



# Race Preview

## 2019 AUSTRIAN GRAND PRIX

28 – 30 June 2019

Round Nine of the 2019 FIA Formula One World Championship sees teams and drivers head across the Alps to the Red Bull Ring, home of the Austrian Grand Prix.

The season's first back-to-back sequence involves a journey from the French Riviera to Styria – but to a track and a challenge very different to that faced last weekend at the Circuit Paul Ricard. The Red Bull Ring's compact configuration, unusually low corner count and its sequence of short, fast straights moves the balance of performance away from aerodynamics and further towards power delivery. Traction and braking dominate and, given the limited amount of space, traffic is always a factor.

Another factor to consider this weekend is the high temperatures expected as a heatwave sweeps across Europe. Combined with the reduced air density of racing at altitude, teams may have to open up their bodywork more than usual to meet cooling demands.

Pirelli have the same grouping of C2, C3 and C4 compounds in Austria as they used in France. While the Red Bull Ring doesn't have the long, high lateral energy corners seen at Ricard, it has a quirky asymmetry with only two left-hand corners on the entire circuit. These are also the two highest-energy turns on the track, which can be problematic when the load-bearing tyres are cold.

Victory in France was Lewis Hamilton's fourth consecutive win, extending his lead at the top of the Drivers' Championship to 36 points over team-mate and nearest rival Valtteri Bottas. Bottas, however, followed him over the line in France to give Mercedes their sixth one-two finish from eight races this year, increasing their Constructors' Championship lead to a huge 140 points. Behind them, slight fragmentation is beginning to occur in the midfield, with McLaren and Renault beginning to pull away from the chasing pack to contest their own private battle for fourth position. A good result in France saw McLaren increase a slender advantage over their engine supplier to eight points.



### RED BULL RING

**Length of lap:** 4.318km

**Lap record:** 1:06.957

(Kimi Räikkönen, Ferrari, 2018)

**Start line/finish line offset:**

0.126km

**Total number of race laps:** 71

**Total race distance:** 306.452km

**Pitlane speed limit:** 80km/h

### CIRCUIT NOTES

- ▶ New drainage has been installed on the left and right sides of the Track at Turn 2, on the left before Turn 3, and to the left and right between Turns 3 and 4
- ▶ A new concrete wall and debris fence has been installed at Turn 3.
- ▶ The run-off area at Turn 4 has been reconfigured and extended.
- ▶ A concrete surface has been extended at the end of the Turn 3 exit kerb, at the start of the kerb running into Turn 4, at the start of the Turn 7 apex kerb, on both the left and right side kerbs at Turn 8 and at the start of the kerb leading into Turn 9.

### DRS ZONE

- ▶ There will be three DRS zones. The first has a detection point 160m before Turn 1 with an activation point 102m after Turn 1. The second zone will have a detection point 40m before Turn 3 and an activation point 100m after Turn 3. The detection point of the final zone is 151m before Turn 10, while its activation point is 106m after Turn 10.



