



# Race Preview

2014 BRAZILIAN GRAND PRIX  
07 – 09 NOVEMBER 2014

The penultimate round of the 2014 Formula One season takes teams and drivers to one of F1's shortest but most demanding tracks, the Autodromo Jose Carlos Pace in the Interlagos district of Sao Paulo, home of the Brazilian Grand Prix.

Although the circuit is just 4.309km long, making it the second shortest on the calendar after Monaco, it packs plenty of challenges into its 15 corners. The narrow track runs anti-clockwise around a natural amphitheatre, the contours of which provide a tough combination of technically demanding medium and slow-speed turns linked by high-speed straights and bends. The topography means many of these are off-camber, increasing the challenge.

One characteristic of the track, its notorious bumpiness, could be ameliorated somewhat this year, as the track has been completely resurfaced. This should help with car set-up, though how much is still open to question.

The other major set-up consideration is the altitude. At 800m Interlagos is the highest altitude circuit of the year and the thinner air has in the past led to engines producing 7-8 per cent less power here than would be the case at sea level. How teams will work the new hybrid power units to mitigate against this will be interesting. The altitude affects aerodynamic performance, too, and as such teams will run high downforce packages to cope with the inefficiency. The lack of aerodynamic grip also means that the importance of good mechanical grip is emphasised. The final variable is, of course, the weather and conditions at Interlagos at this time of year are notoriously hard to read.

Lewis Hamilton's tenth win of the season at last weekend's US Grand Prix handed him a sizeable advantage over Mercedes team-mate Nico Rosberg in the battle for the drivers' title. The championship cannot be won here, however, and given Interlagos' unpredictable nature the title fight could yet spring a few surprises.



## CIRCUIT DATA

AUTODROMO JOSE CARLOS PACE (INTERLAGOS)

**Length of lap:**  
4.309km

**Lap record:**  
1:11.473 (Juan Pablo Montoy, BMW-Williams 2004)

**Start line/finish line offset:**  
0.030km

**Total number of race laps:**  
71

**Total race distance:**  
305.909km

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

## CIRCUIT NOTES

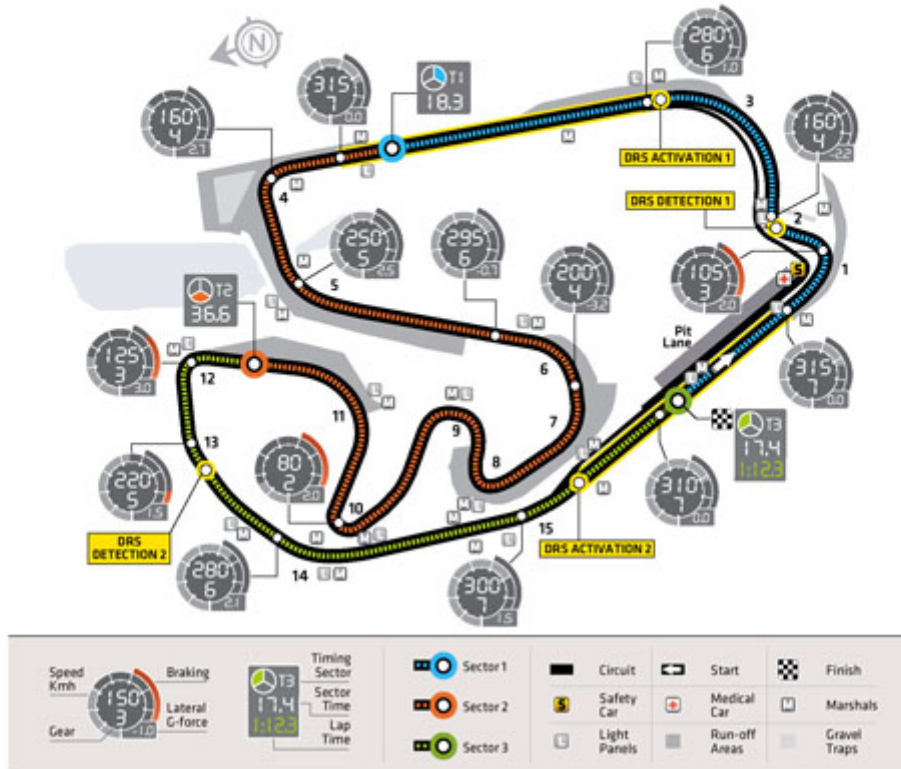
- ▶ The entire circuit, including the pit lane, has been resurfaced
- ▶ The pit exit has been realigned further to the left to provide a run-off area around the outside of Turn Two.
- ▶ The pit entry has been realigned to the left in order to allow the pit wall start to be moved further away from the track.
- ▶ A low kerb has been placed on the apex of Turn 15 in order to prevent cars from cutting the corner.

## DRS ZONES

- ▶ There are two DRS zones at Interlagos. The first has a detection point at the apex of Turn Two, with activation 20m after Turn Three. The second zone has its detection point 30m after Turn 13, with an activation point 60m after Turn 15.

