



Race Preview

2014 UNITED STATES GRAND PRIX



Formula One returns this weekend with the Circuit of the Americas hosting round 17 of the 2014 FIA Formula One World Championship: the United States Grand Prix.

COTA has become a firm favourite for F1 since opening in 2012. The track to the south-east of Austin is considered by many to be a modern masterpiece of circuit design. Much of the layout takes inspiration from established classics of the genre but the signature Turn One, with its steep ascent and blind apex, is unique.

Uppermost in the minds of engineers and drivers will be finding the right trade-off between speed on the straights and cornering grip, with the high-speed run and fast changes of direction from Turn Two down to Turn Ten being particularly sensitive to downforce levels.

Traditionally, the challenges of set-up lessen as teams become more familiar with a venue – but COTA doesn't make it easy. Staged late in the year, a characteristic of the first two grands prix has seen swings of up to 20°C between morning and afternoon track temperatures, altering fundamentally the balance of the cars.

Previous races at COTA have seen the points positions dominated by drivers on one-stop strategies. This year, however, Pirelli have moved their tyre allocation one step softer than that of 2012 and 2013. The presence of medium and soft compounds may provide a more varied range of strategy choices.

Mercedes wrapped-up the constructors' title in Russia, leaving the field clear for Lewis Hamilton and Nico Rosberg to play out their private battle to see who will take the drivers' title. Hamilton, the 2008 World Champion, holds a 17-point advantage and has momentum on his side having won the last four grands prix – but this title fight has swung both ways in the last eight months and surely has more drama to deliver before a conclusion.

CIRCUIT DATA

CIRCUIT OF THE AMERICAS

Length of lap: 5.513km

Lap record:

1:39.347 (Sebastian Vettel, Red Bull Racing, 2012)

Start line/finish line offset:
0.323km

Total number of race laps:
56

Total race distance:
308.405km

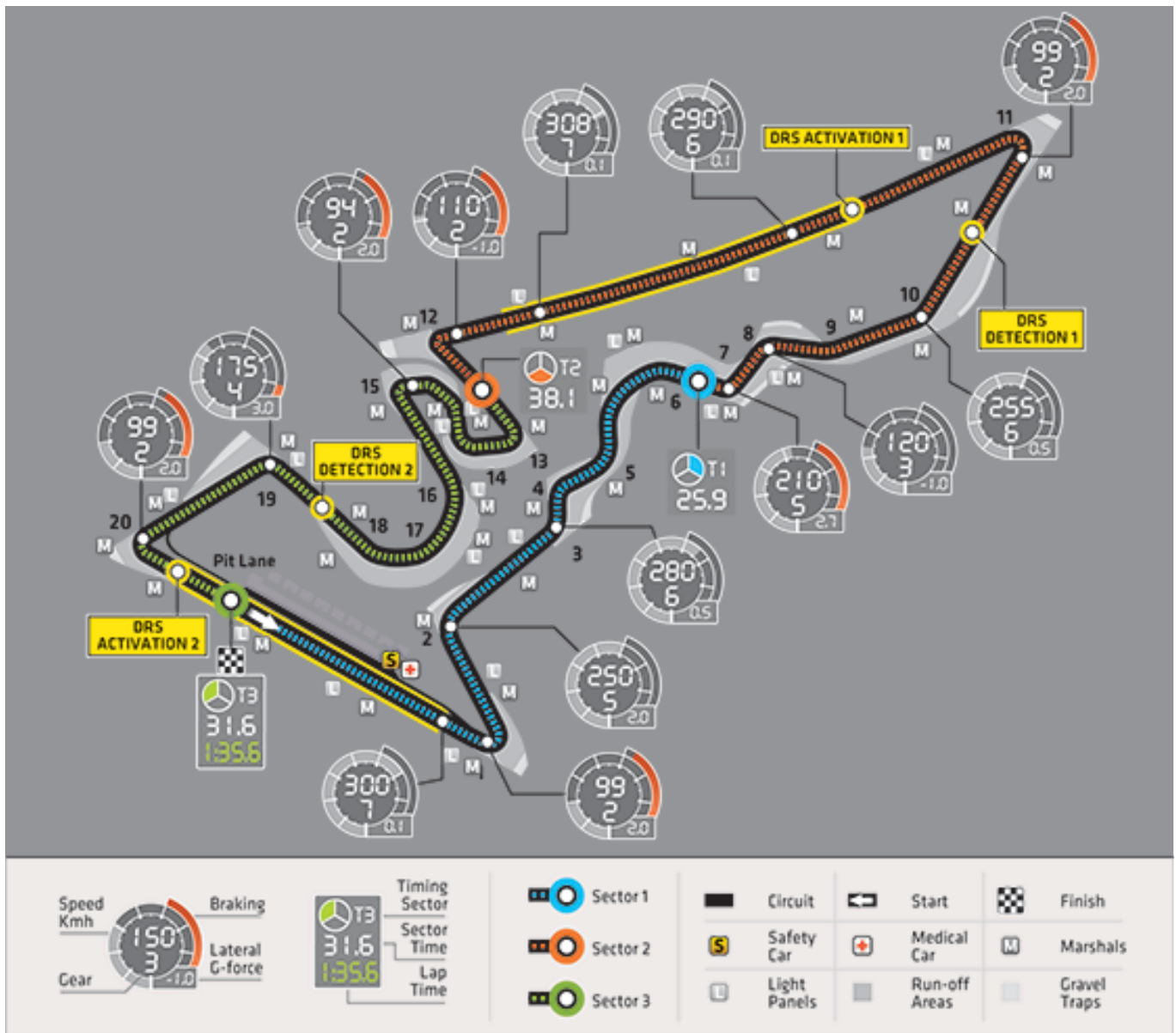
Pitlane speed limits:
80km/h throughout the weekend.

