



Race Preview

2016 BRAZILIAN GRAND PRIX

11-13 November 2016

Formula One transitions from North to South America this week, with teams and drivers travelling to São Paulo for the Brazilian Grand Prix, Round 20 of the 2016 F1 World Championship.

The 4.3km Autódromo José Carlos Pace, located in the Interlagos suburb from which it takes its original name, features significant changes in elevation. Cut into a hillside, the track drops from the high point at the Start-Finish line to the Descida do Lago section at Turns Four and Five. It makes its way through a twisting infield middle sector before the long, full-throttle run back up the hill beginning at Turn 12, the Junção corner.

Interlagos provides several overtaking opportunities, particularly into Turn One where drivers negotiate a difficult downhill, off-camber braking zone, shedding over 200km/h as they approach the corner. The compromise between a low-drag setup to attack or defend here, versus higher downforce to extract lap-time in the middle sector is a recurrent problem for engineers.

A new challenge this weekend is Pirelli's tyre allocation. The move to three dry weather compounds in 2016 has usually seen the addition of a tyre at the softer end of the range. At Interlagos Pirelli gone the other way: the Medium and Soft compounds raced in 2015 are joined by the Hard tyre. While both three- and two-stop strategies were effective in 2015, all three drivers on the podium ran a three-stop strategy. Together with heavy reliance on the Medium compound in the race, this has informed the tyre manufacturer's thinking this year.

A 10th victory of the season would secure the Drivers' title for Mercedes' Nico Rosberg, though victory from pole position in the last two races suggests team-mate and title-rival Lewis Hamilton goes to Brazil in excellent form. In the constructors' battle, Red Bull Racing have a good chance of securing the runners-up spot this weekend. At the other end of the table Sauber, yet to score in 2016, need a point to move ahead of Manor in the battle for tenth. The Swiss team came close in Mexico with Marcus Ericsson finishing 11th.



AUTÓDROMO JOSÉ CARLOS PACE

Length of lap:

4.309km

Lap record:

1:11.473 (Juan Pablo Montoya, Williams, 2004)

Start line/finish line offset:

0.030km

Total number of race laps:

71

Total race distance:

305.909km

Pitlane speed limits:

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

CIRCUIT NOTES

- ▶ There are no major changes to the track, however significant building work has been completed at Interlagos. There are additional garages and race control has been relocated.

DRS ZONE

- ▶ There are two DRS zones at Interlagos. The first has a detection point at the apex of Turn Two, with activation 20m after Turn Three. The second zone has its detection point 30m after Turn 13, with an activation point 60m after Turn 15.

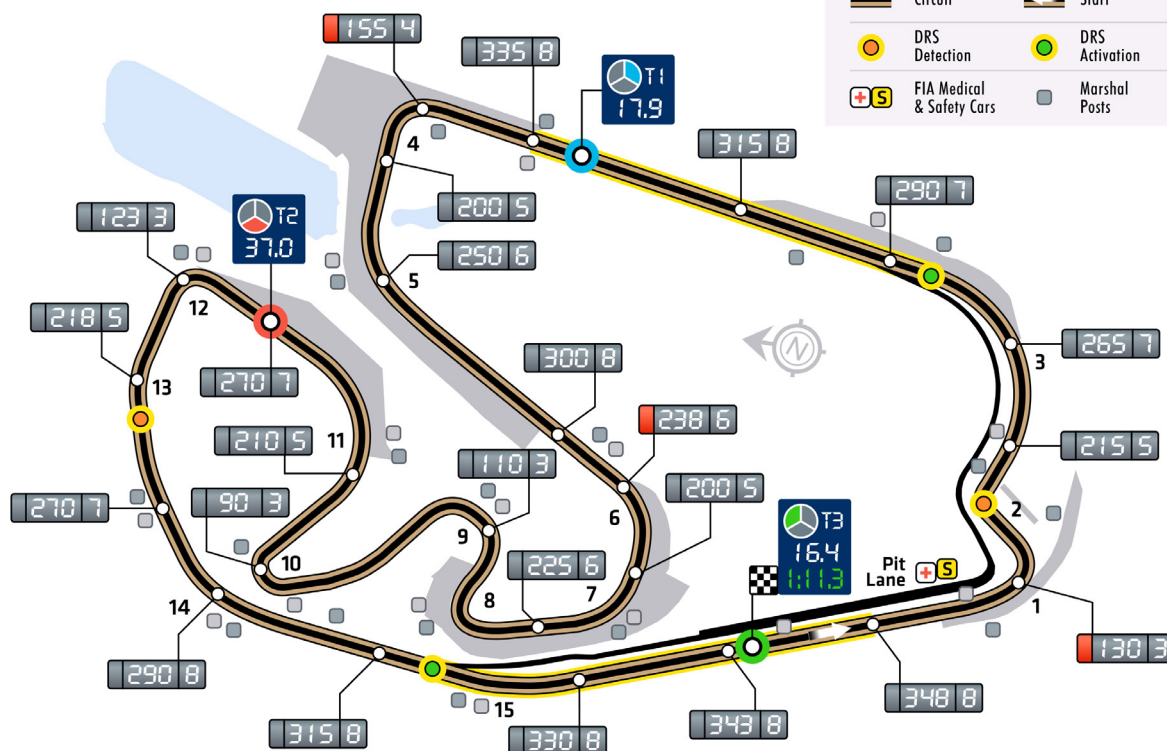
ROUND 20	BRAZILIAN GRAND PRIX	START TIME	14:00 Local - 16:00 GMT
RACE DATE:	13 NOV 2016	CIRCUIT LENGTH:	4.309KM
CIRCUIT NAME:	AUTÓDROMO JOSÉ CARLOS PACE	RACE DISTANCE:	305.909KM
NUMBER OF LAPS:	71	LAP RECORD:	1:11.473 J P Montoya [2004]