Circuit Centreline Length = 4.318km

## FAST FACTS

- ▶ This is the 32nd Austrian Grand Prix. The race debuted in 1964 on a circuit at the Zeltweg Air Base. The Österreichring was constructed nearby and hosted the race between 1970-1987. A shortened version of the circuit, renamed the A1-Ring was used between 1997 and 2003, and again from 2014 to the present, rechristened The Red Bull Ring.
- ▶ Alain Prost is the most successful driver at the Austrian Grand Prix with victories for Renault in 1983 and then McLaren in 1985 and 1986. Three drivers in the current field are previous Austrian Grand Prix winners, though none have more than one victory to his name. They are Lewis Hamilton (2016), Valtteri Bottas (2017) and Max Verstappen (2018).
- ▶ McLaren are the most successful constructor here with six wins. In 1984, Niki Lauda scored their first Austrian Grand Prix win, followed by Prost's double, then Mika Häkkinen in 1998 and 2000 and David Coulthard in 2001.
- ▶ Ferrari could match McLaren this weekend, having five Austrian Grands Prix victories to their name. The Italian team also have the distinction of having won on all three basic configurations to host the race. Lorenzo Bandini won the inaugural race in 1964, Jacky Ickx took Ferrari's sole Österreichring victory at the circuit's inaugural race in 1970, while Eddie Irvine (1999) and Michael Schumacher (2002, 2003) added victories on the shorter track.
- ▶ Bandini's 1964 victory was his sole win in F1. He shares that distinction with Vittorio Brambilla, who's only F1 victory was the 1975 Austrian Grand Prix. This race has also witnessed maiden victories for John Watson (1976), Alan Jones (1977) and Elio De Angelis (1982).
- ▶ Both Austrian World Champions made their F1 debut at their home grand prix. Jochen Rindt had a one-off appearance in a Rob Walker Brabham-BRM at the 1964 race, while Niki Lauda added a one-off appearance in 1971. He drove for March, the team with which he would contest the full season in 1972.
- ▶ Kimi Räikkönen made his 200th grand prix start at this circuit in 2014. He will make his 300th start this weekend. The 2007 Formula One World Champion is the only driver in the modern field to have contested the Austrian Grand Prix in its previous iteration. His eight races at the Spielberg circuit have resulted in a best finish of second, which he achieved with McLaren in 2003 and Ferrari last year.
- ▶ Valtteri Bottas has been on pole in Austria for the last two races. The Red Bull Ring is also the scene of his first front row start, and his first podium finish, both of which came in 2014 when he started second and finished third for Williams.
- ▶ A quarter of the field race at the Red Bull Ring for the first time in F1 – but Antonio Giovinazzi, Robert Kubica, Alex Albon, Lando Norris and George Russell all have experience here. All raced in F3, with Giovinazzi taking FIA F3 European Championship victories in 2014 and 2015. Russell won the 2017 GP3 feature race and had a first and second place last year in Formula 2. Norris followed him home with second in last year's feature. Albon took second place in both races of GP3's 2016 meeting and another second in 2017's F2 sprint race. Robert Kubica is the only debutant to have driven an F1 car on a race weekend at this circuit. He undertook FP1 duties for Williams last year.

# RACE STEWARDS BIOGRAPHIES

## NISH SHETTY

### **FIA STEWARD AND MEMBER OF THE FIA INTERNATIONAL COURT OF APPEAL**

Nish Shetty sits on the FIA International Court of Appeal as a judge and is a permanent member of the National Court of Appeal (Singapore). He is also Chairman of the Disciplinary Commission of the Singapore Motor Sports Association and a national steward of the Singapore Grand Prix. Shetty has assisted the Singapore Motor Sports Association for many years as a legal advisor and committee member. In addition to being involved in the Singapore Grand Prix, Shetty has acted as a steward in the Singapore Karting Championship. Away from motor sport, he is a Partner and Head of International Arbitration and Dispute Resolution, South East Asia at global law firm Clifford Chance.



## SILVIA BELLOT

### **FIA WOMEN IN MOTORSPORT AMBASSADOR; F1, F2, F3, WTCC STEWARD**

Silvia Bellot began marshalling in 2001, when she was 16. In 2009, she took part in the FIA trainee stewards' program to become an FIA Steward and just three years later she was awarded FIA Outstanding Official in recognition of her motor sport career. From 2011 to 2017 she has also acted as a steward in the FIA World Rally Championship, World Touring Car Championship, Formula 2, Formula 3, F3 World Cup in Macau, GP2, GP3, DTM and World Series. She is also an Ambassador of the FIA Women in Motorsport Commission, on which she represents the female volunteers and officials. Nowadays she combines her duties as an F1 steward with her role as Deputy Team Manager for an IndyCar team.



