



# Race Preview

## 2019 JAPANESE GRAND PRIX

11 – 13 OCTOBER 2019

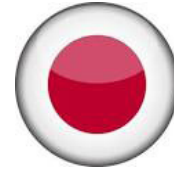
Round 17 of the 2019 FIA Formula One World Championship sees teams and drivers head east once again, to Suzuka, home of the Japanese Grand Prix.

Suzuka began life as a Honda test track and to this day provides a thorough examination of any car. The circuit challenges every aspect of F1 car design and set-up, and will expose any weaknesses. Aerodynamic efficiency is crucial in the first half of lap, while the second half puts more emphasis on horsepower. The narrow ribbon of asphalt contains an unusually even distribution of corner types, from very low- to very high-speed turns.

To cope with the severe lateral loads imparted by the high-speed changes of direction at Suzuka, Pirelli brings its three hardest compounds to the Far East. As has become common, drivers are eschewing the C1 (Hard) tyre, with only four drivers opting for a second set. At the other end of the scale, the C3 (Soft) tyre is very popular. The Mercedes pair have eight sets, Renault and Haas have 10 sets per driver, while everyone else takes nine.

Victory in Russia increased Lewis Hamilton's lead in the Drivers' Championship to 73 points over team-mate Valtteri Bottas. The battle behind them is intriguing, with Charles Leclerc's form for Ferrari over the last four races elevating him to third place, just three points clear of Red Bull's Max Verstappen.

Meanwhile, Mercedes now have an advantage over Ferrari of 162 points in the Constructors' Championship. Scoring 14 points more than Ferrari this weekend will see them become Constructors' Champions-elect.



### SUZUKA INTERNATIONAL RACING COURSE

**Length of lap:**

5.807km

**Lap record:**

1:31.540 (Kimi Räikkönen, McLaren, 2005)

**Start line/finish line offset:**

0.300km

**Total number of race laps:**

53

**Total race distance:**

307.471km

**Pitlane speed limits:**

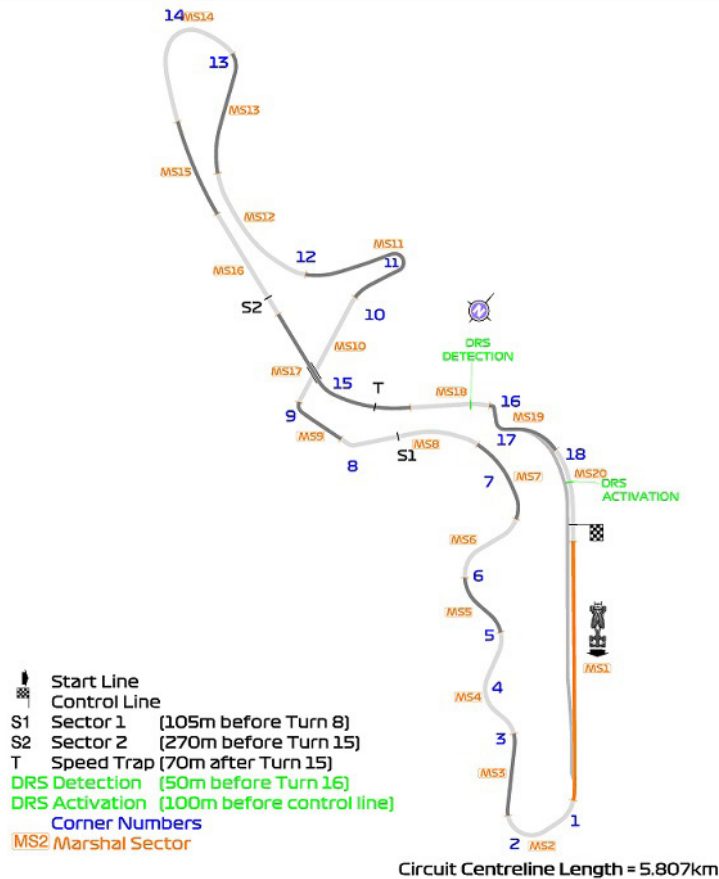
80km/h in practice, qualifying, and the race

### CIRCUIT NOTES

- ▶ The artificial grass on the right-hand side at Turn 15 has been removed and replaced with an FIA/FIM double kerb.
- ▶ Drainage at Turn 15 has also been improved.

### DRS ZONES

- ▶ There will be just one DRS zone at Suzuka, located on the main straight. The detection point is 50m before Turn 16 and the activation point is 100m before the control line.



