



Race Preview

2016 SPANISH GRAND PRIX

13 - 15 May 2016

Round Five of the 2016 FIA Formula One World Championship sees teams make the comparatively short journey to the Circuit de Barcelona-Catalunya, home of the Spanish Grand Prix.

If Formula One could be said to have a home track, then the Circuit de Barcelona-Catalunya most assuredly is it. As F1's testing venue of choice, more laps are run here than at any other circuit. This year all of the pre-season group testing took place here and, following Sunday's grand prix, the majority of teams will stay on for the first in-season test which takes place next week.

While the Circuit de Barcelona-Catalunya is a popular destination, familiarity with the venue ensures finding a good set-up is perhaps less taxing here than at other tracks. Reliability problems notwithstanding, it's the best chance in the early season to get a true picture of what the pecking order really is. Barcelona-Catalunya is good for that: it is a bit-of-everything-circuit, raced with high downforce but with a good mix of fast, medium and slow speed corners, swift changes of direction and a long start-finish straight. The received wisdom is that a car which performs well here, will perform well across the full range of circuits.

Famously abrasive, the Circuit de Barcelona-Catalunya is the first opportunity in 2016 for teams to race the orange-banded Pirelli hard tyre, and the choice of three compounds is likely to provide further options in what has always been a race offering a great deal of strategic flexibility: in the modern Pirelli era it has been won by two, three or four-stopping cars, with points always scored across a range of different permutations.

Nico Rosberg won here last year, and comes to Spain having won the first four races of this season. That, together with reliability woes for team-mate Lewis Hamilton leaves the German with a healthy 43-point lead in the Drivers' Championship. His Mercedes team, meanwhile, have an 81-point advantage over Ferrari.



CIRCUIT DATA CIRCUIT DE BARCELONA-CATALUNYA

Length of lap:
4.655km

Lap record:
1:21.670 (Kimi Räikkönen, Ferrari, 2008)

Start line/finish line offset:
0.126km

Total number of race laps:
66

Total race distance:
307.104km

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

CIRCUIT NOTES

- ▶ Kerbs have been renewed and drainage improved around the circuit at Turns One, Two, Four, Five, Nine, 12 and 15. The work was completed before 2016 winter testing commenced.

DRS ZONE

- ▶ Two DRS zones will be in use. The first has a detection point 86m before Turn Nine and an activation point 40m after. The second detection point is at the Safety Car line, with activation 157m after Turn 16.

ROUND 05	SPANISH GRAND PRIX	START TIME	14:00 Local - 12:00 GMT
RACE DATE:	15 MAY 2016	CIRCUIT LENGTH:	4.655KM
CIRCUIT NAME:	CIRCUIT DE CATALUNYA	RACE DISTANCE:	307.104KM
NUMBER OF LAPS:	66	LAP RECORD:	1:21.670 - K Raikkonen [2008]

KEY		Speed Kmh	Timing Sector
Braking	140 3	Gear	T3 29.5 1:24.5
●	Sector 1	●	Sector 2
●	Sector 3	■	Circuit
■	Start	■	Finish
●	DRS Detection	●	DRS Activation
+	FIA Medical & Safety Cars	■	Marshal Posts
		■	Run-off Areas
		■	Light Panels