## TOM KRISTENSEN

### **NINE TIMES LE MANS WINNER, GERMAN F3 AND JAPANESE F3 CHAMPION (1991 AND 1993) ALMS CHAMPION (2001), WEC CHAMPION (2013) PRESIDENT OF THE FIA DRIVERS' COMMISSION, FIA WORLD MOTOR SPORT COUNCIL MEMBER**

Denmark's Tom Kristensen is the most successful driver in the history of the Le Mans 24-Hour race having won the endurance event nine times before retiring from competition in November 2014. – Add a part on the 12 Hours of Sebring as he won it 6 times (record). Kristensen's outstanding career saw him race in single-seaters, touring cars as well as testing in Formula One. However, it is for his achievements in sportscars that he is correctly most lauded. His first Le Mans win came in 1997, driving for the Joest Racing team. After two years competing with BMW, he rejoined Joest, now racing as Audi Sport Team Joest, in 2000, winning three Le Mans 24-Hours in succession with the team. He won again with Bentley in 2003 before returning to the wheel of Audi machines to win in 2004-'05, 2008 and 2013. In 2013 he also won the FIA World Endurance Championship title.



# 2019 FIA Formula One World Championship

## DRIVERS' CHAMPIONSHIP STANDINGS

|    | AUSTRALIA     | BAHRAIN           | CHINA             | AZERBAIJAN       | SPAIN             | MONACO            | CANADA            | FRANCE            | AUSTRIA           | GB | GERMANY | HUNGARY | BELGIUM | ITALY | SINGAPORE | RUSSIA | JAPAN | MEXICO | USA | BRAZIL | ABU DHABI | POINTS |
|----|---------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|----|---------|---------|---------|-------|-----------|--------|-------|--------|-----|--------|-----------|--------|
| 1  | L. HAMILTON   | 18 <sub>2</sub>   | 25 <sub>1</sub>   | 25 <sub>1</sub>  | 18 <sub>2</sub>   | 26 <sub>F 1</sub> | 25 <sub>1</sub>   | 25 <sub>1</sub>   | 25 <sub>1</sub>   |    |         |         |         |       |           |        |       |        |     |        |           | 187    |
| 2  | V. BOTTAS     | 26 <sub>F 1</sub> | 18 <sub>2</sub>   | 18 <sub>2</sub>  | 25 <sub>1</sub>   | 18 <sub>2</sub>   | 15 <sub>3</sub>   | 13 <sub>F 4</sub> | 18 <sub>2</sub>   |    |         |         |         |       |           |        |       |        |     |        |           | 151    |
| 3  | S. VETTEL     | 12 <sub>4</sub>   | 10 <sub>5</sub>   | 15 <sub>3</sub>  | 15 <sub>3</sub>   | 12 <sub>4</sub>   | 18 <sub>2</sub>   | 18 <sub>2</sub>   | 11 <sub>F 5</sub> |    |         |         |         |       |           |        |       |        |     |        |           | 111    |
| 4  | M. VERSTAPPEN | 15 <sub>3</sub>   | 12 <sub>4</sub>   | 12 <sub>4</sub>  | 12 <sub>4</sub>   | 15 <sub>3</sub>   | 12 <sub>4</sub>   | 10 <sub>5</sub>   | 12 <sub>4</sub>   |    |         |         |         |       |           |        |       |        |     |        |           | 100    |
| 5  | C. LECLERC    | 10 <sub>5</sub>   | 16 <sub>F 3</sub> | 10 <sub>5</sub>  | 11 <sub>F 5</sub> | 10 <sub>5</sub>   | NC                | 15 <sub>3</sub>   | 15 <sub>3</sub>   |    |         |         |         |       |           |        |       |        |     |        |           | 87     |
| 6  | P. GASLY      | 11                | 4 <sub>8</sub>    | 9 <sub>F 6</sub> | NC                | 8 <sub>6</sub>    | 11 <sub>F 5</sub> | 4 <sub>8</sub>    | 1 <sub>10</sub>   |    |         |         |         |       |           |        |       |        |     |        |           | 37     |
| 7  | C. SAINZ      | NC                | 19                | 14               | 6 <sub>7</sub>    | 4 <sub>8</sub>    | 8 <sub>6</sub>    | 8 <sub>11</sub>   | 8 <sub>6</sub>    |    |         |         |         |       |           |        |       |        |     |        |           | 26     |
| 8  | K. RÄIKÖNEN   | 4 <sub>8</sub>    | 6 <sub>7</sub>    | 2 <sub>9</sub>   | 1 <sub>10</sub>   |                   |                   |                   | 6 <sub>7</sub>    |    |         |         |         |       |           |        |       |        |     |        |           | 19     |
| 9  | D. RICCIARDO  | NC                | 18                | 6 <sub>7</sub>   | NC                | 12                | 2 <sub>9</sub>    | 8 <sub>6</sub>    | 11                |    |         |         |         |       |           |        |       |        |     |        |           | 16     |