## FAST FACTS

- ▶ This is the 35th World Championship Japanese Grand Prix. The race originally ran at the Fuji Speedway in 1976-1977. After a decade off the calendar, it reappeared at Suzuka in 1987 and ran there until 2006. It briefly returned to Fuji for the 2007 and 2008 seasons, and then switched back to Suzuka in 2009, where it has remained.
- ▶ With six victories, Michael Schumacher is the most successful driver at the Japanese Grand Prix. Schumacher won for Benetton in 1995, and then for Ferrari in 1997, 2000, 2001, 2002 and 2004. Lewis Hamilton can equal Schumacher's record this weekend. The Briton's five victories have come for McLaren in 2007 and Mercedes in 2014, 2015, 2017 and 2018.
- ▶ Hamilton shares with the Fernando Alonso the distinction of having won at both Fuji and Suzuka. The Spaniard won at Suzuka in 2006 and Fuji in 2008. On both occasions, he was driving for Renault.
- ▶ McLaren are the most successful team at the Japanese Grand Prix with nine wins. Two of McLaren's victories (1977 and 2007), however were taken at Fuji. At Suzuka, they are tied with Ferrari on seven victories each.
- ▶ Alongside Hamilton, Kimi Räikkönen and Sebastian Vettel are the only other Japanese Grand Prix winners in the current field. Räikkönen won in 2005 for McLaren. Vettel won in 2009, 2010, 2012 and 2013 for Red Bull Racing.
- ▶ The race winner has started on pole at Suzuka 15 times – exactly 50 per cent. The qualifying bias is, however, much more prominent in the 21st Century, with roughly two-thirds of Suzuka races since the turn of the century being won from pole – including the last three races.
- ▶ Only four races at Suzuka have been won from behind the front row. Alonso (2006) won from P5, Alessandro Nannini (1989) and Nelson Piquet (1990) won from sixth position and Räikkönen (2005) holds the record for victory from furthest back on the grid, winning from P17.
- ▶ Since the race came back to Suzuka in 2009, only two teams have taken pole position. Red Bull Racing were on pole between 2009-2013 (Vettel 2009-2012, Mark Webber 2013). Mercedes have been on pole ever since with Nico Rosberg (2014-2016) and Hamilton (2017, 2018).
- ▶ Nannini is the only driver to take a maiden F1 victory in Japan. However, maiden podiums have been scored by Roberto Moreno and Aguri Suzuki (1990), Mika Häkkinen (1993), Heikki Kovalainen (2007) and Kamui Kobayashi (2012).
- ▶ Michael and Ralf Schumacher both contested their 100th Grand Prix at Suzuka, Michael for Ferrari in 1997 and Ralf with Williams in 2002. Driving for Williams in 2010, Rubens Barrichello became the first driver in history to start 300 grands prix.
- ▶ George Russell, Antonio Giovinazzi, Alex Albon and Lando Norris all make their competitive Suzuka debut this weekend. Of the four, only Norris has prior experience of the circuit, having driven in FP1 last year. He completed 30 laps for McLaren, substituting for Stoffel Vandoorne.

# 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.



## DENNIS DEAN

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

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.



## TOM KRISTENSEN

### **NINE TIMES LE MANS WINNER, GERMAN F3 AND JAPANESE F3 CHAMPION (1991 AND 1993), WEC CHAMPION (2013) FIA DRIVERS' COMMISSION PRESIDENT, FIA WORLD MOTOR SPORT COUNCIL MEMBER**

Before retiring from competition in November 2014, Tom Kristensen's outstanding career saw him race in single-seaters, touring cars and test in Formula One. However, it is for his achievements in sportscars that he is correctly most lauded. The Dane is the most successful driver in the history of the Le Mans 24-Hour race having won the endurance event nine times. He also has a record six victories at the 12 Hours of Sebring to his name. In 2013 he also won the FIA World Endurance Championship title.



## NATIONAL STEWARD

## YASUHIRO YODONO

### **PERMANENT CHIEF STEWARD OF SUPER GT, SUPER FORMULA STEWARD,**

Yasuhiro Yodono is the president of Nichiman Sharyo Manufacturing Company. He has worked extensively for the Japan Automobile Federation (JAF), serving on a number of committees and occupying the chairman's seat in the JAF Electric & Solar Commission, JAF Speed Commission and the JAF steward group for Japanese Speed Championships. He is the permanent chief steward in Super GT, and has also been a steward in Super Formula. He was the national steward at last year's Japanese Grand Prix.



