break for Round 13 of the 2016 championship with competition resuming at one of the sport's most challenging venues – Spa-Francorchamps, home of the Belgian Grand Prix.

One of F1's most revered circuits, Spa-Francorchamps is not only the longest track on the calendar but also one of the most demanding. With average speeds of 230km/h and with some 70 per cent of each lap spent at full throttle, the Ardennes circuit is phenomenally quick. However, the high speeds are matched by the track's technical challenge. From the compression through the high-speed kink of Eau Rouge and the uphill sweep towards Raidillon (Turn Four) to the fast and flowing downhill section from Pouhon (Turn 12) to Fagnes (Turn 13) and on to the flat-out sweep through Blanchimont (Turn 17), it's a circuit that tests a driver's skill to the limit.

For teams Spa is an equally taxing prospect. The first and third sectors reward a low drag configuration, while the second sector's more frequent changes of direction put the accent on good grip and balance. Prioritising one set of attributes over the other often presents teams with a set-up dilemma.

The unpredictable weather of the Ardennes region also adds spice to the event and more than once in the past a sudden cloudburst has led to the championship form guide being torn up. However, with long range forecasts suggesting a largely dry weekend, this year's race may cling closer to recent form.

In that regard, the momentum lies with Mercedes' Lewis Hamilton, winner of the four grands prix leading up to the summer break. The defending champion goes into this event with a 19-point lead over his closest rival, team-mate Nico Rosberg. While Mercedes comfortably top of the Constructors' standings, the battle for second is tight. At the last race, in Germany, Red Bull Racing edged past Ferrari to lay claim to the runners-up spot, but with just 12 points separating the two teams, the battle between the Maranello squad and its Milton Keynes-based opponent is likely to be intense.



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

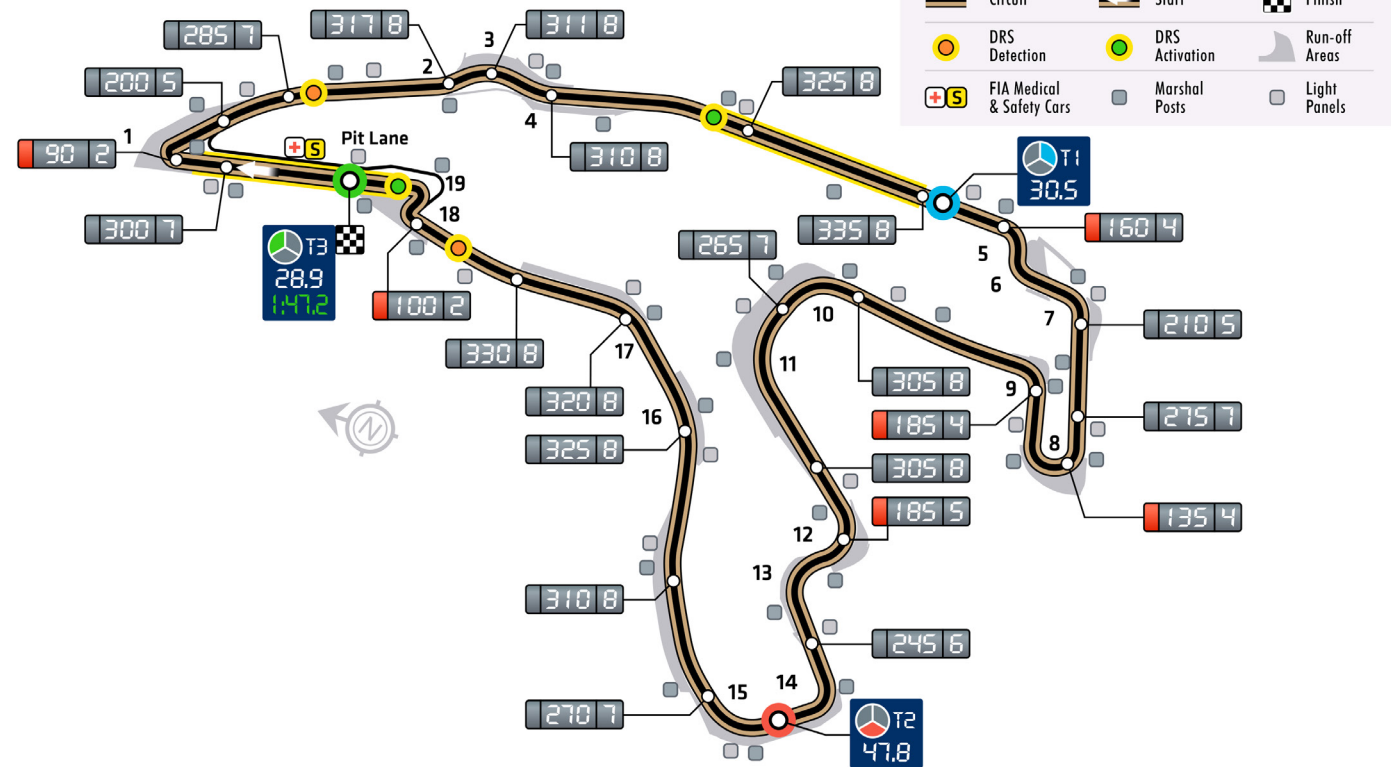
CIRCUIT NOTES

- ▶ The kerb and artificial grass on the exit of Turn Seven have been extended as far as the end of the gravel trap.
- ▶ The artificial grass behind the kerb on the exit of Turn 15 has been extended back towards the corner as far as the green painted section of asphalt.

