



Race Preview

2019 SPANISH GRAND PRIX

10 – 12 May 2019

Round Five of the 2019 FIA Formula One World Championship heads to one of its most regularly visited venues, with teams and drivers assembling at the Circuit de Barcelona-Catalunya, home of the Spanish Grand Prix.

The circuit, in the hills above Barcelona, is a favoured F1 testing venue because it challenges every part of car design. The track configuration tests front and rear grip, across long and short corners, with a range of cornering speeds from the very fast Turn Three, all the way through to the low-speed final chicane. It features a long straight, rapid changes of direction and requires good braking performance. While resurfacing in 2018 means Catalunya isn't quite the abrasive track of old, Pirelli will still bring their hardest compounds to Spain to cope with the high-energy demands of the circuit.

Ten weeks on from winter testing, warmer temperatures on the Mediterranean coast will create circuit characteristics quite different to those experienced when teams conducted their pre-season programmes at the end of February. The cars also have moved on from their launch specifications and, for many teams, this race is circled as the date at which they bring their first major update of the year. Taken together, these factors suggest the form guide from testing cannot be relied upon to provide a clear indication of pace going into the Spanish Grand Prix.

The championship tables, however, provide a clearer picture. Mercedes duo Valtteri Bottas and Lewis Hamilton, with two wins each, have already pulled away from the chasing pack, with Bottas a point clear of his five-time World Champion team-mate. In the Constructors' Championship, the near-perfect start for Mercedes, missing out only on three of the four points on offer for fastest laps, gives them an enormous advantage over rivals Ferrari and Red Bull Racing – albeit with the caveat that performance gaps on track are much smaller than the points tables would suggest.



CIRCUIT DE BARCELONA-CATALUNYA

Length of lap:

4.655km

Lap record:

1:18.441 (Daniel Ricciardo, Red Bull Racing, 2018)

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

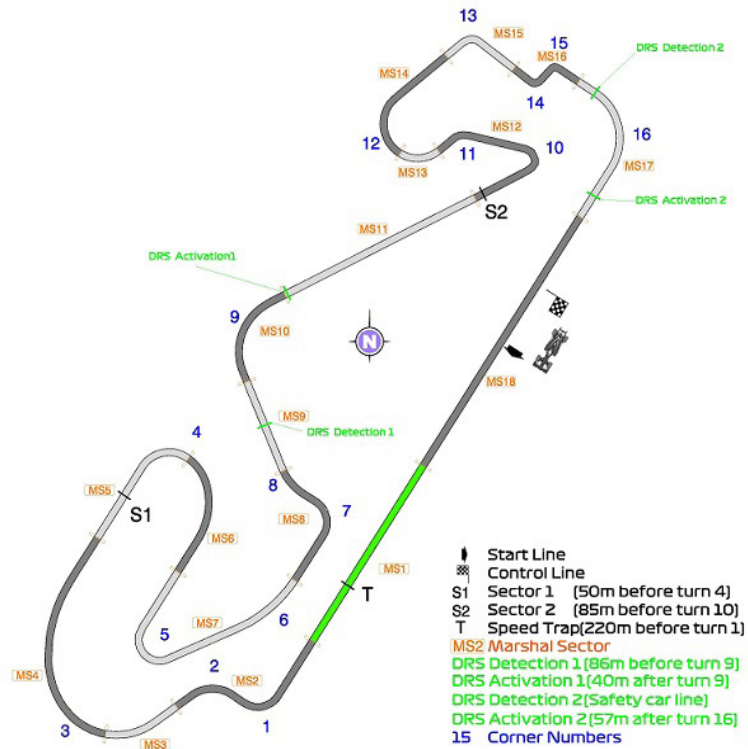
- ▶ The kerbs on the apex of Turns 5 and 7 have been lowered and new concrete verges installed behind them. Additional kerb elements have been installed behind the initial kerbs.
- ▶ The grass verge on the drivers' left between the exit kerbs of turns 15 and 16 has been replaced by concrete.

Note:

These changes were implemented before pre-season testing

DRS ZONE

- ▶ Two DRS zones will be in use. The first has a detection point 86m before Turn 9 and an activation point 40m after. The second detection point is at the Safety Car line, with activation 57m after Turn 16.



