



Race Preview

2019 GERMAN GRAND PRIX

26 – 28 July 2019

Formula 1 this week begins a mid-season double-header, heading first to Hockenheim for the German Grand Prix, Round 11 of the 2019 FIA Formula One World Championship.

Hockenheim gives every part of car design a thorough examination. Very loosely, the first half of the lap is high-speed, and the second half, incorporating the sinuous 'Motodrom' section, is slower. Set-up tends to favour the former, which makes the latter a tough challenge for drivers.

The circuit features several very narrow sections of track surrounded by unforgiving kerbs, and while there are relatively few braking events, it is one of the harder circuits for the brakes, with heavy stops at Turn 2, Turn 6, Turn 8 and Turn 13. The tight Spitzkehre Hairpin at Turn 6 is one of the heaviest braking zones in F1, with cars decelerating from around 330km/h to 70km/h. It isn't uncommon to see locked wheels where drivers misjudge the braking point.

The idea that Hockenheim is a 'bit-of-everything' circuit is reinforced by Pirelli's choice of tyre compounds from the middle of the range, with the C2, C3 and C4 compounds on offer in Germany. The Italian supplier characterises the track in the middle of the range for grip, abrasion and tyre stresses.

A 1-2 finish at Silverstone last time out increased Mercedes' advantage in the Constructors' Championship to 164 points over Ferrari, while victory for Lewis Hamilton expands the reigning World Champion's lead over team-mate Valtteri Bottas to 39 points in the race for the Drivers' title. Behind them, an intriguing battle is emerging, with Red Bull's Max Verstappen now 13 points ahead of Ferrari's Sebastian Vettel, who in turn is only three points ahead of team-mate Charles Leclerc.



HOCKENHEIMRING

Length of lap: 4.574km

Lap record: 1:13.780 (Kimi Räikkönen, McLaren, 2004)

Start line/finish line offset: 0.000km

Total number of race laps: 67

Total race distance: 306.458km

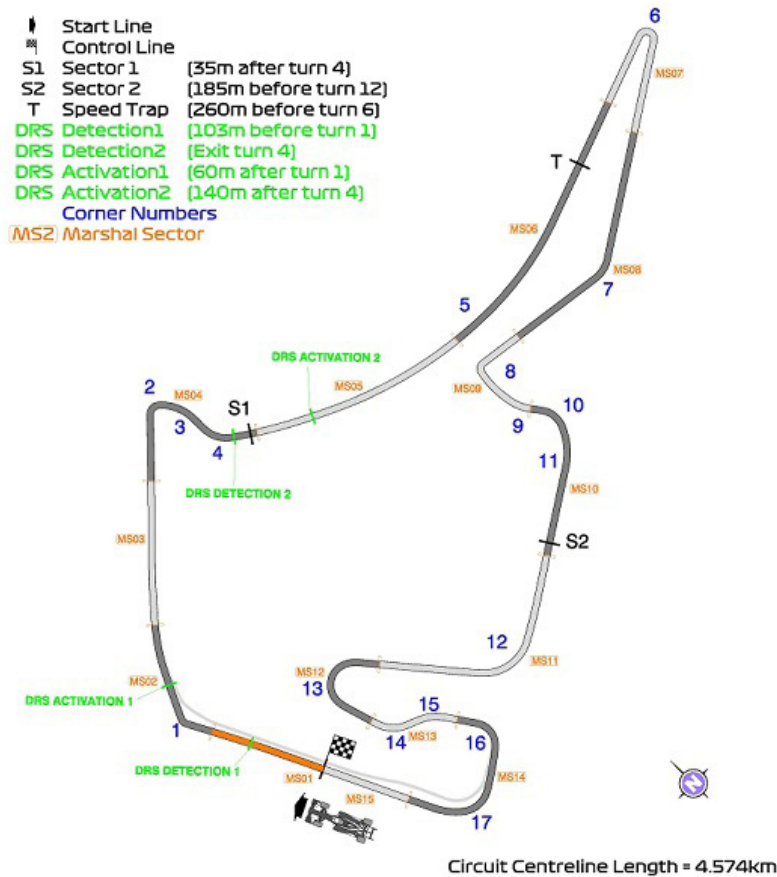
Pitlane speed limits: 80km/h in practice, qualifying, and the race

CIRCUIT NOTES

- ▶ An additional gate to access the grid has been installed in the vicinity of grid position 12.
- ▶ The debris fence on the outside of Turn 1 has been replaced.
- ▶ The barrier to the left of the track between Turn 11 and Turn 12 has been realigned.
- ▶ A negative kerb has been installed on the right-hand side at the entry to Turn 13.

DRS ZONE

- ▶ This year there will be two DRS zones at the Hockenheimring, the 2018 pit straight DRS zone having been removed. The first zone has a detection point 103m before Turn 1 and activation 60m after Turn 1. The second zone has a detection point at the exit of Turn 4 and an activation point 140m after Turn 4.



