



# Race Preview

## 2016 UNITED STATES GRAND PRIX

21-23 October 2016

Formula One heads west this week, to the Circuit of the Americas in Austin, Texas for Round 18 of the 2016 F1 World Championship, the United States Grand Prix.

COTA has swiftly developed a reputation as one of F1's most exciting venues. It features elevation changes, blind and off-camber corners, high-speed changes of direction and, perhaps most pertinently, multiple lines into several good overtaking spots. The circuit is tough on tyres, tough on brakes and requires a medium-high level of downforce. The run from Turn Three to Turn Nine is a sequence of fast corners reminiscent of Silverstone's Maggots-Becketts-Chapel complex or the Esses at Suzuka, whereas the second half of the lap is more technical, starting at the 75km/h hairpin Turn 11, and continuing with a sequence of slow corners not unlike Hockenheim's stadium section at the end of the lap.

After last year's extreme weather, the forecast for this weekend is set fair. An interesting problem for teams is that they have very little data from 2015, given the lack of dry running at last year's event. Lap records are, however, expected to tumble this week, particularly because the Supersoft tyre makes its COTA debut. The previous four races at this circuit have used the Hard, Medium and Soft compounds only.

Mercedes became Constructors' Champions-elect at the last round, moving into an unassailable lead in the Championship, while Red Bull pulled out a few more points over Ferrari in the race for second, now leading their rival by 50 points. The most intense Constructors' Championship battle remains that between Force India and Williams, with the former stretching its advantage to 10 points at the last round in Japan.

In the Drivers' Championship Nico Rosberg extended his lead to a statistically-significant 33 points. That takes the title out of Lewis Hamilton's hands: even were the reigning Champion to win the final four events of 2016, Rosberg would still have the possibility of beating him to the crown.



### 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 in practice, qualifying, and the race

### CIRCUIT NOTES

- ▶ The track surface has been ground to remove the bumps in various places between Turns 10 and 12.
- ▶ A new double kerb has been installed on the exit of Turn 19.

### DRS ZONE

- ▶ There will be two DRS zones at COTA. The detection point of the first will be 150m 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, on the start/finish straight.

<b>ROUND 18</b>	<b>UNITED STATES GRAND PRIX</b>	<b>START TIME</b>	14:00 Local - 19:00 GMT
<b>RACE DATE:</b>	23 OCT 2016	<b>CIRCUIT LENGTH:</b>	5.513KM
<b>CIRCUIT NAME:</b>	CIRCUIT OF THE AMERICAS	<b>RACE DISTANCE:</b>	308.405KM
<b>NUMBER OF LAPS:</b>	56	<b>LAP RECORD:</b>	1:39.347 - S Vettel [2012]