## Brazilian GP

<b>ROUND 18</b>	<b>START TIME</b>	14:00 Local - 16:00 GMT	
<b>RACE DATE:</b>	09 NOV 2014	<b>CIRCUIT LENGTH:</b>	4.309KM
<b>CIRCUIT NAME:</b>	AUTODROMO JOSE CARLOS PACE	<b>RACE DISTANCE:</b>	305.909KM
<b>NUMBER OF LAPS:</b>	71	<b>LAP RECORD:</b>	1:11.473   P Montoya [2004]



## Brazilian GP Fast Facts

- This will be the 42nd Formula One Brazilian Grand Prix and the 32nd at the Interlagos Circuit. The first race was held at Interlaos in 1973 on a 7.96km version of the track and was won by local hero Emerson Fittipaldi. The race moved to Rio's Jacarepagua circuit for the 1978 event before returning to Interlagos in 1979 and 1980. It then moved back to Jacarepagua for a nine-year stint between 1981 and 1989. Following redevelopment and the shortening of Interlagos to a 4.3km layout the race returned to a much changed Interlagos in 1990 where it has remained since. The current 4.309km layout, which features minor alterations to the 1990 configuration, has been in use since 2000.
- Alain Prost has more wins than any other driver at the Brazilian Grand Prix, with six. However, just one of the Frenchman's victories was secured at Interlagos, in 1990, driving for Ferrari. His other wins, in 1982, '84, '85, '87 and 1988 were all scored

at Jacarepagua. The first was for Renault, while the rest in Rio were achieved while racing for McLaren.

- Carlos Reutemann and Michael Schumacher are the next most successful drivers, each having taken four victories. Reutemann won twice in Rio and twice in Sao Paulo, while all of Schumacher's wins (1994-'95, 2000, 2002) came at Interlagos.
- McLaren are the most successful constructor at this race, with 12 wins – four at Jacarepagua and eight at Interlagos. Ferrari also have eight wins in Sao Paulo but just two in Rio.
- Four current drivers are past Brazilian GP winners – Kimi Raikkonen, Felipe Massa, Sebastian Vettel and Jenson Button. Only Vettel and Massa are repeat winners, with Massa winning in 2006 and 2008 and Vettel winning in 2010 and again last year.
- Massa's 2006 win made him just the fifth Brazilian driver to win his home event. The others are Ayrton Senna in 1993 and 1991, Nelson Piquet in 1986 and 1983, Carlos Pace in 1975

and Fittipaldi in 1973-'74. Piquet was the only one to win at Jacarepagua.

- Brazil has fielded 30 Formula One race drivers. Rubens Barrichello has contested more Brazilian GPs than any of his countrymen to date. He raced 19 times at Interlagos, with a best finish of third in 2004 for Ferrari.
- Statistically, pole position is not important at Interlagos. Since the current circuit layout was introduced in 2000 the race has been won from the front of the grid just three times. Both Massa's wins were scored from pole as was Vettel's last year.
- Giancarlo Fisichella holds the record for winning from furthest back on the grid. The Italian's victory in the rain-lashed 2003 race was scored from eighth place at the start. A chaotic, red-flagged end to the race initially saw Raikkonen awarded victory, but post-race analysis later handed the win to Jordan driver Fisichella, who received his trophy two weeks later at the following round, the San Marino Grand Prix.

# Brazilian 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.



#### **ANDREW MALLALIEU**

**PRESIDENT OF THE BARBADOS MOTORING FEDERATION; MEMBER OF THE FIA RALLY COMMISSION; F1, WRC AND F3 STEWARD**

Andrew Mallalieu's 30-year plus involvement in motor sport spans rallying, hill climbs and circuit racing in Barbados and the greater Caribbean region. He is currently President of the Barbados Motoring Federation. Andrew has served as a steward at a wide variety of events including rounds of the World Rally Championship and European F3. A Certified Public Accountant and a Chartered Surveyor his non-motorsport activities include ownership of the Terra Caribbean Group where he is the Chief Executive. He has also been an advisor to the Barbados Government on real estate development issues.



#### **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.





# Brazilian 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	43	--	--	601
2. Infiniti Red Bull Racing	0	15	20	22	27	15	40	4	25	20	31	35	18	33	27	10	21	--	--	361
3. Williams Martini Racing	10	10	10	6	10	6	6	27	18	18	14	15	27	10	14	15	22	--	--	231
4. Scuderia Ferrari	18	12	3	19	14	12	9	11	8	10	26	18	2	16	0	10	8	--	--	191
5. McLaren Mercedes	33	10	0	0	0	9	14	6	18	6	1	8	5	1	10	22	4	--	--	141
6. Sahara Force India F1 Team	9	10	25	10	3	10	10	10	4	7	0	5	6	8	5	1	0	--	--	121
7. Scuderia Toro Rosso	6	1	0	1	0	0	4	0	3	0	2	2	0	8	2	0	1	--	--	301
8. Lotus F1 Team	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	2	--	--	101
9. Marussia F1 Team	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	--	--	--	21
10. Sauber F1 Team	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--	01
11. Caterham F1 Team	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	--	--	--	01

# Brazilian GP

## 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 11.00-12.00

Qualifying 14.00-15.00

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 the paddock behind the FIA garage and near the staircase leading to race control.

#### 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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