# 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 <sub>2</sub>	25 <sub>1</sub>	25 <sub>1</sub>	18 <sub>2</sub>	26 <sub>F 1</sub>	25 <sub>1</sub>	25 <sub>1</sub>	10 <sub>5</sub>	26 <sub>F 1</sub>	2	25 <sub>1</sub>	18 <sub>2</sub>	16 <sub>F 3</sub>	12 <sub>4</sub>	26 <sub>F 1</sub>						322
2	V. BOTTAS	26 <sub>F 1</sub>	18 <sub>2</sub>	18 <sub>2</sub>	25 <sub>1</sub>	18 <sub>2</sub>	15 <sub>3</sub>	13 <sub>F 4</sub>	18 <sub>2</sub>	15 <sub>3</sub>		4 <sub>8</sub>	15 <sub>3</sub>	18 <sub>2</sub>	10 <sub>5</sub>	18 <sub>2</sub>						249
3	C. LECLERC	10 <sub>5</sub>	16 <sub>F 3</sub>	10 <sub>5</sub>	11 <sub>F 5</sub>	10 <sub>5</sub>	NC	15 <sub>3</sub>	15 <sub>3</sub>	18 <sub>2</sub>	15 <sub>3</sub>	12 <sub>4</sub>	25 <sub>1</sub>	25 <sub>1</sub>	18 <sub>2</sub>	15 <sub>3</sub>						215
4	M. VERSTAPPEN	15 <sub>3</sub>	12 <sub>4</sub>	12 <sub>4</sub>	12 <sub>4</sub>	15 <sub>3</sub>	12 <sub>4</sub>	10 <sub>5</sub>	12 <sub>4</sub>	25 <sub>F 1</sub>	10 <sub>5</sub>	26 <sub>F 1</sub>	19 <sub>F 2</sub>	4 <sub>NC</sub>	15 <sub>8</sub>	12 <sub>4</sub>						212
5	S. VETTEL	12 <sub>4</sub>	10 <sub>5</sub>	15 <sub>3</sub>	15 <sub>3</sub>	12 <sub>4</sub>	18 <sub>2</sub>	18 <sub>2</sub>	11 <sub>F 5</sub>	12 <sub>4</sub>		18 <sub>2</sub>	15 <sub>3</sub>	13 <sub>F 4</sub>	25 <sub>13</sub>							194
6	P. GASLY		4 <sub>8</sub>	9 <sub>F 6</sub>		8 <sub>6</sub>	11 <sub>F 5</sub>	4 <sub>8</sub>	1 <sub>10</sub>	6 <sub>7</sub>	12 <sub>4</sub>		8 <sub>6</sub>	2 <sub>9</sub>		4 <sub>11</sub>						69
7	C. SAINZ				6 <sub>7</sub>	4 <sub>8</sub>	8 <sub>6</sub>		8 <sub>11</sub>	4 <sub>6</sub>	8 <sub>8</sub>	10 <sub>5</sub>	10 <sub>5</sub>			8 <sub>NC</sub>						66
8	A. ALBON		2 <sub>9</sub>	1 <sub>10</sub>			4 <sub>8</sub>					8 <sub>6</sub>	1 <sub>10</sub>	10 <sub>5</sub>	8 <sub>6</sub>	8 <sub>6</sub>	10 <sub>5</sub>					52
9	L. NORRIS		8 <sub>6</sub>		4 <sub>8</sub>				2 <sub>9</sub>	8 <sub>6</sub>			2 <sub>9</sub>		1 <sub>10</sub>	6 <sub>7</sub>	4 <sub>8</sub>					35
10	D. RICCIARDO			6 <sub>7</sub>			2 <sub>9</sub>	8 <sub>6</sub>			6 <sub>7</sub>			12 <sub>4</sub>								34
11	N. HÜLKENBERG	6 <sub>7</sub>						6 <sub>7</sub>	4 <sub>8</sub>		1 <sub>10</sub>		4 <sub>8</sub>	10 <sub>5</sub>	2 <sub>9</sub>	1 <sub>10</sub>						34
12	D. KVYAT	1 <sub>10</sub>				2 <sub>9</sub>	6 <sub>7</sub>	1 <sub>10</sub>			2 <sub>9</sub>	15 <sub>3</sub>		6 <sub>7</sub>								33
13	S. PÉREZ		1 <sub>10</sub>	4 <sub>8</sub>	8 <sub>6</sub>								8 <sub>6</sub>	6 <sub>7</sub>		6 <sub>7</sub>						33
14	K. RÄIKÖNEN	4 <sub>8</sub>	6 <sub>7</sub>	2 <sub>9</sub>	1 <sub>10</sub>				6 <sub>7</sub>	2 <sub>9</sub>	4 <sub>8</sub>		6 <sub>7</sub>									31
15	K. MAGNUSSEN	8 <sub>6</sub>				6 <sub>7</sub>						4 <sub>8</sub>										20
16	L. STROLL	2 <sub>9</sub>			2 <sub>9</sub>			2 <sub>9</sub>				12 <sub>4</sub>		1 <sub>10</sub>								19
17	R. GROSJEAN					1 <sub>10</sub>	1 <sub>10</sub>					6 <sub>7</sub>										8
18	A. GIOVINAZZI									1 <sub>10</sub>				2 <sub>9</sub>	1 <sub>10</sub>							4
19	R. KUBICA										1 <sub>10</sub>											1
20	G. RUSSELL																					0

F = POINT FOR FASTEST LAP



# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 1400

## FRIDAY

**Practice session 1** 1000-1130

**Press conference** 1200

**Practice session 2** 1400-1530

## SATURDAY

**Practice session 3** 1200-1300

**Qualifying** 1500-1600

Followed by track interviews, press conference and parc fermé interviews

## SUNDAY

**Drivers' Parade** 1230

**Race** 1410

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 in the paddock, opposite FIA hospitality.

### 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.

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## FIA COMMUNICATIONS DEPARTMENT

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