



Race Preview

2017 CHINESE GRAND PRIX

07-09 April 2017

Formula One swaps the Southern Hemisphere for the Northern as round two of the 2017 FIA Formula One World Championship sees drivers and teams converge on the Shanghai International Circuit for the Chinese Grand Prix.

The first permanent circuit to be visited this season is defined by its two long straights and the slow corners that bracket them, making the Chinese Grand Prix one of the more overtaking-friendly events on the F1 calendar. Teams will run with lower downforce in China than in Australia – but the presence of a hairpin and the two 'snail' corners, together with the fast sequence through Turns Seven and Eight, will temper the desire to run an ultra-low drag car.

Historically, tyre choices are influential at the Shanghai International Circuit. The long corners take a lot out of the rubber, grip is relatively low and this is also a circuit that produces an above-average amount of graining – a consequence of the tyres having time to cool on the long straights. This weekend every driver has seven sets of the Supersoft compound, four sets of the Soft and two sets of the Medium. Last year, the majority of drivers ran a three-stop race, whereas the winner stopped only twice. With overtaking relatively easy, this is a circuit where running the optimum strategy tends to outweigh considerations of track position.

The tyres produced by Pirelli for 2017 suffer less wear and lower degradation than their predecessors so the number of stops is expected to be lower than the 66 in 2016. However, with a high probability of rain forecast for the weekend, this may become irrelevant.

The result in Australia has ratcheted up the interest levels for this weekend. Ferrari's convincing opening round victory confirmed the suspicion, raised in pre-season testing, that Mercedes' dominance of recent years is under threat. The battle between the Silver Arrows and the Prancing Horse was fierce in Melbourne. It promises to be so again here in China.



SHANGHAI INTERNATIONAL CIRCUIT

Length of lap: 5.451km

Lap record:

1:32.238 (Michael Schumacher, Ferrari, 2004)

Start line/finish line offset:

0.190km

Total number of race laps: 56

Total race distance: 305.066km

Pitlane speed limits:

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

CIRCUIT NOTES

- ▶ The track has been resurfaced across the start line to remove the bump that had developed.
- ▶ Additional tyres have been installed in parts of the barriers at Turns One and Eight.
- ▶ Grass-crete has been laid around Turn Two between the track and asphalt run-off.
- ▶ Additional 'combination' kerb elements have been installed behind the existing kerbs at Turns Two, Three and 12. These new elements are 50mm higher than the existing kerbs and are approximately 3m long and 1m wide.

DRS ZONE

- ▶ The DRS sectors at the Shanghai International Circuit will be as last year. The detection point of the first zone is at Turn 12 and the activation point is 752m before Turn 14. The second zone's detection point is 35m before Turn 16, with activation occurring 98m after Turn 16.

ROUND 02	CHINESE GRAND PRIX	START TIME	14:00 Local - 06:00 GMT
RACE DATE:	09 APR 2017	CIRCUIT LENGTH:	5.451KM
CIRCUIT NAME:	SHANGHAI INTERNATIONAL CIRCUIT	RACE DISTANCE:	305.066KM
NUMBER OF LAPS:	56	LAP RECORD:	1:32.238 - M Schumacher [2004]

