



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

# Race Preview

## 2013 UNITED STATES GRAND PRIX

15-17 November 2013



For the penultimate race of the 2013 season, Formula One makes it way to Texas and Austin's Circuit of the Americas, the second time the sport has visited the 5.513km track.

Immediately popular with most F1 drivers on its inauguration last year, the counter-clockwise circuit is an intriguing blend of corner types, with sections modelled on famous stretches of some of the world's most celebrated grand prix tracks.

The first sector in particular was singled out for praise by many drivers due to the challenge presented by its first corner, approached up a steep hill and featuring a blind apex, and because of the rapid changes of direction through turns four to six, said to resemble the Maggots-Becketts complex at Silverstone.

Sector two contains a long straight ending in a good overtaking opportunity at Turn 12, while the final sector is a more technical stretch similar in style to Hockenheim's stadium section and the tricky Turn 19, a downhill medium-speed left-hander which many branded the toughest corner on the track to get right.

Last year's race was notable for high track evolution over the weekend and cold weather that made getting tyres up to optimum working temperature difficult.

With Sebastian Vettel and his Red Bull Racing team untouchable in the Drivers' and Constructors' Championships attention turns to the runners-up spots, particularly in the teams' competition. There, Mercedes, on 334 points, have an 11-point lead over Ferrari. However, the momentum is marginally with the Silvers Arrows, who have scored 67 points over the last four races compared with the Prancing Horse's 49.

In the driver's battle, with third-placed Kimi Raikkonen of Lotus set to miss the final two rounds of the season, second-placed Fernando Alonso of Ferrari looks certain to claim the runners-up spot.

### CIRCUIT DATA

#### CIRCUIT OF THE AMERICAS

Length of lap:

5.513km

Lap record:

1:39.347 (Sebastian Vettel, Red Bull Racing, 2012)

Start line/finish line offset:

0.323km

Total number of race laps:

56

Total race distance:

308.405km

Pitlane speed limits:

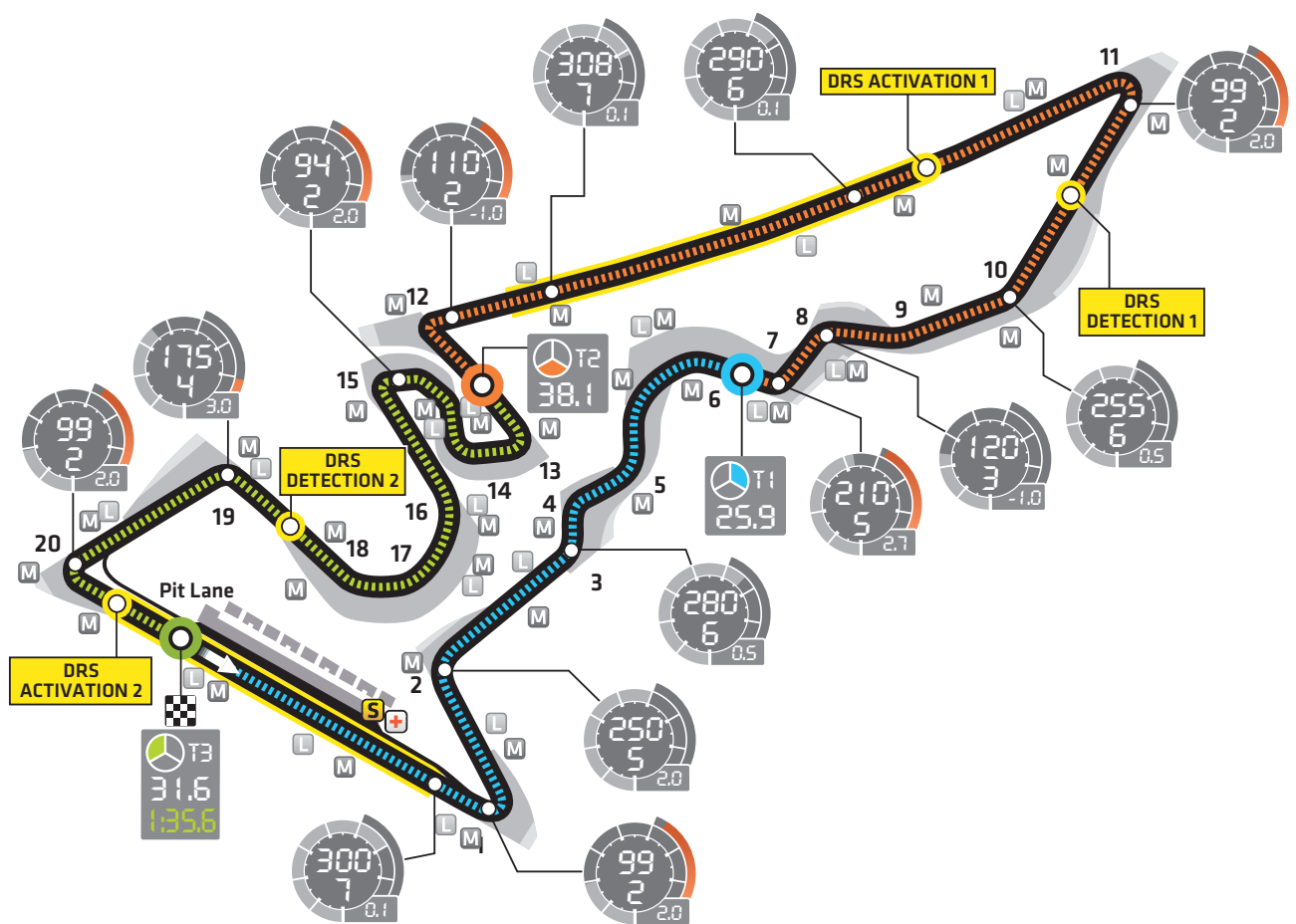
80km/h throughout the weekend.