KEY

Speed Km/h
Braking 130 3 Gear

Timing Sector
Sector Time T3
15.7
1:13 Lap Time

● Sector 1 ● Sector 2 ● Sector 3
 Circuit Start Finish
 DRS Detection DRS Activation Run-off Areas
+ S FIA Medical & Safety Cars Marshal Posts Light Panels



FAST FACTS

- ▶ This is the 44th Brazilian Grand Prix. The race has been of the F1 World Championship calendar annually since 1973. It has been held in Rio, at the Jacarepaguá circuit, on ten occasions (1978, 1981-1989), with the rest held in São Paulo at Interlagos.
- ▶ Alain Prost is the most successful driver at the Brazilian Grand Prix with six victories (1982, 1984, 1985, 1987, 1988, 1990). McLaren are the most successful team with 12 wins, leading Ferrari who have 10. The two teams, however, are tied on eight victories each at Interlagos.
- ▶ Nico Rosberg is 19 points clear of Lewis Hamilton in the Drivers' Championship. Victory this weekend would put him out of reach in the title race, as would any scenario in which he scores seven points more than his team-mate.
- ▶ The Brazilian Grand Prix moved to an end-of-season date in 2004. Since then six Drivers' World Championships have been decided at Interlagos. Fernando Alonso (2005 & 2006), Kimi Räikkönen (2007), Hamilton (2008), Jenson Button (2009) and Sebastian Vettel (2012) all clinched a title in Brazil. Only Räikkönen, driving for Ferrari, did so with a victory.
- ▶ Alongside Räikkönen, the current field features four other Brazilian Grand Prix winners. Felipe Massa won the race in 2006 and 2008 for Ferrari. Vettel won in 2010 and 2013 for Red Bull Racing and Jenson Button won in 2012 for McLaren. Rosberg has won the two most recent Brazilian Grands Prix, both for Mercedes.
- ▶ Lewis Hamilton's name is surprisingly absent from the list of Brazilian Grand Prix victors. From the current 21-race calendar, Brazil is one of only two races never won by the Briton. The other is the European Grand Prix.
- ▶ Having announced he will retire from Formula One at the end of the season, this will be a 13th and final home grand prix for Felipe Massa. Alongside his two victories, the Paulistano has three other podium finishes at Interlagos (second in 2007, third in 2012 and 2014). Massa also has three pole positions (2006-2008) and a fastest lap (2008) at Interlagos.
- ▶ Massa is one of five Brazilians to win his home grand prix and one of four to win at Interlagos. Emerson Fittipaldi won the first World Championship Grand Prix at this circuit in 1973 for Lotus and won again the following year driving a McLaren. Carlos Pace, after whom the circuit is now formally named, won in 1975 for Brabham. Ayrton Senna won in 1991 and 1993 for McLaren. Nelson Piquet took victories at Jacarepaguá in 1983 (Brabham) and 1986 (Williams).
- ▶ The original 7.960km Interlagos circuit was used in 1973-1977 and 1979-80. The modern cut-down track has been in use since 1990.
- ▶ The 2003 Brazilian Grand Prix was halted by a red flag with victory eventually being awarded to Giancarlo Fisichella. It was his first win and the final victory for Jordan Grand Prix. It was also the only 21st Century victory for Ford/Cosworth power – their 176th World Championship win.

