



# Race Preview

## 2018 UNITED STATES GRAND PRIX

19 – 21 October 2018

Formula One switches focus from Eastern to Western hemispheres this weekend as teams and drivers head to Austin, Texas, and the Circuit of the Americas – home of the 2018 FIA F1 United States Grand Prix.

Despite being a relatively new addition to the F1 calendar, with the circuit making its debut in 2012, COTA has already made a name for itself as a track capable of showing off F1 cars at their best. Similar to the Esses at the previous race, it features a first sector with high-speed changes of direction – but COTA is a more balanced layout than Suzuka: while the latter features only two low-speed sections, the whole of the second half of the lap at COTA is built around a series of medium and low-speed corners. It is this characteristic that prompts tyre supplier Pirelli to move to softer tyres for the US Grand Prix, bringing the soft, supersoft and ultrasoft compounds to Texas.

While COTA has a predominantly smooth surface, in the last few years the track has settled and now features several prominent bumps, some of which are located in braking zones and have the ability to unsettle a car. This gives engineers and drivers something to ponder: the softer their car, the easier it will ride the bumps, but at the cost of lost performance through the corners. The circuit has attempted to grind down some of the undulations, and in doing so last year produced some interesting variations in the grip level.

The Championship battles are nearing their conclusion. Lewis Hamilton needs to outscore Sebastian Vettel by seven points to secure the 2018 Drivers' Championship. Mercedes scored a second consecutive 1-2 finish last time out in Japan, giving the Brackley-based team a very useful 78-point lead over Ferrari in the Constructors' Championship. A similar result in Austin would put them on the brink of a fifth consecutive title.



### CIRCUIT OF THE AMERICAS

**Length of lap:**

5.513km

**Lap record:**

1:37.766 (Sebastian Vettel, Ferrari, 2017)

**Start line/finish line offset:**

0.323km

**Total number of race laps:**

56

**Total race distance:**

308.405km

**Pitlane speed limits:**

80km/h in practice, qualifying, and the race

### CIRCUIT NOTES

- ▶ Three bumps similar to those on the exit of Turns 11, 15 and 19 have been installed behind the exit kerb at Turn 1.
- ▶ Kerbs 2m long, 1m wide and 50mm high have been installed behind the apex kerbs in Turns 16 and 17.