FAST FACTS

- ▶ This is the 26th consecutive running of the Spanish Grand Prix at the Circuit de Barcelona-Catalunya. The circuit first held the race in 1991 when newly constructed. It has been the home of the Spanish Grand Prix ever since.
- ▶ The Circuit de Barcelona-Catalunya is the fifth track to host the Formula One Spanish Grand Prix and the third located in or around the city of Barcelona, continuing a tradition started with the Pedralbes street circuit (1951, 1954), and Montjuïc (1969, 1971, 1973, 1975). The race has also been held at the Circuito del Jarama, near Madrid (1968, 1970, 1972, 1974, 1976-1981), and the Circuito de Jerez (1986-1990) in Andalusia.
- ▶ The advantage of starting on the front row is accentuated at the Circuit de Barcelona-Catalunya. Only twice has the winner come from further back: Michael Schumacher in 1996 from third, for Ferrari, and Fernando Alonso in 2013, from fifth, also for Ferrari. The race has otherwise been won from P2 four times and from pole on 19 occasions.
- ▶ Ferrari are the most successful team in Spain with a dozen victories, eight of which have come at the Circuit de Catalunya. Williams are the next most successful team at this venue with six victories, the most recent being Pastor Maldonado's triumph in 2012. Despite strong form in the last few years it remains Williams' only victory of the last decade.
- ▶ Nico Rosberg has a chance this weekend to equal the record of five consecutive grand prix victories from the start of the season. The record is currently shared by Nigel Mansell (1992, South Africa to San Marino) and Michael Schumacher (2004, Australia to Spain).
- ▶ Victory for Mercedes would be the team's 11th consecutive win. That would equal the all-time record, currently held by McLaren, who won 11-in-a-row in 1988. It would also be Mercedes' 50th in F1. It would put them fifth-equal with Red Bull in the all-time list of victorious constructors (though having started only two-thirds as many races as their rival).
- ▶ Reinforcing Catalunya's reputation as a bellwether circuit, the team that wins here has gone on to be Constructors' Champions 18 times (72 per cent).
- ▶ As Formula One's most used test track, unsurprisingly many of the drivers racing this weekend have racked-up considerable mileage here. Jenson Button leads the way. He has spent 124 days testing on this circuit, accumulating and impressive 8,160 laps for 38,123km. At the other end of the scale, Rio Haryanto has just 1,080km of testing here.
- ▶ Max Verstappen this weekend becomes the ninth driver to race for Red Bull Racing. His predecessors over the team's dozen seasons are: David Coulthard, Christian Klein, Vitantonio Liuzzi, Robert Doornbos, Mark Webber, Sebastian Vettel, Daniel Ricciardo and Daniil Kvyat. Kvyat, returning to Toro Rosso, is one of four drivers on the grid racing a second stint with a team for whom they have raced previously, the others being Ferrari's Kimi Räikkönen, Nico Hülkenberg at Force India and Alonso at McLaren.

RACE STEWARDS BIOGRAPHIES

TIM MAYER

FIA ALTERNATE DELEGATE TO THE USA, FIA STEWARD

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.



RADOVAN NOVAK

SEC. GENERAL OF THE ACCR (AUTOCLUB OF THE CZECH REPUBLIC); WORLD MOTOR SPORT COUNCIL MEMBER

Radovan Novak has been actively involved in motorsport since 1963 and rose to become Secretary General of the ACCR in 1990. Since 1991 he has held the role of President of the FIA Central Europe Zone and over the past two decades he has acted as a steward and observer in WRC and ERC rallies, EC autocross and rallycross events and WTCC and GT races. He has been a Formula One steward since 1994. From 1994 to 2006, he was a member of the FIA Off-road Commission and was made a member of the World Motor Sport Council in 1998. In 2000 he became a member of the Sport Commission at the Ministry of Sport of the Czech Republic. An avid racer and co-driver, Novak has won a number of Czech rallying events.



MARTIN DONNELLY

FORMER FORMULA ONE DRIVER

Ulsterman Martin Donnelly was a star of junior racing categories in the 1980s before making his grand prix debut with the Arrows team at the 1989 French GP at Paul Ricard, substituting for Derek Warwick. He qualified 14th and raced to a creditable 12th. He was offered a race drive at Lotus alongside Warwick for 1990 and started 12 races, recording a best finish of seventh at the Hungarian GP. However, his time in Formula One was cut short when, later in the season, a suspension failure caused a huge accident in practice for the Spanish GP at Jerez. Despite the serious injuries he suffered, Donnelly recovered sufficiently to race competitively in national events. He now runs Donnelly Track Academy in Norfolk, England and has held a number of racing team management positions.



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 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 paddock in front of the FIA garages.

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