### CHANGES TO THE CIRCUIT SINCE 2012

- Removable kerbs, 50mm high, similar to those used at the apex of Turns Eight and Nine in Abu Dhabi, have been installed at the apex of Turns Three, Four and Five. Similar kerbs, 75mm high, have been placed at the apex of Turns Seven and Nine.

### DRS ZONES

- There will be two DRS zones at COTA. The detection point of the first will be 150 metres after Turn 10, with the activation point 320m after Turn 11. The second zone's detection point will be 65m after Turn 18, with the activation point 80m after Turn 20, just before the start/finish line.



Speed Kmh	Braking	Timing Sector	● Sector 1	■ Circuit	➡ Start	🏁 Finish
Gear	Lateral G-force	Sector Time	● Sector 2	⚠ Safety Car	⚕ Medical Car	🏠 Marshals
		Lap Time	● Sector 3	Ⓛ Light Panels	■ Run-off Areas	■ Gravel Traps

## United States GP Fast Facts

- Including Austin, Formula One has staged races at 10 different venues in the United States. Indianapolis Motor Speedway kicked things off with races from 1950-1960 and then staged the US GP again from 2000-2007. Following Indianapolis' first stint, F1 World Championship races have also been held at Sebring (1959), Riverside (1960), Watkins Glen (1961-'80), Long Beach (1976-'83), Las Vegas (1981-'82), Detroit (1982-'88), Dallas (1984) and Phoenix (1989-'91).
- Alan Jones is the only driver to win at more than two US venues. The Australian racer took his first victory on American soil at the 1980 US Grand Prix at Watkins Glen and the following year he won races at Long Beach and Las Vegas. All three triumphs were achieved at the wheel of Williams cars.
- Lewis Hamilton is the only current driver to have won at more than one US circuit. The Briton took his second grand prix victory at the 2007 race in Indianapolis and landed his 21st win at last year's inaugural Austin event. On both occasions he was driving for McLaren.
- Michael Schumacher is the most successful Formula One driver at races designated as the United States Grand Prix. The seven-time champion won five times at the Indianapolis Motor Speedway, in 2000 and from 2003-'06. The German's 2005 win was notoriously scored at the grand prix with the fewest starters in F1 history. Just six cars raced the '05 event after questions over tyre safety caused the withdrawal of 14 cars.
- Next on the list of biggest winners are Jim Clark and Graham Hill, with three wins each. The pair dominated the US Grand Prix at Watkins Glen for a six-year spell in the 1960s, with Clark winning in 1962 and then claiming back-to-back victories in 1966-'67. Hill, meanwhile, rattled off a hat-trick of wins from 1963-'65.
- Ayrton Senna is the most successful driver at multiple US venues. The three-time Formula One champion took two United States Grand Prix wins in 1990 and 1991 in Phoenix. He also won the Detroit Grand Prix three times from 1986-'88.
- Though California's Alexander Rossi will take part in this weekend's first practice session, the last US driver to start a home grand prix was Scott Speed in 2007. Driving for Toro Rosso, he started 20th and finished 13th at Indianapolis. Speed made his GP weekend debut with Red Bull Racing at the Canadian Grand Prix in 2005 in a practice session and made his race debut for Toro Rosso the following year in the opening round in Bahrain. He made 29 more starts for Toro Rosso before losing his race seat after the 2007 European Grand Prix at the Nurburgring. His replacement? None other than four-time champion elect Sebastian Vettel.
- If Vettel wins this weekend, he will take the outright record for most consecutive wins in a single season. Vettel currently has seven wins in a row to his credit.

# United States GP Championship Standings (Drivers)

[illegible]

# United States GP Championship Standings (Constructors)

[illegible]

# United States GP

## Formula One Timetable & FIA Media Schedule

### THURSDAY

Press conference 11.00

### FRIDAY

Practice session 1 09.00-10.30

Practice session 2 13.00-14.30

Press conference 15.00

### SATURDAY

Practice session 3 09.00-10.00

Qualifying 12.00-13.00

Followed by unilateral and press conference

### SUNDAY

Drivers' Parade 11.30

Race 13.00

Followed by podium interviews and press conference

### ADDITIONAL MEDIA OPPORTUNITIES

#### QUALIFYING

All drivers eliminated in Q1 or Q2 are available for media interviews immediately after the end of each session, as are drivers who participated in Q3, but who are not required for the post-qualifying press conference. The location of the TV pen interview area will be near the media centre entrance.

#### RACE

Any driver retiring before the end of the race is available at the team's garage/hospitality. 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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