RACE STEWARDS BIOGRAPHIES

TIM MAYER

FIA ALTERNATE DELEGATE TO THE USA, FIA STEWARD

As the son of former McLaren team principal Teddy Mayer, Tim Mayer grew up around motor sport. He organised IndyCar races internationally from 1992-98, aided the construction of several circuits, and produced international TV for multiple series. In 1998 he became CART's Senior VP for Racing Operations. He also became VP of ACCUS, the US ASN. In 2003, Mayer became COO of IMSA, operating multiple series at all levels, and also took on the role of COO and Race Director of the American Le Mans Series. He was elected an independent Director of ACCUS and FIA US Alternate Delegate, responsible for US World Championship events.



NISH SHETTY

FIA STEWARD AND MEMBER OF THE FIA INTERNATIONAL COURT OF APPEAL

Nish Shetty sits on the FIA International Court of Appeal as a judge and is a permanent member of the National Court of Appeal (Singapore). He is also Chairman of the Disciplinary Commission of the Singapore Motor Sports Association and a national steward of the Singapore Grand Prix. Shetty has assisted the Singapore Motor Sports Association for many years as a legal advisor and committee member. In addition to being involved in the Singapore Grand Prix, Shetty has acted as a steward in the Singapore Karting Championship. Away from motor sport, he is a Partner and Head of International Arbitration and Dispute Resolution, South East Asia at global law firm Clifford Chance.



MIKA SALO

FORMER F1 DRIVER

Mika Salo competed in over 100 grands prix between 1994-2002. After junior success in Britain and Japan, Salo made his Formula One debut for Lotus at the last two rounds of the 1994 season. Over the next eight years the Finn drove for Tyrrell, Arrows, BAR, Ferrari, Sauber and Toyota. He twice finished on the podium for Ferrari and scored points for Toyota in the Japanese manufacturer's debut race. Since he called time on his F1 career, Salo has competed predominantly in sports cars, most notably racing in GT classes. He has GT2 victories at both Le Mans and Sebring, and in 2007 won the GT class in ALMS. He has also tried his hand in CART and Australian V8s. Salo is still a familiar face in the Formula One paddock, working extensively in the media.