CHANGES TO THE CIRCUIT SINCE 2013

- ▶ Some of the asphalt run-off area around the outside of Turn 10 has been replaced by gravel (at the request of FIM).
- ▶ Some light panels will be mounted closer to the ground for improved visibility.

DRS ZONES

- ▶ There will be two DRS zones at COTA. The detection point of the first will be 150 metres after Turn 10, with the activation point 320m after Turn 11. The second zone's detection point will be 65m after Turn 18, with the activation point 80m after Turn 20, on the start/finish straight.



United States GP Fast Facts

- ▶ This is the third running of the US Grand Prix at the Circuit of the Americas. Sebastian Vettel taken both previous pole positions, winning in 2013 and finishing second in 2012. Lewis Hamilton won from second on the grid in 2012, ensuring that neither race has been won from beyond the front row.
- ▶ Hamilton's victory in 2012 was a back-to-back US GP win – albeit with five years separating his achievements. His previous US GP win came in 2007, the last of eight occasions for the race to be run on the road course at the Indianapolis Motor Speedway.
- ▶ As a round of the F1 World Championship, the United States Grand Prix has been held at four other venues before IMS and COTA: Sebring (1959), Riverside (1960), Watkins Glen (1961-1980), Phoenix (1989-91).
- ▶ Additional F1 World Championship races in the United States include: the US Grand Prix West, held at Long Beach between 1976 and 1983; the Detroit Grand Prix (1982-1988), the Dallas Grand Prix (1984), and the Las Vegas Grand Prix (1982-1983). The Indianapolis 500 was also included in the World Championship between 1950-1960.
- ▶ An American driver has never won the US GP – Mario Andretti, however, won the US Grand Prix West in 1977. Andretti had two pole positions at the USGP but a best result of second in 1977. Other American drivers on the podium at their home race include Dan Gurney, second in 1961 and 1965, Ritchie Ginther, second in 1963 and Eddie Cheever, third in 1989.
- ▶ The most recent American driver to grace any F1 podium was Michael Andretti. McLaren driver Andretti had a best F1 result of third place at the 1993 Italian Grand Prix. It was his final race in F1.
- ▶ At the 2013 US GP, the top three finishing cars were all powered by Renault engines, Vettel winning for Red Bull Racing, ahead of Lotus's Romain Grosjean and the second Red Bull of Mark Webber. It is the most recent race at which Renault have achieved this feat. It was the fourth such occasion of 2013 and the sixth time Renault locked-out the podium during the V8 era. Three weeks ago in Russia, Mercedes achieved a clean sweep, with Lewis Hamilton leading team-mate Nico Rosberg and Williams' Valtteri Bottas over the line. It is the sixth time this year the podium has featured three Mercedes-powered drivers, the others being Australia, Bahrain, Austria, Germany and Italy. All four Mercedes teams have contributed. Mercedes managed the feat twice during the V8 era, at the Chinese Grands Prix of 2010 and 2012.
- ▶ Mercedes became Constructors' Champions-elect in Sochi. When they pick up the trophy at the FIA Gala in Doha, they will be the 15th team to win the title, which was first awarded to Vanwall in 1958.