**KEY**

Speed Kmh  
Braking 105 2 Gear

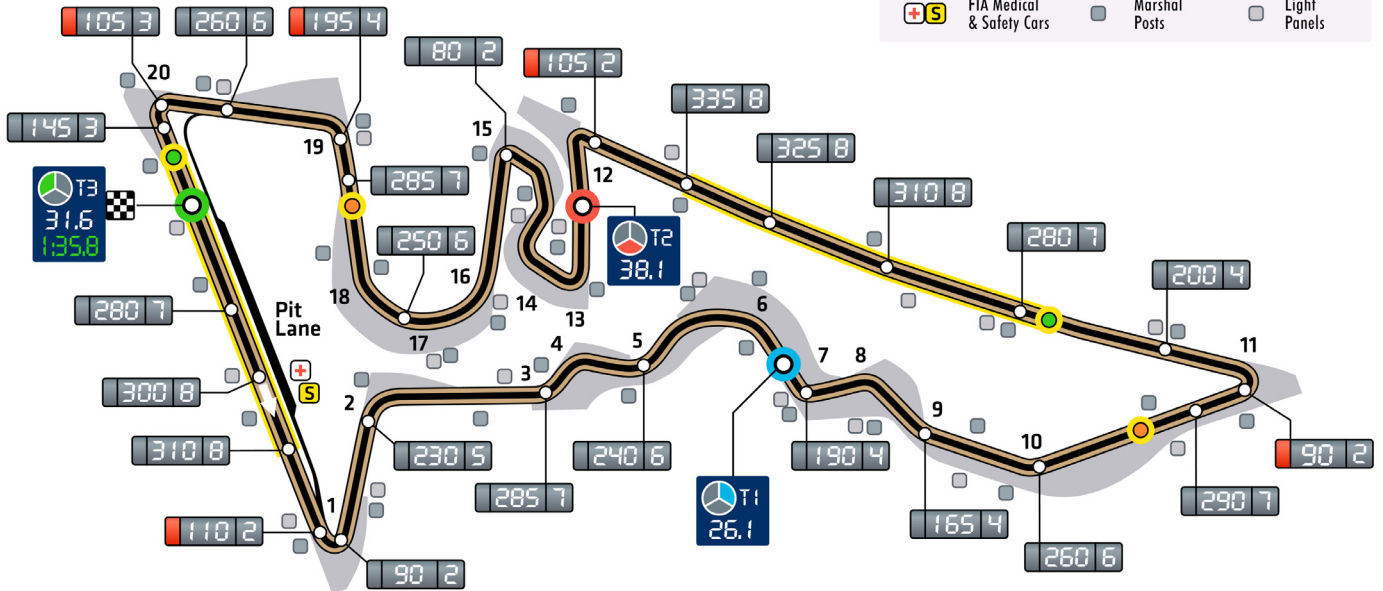
Timing Sector T3 31.6  
Lap Time 1:35.8

Sector 1 Sector 2 Sector 3

Circuit Start Finish

DRS Detection DRS Activation Run-off Areas

FIA Medical & Safety Cars Marshal Posts Light Panels



## FAST FACTS

- ▶ This is the 38th Formula One World Championship United States Grand Prix. It is the fifth to be held at the Circuit of the Americas, the race having moved to this bespoke track in 2012. The race has previously been held at Sebring (1959), Riverside (1960), Watkins Glen (1961-80), Phoenix (1989-1991), and the Indianapolis Motor Speedway (2000-2007).
- ▶ The USA has additionally hosted many grands prix without the USGP title. These were held on temporary circuits in Long Beach (1976-1983), Las Vegas (1981-82), Detroit (1982-1988) and Dallas (1984). Additionally, the Indy 500 was classed as a round of the World Championship between 1950 and 1960.
- ▶ Lewis Hamilton is the only driver to win the US Grand Prix at more than one venue. He won the final race at Indianapolis in 2007, and has won three of the four races held at COTA (2012, 2014-15). Were Hamilton to win this year, he would equal Michael Schumacher's record of five US Grand Prix victories.
- ▶ Sebastian Vettel is the only other US Grand Prix winner in the current field. He won at COTA in 2013.
- ▶ Only Vettel has won the race from pole position. Hamilton has started P2 for each of his three victories at COTA.
- ▶ Alexander Rossi is the only American driver to have featured in F1 at COTA. The Californian finished 12th in 2015 for Marussia. Before Rossi, Scott Speed is the most recent US driver to appear, racing in 2006 and 2007 for Toro Rosso. The last American to score points in a US Grand Prix is Eddie Cheever, who finished third at the 1989 US Grand Prix in Phoenix (his home town), driving for Arrows. While Mario Andretti had an F1 career of longer duration, Cheever, with 143 entries and 132 starts, is the US driver with the most grands prix to his name.
- ▶ Due to heavy rain on Saturday afternoon the final segment of qualifying for the 2015 US Grand Prix was postponed. More heavy rain on Sunday morning forced the session to be cancelled with grid slots for the top 10 allocated according to Q2 times. This is the only occasion to date on which Q3 has not been run since the three-part qualifying system was introduced in 2006.
- ▶ Ferrari are the most successful team at the US Grand Prix with nine victories, one ahead of Lotus and McLaren. Niki Lauda took Ferrari's first win in the US Grand Prix with victory at Watkins Glen in 1975. Schumacher took the most recent, at Indianapolis in 2006.
- ▶ When Mercedes collect the Constructors' Championship trophy it will be their third consecutive title and third in total (the Constructors' Championship came into being in 1958, after Mercedes' first dominant spell in F1). Winning three consecutive titles is a feat first achieved by Ferrari, between 1975-77. Williams also have three consecutive titles (1992-1994). McLaren (1988-91) and Red Bull (2010-2013) each have four-in-row, while Ferrari hold the record with six consecutive titles between 1999 and 2004.