DRS ZONE

- ▶ There will be two DRS zones. The detection point of the first located 240m before (Turn Two), with the activation point 310m after Turn Four. The second zone has a detection point 160m before Turn 18 and an activation point 30m after Turn 19.

ROUND 13	BELGIAN GRAND PRIX	START TIME	14:00 Local - 12:00 GMT	KEY
RACE DATE:	28 AUG 2016	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]	



FAST FACTS

- ▶ This will be the 60th Belgian Grand Prix and the 48th to be held Spa-Francorchamps. The Ardennes circuit first hosted the event in 1950 and barring 1957, '59 and 1969, was the race venue up until 1970. After a year off the schedule the event returned at the Nivelles circuit in 1972. It alternated with Zolder until the latter took over as regular host from 1975 until 1982. Spa-Francorchamps returned in 1982 and while F1 made one more trip to Zolder in '83, Spa has been F1's Belgian home since, only missing out in 2003 and 2006 when no race was held.
- ▶ The most successful driver at Spa is Michael Schumacher, with six wins: 1992 and 1995 for Benetton, 1996-'97 and 2001-'02 for Ferrari. Ayrton Senna is next on the list with five victories, while Jim Clark and current Ferrari driver Kimi Räikkönen are next with four wins.
- ▶ Räikkönen won for McLaren in 2004, and 2005. He then won for Ferrari in 2007 on his way to the Driver's Championship title. His most recent was for Ferrari in 2009.
- ▶ Two other multiple Belgian GP winners will take part this weekend – Sebastian Vettel (2011 and 2013 for Red Bull Racing) and Lewis Hamilton (2010 for McLaren and last year for Mercedes). Three other current drivers have won the race: Felipe Massa for Ferrari in 2008, Jenson Button for McLaren in 2012 and Daniel Ricciardo for Red Bull Racing in 2014.
- ▶ The most successful constructor is Ferrari, with 16 victories. Four came at Zolder (1975-'76, 1979 and 1984), while the remaining dozen were scored at Spa-Francorchamps. McLaren are a close second with 14 wins. They tie with Ferrari on 12 Spa-Francorchamps victories, while the Woking squad's other wins came at Nivelles in 1974 and Zolder in 1982. Only McLaren and Lotus have won at all three venues.
- ▶ Schumacher's 1992 victory was his first in F1. Four other drivers scored a maiden grand prix win in Belgium: Peter Collins in 1956, Jim Clark in 1962, Gunnar Nilsson in 1977 and Didier Pironi 1980.
- ▶ Spa has been a happy hunting ground for the squad that began life as Jordan and which, after short spells as Midland and Spyker, has raced as Force India since 2008. As well as its 1998 win- it's first in F1 – Jordan scored its first pole here in 1994, courtesy of Rubens Barrichello, while Force India took its first pole position and its best result to date (P2) at Spa in 2009 with Giancarlo Fisichella.
- ▶ Esteban Ocon is set to make his first F1 start this weekend, replacing Rio Haryanto at Manor. Having been on loan at Renault as reserve driver this season, the 19-year-old Mercedes junior has plenty of experience of F1 machinery, with six test days under his belt – for Lotus in 2014, Force India in 2015 and with Renault and Mercedes this year. The Frenchman, who has been competing in DTM this year, also has plenty of experience of Spa having raced here in Formula Renault 2.0 in 2012 and 2013, the FIA Formula 3 European Championship in 2014 (P2 in races two and three) and in GP3 last year when he scored two second places on his way to the title.

RACE STEWARDS BIOGRAPHIES

DR GERD ENNSER

MEMBER OF THE DMSB'S EXECUTIVE COMMITTEE FOR AUTOMOBILE SPORT, FORMULA ONE AND DTM STEWARD

Dr Gerd Ennsler has successfully combined his formal education in law with his passion for motor racing. While still active as a racing driver he began helping out with the management of his local motor sport club and since 2006 has been a permanent steward at every round of Germany's DTM championship. Since 2010 he has also been a Formula One steward. Dr Ennsler, who has worked as a judge, a prosecutor and in the legal department of an automotive-industry company, has also acted as a member of the steering committee of German motor sport body, the DMSB, since spring 2010, where he is responsible for automobile sport. In addition, Dr Ennsler is a board member of the South Bavaria Section of ADAC, Germany's biggest auto club.



FELIPE GIAFFONE

FORMER INDYCAR DRIVER

After a championship-winning junior kart and single-seater career in his native Brazil, Paulista Felipe Giaffone went to the US in 1995 where he became Formula Atlantic Rookie of the Year. In 2000 he progressed to the Indy Lights series taking one win, at the Firestone 400, in his debut season, as well as nine other podium finishes. In 2001 he made his IndyCar debut, taking another Rookie of the Year award. Giaffone's best season in the series came the following year when he took one win, at Kentucky Speedway, and four other podium finishes on his way to fourth place overall. That year he also scored his best result from six Indianapolis 500 starts between 2001 and 2006, finishing third. From 2007 on Giaffone raced in Fórmula Truck, winning the Brazilian championship in 2007, 2009 and 2011. He also won the South American Championship in 2011. As well as TV work from 2009 to date, Giaffone has acted as a national steward at the Brazilian Grand Prix and in 2016 as an FIA international steward in WTCC. He is also President of the Brazilian Drivers' Association.



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.



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 will be available for media interviews immediately after the end of each session, as will drivers who participated in Q3, but who are not required for the post-qualifying press conference. The TV Pen is located in 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