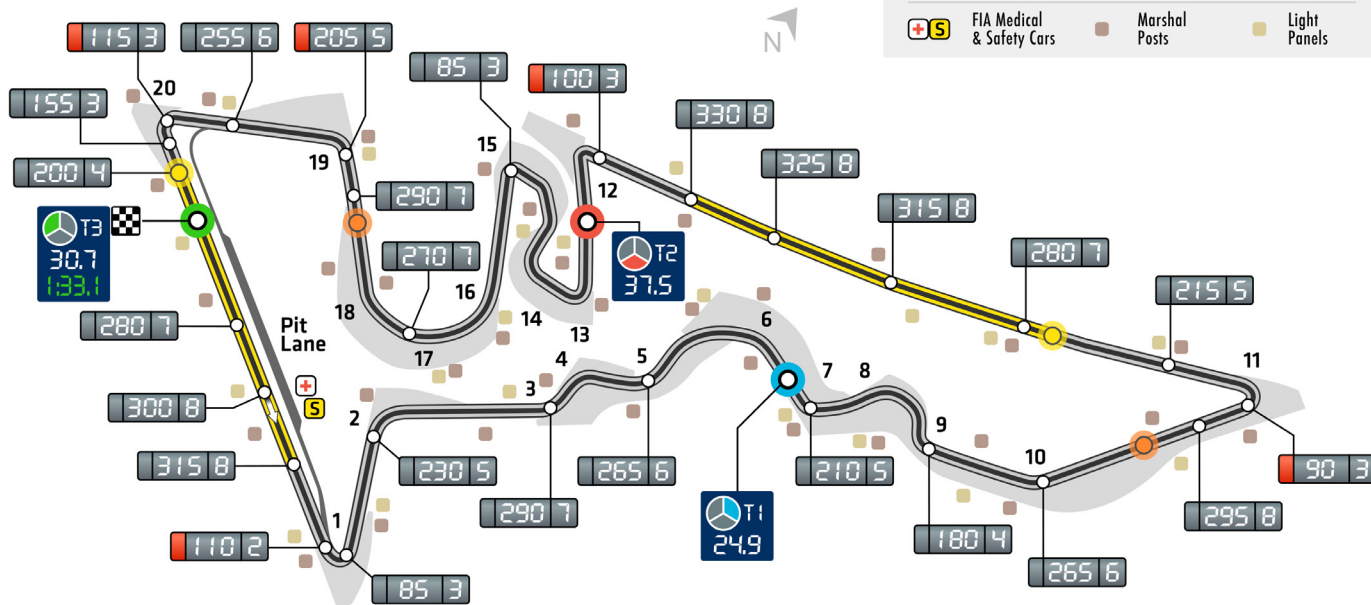
### DRS ZONES

- ▶ There will be two DRS zones at COTA. The detection point of the first will be 150m after Turn 10, with the activation point 250m 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.

<b>ROUND 18</b>	UNITED STATES GRAND PRIX	<b>START TIME</b>	13:10 Local - 18:10 GMT
<b>RACE DATE:</b>	21 OCT 2018	<b>CIRCUIT LENGTH:</b>	5.513KM
<b>CIRCUIT NAME:</b>	CIRCUIT OF THE AMERICAS	<b>RACE DISTANCE:</b>	308.405KM
<b>NUMBER OF LAPS:</b>	56	<b>LAP RECORD:</b>	1:37.766 - S Vettel [2017]

Note: Lap & Sector times, Speeds & Gears are based upon 2017 Qualifying data

<b>KEY</b>	
Speed Kmh	Sector Time
Braking <b>110 2</b>	Gear
<b>T3</b> 30.7 1:33.1	Timing Sector Lap Time
Sector 1	Sector 2
Sector 3	
Circuit	Start
Finish	
DRS Detection	DRS Activation
Run-off Areas	
FIA Medical & Safety Cars	Marshal Posts
	Light Panels



## FAST FACTS

- ▶ This is the 40th FIA Formula One United States Grand Prix. The race debuted in 1959 at Sebring. It has subsequently been held at Riverside (1960), Watkins Glen (1961-80), Phoenix (1989-91) and Indianapolis (2000-2007). This is the seventh consecutive running at the purpose-built Circuit of the Americas.
- ▶ The USA has also hosted several other F1 grands prix. The US Grand Prix West ran at Long Beach between 1976-1983, The Caesars Palace Grand Prix (1981-82) was held in Las Vegas; the Detroit Grand Prix ran between 1982 and 1988, and Dallas hosted a one-off grand prix in 1984. Between 1950 and 1960 the Indianapolis 500 was also officially included as a round in the Formula One World Championship.
- ▶ Ferrari are the most successful constructor at the US Grand Prix, scoring their nine wins at Watkins Glen in 1975, 1978 and 1979, and at Indianapolis in 2000, 2002-2006.
- ▶ Lewis Hamilton is the most successful driver at the US Grand Prix. He is also the only driver to win the race at more than one venue. He has a victory at Indianapolis, in 2007 with McLaren, and has won five of the six races held at COTA to date, once with McLaren in 2012 and with Mercedes from 2014 to 2017.
- ▶ Vettel has taken the fastest lap in five of the six races at COTA. He missed out in 2015 when Nico Rosberg went quickest.
- ▶ Two of the current grid made their F1 debut in the USA. Sebastian Vettel appeared for BMW-Sauber in 2007, as a replacement for the injured Robert Kubica, and Toro Rosso gave a debut to Brendon Hartley last year. Vettel is not the only World Champion to have started his F1 career at the US GP: Mario Andretti (1968), Jody Scheckter (1972) and Mika Häkkinen (1991) also took their bow here. Andretti had participated in qualifying for the Italian Grand Prix earlier in the season – but was subsequently banned from taking part in the race, having attempted to return to the US to contest a dirt track race (the Hoosier Hundred) between qualifying and the grand prix.
- ▶ Three titles have been secured at COTA. Red Bull Racing secured the Constructors' Championship at this track in 2012, when it hosted the penultimate round of the season, and Mercedes took the Constructors' Championship last year at the 17th round of 20. Lewis Hamilton became a three-times Drivers' World Champion here in 2015.
- ▶ The race at the Circuit of the Americas has only ever been won from the front row, with an even 3-3 split between starting from P1 and P2. Vettel (2013) and Hamilton (2016, 2017) have won from P1. Hamilton alone (2012, 2014, 2015) has won from P2. Vettel finished third in 2015 having started 13th: the furthest back a podium finisher has started.
- ▶ The US Grand Prix has often been an end-of-season race, and thus it has been the venue for many other championship deciders. The Constructors' Championship was settled at Watkins Glen on five occasions, in favour of Brabham (1966), Lotus (1970, 1973), McLaren (1974) and Ferrari (1976). The Drivers' title has previously been won at Sebring by Jack Brabham (1959) and at Watkins Glen by Jochen Rindt (1970 – posthumously), Emerson Fittipaldi (1974) and Niki Lauda (1977).
- ▶ Pierre Gasly, Sergey Sirotkin and Charles Leclerc race at COTA for the first time this weekend.