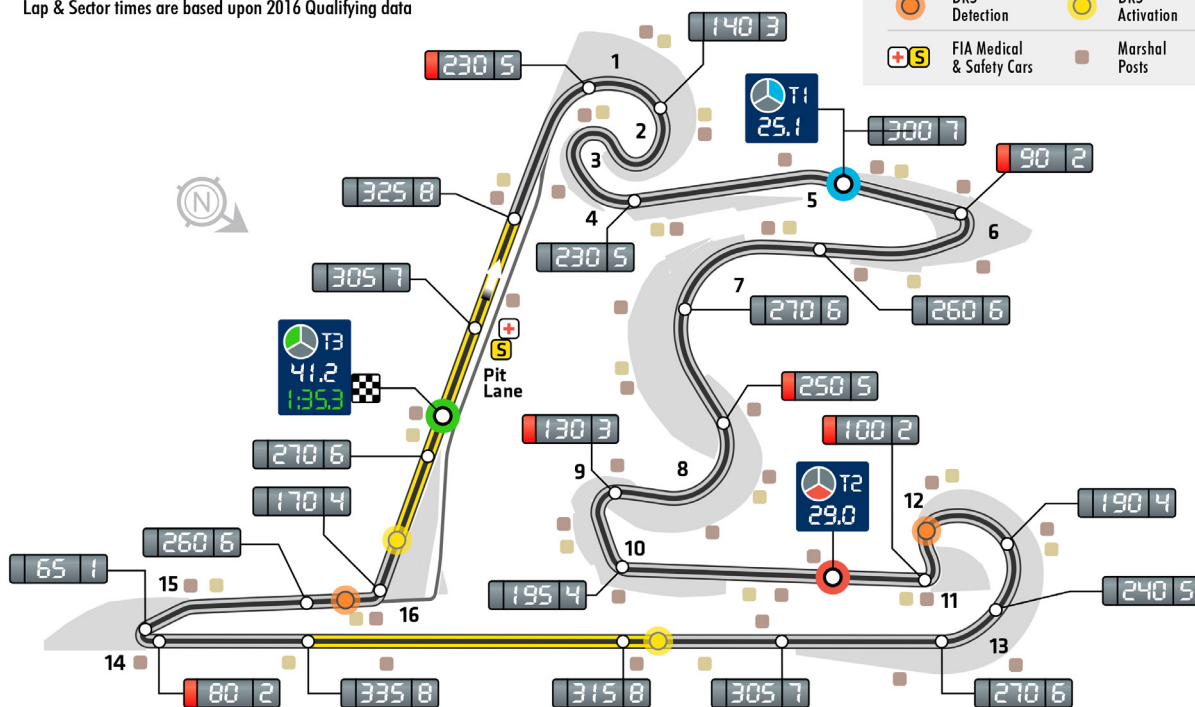
KEY

Speed Kmh
Braking **100 2** Gear

Sector Time **T3 41.2** Timing Sector
Lap Time **1:35.3**

● 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

Notes: Speeds are approximate based upon 2017 simulated data
Gears are approximate based upon 2016 data
Lap & Sector times are based upon 2016 Qualifying data



FAST FACTS

- ▶ This is the 14th running of the Chinese Grand Prix. The race debuted in 2004 and has been held every year since. Every race has taken place at the Shanghai International Circuit.
- ▶ Lewis Hamilton is the most successful driver in China with four victories (2008, 2011, 2014, 2015). Other multiple winners are Fernando Alonso (2005, 2013) and Nico Rosberg (2012, 2016). Of the current field, Sebastian Vettel (2009) and Kimi Räikkönen (2007) have also won the race. The other winners in Shanghai are Rubens Barrichello (2004), Michael Schumacher (2006) and Jenson Button (2010).
- ▶ Ferrari (2004, 2006, 2007, 2013) and Mercedes (2012, 2014, 2015, 2016) are tied on four wins apiece in China, one ahead of McLaren (2008, 2010, 2011). Renault won in 2005, and Red Bull Racing had its debut F1 victory at the Shanghai International Circuit in 2009
- ▶ Victory here in 2012 was the first of Nico Rosberg's 23 career wins. Last season, Rosberg's second victory at the Shanghai International Circuit was his 17th in F1 which at the time made him custodian of the unwanted record of most F1 victories without a Drivers' World Championship. Having clinched the title in Abu Dhabi, Rosberg hands that record back to Stirling Moss and the 16 victories the British driver scored between 1955 and 1961 for Mercedes, Maserati, Vanwall, Cooper and Lotus.
- ▶ Hamilton has the most pole positions in China with five (2007-08, 2013-15), followed by Vettel with three (2009-11), then Alonso (2005-06) and Rosberg (2012, 2016) with two apiece. The only other drivers to have started from pole is Barrichello (2004).
- ▶ Pole position has proved advantageous here with the driver on pole winning eight of the 13 races. Schumacher's win from P6 is the victory from furthest back on the grid and one of only two wins from the even-numbered grid slots on the inside line, the other being Räikkönen from P2.
- ▶ Mark Webber was third in the 2011 race from 18th on the grid, the only driver to have finished on the podium in Shanghai having started outside the top ten.
- ▶ Ferrari's lead in the Constructors' Championship is the first time Mercedes have been off the top spot since March 2014, when second and third places at the season-opening Australian Grand Prix gave McLaren a slender advantage. Mercedes took the lead in that title race with a one-two finish in Malaysia on March 30th 2014 and led consistently since then.
- ▶ Despite being a permanent track, compared to Albert Park, the Shanghai International Circuit is statistically an inferior early-season indicator of Constructors' Championship form. China became an early-season race in 2009: in the eight races that followed, the winning team here has only gone on to lift the Constructors Championship three times. For the same 2009-2016 timeframe, the winner in Australia has won the Championship five times.

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.



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: a member of the World Motor Sport Council, the FIA Committee, and the executive committee of the FIA Institute.



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.



FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 1500

FRIDAY

Practice session 1 1000-1130

Practice session 2 1400-1530

Press conference 1600

SATURDAY

Practice session 3 1200-1300

Qualifying 1500-1600

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 1230

Race 1400

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 the paddock in front of the FIA garages.

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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