FAST FACTS

- ▶ This is the 64th World Championship German Grand Prix. The race first appeared on the calendar in 1951. It was not part of the Championship in 1955, 1960, 2007, 2015 or 2017. This is the 37th race to be held at Hockenheim.
- ▶ The race has been held in three locations, and on five primary circuit configurations. The Nürburgring's Nordschleife circuit hosted most of the early races, the exceptions being 1959, when the grand prix went to Berlin's AVUS circuit, and 1970, when it moved to Hockenheim. Hockenheim took over on a regular basis from 1977, though the race returned sporadically to the Nürburgring's new, shortened Grand Prix Course: first in 1985 and then in 2009, 2011 and 2013. Hockenheim itself has gone through two major iterations, with the original high-speed circuit cut down and replaced with the current layout from 2002 onwards.
- ▶ Ferrari are the most successful team at the German Grand Prix, with 21 victories. They have the distinction of winning the German Grand Prix at AVUS and both versions of the Nürburgring and Hockenheim circuits, including 11 victories at Hockenheim. Williams are next on the list with nine victories, all of which have been taken at Hockenheim.
- ▶ Lewis Hamilton has an opportunity this weekend to become F1's most successful driver in German Grand Prix history. He is currently tied with Michael Schumacher on four victories. Schumacher took all of his wins at Hockenheim: for Benetton in 1995, then for Ferrari in 2002, 2004 and 2006. Hamilton took victory for McLaren at Hockenheim in 2008 and for Mercedes in 2016 and 2018. He also has a Nürburgring victory for McLaren in 2011.
- ▶ Hamilton is the only Hockenheim winner in the current field. Sebastian Vettel has also won the German Grand Prix – but his victory came for Red Bull Racing at the Nürburgring in 2013.
- ▶ Mercedes enters its 200th Grand Prix as a constructor this weekend. The team raced in 1954-55 and returned to F1 in 2010. It has 96 victories, of which 59 have been scored by Hamilton. The team made its F1 debut on July 4th, 1954 at the French Grand Prix. Juan Manuel Fangio took pole position and victory for his new team, with a formation finish alongside teammate Karl Kling, the pair having lapped the entire field. The third Mercedes W196 of Hans Hermann retired early in the race but claimed a point for the fastest lap.
- ▶ The German Grand Prix has been the scene of debut F1 wins for Alberto Ascari (1951), John Surtees (1963), Patrick Tambay (1982), Rubens Barrichello (2000) and Mark Webber (2009).
- ▶ Exactly half of the previous 36 Hockenheim-based German Grands Prix have been won from pole position, including six of the 11 races held since the 2002 redesign.
- ▶ Four drivers race at Hockenheim in F1 for the first time this year, all having previously raced here in the FIA F3 European Championship. Antonio Giovinazzi raced in F3 between 2013-2015, winning two of the six rounds in 2015, before appearing again in 2016's GP2 races. Alex Albon contested F3 in 2015, and took second place in the final round. He likewise returned in 2016, albeit in GP3. George Russell raced in 2015 and 2016, with a best result of sixth. Lando Norris appeared in 2017, taking the European F3 title with second place in Race One of the 2017 meeting.

RACE STEWARDS BIOGRAPHIES

TIM MAYER

FIA STEWARD, ORGANISER OF THE FIA WORLD CHAMPIONSHIPS IN THE USA

As the son of former McLaren founder 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 then in 2003, Mayer became COO of IMSA, operating multiple series at all levels, including the American Le Mans Series. In 2009 he left IMSA, working independently for several US series and focusing on coordinating US motorsports with the FIA. He was elected an Independent Director of ACCUS and US FIA Delegate, responsible for World Championship events in the US. He Stewards the FIA's F1, WEC and World RX championships as well as teaching and working on multiple commissions.



DENNIS DEAN

FIA WORLD MOTOR SPORT COUNCIL MEMBER; MEMBER, INTERNATIONAL SPORTING CODE REVIEW COMMISSION; F2, FORMULA E STEWARD

Dennis Dean has been involved in motor sport since becoming a scrutineer with the Sports Car Club of America (SCCA) in the late 1970s. He has served at national level as a scrutineer, steward, and race director, including 10 years as either assistant chief steward or chief steward (race director) of the SCCA's National Championship Runoffs. He has scrutineered at 10 US Formula One races, in Las Vegas, Indianapolis and Austin. He was also vice president of Club Racing and Rally/Solo for SCCA. He currently serves as a member of both the FIA's International Sporting Code Review Commission.



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.



NATIONAL STEWARD

ACHIM LOTH

DMSB STEWARD, STEWARD FIA FORMULA 2, FORMULA 3, FORMULA E

Achim Loth, has a wealth of experience as an official with the Deutscher Motor Sport Bund e.V and for the past seven years has acted as permanent Chairman of the Stewards in GT Masters and ADAC F4 certified by FIA. He can also boast international experience at FIA events with regular stewarding roles in the FIA Formula 2, Formula 3 and Formula E championships, as well as in the FIA World and European Touring Car Championships. His most recent Formula One role was as national steward at the 2016 German Grand Prix. Achim is also responsible for the German Young Stewards Programme and organises training activities for international Stewards for the DMSB.



