



Race Preview

2016 ITALIAN GRAND PRIX

2 – 4 September 2016

Formula One heads to Monza this week for round 14 of the 2016 FIA World Championship, the Italian Grand Prix.

While last weekend's Belgian Grand Prix at Spa-Francorchamps represented a return to high-speed F1, Monza steps that up a notch. The long straights of the sport's last remaining ultra high-speed track demanding teams prepare unique low-downforce packages specific to this circuit. But it isn't solely about high speed. In the modern era, teams will concentrate as much on carrying momentum onto the straights as they do about end-of-straight velocity. They also need to set up their cars to best ride the kerbs at Monza's three chicanes and deliver good traction at their exits. Monza is not the straightforward, flat-out blast it is often assumed to be.

With only six braking zones the track is, however, relatively easy on tyres. In recent years the race has been a clear-cut one-stopper – with all 10 points scorers in 2015 pitting once. 2016's revamp of tyre regulations may alter the trend, however, with the supersoft compound making its first appearance at Monza.

Drivers' Championship leader Lewis Hamilton performed a brilliant damage-limitation exercise at Spa-Francorchamps, racing from the back row of the grid to finish on the podium. Nevertheless, team-mate and championship-rival Nico Rosberg took full advantage of his opportunity to end Hamilton's winning streak, taking victory and closing the gap at the top of the table to just nine points.

In the Constructors' Championship, first and third at Spa further underlined Mercedes' dominance, extending their lead to 181 points over nearest rival Red Bull Racing. Red Bull, in turn, managed to enlarge their advantage over third-placed Ferrari. Lower down the order positions have shifted: a good result in Spa saw Force India leapfrog Williams in the battle for fourth, while the McLaren renaissance continued: a strong showing in Belgium saw them move up to sixth ahead of non-scoring Toro Rosso.



AUTODROMO NAZIONALE MONZA

Length of lap: 5.793km

Lap record: 1:21.046 (Rubens Barrichello, Ferrari, 2004)

Start line/finish line offset: 0.309km

Total number of race laps: 53

Total race distance: 306.720km

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

CIRCUIT NOTES

- ▶ The grass, grass-crete and asphalt between the track and gravel around the outside of Turn Eight have been replaced with new asphalt and the area painted with green non-slip paint.

DRS ZONE

- ▶ There will be two DRS zones in Italy. The detection point for the first zone will be 95m before Turn Seven, with the activation point 210m after Turn Seven. The second detection point will be 20m before Turn 11, with the activation point 115m after the finish line.

ROUND 14	ITALIAN GRAND PRIX	START TIME	14:00 Local - 12:00 GMT
RACE DATE:	04 SEP 2016	CIRCUIT LENGTH:	5.793KM
CIRCUIT NAME:	AUTODROMO NAZIONALE MONZA	RACE DISTANCE:	306.720KM
NUMBER OF LAPS:	53	LAP RECORD:	1:21.046 - R Barrichello [2004]

KEY

Speed Kmh
Braking 120 3 Gear

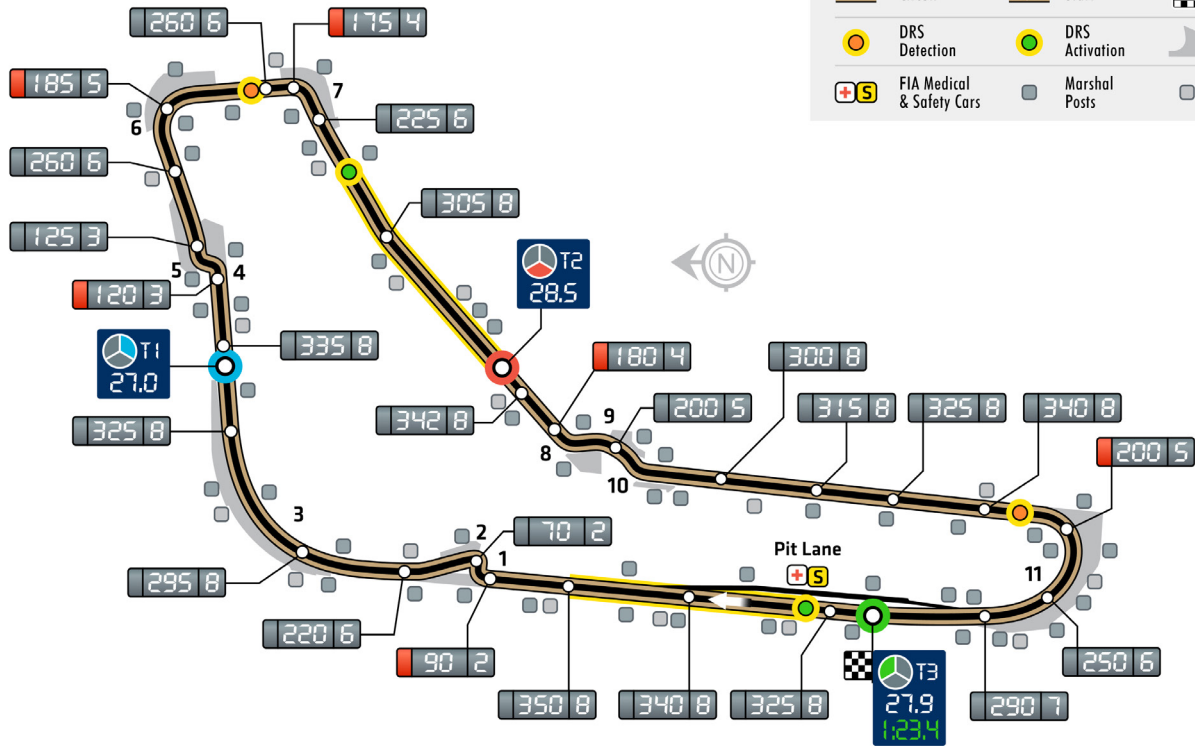
Timing Sector
Sector Time T3 27.9
Lap Time 1:23.4