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 ₁	25 ₁	25 ₁	25 ₁	NC	6 ₇	10 ₅	25 ₁	12 ₄	15 ₃	18 ₂	12 ₄	25 ₁	25 ₁	25 ₁	15 ₃	25 ₁	18 ₂	18 ₂			349	
2 L. HAMILTON	18 ₂	15 ₃	6 ₇	18 ₂	NC	25 ₁	25 ₁	10 ₅	25 ₁	25 ₁	25 ₁	25 ₁	15 ₃	18 ₂	15 ₃	NC	15 ₃	25 ₁	25 ₁			330	
3 D. RICCIARDO	12 ₄	12 ₄	12 ₄		12 ₄	18 ₂	6 ₇	6 ₇	10 ₅	12 ₄	15 ₃	18 ₂	18 ₂	10 ₅	18 ₂	25 ₁	8 ₆	15 ₃	15 ₃			242	
4 S. VETTEL	15 ₃	NC	18 ₂	NC	15 ₃	12 ₄	18 ₂	18 ₂	NC	2 ₉	12 ₄	10 ₅	8 ₆	15 ₃	10 ₅	NC	12 ₄	12 ₄	10 ₅			187	
5 K. RÄIKKÖNEN	NC	18 ₂	10 ₅	15 ₃	18 ₂	NC	8 ₆	12 ₄	15 ₃	10 ₅	8 ₆	8 ₆	2 ₉	12 ₄	12 ₄	12 ₄	10 ₅	NC	8 ₆			178	
6 M. VERSTAPPEN	1 ₁₀	8 ₆	4 ₈	NC	25 ₁	NC	12 ₄	4 ₈	18 ₂	18 ₂	10 ₅	15 ₃		6 ₇	8 ₆	18 ₂	18 ₂	NC	12 ₄			177	
7 S. PÉREZ				2 ₉	6 ₇	15 ₃	1 ₁₀	15 ₃		8 ₆		1 ₁₀	10 ₅	4 ₈	4 ₈	8 ₆	6 ₇	4 ₈	1 ₁₀			85	
8 V. BOTTAS	4 ₈	2 ₉	1 ₁₀	12 ₄	10 ₅		15 ₃	8 ₆	2 ₉		2 ₉	2 ₉	4 ₈	8 ₆	NC	10 ₅	1 ₁₀		4 ₈			85	
9 N. HÜLKENBERG	6 ₇		15 ₁₅	NC	NC	8 ₆	4 ₈	2 ₉		6 ₇	1 ₁₀	6 ₇	12 ₄	1 ₁₀	NC	4 ₈	4 ₈	NC	6 ₇			60	
10 F. ALONSO	NC	-	-	8 ₆	NC	10 ₅		11 _{NC}		18 ₁₃	6 ₇		6 ₇	14 ₁₄	6 ₇	6 ₇	16 ₁₆	10 ₅	13 ₁₃			52	
11 F. MASSA	10 ₅	4 ₈	8 ₆	10 ₅	4 ₈	1 ₁₀		1 ₁₀		20 ₂₀	11 ₁₁	18 ₁₈	NC	1 ₁₀	2 ₉	12 ₁₂	13 ₁₃	2 ₉	6 ₇	2 ₉		51	
12 C. SAINZ	2 ₉	NC	2 ₉		8 ₆	4 ₈	2 ₉		4 ₈	4 ₈	4 ₈			15 ₁₅	14 ₁₄	11 ₁₁	17 ₁₇		8 ₆	16 ₁₆		38	
13 R. GROSJEAN	8 ₆	10 ₅	4 ₈	19 ₁₉	4 ₈	NC	13 ₁₃	14 ₁₄	13 ₁₃	6 ₇	NC	14 ₁₄	13 ₁₃	13 ₁₃	11 ₁₁	NC	NC	11 ₁₁	1 ₁₀	20 ₂₀		29	
14 D. KVYAT	NC	6 ₇	15 ₃		1 ₁₀		NC	12 ₁₂	NC	NC	1 ₁₀			16 ₁₆	15 ₁₅	14 ₁₄	NC	2 ₉	14 ₁₄	13 ₁₃	11 ₁₁	18 ₁₈	25
15 J. BUTTON		14 ₁₄	NC	13 ₁₃	1 ₁₀	2 ₉	2 ₉	9 ₉	NC	11 ₁₁	8 ₆	12 ₁₂	NC	4 ₈	NC	12 ₁₂	NC	2 ₉	18 ₁₈	2 ₉	12 ₁₂		21
16 K. MAGNUSSEN		12 ₁₂	11 ₁₁	17 ₁₇	6 ₇	15 ₁₅	NC	16 ₁₆	14 ₁₄	14 ₁₄	17 ₁₇	15 ₁₅	16 ₁₆	NC	17 ₁₇	1 ₁₀	NC	14 ₁₄	12 ₁₂	17 ₁₇		7	