# RACE STEWARDS BIOGRAPHIES

## DR GERD ENNSER

### **MEMBER OF THE DMSB'S EXECUTIVE COMMITTEE FOR AUTOMOBILE SPORT, FORMULA ONE AND DTM STEWARD**

Dr Gerd Ennsler has successfully combined his formal education in law with his passion for motor racing. While still active as a racing driver he began helping out with the management of his local motor sport club and since 2006 has been a permanent steward at every round of Germany's DTM championship. Since 2010 he has also been a Formula One steward. Dr Ennsler, who has worked as a judge, a prosecutor and in the legal department of an automotive-industry company, has also acted as a member of the steering committee of German motor sport body, the DMSB, since spring 2010, where he is responsible for automobile sport. In addition, Dr Ennsler is a board member of the South Bavaria Section of ADAC, Germany's biggest auto club.



## SILVIA BELLOT

### **MEMBER OF THE ROYAL SPANISH AUTOMOBILE FEDERATION BOARD OF DIRECTORS, FIA WOMEN IN MOTORSPORT COMMISSION MEMBER, F1, F2 AND GP3 STEWARD**

Silvia Bellot began marshalling in 2001, when she was 16. In the years that followed she acted as a steward in a number of national and international series, including the European F3 Open, GT Open, BMW Europe, the Spanish Endurance Championship, DTM, World Series by Renault, the former FIA World Touring Car Championship and the FIA World Rally Championship. In 2009, she took part in the FIA trainee stewards' program for F1 and what was then GP2 (now F2). She made her first appearance as a Formula 1 steward at the 2011 Turkish GP and in 2012 was awarded the FIA's Outstanding Official prize. 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 1 DRIVER AND WORLD SPORTSCAR CHAMPION, VICE-PRESIDENT OF THE FIA DRIVERS' COMMISSION**

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. Currently Vice-President of the FIA Drivers' Commission, Warwick is a frequent FIA driver steward and is also a past President of the British Racing Drivers' Club.







# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 1100

## FRIDAY

**Practice session 1** 1000-1130

**Press conference** 1200

**Practice session 2** 1400-1530

## SATURDAY

**Practice session 3** 1300-1400

**Qualifying** 1600-1700

Followed by track interviews, press conference

## SUNDAY

**Drivers' Parade** 1130

**Race** 1310

Followed by parc fermé 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 adjacent to the entrance 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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