



Race Preview

BELGIAN GRAND PRIX

28- 30 August

After a weekend off, The FIA Formula One World Championship begins its third triple-header of 2020, heading to Spa-Francorchamps for Round Seven, the Belgian Grand Prix.

Spa has more outstanding features than many race tracks and its characteristics lead to some interesting set-up decisions. The two long, full-throttle sections of the first and third sectors push teams to reduce drag – but the longer, intricate middle sector, in which much of the lap-time is made or lost, makes for a complicated choice of downforce levels: too high and the car cannot attack or defend on the long straights; too low and too much time is lost in the middle of the lap. It's a conundrum that often sees teams reach different conclusions – which makes for an interesting grand prix.

Prompted by a 2019 race in which no driver used the C1 tyre, and seven of the ten points-scoring cars ran a one-stop strategy, Pirelli have chosen to come down a compound for 2020, with the C2, C3 and C4 available this weekend.

Another potential factor this weekend is the use of fresh engines. The announcement of an extended calendar earlier this week takes the projected number of races for 2020 up to 17 and thus, above the threshold that allows competitors to use a third ICE, TC and MGU-H. Spa has traditionally been at race at which teams install a new power unit, and so this weekend may see a slight shift in the pecking order, particularly in the ultra-tight midfield.

Lewis Hamilton continues to enjoy a commanding lead at the top of the Drivers' Championship table with 132 points, 37 ahead of Red Bull's Max Verstappen, who has 95. Five consecutive podium finishes promoted the Dutchman ahead of Hamilton's Mercedes team-mate, Valtteri Bottas, who sits third on 89 points.

Mercedes, with 221 points, have a healthy lead in the Constructors' Championship and are now 86 points ahead of nearest rivals Red Bull Racing. The battle behind them for third is compelling: Racing Point have 63 points, one ahead of McLaren and two ahead of Ferrari.



CIRCUIT DE SPA-FRANCORCHAMPS

Length of lap:

7.004km

Lap record:

1:46.286 (Valtteri Bottas, Mercedes, 2018)

Start line/finish line offset:

0.124km

Total number of race laps: 44**Total race distance:**

308.052km

Pitlane speed limits:

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

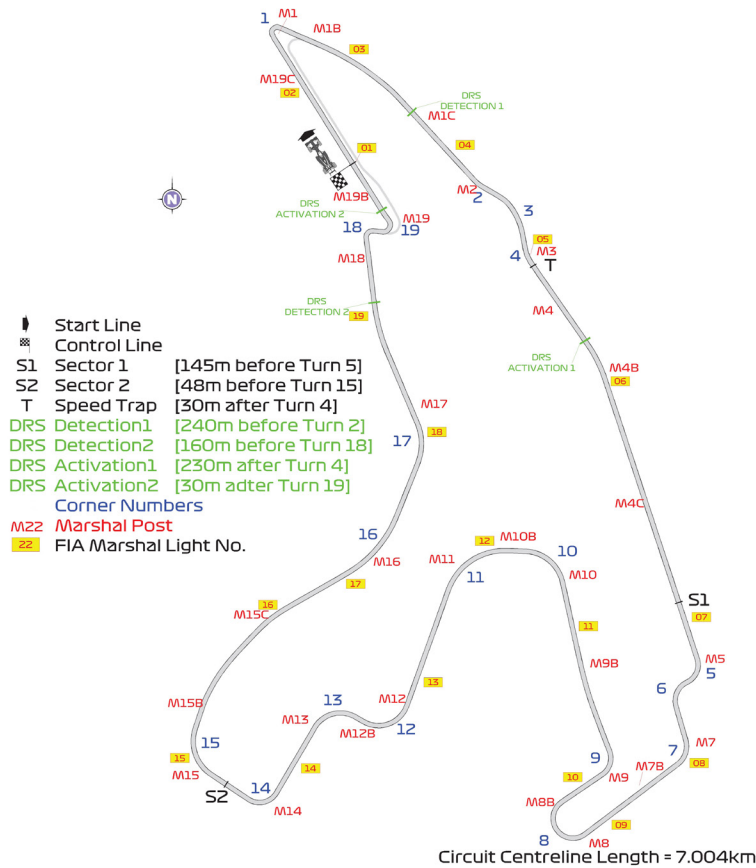
CIRCUIT NOTES

- ▶ The length of the wall on the right hand side at the exit of Turn 1 (Endurance Pit Entry) has been extended.
- ▶ An additional kerb has been added inside the existing kerb at Turn 2.
- ▶ The four-row tyre barrier at the exit of Turn 4 has been extended.
- ▶ All of the artificial grass around the track has been removed.