Circuit Centreline Length = 4.655km

FAST FACTS

- ▶ This is the 49th World Championship Spanish Grand Prix, and the 29th to be held at the Circuit de Barcelona-Catalunya in an unbroken run stretching back to 1991. The race has previously been held in Barcelona on the Pedralbes (1951, 1954) and Montjuïc (1969, 1971, 1973, 1975) street circuits, at Madrid's Circuito del Jarama (1968, 1970, 1972, 1974, 1976-1979, 1981), and the Circuito de Jerez-Ángel Nieto (1986-1990).
- ▶ Michael Schumacher is the most successful driver at the Spanish Grand Prix with six victories beginning in 1995 with Benetton, followed by five victories for Ferrari (1996, 2001, 2002, 2003, 2004). Of the current grid, only Lewis Hamilton (2014, 2017, 2018) and Kimi Räikkönen (2005, 2008) are repeat winners. The other victors in the field are Sebastian Vettel (2011) and Max Verstappen (2016).
- ▶ With 12 victories, Ferrari are the most successful team, both at the Spanish Grand Prix overall, and at the Circuit de Barcelona-Catalunya specifically, where they have eight. McLaren have eight victories overall but only four at this venue, while Williams have six of their seven Spanish Grand Prix wins here.
- ▶ Max Verstappen's 2016 victory was his first in F1. Driving his maiden race for Red Bull Racing, the Dutchman became the youngest grand prix winner at the age of 18 years, 228 days. Verstappen had been elevated to the senior Red Bull team at the expense of Daniil Kvyat, the Russian taking Verstappen's place at Toro Rosso. Kvyat would take the fastest lap of that race – which was also Toro Rosso's first (and, to date, only) fastest lap in Formula One.
- ▶ Verstappen is one of four drivers to take a debut victory in Spain. Niki Lauda took his debut victory at Jarama in 1974, while Jochen Mass (1975 – Montjuïc) and Pastor Maldonado (2012 – Catalunya) recorded their only F1 victories in Spain.
- ▶ Pole position has been hugely influential at the Circuit de Barcelona-Catalunya. Twenty-one of the 28 races held here have been won from pole. Of the rest, the race has never been won from lower than fifth on the grid, a feat achieved by Fernando Alonso for Ferrari in 2013.
- ▶ At the 1986 Spanish Grand Prix in Jerez, Ayrton Senna gave Team Lotus its 100th pole position. Despite last racing 25 years ago, the seven-time Constructors' Champions are still fourth on the all-time list of pole positions with 107.
- ▶ The four drivers making their Spanish Grand Prix debut this weekend all have race experience at the circuit. Alex Albon won the 2016 GP3 sprint race, and was second in 2018's F2 sprint race. Lando Norris finished third in both 2018 F2 races, with George Russell winning the feature. Antonio Giovinazzi is the only one of the four without a podium here. His 2016 GP2 appearance ended with 18th in the feature and a sprint race DNF.
- ▶ Since their first full season in 1978, this is only the third time that the Williams teams have yet to put a point on the board after the first four races of the season. This also happened in 2011 and 2013. At the other end of the scale, consecutive top ten finishes Kimi Räikkönen makes this the first time since 2008 that Alfa Romeo/Sauber/BMW Sauber have scored points at each of the first four races of the year.

RACE STEWARDS BIOGRAPHIES

GARRY CONNELLY

**DIRECTOR, GLOBAL INSTITUTE FOR MOTOR SPORT SAFETY;
DIRECTOR, AUSTRALIAN INSTITUTE OF MOTOR SPORT
SAFETY; F1 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.



ENZO SPANO

**PRESIDENT OF THE SPORTING COMMISSION OF THE
AUTOMOBILE AND TOURING CLUB OF VENEZUELA**

Italian-born Vincenzo Spano grew up in Venezuela, where he went on to study at the Universidad Central de Venezuela, becoming an attorney-at-law. Spano has wide-ranging experience in motor sport, from national to international level. He has worked for the Touring y Automóvil Club de Venezuela since 1991, and served as President of the Sporting Commission since 2001. He was president for two terms and now sits as a member of the Board of the Nacam-FIA zone. Since 1995 Spano has been a licenced steward and obtained his FIA steward superlicence in 2003. Spano has been involved with the FIA and FIA Institute in various roles since 2001: as a member of the World Motor Sport Council, the FIA Committee, and the executive committee of the former FIA Institute.



DANNY SULLIVAN

**FORMER F1 DRIVER, INDIANAPOLIS 500 WINNER AND CART
CHAMPION**

US racer Danny Sullivan made his F1 debut with Tyrrell at the 1983 Brazilian Grand Prix. He raced just one season in F1, scoring a best result of fifth in Monaco. In 1984, Sullivan returned to the US where he resumed a successful Indy Car career. He is perhaps best known for his 'spin and win' victory at the 1985 Indianapolis 500, where he passed leader Mario Andretti, survived a 360 degree spin, and then caught and re-passed Andretti to claim the Borg-Warner Trophy. He won the Indy Car World Series title in 1988. After 17 victories from 170 Indy Car starts he drew a line under his open-wheel career in 1995. He finished third in the Le Mans 24 Hours in a Dauer Porsche 962 in 1994. He made four starts at Le Mans, the most recent being 2004.



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	V. BOTTAS	26 F 1	18 2	18 2	25 1																		87
2	L. HAMILTON	18 2	25 1	25 1	18 2																		86
3	S. VETTEL	12 4	10 5	15 3	15 3																		52
4	M. VERSTAPPEN	15 3	12 4	12 4	12 4																		51
5	C. LECLERC	10 5	16 F 3	10 5	11 F 5																		47
6	S. PÉREZ		1 13	4 10	8 8																		13
7	P. GASLY		4 11	9 F 6	NC																		13
8	K. RÄIKKÖNEN	4 8	6 7	2 9	1 10																		13
9	L. NORRIS		8 12		4 18																		12
10	K. MAGNUSSEN	8 6		13 13	13 13																		8
11	N. HÜLKENBERG	6 7		17 NC	14 14																		6
12	C. SAINZ		NC 19		6 14																		6
13	D. RICCIARDO		NC 18		6 7																		6
14	L. STROLL	2 9		14 12	2 9																		4
15	A. ALBON		2 14	1 9																			3
16	D. KVYAT	1 10		12 NC	NC NC																		1
17	A. GIOVINAZZI		15 11		15 12																		0
18	R. GROSJEAN		NC NC		11 NC																		0
19	G. RUSSELL		16 15		16 15																		0
20	R. KUBICA		17 16		17 16																		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 track interviews, press conference

SUNDAY

Drivers' Parade 1330

Race 1510

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 between the media centre and paddock.

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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