



Race Preview

2017 RUSSIAN GRAND PRIX

28-30 April 2017

This week the Black Sea resort of Sochi welcomes Formula One teams and drivers for the Russian Grand Prix – the fourth round of an intriguing 2017 FIA F1 World Championship.

Constructed in and around the Olympic Park of the XXII Winter Games, the Sochi Autodrom is part permanent road course, part street circuit. Recognised as one of the more technical tracks on the current F1 calendar, Sochi features wide approaches and relatively flat kerbs that allow drivers to attack the apex. Turn Three has become the signature corner, cars accelerate hard around the long, sweeping multi-apex left-hander, where anyone getting offline risks colliding with the wall. However, it's the long high-speed run from the final corner into Turn Two that is likely to provide the most drama, with heavy braking into the tight right-hander providing a great overtaking opportunity.

The tyre allocation for Sochi is the same as that for the Australian Grand Prix, with soft, supersoft and ultrasoft compounds on offer, and like Albert Park, Sochi is expected to see high evolution over the weekend as the racing line cleans up and rubbers-in on the seldom-used circuit. This will present drivers and race engineers with the classic problem of preparing a car for conditions not as they are but as they are expected to be later in the weekend.

Going to Russia, Sebastian Vettel and Ferrari hold slender leads in their respective championships over Lewis Hamilton and Mercedes. The German and Italian marques appear to be closely matched this season, while each has demonstrated the ability to hold the upper hand when track configuration and ambient conditions play to their individual strengths. The Russian Grand Prix, held on a track fundamentally unlike those raced before this year, promises to add further twists to a fascinating 2017 season.



CIRCUIT DATA SOCHI AUTODROM

Length of lap:

5.848km

Lap record:

1:39.094 (Nico Rosberg, Mercedes, 2016)

Start line/finish line offset:

0.199km

Total number of race laps:

53

Total race distance:

309.745km

Pitlane speed limits:

60km/h in practice, qualifying, and the race

CIRCUIT NOTES

- ▶ Speed bumps 50mm high and painted fluorescent orange will be placed 3m from the track edges either side of the kerb on the apex of the start of Turn 3 (the exit of Turn 2).
- ▶ Improvements to the TecPro barriers have been made at Turns 2, 4 and 13.

DRS ZONE

- ▶ The first of two DRS zones has its detection point 138m before T1. Activation is in line with the corner apex. Zone Two's detection is 72m before T10, with activation 230m after the corner.

ROUND 04	RUSSIAN GRAND PRIX	START TIME	15:00 Local - 12:00 GMT
RACE DATE:	30 APR 2017	CIRCUIT LENGTH:	5.848KM
CIRCUIT NAME:	SOCHI AUTODROM	RACE DISTANCE:	309.745KM
NUMBER OF LAPS:	53	LAP RECORD:	1:39.094 - N. Rosberg [2016]