DRS ZONE

- ▶ There will be two DRS zones at Spa-Francorchamps. The detection point of the first is located 240m before Turn 2, with the activation point 230m after Turn 4. The second zone has a detection point 160m before Turn 18 and an activation point 30m after Turn 19.

Circuit Map



FAST FACTS

- ▶ This is the 65th FIA Formula One World Championship Belgian Grand Prix. The race is one of the originals from the 1950 season and has only been absent from the schedule on six occasions: 1957, 1959, 1969, 1971, 2003 and 2006.
- ▶ The majority of races have been held at the Circuit de Spa-Francorchamps, which is hosting the race for the 53rd time this year. The Belgian Grand Prix went to Zolder in 1973 and then 1975-82 and 1984. It was held at Nivelles in 1972 and 1974.
- ▶ Michael Schumacher is the most successful driver at the Belgian Grand Prix with six victories, one clear of Ayrton Senna. Schumacher won the race for Benetton in 1992 and 1995, then for Ferrari in 1996, 1997, 2001 and 2002.
- ▶ A quarter of the current field are Belgian Grand Prix winners. Kimi Räikkönen leads the way with four victories, winning for McLaren in 2004 and 2005, then for Ferrari in 2007 and 2009. Lewis Hamilton and Sebastian Vettel each have three wins. Hamilton won for McLaren in 2010 and Mercedes in 2015 and 2017; Vettel won for Red Bull in 2011 and 2013 and Ferrari in 2018. Daniel Ricciardo won for Red Bull in 2014 and Charles Leclerc took his debut Formula 1 victory last year, for Ferrari.
- ▶ Leclerc is one of six drivers to take a first victory at the Belgian Grand Prix. The others are Peter Collins (1956), Jim Clark (1962), Gunnar Nilsson (1977), Didier Pironi (1980) and Michael Schumacher (1992). The three teams to also experience a maiden victory at the Belgian Grand Prix are Eagle (1967), McLaren (1968) and Jordan (1998).
- ▶ Nicholas Latifi, 2020's only F1 rookie, is an experienced campaigner at Spa, having raced here in British and European Formula 3, the Porsche Carrera Cup GB, Formula Renault 3.5, GP2 and FIA Formula 2. His best result at Spa is victory in the 2018 Formula 2 sprint race. Last year he drove at Spa in FP1 for Williams, completing 24 laps.
- ▶ Ferrari are the leading constructor in Belgium with 18 victories, four ahead of McLaren on 14. The gap is narrower at Spa where Ferrari lead McLaren 14-12. These statistics include the famous 2008 wet race in which McLaren's Lewis Hamilton was demoted from victory following a post-race 25-second penalty. The win was awarded to Ferrari's Felipe Massa.
- ▶ With five, Hamilton has the most pole positions of any driver at the Belgian Grand Prix. The Briton was on pole for McLaren in 2008 and for Mercedes in 2013, 2015, 2017 and 2018, beating the record previously shared by Senna and Juan Manuel Fangio. From the rest of the field, Räikkönen (2007), Vettel (2011) and Leclerc (2019) have a pole each. Despite his dominance in the event, Schumacher only recorded one Belgian Grand Prix pole, starting from P1 for Ferrari in 2002.
- ▶ While Spa is considered one of the most straightforward circuits on which to overtake, the race has only produced two winners from behind the front row since the circuit was reconfigured for the 2007 grand prix. They are Räikkönen, who won from P6 in 2009 and Ricciardo, who won from P5 in 2014. Spa has witnessed 19 victories from pole position, including four of the last five races.