2019 FIA Formula One World Championship

DRIVERS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	BAHRAIN	CHINA	AZERBAIJAN	SPAIN	MONACO	CANADA	FRANCE	AUSTRIA	GB	GERMANY	HUNGARY	BELGIUM	ITALY	SINGAPORE	RUSSIA	JAPAN	MEXICO	USA	BRAZIL	ABU DHABI	POINTS
1	L. HAMILTON	18 ₂	25 ₁	25 ₁	18 ₂	26 _{F 1}	25 ₁	25 ₁	10 ₅	26 _{F 1}												223
2	V. BOTTAS	26 _{F 1}	18 ₂	18 ₂	25 ₁	18 ₂	15 ₃	13 _{F 4}	18 ₂	15 ₃	18 ₂											184
3	M. VERSTAPPEN	15 ₃	12 ₄	12 ₄	12 ₄	15 ₃	12 ₄	10 ₅	12 ₄	25 _{F 1}	10 ₅											136
4	S. VETTEL	12 ₄	10 ₅	15 ₃	15 ₃	12 ₄	18 ₂	18 ₂	11 _{F 5}	12 ₄	16 ₁₆											123
5	C. LECLERC	10 ₅	16 _{F 3}	10 ₅	11 _{F 5}	10 ₅	NC	15 ₃	15 ₃	18 ₂	15 ₃											120
6	P. GASLY	11 ₁₁	4 ₈	9 _{F 6}	NC	8 ₆	11 _{F 5}	4 ₈	1 ₁₀	6 ₇	12 ₄											55
7	C. SAINZ	NC	19 ₁₉	14 ₁₄	6 ₇	4 ₈	8 ₆	8 ₁₁	4 ₆	8 ₈	8 ₆											38
8	K. RÄIKÖNEN	4 ₈	6 ₇	2 ₉	1 ₁₀	14 ₁₄	17 ₁₇	15 ₁₅	6 ₇	2 ₉	4 ₈											25
9	L. NORRIS	12 ₁₂	8 ₆	18 ₁₈	4 ₈	NC	11 ₁₁	NC	2 ₉	8 ₆	11 ₁₁											22
10	D. RICCIARDO	NC	18 ₁₈	6 ₇	NC	12 ₁₂	2 ₉	8 ₆	11 ₁₁	12 ₁₂	6 ₇											22
11	N. HÜLKENBERG	6 ₇	17 ₁₇	NC	14 ₁₄	13 ₁₃	6 ₇	4 ₈	13 ₁₃	10 ₁₀	1 ₁											17
12	K. MAGNUSSEN	8 ₈	13 ₁₃	13 ₁₃	6 ₇	14 ₁₄	17 ₁₇	17 ₁₇	19 ₁₉	NC	NC											14
13	S. PÉREZ	13 ₁₃	1 ₁₀	4 ₈	8 ₆	15 ₁₅	12 ₁₂	12 ₁₂	11 ₁₁	17 ₁₇												13
14	D. KVYAT	1 ₁₀	12 ₁₂	NC	NC	2 ₉	6 ₇	1 ₁₀	14 ₁₄	17 ₁₇	2 ₉											12
15	A. ALBON	14 ₁₄	2 ₉	1 ₁₀	11 ₁₁	11 ₁₁	4 ₈	NC	15 ₁₅	15 ₁₅	12 ₁₂											7
16	L. STROLL	2 ₉	14 ₁₄	12 ₁₂	2 ₉	NC	16 ₁₆	2 ₉	13 ₁₃	14 ₁₄	13 ₁₃											6
17	R. GROSJEAN	NC	NC	11 ₁₁	NC	1 ₁₀	1 ₁₀	14 ₁₄	NC	16 ₁₆	NC											2
18	A. GIOVINAZZI	15 ₁₅	11 ₁₁	15 ₁₅	12 ₁₂	16 ₁₆	19 ₁₉	13 ₁₃	16 ₁₆	1 ₁₀	NC											1
19	G. RUSSELL	16 ₁₆	15 ₁₅	16 ₁₆	15 ₁₅	17 ₁₇	15 ₁₅	16 ₁₆	19 ₁₉	18 ₁₈	14 ₁₄											0
20	R. KUBICA	17 ₁₇	16 ₁₆	17 ₁₇	16 ₁₆	18 ₁₈	18 ₁₈	18 ₁₈	18 ₁₈	20 ₂₀	15 ₁₅											0

F = POINT FOR FASTEST LAP

FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 1500

FRIDAY

Practice session 1 1100 - 1230

Press conference 1300

Practice session 2 1500 - 1630

SATURDAY

Practice session 3 1200 - 1300

Qualifying 1500 - 1600

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 1330

Race 1510

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 at the end of the paddock, next to the FIA hospitality unit.

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.

Following the end of the race, drivers who do not have sessions for print media organised by their team will be available for interview in the Mixed Zone immediately after they have completed their TV interview obligations. A list of these drivers will be distributed to all media at the event during the race.

FIA COMMUNICATIONS DEPARTMENT

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