17 J. PALMER		11 ₁₁	NC	22 ₂₂	13 ₁₃	13 ₁₃	NC	NC	15 ₁₅	12 ₁₂	NC	12 ₁₂	19 ₁₉	15 ₁₅	NC	15 ₁₅	1 ₁₀	12 ₁₂	13 ₁₃	14 ₁₄		1	
18 P. WEHRLEIN		16 ₁₆	13 ₁₃	18 ₁₈	18 ₁₈	16 ₁₆	14 ₁₄	17 ₁₇	NC	1 ₁₀	NC	19 ₁₉	17 ₁₇	NC	NC	16 ₁₆	15 ₁₅	22 ₂₂	17 ₁₇	NC		1	
19 S. VANDOORNE		1 ₁₀																				1	
20 E. GUTIÉRREZ		NC	NC	14 ₁₄	17 ₁₇	11 ₁₁	11 ₁₁	13 ₁₃	16 ₁₆	11 ₁₁	16 ₁₆	13 ₁₃	11 ₁₁	12 ₁₂	13 ₁₃	11 ₁₁	NC	20 ₂₀	NC	19 ₁₉		0	
21 M. ERICSSON		NC	12 ₁₂	16 ₁₆	14 ₁₄	12 ₁₂	NC	15 ₁₅	17 ₁₇	15 ₁₅	NC	20 ₂₀	18 ₁₈	NC	16 ₁₆	17 ₁₇	12 ₁₂	15 ₁₅	14 ₁₄	11 ₁₁		0	
22 F. NASR		15 ₁₅	14 ₁₄	20 ₂₀	16 ₁₆	14 ₁₄	NC	18 ₁₈	12 ₁₂	13 ₁₃	15 ₁₅	17 ₁₇	NC	17 ₁₇	NC	13 ₁₃	NC	19 ₁₉	15 ₁₅	15 ₁₅		0	
23 R. HARYANTO		NC	17 ₁₇	21 ₂₁	NC	17 ₁₇	15 ₁₅	19 ₁₉	18 ₁₈	16 ₁₆	NC	21 ₂₁	20 ₂₀									0	
24 E. OCON													16 ₁₆	18 ₁₈	18 ₁₈	16 ₁₆	21 ₂₁	18 ₁₈	21 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
1 MERCEDES AMG PETRONAS F1 TEAM	43 ¹ ₂	40 ¹ ₃	31 ¹ ₇	43 ¹ ₂	NC NC	31 ¹ ₇	35 ¹ ₅	35 ¹ ₅	37 ¹ ₄	40 ¹ ₃	43 ¹ ₂	37 ¹ ₄	40 ¹ ₃	43 ¹ ₂	40 ¹ ₃	15 ³ _{NC}	40 ¹ ₃	43 ¹ ₂	43 ¹ ₂			679
2 RED BULL RACING	12 ⁴ _{NC}	18 ⁴ ₇	27 ³ ₄	11 ¹¹ ₁₅	37 ¹ ₄	18 ² _{NC}	18 ⁴ ₇	10 ⁷ ₈	28 ² ₅	30 ² ₄	25 ³ ₅	33 ² ₃	18 ² ₁₁	16 ⁵ ₇	26 ² ₆	43 ¹ ₂	26 ² ₆	15 ³ _{NC}	27 ³ ₄			427
3 SCUDERIA FERRARI	15 ³ _{NC}	18 ² _{NC}	28 ² ₅	15 ³ _{NC}	33 ² ₃	12 ⁴ _{NC}	26 ² ₆	30 ² ₂	15 ³ _{NC}	12 ⁵ ₉	20 ⁴ ₆	18 ⁵ ₆	10 ⁶ ₉	27 ³ ₄	22 ⁴ ₅	12 ⁴ _{NC}	22 ⁴ ₅	12 ⁴ _{NC}	18 ⁵ ₆			365
4 SAHARA FORCE INDIA F1 TEAM	6 ⁷ ₁₃	15 ¹⁵ ₁₆	11 ¹¹ ₁₅	2 ⁹ _{NC}	6 ⁷ _{NC}	23 ³ ₆	5 ⁸ ₁₀	17 ³ ₉	14 ¹⁷ ₁₉	1 ⁶ ₇	1 ¹⁰ ₁₁	7 ⁷ ₁₀	22 ⁴ ₅	5 ⁸ ₁₀	4 ⁸ _{NC}	12 ⁶ ₈	10 ⁷ ₈	4 ⁸ _{NC}	7 ⁸ ₁₀			145
5 WILLIAMS MARTINI RACING	14 ⁵ ₈	6 ⁸ ₉	9 ⁶ ₁₀	22 ⁴ ₅	14 ⁵ ₈	1 ¹⁰ ₁₂	15 ³ _{NC}	9 ⁶ ₁₀	2 ⁹ ₂₀	11 ¹¹ ₁₄	2 ⁹ ₁₈	2 ⁹ _{NC}	5 ⁸ ₁₀	10 ⁶ ₉		10 ⁵ ₁₃	3 ⁹ ₁₀	6 ⁷ ₁₆	6 ⁸ ₉			136