RACE STEWARDS BIOGRAPHIES

GARRY CONNELLY

**CHAIRMAN, AUSTRALIAN INSTITUTE OF MOTOR SPORT SAFETY;
F1 STEWARD; FIA WORLD MOTOR SPORT COUNCIL MEMBER, FIA
SCIENTIFIC ADVISORY COMMITTEE MEMBER**

Garry Connelly's motor sport career began in the late 1960s. 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 Chairman of the Australian Institute of Motor Sport Safety and director of the Australian Road Safety Foundation. He is a member of the FIA World Motor Sport Council, a member of the FIA Scientific Advisory Committee and FIA Environmental Delegate.



WALTER JOBST

**NATIONAL CIRCUIT RACING COMMISSION MEMBER, FIA TRUCK RACING
COMMISSION MEMBER, AUSTRIAN GP NATIONAL STEWARD**

Walter Jobst has been active in motorsport since 1973. In the '70s and '80s he was involved in rally and circuit racing and worked as an organiser of a variety of motorsport events. In 1979 he passed his exams before Austria's ASN to become the youngest steward at that time. He has been a member of the national sporting body since 1985 and since 1993 has acted as chairman of the Commission for Circuit Racing and Drift. He is a member of the National Court of Appeal and the Circuit Racing Committee. Since 1996 he has served as National Steward for all F1 races in Austria. He has also been active in FIA Formula 2, Formula 3 and numerous other series. He has also been a member of the FIA Truck Racing Commission since 2012.



JOHNNY HERBERT

**FORMULA 1 RACE WINNER, LE MANS 24-HOURS WINNER, BRITISH F3
CHAMPION, ELMS CHAMPION, ALMS RACE WINNER**

Following a long hiatus, Johnny Herbert returns to the role of driver steward this weekend. After winning the British F3 title and recovering from a serious crash in F3000, the Englishman entered Formula 1 with Benetton in 1989, finishing fourth in his first race. A 12-season career in F1 followed, in which he drove for Tyrrell, Lotus, Ligier, Benetton again, Sauber, Stewart and, finally, Jaguar. He won the British and Italian Grands Prix for Benetton in 1994 and the European Grand Prix for Stewart in 1999. Away from single-seaters, Herbert excelled in sportscars, winning the Le Mans 24-Hours with Mazda in 1991, adding an ELMS LMP1 title for Audi in 2004 and taking numerous victories in ALMS, including the 2002 Sebring 12-hours. Herbert is a familiar figure in the F1 paddock, working as a broadcaster.



NATIONAL STEWARD

YVES BACQUELAINE

**MEMBER OF FIA TOURING CAR AND HISTORIC CAR COMMISSIONS,
PERMANENT INTERNATIONAL WEC STEWARD**

A qualified lawyer, Yves Bacquelaine joined the RACB (Royal Automobile Club of Belgium) Stewards' Commission in 1983, he became a board member in 1988, and President of RACB Sport Federation in 2002. He's a member of the FIA Touring Car Commission, the FIA Historic Car Commission, the FIA Rally Commission and a deputy member of the World Motor Sport Committee. He is President of the Belgian Stewards' Commission, and is an International Steward in ETCC, WTCR and TCR Europe, a Permanent International Steward for WEC and ELMS, an International Steward and FIA Observer in Historic Rally and International Steward in F1, F2 and F3.