| 10 | N. HÜLKENBERG | 6 <sub>7</sub>    | 17                | NC               | 14                | 13                | 13                | 6 <sub>7</sub>    | 4 <sub>8</sub>    |    |         |         |         |       |           |        |       |        |     |        |           | 16     |
| 11 | K. MAGNUSSEN  | 8 <sub>6</sub>    | 13                | 13               | 13                | 6 <sub>7</sub>    | 14                | 17                | 17                |    |         |         |         |       |           |        |       |        |     |        |           | 14     |
| 12 | L. NORRIS     | 12                | 8 <sub>6</sub>    | 18               | 4 <sub>8</sub>    | NC                | 11                | NC                | 2 <sub>9</sub>    |    |         |         |         |       |           |        |       |        |     |        |           | 14     |
| 13 | S. PÉREZ      | 13                | 1 <sub>10</sub>   | 4 <sub>8</sub>   | 8 <sub>6</sub>    | 15                | 12                | 12                | 12                |    |         |         |         |       |           |        |       |        |     |        |           | 13     |
| 14 | D. KVYAT      | 1 <sub>10</sub>   | 12                | NC               | NC                | 2 <sub>9</sub>    | 6 <sub>7</sub>    | 1 <sub>10</sub>   | 14                |    |         |         |         |       |           |        |       |        |     |        |           | 10     |
| 15 | A. ALBON      | 14                | 2 <sub>9</sub>    | 1 <sub>10</sub>  | 11                | 11                | 4 <sub>8</sub>    | NC                | 15                |    |         |         |         |       |           |        |       |        |     |        |           | 7      |
| 16 | L. STROLL     | 2 <sub>9</sub>    | 14                | 12               | 2 <sub>9</sub>    | NC                | 16                | 2 <sub>9</sub>    | 13                |    |         |         |         |       |           |        |       |        |     |        |           | 6      |
| 17 | R. GROSJEAN   | NC                | NC                | 11               | NC                | 1 <sub>10</sub>   | 1 <sub>10</sub>   | 14                | NC                |    |         |         |         |       |           |        |       |        |     |        |           | 2      |
| 18 | A. GIOVINAZZI | 15                | 11                | 15               | 12                | 16                | 19                | 13                | 16                |    |         |         |         |       |           |        |       |        |     |        |           | 0      |
| 19 | G. RUSSELL    | 16                | 15                | 16               | 15                | 17                | 15                | 16                | 19                |    |         |         |         |       |           |        |       |        |     |        |           | 0      |
| 20 | R. KUBICA     | 17                | 16                | 17               | 16                | 18                | 18                | 18                | 18                |    |         |         |         |       |           |        |       |        |     |        |           | 0      |

F = POINT FOR FASTEST LAP



# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 1500

## FRIDAY

**Practice session 1** 1100 - 1230

**Press conference** 1300

**Practice session 2** 1500 - 1630

## SATURDAY

**Practice session 3** 1200 - 1300

**Qualifying** 1500 - 1600

Followed by unilateral and press conference

## SUNDAY

**Drivers' Parade** 1330

**Race** 1510

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 opposite the FIA Hospitality in the paddock.

### 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.

Following the end of the race, drivers who do not have sessions for print media organised by their team will be available for interview in the Mixed Zone immediately after they have completed their TV interview obligations. A list of these drivers will be distributed to all media at the event during the race.

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## FIA COMMUNICATIONS DEPARTMENT

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