# RACE STEWARDS BIOGRAPHIES

## PAUL GUTJAHR

### **PRESIDENT OF THE FIA HILL CLIMB COMMISSION, BOARD MEMBER AND PRESIDENT OF AUTO SPORT SUISSE SARL**

Paul Gutjahr started racing in the late 1960s with Alfa Romeo, Lancia, Lotus and Porsche, then March in Formula 3. In the early '70s he became President of the Automobile Club Berne and organised numerous events. He acted as President of the organising committee of the Swiss GP at Dijon between 1980-82. Between 1980-2005 he acted as President of the Commission Sportive Nationale de l'Automobile Club de Suisse and in 2005 he became President and board member of the Auto Sport Suisse motor sports club. Gutjahr is President of the Alliance of European Hill Climb Organisers and has been Steward at various high-level international competitions. He was the Formula 3000 Sporting Commissioner and has been a Formula One steward since 1995.



## SILVIA BELLOT

### **MEMBER OF THE ROYAL SPANISH AUTOMOBILE FEDERATION BOARD OF DIRECTORS, FIA WOMEN IN MOTORSPORT COMMISSION MEMBER, F1, GP2, GP3 AND WTCC STEWARD**

Silvia Bellot began marshalling in 2001, when she was 16. She has been a steward in a number of national and international series, including the, European F3 Open, GT Open, BMW Europe, Spanish Endurance Championship, DTM, World Series by Renault and the WRC. In 2009, she took part in the FIA trainee stewards' program for GP2 and F1. She made her first appearance as an F1 steward at the 2011 Turkish GP and last year was awarded the FIA's Outstanding Official prize. She is currently a steward in GP2, GP3, WTCC and F1. Away from the stewards' room she is a member of the FIA's Women in Motorsport Commission and also works closely with RACC, the Circuit de Catalunya and the Spanish federation in event organisation.



## MARK BLUNDELL

### **FORMER F1 DRIVER, LE MANS AND CART WINNER**

Mark Blundell raced for McLaren, Tyrrell, Ligier and Brabham in an F1 career that encompassed 61 grands prix between 1991 and 1995 and included three podium finishes. He is a three-time winner in IndyCars and won the Le Mans 24 Hours endurance race in 1992, driving for Peugeot. While still occasionally seen behind the wheel of a racing car in endurance events, the 21st Century has seen Blundell forge a second career as a TV commentator and analyst. He first appeared as a driver steward in F1 at the Spanish Grand Prix of 2011.