2020 FIA Formula One World Championship*

DRIVERS' CHAMPIONSHIP STANDINGS

		AUSTRIA	STYRIA	HUNGARY	GREAT BRITAIN	70 TH ANNIV.	SPAIN	BELGIUM	ITALY	TUSCANY	RUSSIA	EIFEL	PORTUGAL	E.-ROMAGNA	TURKEY	BAHRAIN	SAKHIR	ABU DHABI		POINTS
1	L. HAMILTON	12 4	25 1	26 F 1	25 1	19 F 2	25 1													132
2	M. VERSTAPPEN	NC	15 3	18 2	19 F 2	25 1	18 2													95
3	V. BOTTAS	25 1	18 2	15 3		15 3	16 F 3													89
4	C. LECLERC	18 2	NC	11	15 3	12 4	NC													45
5	L. STROLL	NC	6 7	12 4	2 9	8 6	12 4													40
6	A. ALBON	13	12 4	10 5	4 8	10 5	4 8													40
7	L. NORRIS	16 F 3	10 5		10 5	2 9	1 10													39
8	S. PÉREZ	8 6	8 6	6 7	-	-	10 5													32
9	C. SAINZ	10 5	3 F 9	2 9			8 6													23
10	D. RICCIARDO	NC	4 8	4 8	12 4															20
11	S. VETTEL	1 10	NC	8 6	1 10		6 7													16
12	E. OCON	4 8	NC	14	8 6	4 8	13													16
13	P. GASLY	6 7	15	NC	6 7		2 9													14
14	N. HÜLKENBERG				DNS	6 7	-													6
15	A. GIOVINAZZI	2 9	14	17	14	17	16													2
16	D. KVYAT	12	1 10	12	NC	1 10	12													2
17	K. MAGNUSSEN	NC	12	1 10	NC	NC	15													1
18	K. RÄIKÖNEN	NC	11	15	17	15	14													0
19	N. LATIFI	11	17	19	15	19	18													0
20	G. RUSSELL	NC	16	18	12	18	17													0
21	R. GROSJEAN	NC	13	16	16	16	19													0

* AS CURRENTLY SCHEDULED

F = POINT FOR FASTEST LAP

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CONSTRUCTORS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	STYRIA	HUNGARY	GREAT BRITAIN	70 TH ANNIV.	SPAIN	BELGIUM	ITALY	TUSCANY	RUSSIA	EIFEL	PORTUGAL	E.-ROMAGNA	TURKEY	BAHRAIN	SAKHIR	ABU DHABI	POINTS	
1 MERCEDES AMG PETRONAS MOTORSPORT	37 1 4	43 1 2	41 F 1 3	25 1 11	34 F 2 3	41 1 F 3													221
2 ASTON MARTIN RED BULL RACING		27 13 NC	28 3 4	23 F 2 8	35 1 5	22 2 8													135
3 BWT RACING POINT F1 TEAM	8 6 NC	-1 6 7	18 4 7	2 9 DNS	14 6 7	22 4 5													63*
4 McLAREN F1 TEAM	26 F 3 5	13 5 F 9	2 9 13	10 5 13	2 9 13	9 6 10													62
5 SCUDERIA FERRARI	19 2 10	NC NC	8 6 11	16 3 10	12 4 12	6 7 NC													61
6 RENAULT DP WORLD F1 TEAM	4 8 NC	4 8 NC	4 8 14	20 4 6	4 8 14	11 13													36
7 SCUDERIA ALPHATAURI HONDA	6 7 12	1 10 15	12 NC	6 7 NC	1 10 11	2 9 12													16
8 ALFA ROMEO RACING ORLEN	2 9 NC	11 14	15 17	14 17	15 17	14 16													2
9 HAAS F1 TEAM	NC NC	12 13	1 16	16 NC	16 NC	15 19													1
10 WILLIAMS RACING	11 NC	17 17	18 19	12 15	18 19	17 18													0

* FOLLOWING THE PENALTY OF 15 CONSTRUCTORS' CHAMPIONSHIP POINTS IMPOSED BY SPECIAL PANEL OF STEWARDS (DECISION DOCUMENT 4, 7). SUBJECT TO APPEALS LODGED WITH ICA.

** AS CURRENTLY SCHEDULED

F = POINT FOR FASTEST LAP

FORMULA 1 TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 1400-1715

FRIDAY

Practice session 1 1100-1230

Press conference 1300-1400

Practice session 2 1500-1630

SATURDAY

Practice session 3 1200-1300

Qualifying 1500-1600

SUNDAY

Race 1510-1710

FIA COMMUNICATIONS DEPARTMENT

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