6 MCLAREN HONDA	14 ¹⁴ _{NC}	1 ¹⁰ _{NC}	12 ¹² ₁₃	9 ⁶ ₁₀	2 ⁹ _{NC}	12 ⁵ ₉	11 ¹¹ _{NC}	11 ¹¹ _{NC}	8 ⁶ ₁₈	12 ¹² ₁₃	6 ⁷ _{NC}	4 ⁸ ₁₂	6 ⁷ _{NC}	7 ¹² ₁₄	7 ⁷ _{NC}	8 ⁷ ₉	16 ¹⁶ ₁₈	12 ⁵ ₉				74
7 SCUDERIA TORO ROSSO	3 ⁹ ₁₀	8 ⁶ _{NC}	6 ⁸ ₉	9 ¹² _{NC}	4 ⁶ ₁₀	2 ⁸ _{NC}	9 ⁹ ₁₂	NC ^{NC} _{NC}	4 ⁸ _{NC}	5 ⁸ ₁₀	4 ⁸ ₁₆		14 ¹⁴ ₁₅	14 ¹⁴ _{NC}	15 ¹⁵ _{NC}	2 ⁹ ₁₄	11 ¹¹ ₁₄	13 ¹³ ₁₇	8 ⁶ ₁₁	16 ¹⁶ ₁₈		55
8 HAAS F1 TEAM	8 ⁶ _{NC}	10 ⁵ _{NC}	4 ¹⁴ ₁₉	4 ⁸ ₁₇	11 ¹¹ _{NC}	11 ¹¹ ₁₃	13 ¹³ ₁₄	13 ¹³ ₁₆	6 ⁷ ₁₁	16 ¹⁶ _{NC}	13 ¹³ ₁₄	11 ¹¹ ₁₃	12 ¹² ₁₃	11 ¹¹ ₁₃	11 ¹¹ _{NC}	NC ^{NC} _{NC}	11 ¹¹ ₂₀	10 ¹⁰ _{NC}	19 ¹⁹ ₂₀			29
9 RENAULT SPORT F1 TEAM	11 ¹¹ ₁₂	11 ¹¹ _{NC}	17 ¹⁷ ₂₂	6 ⁷ ₁₃	13 ¹³ ₁₅	NC ^{NC} _{NC}	18 ¹⁸ _{NC}	14 ¹⁴ ₁₅	12 ¹² ₁₄	17 ¹⁷ _{NC}	12 ¹² ₁₅	16 ¹⁶ ₁₉	15 ¹⁵ _{NC}	17 ¹⁷ _{NC}	1 ¹⁰ ₁₅	1 ¹⁰ _{NC}	12 ¹² ₁₄	12 ¹² ₁₃	14 ¹⁴ ₁₇			8
10 MANOR RACING MRT	16 ¹⁶ _{NC}	13 ¹³ ₁₇	18 ¹⁸ ₂₁	18 ¹⁸ _{NC}	16 ¹⁶ ₁₇	14 ¹⁴ ₁₅	17 ¹⁷ ₁₉	18 ¹⁸ _{NC}	1 ¹⁰ ₁₆	NC ^{NC} _{NC}	19 ¹⁹ ₂₁	17 ¹⁷ ₂₀	16 ¹⁶ _{NC}	18 ¹⁸ _{NC}	16 ¹⁶ ₁₈	15 ¹⁵ ₁₆	21 ²¹ ₂₂	17 ¹⁷ ₁₈	21 ²¹ _{NC}			1
11 SAUBER F1 TEAM	15 ¹⁵ _{NC}	12 ¹² ₁₄	16 ¹⁶ ₂₀	14 ¹⁴ ₁₆	12 ¹² ₁₄	NC ^{NC} _{NC}	15 ¹⁵ ₁₈	12 ¹² ₁₇	13 ¹³ ₁₅	15 ¹⁵ _{NC}	17 ¹⁷ ₂₀	18 ¹⁸ _{NC}	17 ¹⁷ _{NC}	16 ¹⁶ _{NC}	13 ¹³ ₁₇	12 ¹² _{NC}	15 ¹⁵ ₁₉	14 ¹⁴ ₁₅	11 ¹¹ ₁₅			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 11.00-12.00

Qualifying 14.00-15.00

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 location of the TV Pen will be posted on the media centre noticeboard.

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.

FIA COMMUNICATIONS DEPARTMENT

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