# 2016 Formula One World Championship

## DRIVERS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	BAHRAIN	CHINA	RUSSIA	SPAIN	MONACO	CANADA	EUROPE	AUSTRIA	GB	HUNGARY	GERMANY	BELGIUM	ITALY	SINGAPORE	MALAYSIA	JAPAN	USA	MEXICO	BRAZIL	ABU DHABI	POINTS
1 N. ROSBERG	25 <sub>1</sub>	25 <sub>1</sub>	25 <sub>1</sub>	25 <sub>1</sub>	NC	6 <sub>7</sub>	10 <sub>5</sub>	25 <sub>1</sub>	12 <sub>4</sub>	15 <sub>3</sub>	18 <sub>2</sub>	12 <sub>4</sub>	25 <sub>1</sub>	25 <sub>1</sub>	25 <sub>1</sub>	15 <sub>3</sub>	25 <sub>1</sub>					313
2 L. HAMILTON	18 <sub>2</sub>	15 <sub>3</sub>	6 <sub>7</sub>	18 <sub>2</sub>	NC	25 <sub>1</sub>	25 <sub>1</sub>	10 <sub>5</sub>	25 <sub>1</sub>	25 <sub>1</sub>	25 <sub>1</sub>	25 <sub>1</sub>	15 <sub>3</sub>	18 <sub>2</sub>	15 <sub>3</sub>	NC	15 <sub>3</sub>					280
3 D. RICCIARDO	12 <sub>4</sub>	12 <sub>4</sub>	12 <sub>4</sub>	11	12 <sub>4</sub>	18 <sub>2</sub>	6 <sub>7</sub>	6 <sub>7</sub>	10 <sub>5</sub>	12 <sub>4</sub>	15 <sub>3</sub>	18 <sub>2</sub>	18 <sub>2</sub>	10 <sub>5</sub>	18 <sub>2</sub>	25 <sub>1</sub>	8 <sub>6</sub>					212
4 K. RÄIKKÖNEN	NC	18 <sub>2</sub>	10 <sub>5</sub>	15 <sub>3</sub>	18 <sub>2</sub>	NC	8 <sub>6</sub>	12 <sub>4</sub>	15 <sub>3</sub>	10 <sub>5</sub>	8 <sub>6</sub>	8 <sub>6</sub>	2 <sub>9</sub>	12 <sub>4</sub>	12 <sub>4</sub>	12 <sub>4</sub>	10 <sub>5</sub>					170
5 M. VERSTAPPEN	1 <sub>10</sub>	8 <sub>6</sub>	4 <sub>8</sub>	NC	25 <sub>1</sub>	NC	12 <sub>4</sub>	4 <sub>8</sub>	18 <sub>2</sub>	18 <sub>2</sub>	10 <sub>5</sub>	15 <sub>3</sub>	11	6 <sub>7</sub>	8 <sub>6</sub>	18 <sub>2</sub>	18 <sub>2</sub>					165
6 S. VETTEL	15 <sub>3</sub>	NC	18 <sub>2</sub>	NC	15 <sub>3</sub>	12 <sub>4</sub>	18 <sub>2</sub>	18 <sub>2</sub>	NC	2 <sub>9</sub>	12 <sub>4</sub>	10 <sub>5</sub>	8 <sub>6</sub>	15 <sub>3</sub>	10 <sub>5</sub>	NC	12 <sub>4</sub>					165
7 V. BOTTAS	4 <sub>8</sub>	2 <sub>9</sub>	1 <sub>10</sub>	12 <sub>4</sub>	10 <sub>5</sub>	12 <sub>4</sub>	15 <sub>3</sub>	8 <sub>6</sub>	2 <sub>9</sub>	14	2 <sub>9</sub>	2 <sub>9</sub>	4 <sub>8</sub>	8 <sub>6</sub>	NC	10 <sub>5</sub>	1 <sub>10</sub>					81
8 S. PÉREZ	13	16	11	2 <sub>9</sub>	6 <sub>7</sub>	15 <sub>3</sub>	1 <sub>10</sub>	15 <sub>3</sub>	17	8 <sub>6</sub>	11	1 <sub>10</sub>	10 <sub>5</sub>	4 <sub>8</sub>	4 <sub>8</sub>	8 <sub>6</sub>	6 <sub>7</sub>					80
9 N. HÜLKENBERG	6 <sub>7</sub>	15	15	NC	NC	8 <sub>6</sub>	4 <sub>8</sub>	2 <sub>9</sub>	19	6 <sub>7</sub>	1 <sub>10</sub>	6 <sub>7</sub>	12 <sub>4</sub>	1 <sub>10</sub>	NC	4 <sub>8</sub>	4 <sub>8</sub>					54
10 F. MASSA	10 <sub>5</sub>	4 <sub>8</sub>	8 <sub>6</sub>	10 <sub>5</sub>	4 <sub>8</sub>	1 <sub>10</sub>	NC	1 <sub>10</sub>	20	11	18	NC	1 <sub>10</sub>	2 <sub>9</sub>	12	13	2 <sub>9</sub>					43
11 F. ALONSO	NC	-	-	8 <sub>6</sub>	NC	10 <sub>5</sub>	11	NC	18	13	6 <sub>7</sub>	12	6 <sub>7</sub>	14	6 <sub>7</sub>	6 <sub>7</sub>	16					42
12 C. SAINZ	2 <sub>9</sub>	NC	2 <sub>9</sub>	12	8 <sub>6</sub>	4 <sub>8</sub>	2 <sub>9</sub>	NC	8	8	4 <sub>8</sub>	4 <sub>8</sub>	14	NC	15	14	11	17				30
13 R. GROSJEAN	8 <sub>6</sub>	10 <sub>5</sub>	4 <sub>8</sub>	19	4 <sub>8</sub>	NC	13	14	13	6 <sub>7</sub>	NC	14	13	13	11	NC	NC	11				28
14 D. KVYAT	NC	6 <sub>7</sub>	15 <sub>3</sub>	15	1 <sub>10</sub>	NC	12	NC	NC	1 <sub>10</sub>	16	15	14	NC	2 <sub>9</sub>	14	13					25
15 J. BUTTON	14	NC	13	1 <sub>10</sub>	2 <sub>9</sub>	2 <sub>9</sub>	NC	11	8 <sub>6</sub>	12	NC	4 <sub>8</sub>	NC	12	NC	2 <sub>9</sub>	18					19
16 K. MAGNUSSEN	12	11	17	6 <sub>7</sub>	15	NC	16	14	14	17	15	16	NC	17	1 <sub>10</sub>	NC	14					7
17 J. PALMER	11	NC	22	13	13	NC	NC	15	12	NC	12	19	15	NC	15	1 <sub>10</sub>	12					1
18 P. WEHRLEIN	16	13	18	18	16	14	17	NC	1 <sub>10</sub>	NC	19	17	NC	NC	16	15	22					1
19 S. VANDOORNE	-	1 <sub>10</sub>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-					1
20 E. GUTIÉRREZ	NC	NC	14	17	11	11	13	16	11	16	13	11	12	13	11	NC	20					0
21 M. ERICSSON	NC	12	16	14	12	NC	15	17	15	NC	20	18	NC	16	17	12	15					0
22 F. NASR	15	14	20	16	14	NC	18	12	13	15	17	NC	17	NC	13	NC	19					0
23 R. HARYANTO	NC	17	21	NC	17	15	19	18	16	NC	21	20	-	-	-	-	-					0
24 E. OCON	-	-	-	-	-	-	-	-	-	-	-	-	-	16	18	18	16	21				0