Sector 1 (Blue circle) Sector 2 (Red circle) Sector 3 (Green circle)

Circuit (Black line) Start (Black arrow) Finish (Checkered flag)

DRS Detection (Yellow circle) DRS Activation (Green circle) Run-off Areas (Grey area)

FIA Medical & Safety Cars (+S) Marshal Posts (Grey square) Light Panels (White square)



FAST FACTS

- ▶ The Italian Grand Prix has been an ever-present on the F1 World Championship calendar, a distinction it shares with the British Grand Prix.
- ▶ Monza has hosted 65 of the 66 Formula One World Championship Italian Grands Prix. Its only non-appearance came in 1980 when the race moved to Imola while Monza was undergoing renovation. That race was won by Nelson Piquet, driving for Brabham.
- ▶ Ferrari is the most successful team in the history of the Italian Grand Prix with 18 victories. Five of those wins were recorded by Michael Schumacher (1996, 1998, 2000, 2003, 2006), making him the most successful driver at this event. Eight of Ferrari's wins have involved one-two finishes. The team also has 19 pole positions. Its most recent victory came in 2010 when Fernando Alonso won from pole position.
- ▶ The road course as used in the modern grand prix has – through various iterations – hosted the majority of grands prix. The exceptions are the races in 1955, 1956, 1960 and 1961 when the race was run on a combined circuit that linked the road course with the adjacent banked oval.
- ▶ Two Italian teams have enjoyed debut victories at Monza. Juan Manuel Fangio gave Maserati its maiden F1 victory at the 1953 Italian Grand Prix, while in 2008 Sebastian Vettel recorded Toro Rosso's first – and so far only – win.
- ▶ Vettel was F1's youngest winner, a record surpassed this year by Max Verstappen. The 2008 Italian Grand Prix does, however, still hold the record for F1's youngest podium with Vettel, Heikki Kovalainen and Robert Kubica having an average age of 23 years and 350 days.
- ▶ Vettel's 2008 victory was also his first. He joins Phil Hill (1960), Jackie Stewart (1965), Ludovico Scarfiotti (1966), Clay Regazzoni (1970), Peter Gethin (1971) and Juan Pablo Montoya (2001) in the list of drivers to have taken their debut victory at Monza.
- ▶ Gethin's winning margin of 0.01s has a claim to being the closest in the history of the sport. Rubens Barrichello's 2002 US Grand Prix margin was recorded at 0.011s, after the timing system used had switched to three decimal places.
- ▶ Montoya holds several records at Monza. Driving for Williams in 2004 he set F1's fastest lap, an average of 262.2km/h, during the low-fuel pre-qualifying session. In 2005, now driving for McLaren, he set F1's highest recorded race speed: 372.6km/h.
- ▶ The fastest average race speed record is held by Michael Schumacher who completed the 2003 Italian Grand Prix at an average of 247.6km/h. This was also the shortest duration race to go the full race distance in the history of the sport. Schumacher winning in 1h14.19.838s.
- ▶ Daniil Kvyat should start his 50th grand prix this weekend. It will be the 52nd event for the Russian driver. He has twice failed to take the start – both times in Australia (2015 and 2016).

RACE STEWARDS BIOGRAPHIES

GARRY CONNELLY

DEPUTY PRESIDENT, FIA INSTITUTE; DIRECTOR, GLOBAL INSTITUTE FOR MOTOR SPORT SAFETY; DIRECTOR, AUSTRALIAN INSTITUTE OF MOTOR SPORT SAFETY; F1, 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 of the Global Institute of Motor Sport Safety. He is a member of the FIA World Motor Sport Council.



JOSE ABED

FIA VICE PRESIDENT

José Abed, an FIA Vice President since 2006, began competing in motor sport in 1961. In 1985, as a motor sport official, Abed founded the Mexican Organisation of International Motor Sport (OMDAI) which represents Mexico in the FIA. He sat as its Vice-President from 1985 to 1999, becoming President in 2003. In 1986, Abed began promoting truck racing events in Mexico and from 1986 to 1992, he was President of Mexican Grand Prix organising committee. In 1990 and 1991, he was President of the organising committee for the International Championship of Prototype Cars and from 1990 to 1995, Abed was designated Steward for various international Grand Prix events. Since 1990, Abed has been involved in manufacturing prototype chassis, electric cars, rally cars and kart chassis.



TOM KRISTENSEN

NINE TIMES LE MANS WINNER, GERMAN F3 CHAMPION, JAPANESE F3 CHAMPION, ALMS CHAMPION

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. 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. Kristensen's 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.



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 front of the media centre entrance.

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