United States GP

Race Stewards

Biographies

GARRY CONNELLY

DEPUTY PRESIDENT, FIA INSTITUTE; DIRECTOR, AUSTRALIAN INSTITUTE OF MOTOR SPORT SAFETY; F1 AND 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 a member of the FIA World Motor Sport Council.



SILVIA BELLOT

MEMBER OF THE ROYAL SPANISH AUTOMOBILE FEDERATION BOARD OF DIRECTORS, FIA WOMEN IN MOTORSPORT COMMISSION MEMBER, F1, GP2, GP3 AND WTCC STEWARD

Silvia Bellot began marshalling in 2001, when she was 16. She has been a steward in a number of national and international series, including the, European F3 Open, GT Open, BMW Europe, Spanish Endurance Championship, DTM, World Series by Renault and the WRC. In 2009, she took part in the FIA trainee stewards' program for GP2 and F1. She made her first appearance as an F1 steward at the 2011 Turkish GP. She is currently a steward in GP2, GP3, WTCC and F1. Away from the stewards' room she is a member of the FIA's Women in Motorsport Commission and also works closely with RACC, the Circuit de Catalunya and the Spanish federation in event organisation.



DEREK WARWICK

FORMER FORMULA ONE DRIVER AND WORLD SPORTSCAR CHAMPION

Derek Warwick raced in 146 grands prix from 1981 to 1993, appearing for Toleman, Renault, Brabham, Arrows and Lotus. He scored 71 points and achieved four podium finishes, with two fastest laps. He was World Sportscar Champion in 1992, driving for Peugeot. He also won Le Mans in the same year. He raced Jaguar sportscars in 1986 and 1991 and competed in the British Touring Car Championship between 1995 and 1998, as well as a further appearance at the Le Mans in 1996, driving for the Courage Competition team. Warwick is a frequent FIA driver steward and is President of the British Racing Drivers' Club.



United States GP Championship Standings (Constructors)

	Australia	Malaysia	Bahrain	China	Spain	Monaco	Canada	Austria	GB	Germany	Hungary	Belgium	Italy	Singapore	Japan	Russia	USA	Brazil	Abu Dhabi	POINTS
1. Mercedes AMG Petronas	25	43	43	43	43	43	18	43	25	40	27	18	43	25	43	43	--	--	--	565
2. Infiniti Red Bull Racing	0	15	20	22	27	15	40	4	25	20	31	35	18	33	27	10	--	--	--	342
3. Williams Martini Racing	10	10	10	6	10	6	6	27	18	18	14	15	27	10	14	15	--	--	--	216
4. Scuderia Ferrari	18	12	3	19	14	12	9	11	8	10	26	18	2	16	0	10	--	--	--	188
5. McLaren Mercedes	33	10	0	0	0	9	14	6	18	6	1	8	5	1	10	22	--	--	--	143
6. Sahara Force India F1 Team	9	10	25	10	3	10	10	10	4	7	0	5	6	8	5	1	--	--	--	123
7. Scuderia Toro Rosso	6	1	0	1	0	0	4	0	3	0	2	2	0	8	2	0	--	--	--	29
8. Lotus F1 Team	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	--	--	--	8
9. Marussia F1 Team	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	--	--	--	2
10. Sauber F1 Team	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0
11. Caterham F1 Team	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--	--	0

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Formula One Timetable & FIA Media Schedule

THURSDAY

Press conference 11.00

FRIDAY

Practice session 1 10.00-11.30

Practice session 2 14.00-15.30

Press conference 16.00

SATURDAY

Practice session 3 10.00-11.00

Qualifying 13.00-14.00

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 12.30

Race 14.00-16.00

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 post-qualifying press conference. The TV interview pen is located in front of the entrance to the media centre.

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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