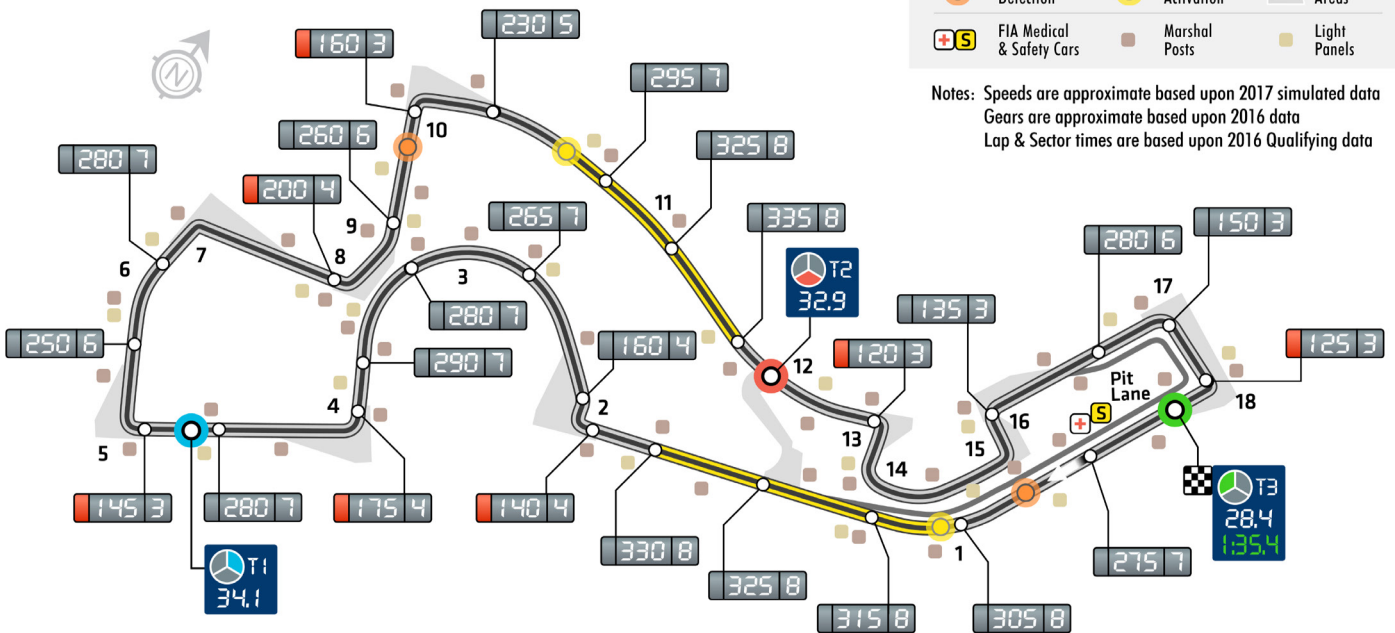
KEY

Speed Kmh
Braking 140 4 Gear

Sector Time
T3
28.4
1:35.4
Timing Sector
Lap Time

Sector 1 Sector 2 Sector 3
 Circuit Start Finish
 DRS Detection DRS Activation Run-off Areas
 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 fourth F1 World Championship Russian Grand Prix. The first event was hosted in 2014, all have been held at the Sochi Autodrom.
- ▶ Mercedes have dominated, winning all three races. Each has been won by the driver who would go on to be crowned World Champion: Lewis Hamilton in 2014 and 2015, Nico Rosberg last year.
- ▶ In 2014 and 2016 Mercedes enjoyed 1-2 finishes. Their record is marred by a locked throttle which caused Nico Rosberg to retire when leading in 2015. The other drivers to make the podium are Sebastian Vettel, second in 2015, and third places for Valtteri Bottas, Sergio Pérez and Kimi Räikkönen, respectively in 2014, 2015 and 2016.
- ▶ Before moving to an early-season slot in 2016, the Russian Grand Prix ran in October. In both 2014 and 2015 Mercedes clinched the World Championship for Constructors' in Sochi. The race was respectively the 16th of 19 in 2014 and the 15th of 19 in 2015.
- ▶ Mercedes' dominance extends to three pole positions: Hamilton in 2014 and Rosberg in 2015 and 2016. 2014-2015 were front row lock-outs. Last year Bottas started P2. This was largely by default as Ferrari's Vettel, P2 in qualifying, took a five-place grid penalty and Hamilton did not run in the Q3 session.
- ▶ This will be a first F1 race at the Sochi Autodrom for Esteban Ocon, Lance Stroll and Stoffel Vandoorne. In 2014 Vandoorne was fifth in the GP2 feature race and second in the sprint; in 2015 he was third and fourth, the latter sealing the title for the Belgian. Ocon appeared on his way to the 2015 GP3 title, finishing second in both the feature and sprint races. Stroll has no prior experience here.
- ▶ The first free practice session of the 2014 race saw an F1 race weekend debut for Sergey Sirotkin, who appeared for Sauber. The Muscovite's next FP1 appearance came again at Sochi, this time in 2016 for Renault. He remains with Renault for 2017 as test and reserve driver and is expected to drive in FP1 this weekend.
- ▶ Daniil Kvyat remains the only home-grown driver to race in Russia. Hailing from Ufa in Bashkortostan, Kvyat, driving for Toro Rosso in 2014, started fifth only to drop back to 14th in the race. In 2015, having been moved up to the senior Red Bull team, he started 11th and finished fifth. Last year he started eighth and finished 15th – though his race was more memorable for two first-lap collisions with Vettel. Kvyat returned to Toro Rosso after the race, being replaced at Red Bull Racing by Max Verstappen.
- ▶ The Russian Grand Prix has been largely a one-stop race. In three runnings, only three drivers have scored points with a two-stop strategy. Verstappen, finishing P10 in 2015, became the first driver to score in Russia on a two-stopper. He, like Sergio Pérez, ninth in 2016, needed a first lap pit stop having punctured a tyre at the start. Felipe Massa finished fifth in 2016, pitting on lap 18 and 46 – though Massa was able to, in effect, have a free second stop, pitting from fifth and retaining the place due to a 35-second cushion over sixth-placed Fernando Alonso.

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 F2, 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.



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 1100-1230

Practice session 2 1500-1630

Press conference 1700

SATURDAY

Practice session 3 1200-1300

Qualifying 1500-1600

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 1330

Race 1500

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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