# 2016 Formula One World Championship

## CONSTRUCTORS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	BAHRAIN	CHINA	RUSSIA	SPAIN	MONACO	CANADA	EUROPE	AUSTRIA	GB	HUNGARY	GERMANY	BELGIUM	ITALY	SINGAPORE	MALAYSIA	JAPAN	USA	MEXICO	BRAZIL	ABU DHABI	POINTS
<b>1</b> MERCEDES AMG PETRONAS F1 TEAM	43 <sup>1</sup> <sub>2</sub>	40 <sup>1</sup> <sub>3</sub>	31 <sup>1</sup> <sub>7</sub>	43 <sup>1</sup> <sub>2</sub>	NC NC	31 <sup>1</sup> <sub>7</sub>	35 <sup>1</sup> <sub>5</sub>	35 <sup>1</sup> <sub>5</sub>	37 <sup>1</sup> <sub>4</sub>	40 <sup>1</sup> <sub>3</sub>	43 <sup>1</sup> <sub>2</sub>	37 <sup>1</sup> <sub>4</sub>	40 <sup>1</sup> <sub>3</sub>	43 <sup>1</sup> <sub>2</sub>	40 <sup>1</sup> <sub>3</sub>	15 <sup>3</sup> <sub>NC</sub>	40 <sup>1</sup> <sub>3</sub>					593
<b>2</b> RED BULL RACING	12 <sup>4</sup> <sub>NC</sub>	18 <sup>4</sup> <sub>7</sub>	27 <sup>3</sup> <sub>4</sub>		37 <sup>1</sup> <sub>4</sub>	18 <sup>2</sup> <sub>NC</sub>	18 <sup>4</sup> <sub>7</sub>	10 <sup>7</sup> <sub>8</sub>	28 <sup>2</sup> <sub>5</sub>	30 <sup>2</sup> <sub>4</sub>	25 <sup>3</sup> <sub>5</sub>	33 <sup>2</sup> <sub>3</sub>	18 <sup>2</sup> <sub>11</sub>	16 <sup>5</sup> <sub>7</sub>	26 <sup>2</sup> <sub>6</sub>	43 <sup>1</sup> <sub>2</sub>	26 <sup>2</sup> <sub>6</sub>					385
<b>3</b> SCUDERIA FERRARI	15 <sup>3</sup> <sub>NC</sub>	18 <sup>2</sup> <sub>NC</sub>	28 <sup>2</sup> <sub>5</sub>	15 <sup>3</sup> <sub>NC</sub>	33 <sup>2</sup> <sub>3</sub>	12 <sup>4</sup> <sub>NC</sub>	26 <sup>2</sup> <sub>6</sub>	30 <sup>2</sup> <sub>2</sub>	15 <sup>3</sup> <sub>NC</sub>	12 <sup>5</sup> <sub>9</sub>	20 <sup>4</sup> <sub>6</sub>	18 <sup>5</sup> <sub>6</sub>	10 <sup>6</sup> <sub>9</sub>	27 <sup>3</sup> <sub>4</sub>	22 <sup>4</sup> <sub>5</sub>	12 <sup>4</sup> <sub>NC</sub>	22 <sup>4</sup> <sub>5</sub>					335
<b>4</b> SAHARA FORCE INDIA F1 TEAM	6 <sup>7</sup> <sub>13</sub>			2 <sup>9</sup> <sub>NC</sub>	6 <sup>7</sup> <sub>NC</sub>	23 <sup>3</sup> <sub>6</sub>	5 <sup>8</sup> <sub>10</sub>	17 <sup>3</sup> <sub>9</sub>		14 <sup>6</sup> <sub>7</sub>	1 <sup>10</sup> <sub>11</sub>	7 <sup>7</sup> <sub>10</sub>	22 <sup>4</sup> <sub>5</sub>	5 <sup>8</sup> <sub>10</sub>	4 <sup>8</sup> <sub>NC</sub>	12 <sup>6</sup> <sub>8</sub>	10 <sup>7</sup> <sub>8</sub>					134
<b>5</b> WILLIAMS MARTINI RACING	14 <sup>5</sup> <sub>8</sub>	6 <sup>8</sup> <sub>9</sub>	9 <sup>6</sup> <sub>10</sub>	22 <sup>4</sup> <sub>5</sub>	14 <sup>5</sup> <sub>8</sub>	1 <sup>10</sup> <sub>12</sub>	15 <sup>3</sup> <sub>NC</sub>	9 <sup>6</sup> <sub>10</sub>	2 <sup>9</sup> <sub>20</sub>		2 <sup>11</sup> <sub>14</sub>	2 <sup>9</sup> <sub>NC</sub>	5 <sup>8</sup> <sub>10</sub>	10 <sup>6</sup> <sub>9</sub>		10 <sup>5</sup> <sub>13</sub>	3 <sup>9</sup> <sub>10</sub>					124
<b>6</b> MCLAREN HONDA	14 <sup>14</sup> <sub>NC</sub>	1 <sup>10</sup> <sub>NC</sub>		9 <sup>12</sup> <sub>10</sub>	2 <sup>9</sup> <sub>NC</sub>	12 <sup>5</sup> <sub>9</sub>			8 <sup>11</sup> <sub>NC</sub>	6 <sup>6</sup> <sub>18</sub>	6 <sup>12</sup> <sub>13</sub>	4 <sup>8</sup> <sub>12</sub>	6 <sup>7</sup> <sub>NC</sub>		7 <sup>12</sup> <sub>14</sub>	8 <sup>7</sup> <sub>NC</sub>						62
<b>7</b> SCUDERIA TORO ROSSO	3 <sup>9</sup> <sub>10</sub>	8 <sup>6</sup> <sub>NC</sub>	6 <sup>8</sup> <sub>9</sub>		9 <sup>12</sup> <sub>10</sub>	4 <sup>6</sup> <sub>NC</sub>	2 <sup>8</sup> <sub>12</sub>		4 <sup>8</sup> <sub>NC</sub>	5 <sup>8</sup> <sub>10</sub>	4 <sup>8</sup> <sub>16</sub>				2 <sup>9</sup> <sub>14</sub>							47
<b>8</b> HAAS F1 TEAM	8 <sup>6</sup> <sub>NC</sub>	10 <sup>5</sup> <sub>NC</sub>		4 <sup>14</sup> <sub>17</sub>					6 <sup>7</sup> <sub>11</sub>													28
<b>9</b> RENAULT SPORT F1 TEAM				6 <sup>7</sup> <sub>13</sub>											1 <sup>10</sup> <sub>15</sub>	1 <sup>10</sup> <sub>NC</sub>						8
<b>10</b> MANOR RACING MRT									1 <sup>10</sup> <sub>16</sub>													1
<b>11</b> SAUBER F1 TEAM	15 <sup>15</sup> <sub>NC</sub>	12 <sup>12</sup> <sub>14</sub>	16 <sup>16</sup> <sub>20</sub>	14 <sup>14</sup> <sub>16</sub>	12 <sup>12</sup> <sub>14</sub>	NC NC	15 <sup>15</sup> <sub>18</sub>	12 <sup>12</sup> <sub>17</sub>	13 <sup>13</sup> <sub>15</sub>	15 <sup>15</sup> <sub>NC</sub>	17 <sup>17</sup> <sub>20</sub>	18 <sup>18</sup> <sub>NC</sub>	17 <sup>17</sup> <sub>NC</sub>	16 <sup>16</sup> <sub>NC</sub>	13 <sup>13</sup> <sub>17</sub>	12 <sup>12</sup> <sub>NC</sub>	15 <sup>15</sup> <sub>19</sub>					0

# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 11.00

## FRIDAY

**Practice session 1** 10.00-11.30

**Practice session 2** 14.00-15.30

**Press conference** 16.00

## SATURDAY

**Practice session 3** 10.00-11.00

**Qualifying** 13.00-14.00

Followed by unilateral and press conference

## SUNDAY

**Drivers' Parade** 12.30

**Race** 14.00

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 in front of the entrance to the media centre.

### 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.

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## FIA COMMUNICATIONS DEPARTMENT

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