



# Race Preview

## 2018 FRENCH GRAND PRIX

22-24 June 2018

Following a decade-long hiatus, the French Grand Prix returns this week, with teams and drivers heading to Le Castellet and the Circuit Paul Ricard for Round Eight of the 2018 FIA Formula One World Championship.

The race returns to Ricard for the first time since 1990, and will run on a full course layout for the first time since 1985 – albeit a modified version of the circuit formerly used, including a chicane midway along the famous Mistral Straight.

Built on a plateau, the Mistral wind is just one of the variables drivers and teams will have to deal with this weekend. Ricard in this configuration represents a mixed offering across the three sectors – as might be expected from a flexible racing complex designed to include a multitude of circuit configurations.

The track features two high-speed straights and several heavy braking zones but also intricate, technical, low-speed sections, while the famous Signes corner at the end of the Mistral straight will be one of the fastest corners in F1 this year. Put together, it teases teams with the possibility of going in very different directions on set-up – and Friday's practice sessions are likely to be very busy and see them experiment with a wide range of downforce levels.

The situation in the Championships is equally intriguing. Mercedes, Red Bull and Ferrari gave each taken a performance-based victory from pole position in the last three races. In the Drivers' Championship, victory in Canada has returned Sebastian Vettel to the top of the table, a single point ahead of Lewis Hamilton. The pair have pulled out a sizeable gap on the chasing pack, with Valtteri Bottas now 34 points behind team-mate Hamilton. In the Constructors' Championship, Mercedes retain a slender lead, 17 points clear of Ferrari.



### CIRCUIT PAUL RICARD

**Length of lap:**

5.842km

**Lap record:** –

**Start line/finish line offset:**

0.000km

**Total number of race laps:**

53

**Total race distance:**

309.626km

**Pitlane speed limits:**

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

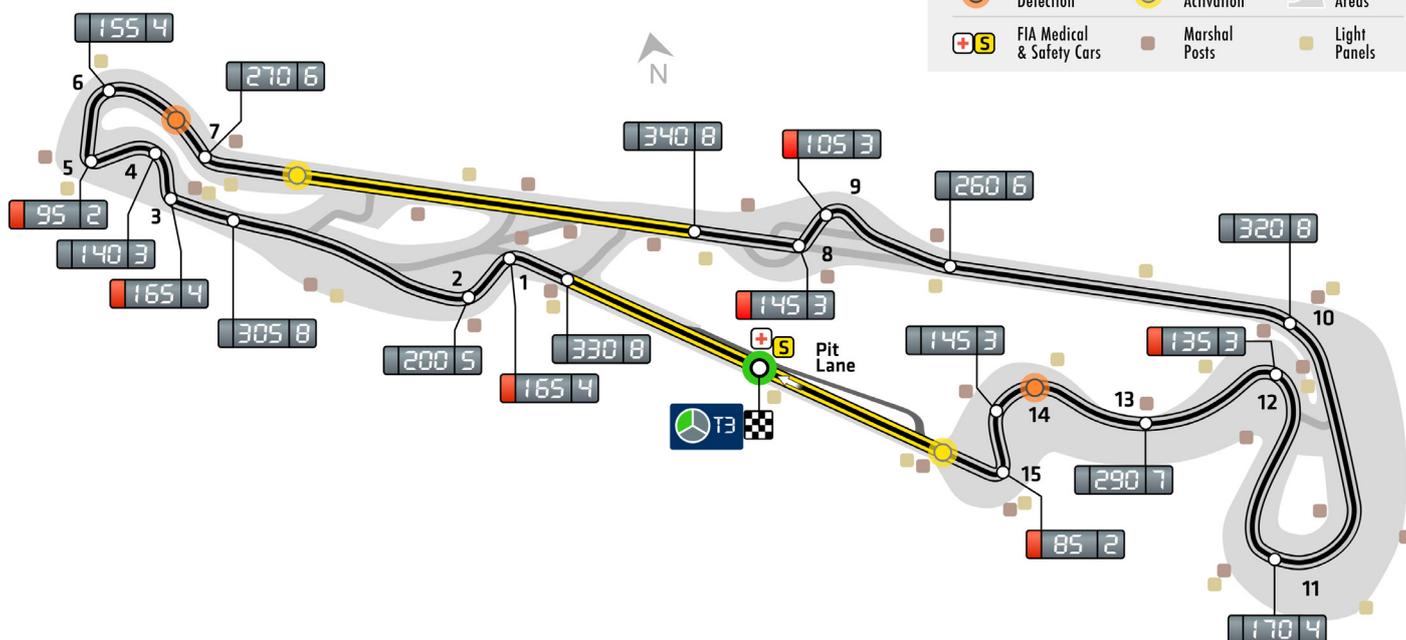
### DRS ZONE

- ▶ There will be two DRS zones at Paul Ricard. The first zone has a detection point 75m before Turn 7 and an activation point 170m after Turn 7. The second zone has a detection point at Turn 14 and activation 115m after Turn 15.

<b>ROUND 08</b>	<b>FRENCH GRAND PRIX</b>	<b>START TIME</b>	16:10 Local - 14:10 GMT
<b>RACE DATE:</b>	24 JUN 2018	<b>CIRCUIT LENGTH:</b>	5.842KM
<b>CIRCUIT NAME:</b>	CIRCUIT PAUL RICARD	<b>RACE DISTANCE:</b>	309.626KM
<b>NUMBER OF LAPS:</b>	53	<b>LAP RECORD:</b>	-

KEY		
Speed Kmh	Gear	Timing Sector Lap Time
Braking		
● Sector 1	● Sector 2	● Sector 3
— Circuit	— Start	— Finish
○ DRS Detection	○ DRS Activation	— Run-off Areas
⚕ FIA Medical & Safety Cars	Ⓜ Marshal Posts	Ⓛ Light Panels

Note: Speeds and Gears are based upon 2018 simulation data



## FAST FACTS

- ▶ This is the 59th running of the Formula One World Championship French Grand Prix. The race is one of the original rounds of the World Championship and has been held from 1950 to 1954 and 1956 to 2008. The 1955 race was cancelled following the Le Mans disaster. The event returns this year after a 10-year hiatus, the previous French Grand Prix being the 2008 race contested at Magny-Cours.
- ▶ This is the 15th French Grand Prix to be held at the Circuit Paul Ricard. The race first came here in 1971, returning in 1973, 1975-6, 1978, 1980, 1982-3, 1985-1990. The events between 1971 and 1985 were held on the original 5.810km course and the races 1986-1990 on a shortened 3.813km circuit.
- ▶ The French Grand Prix has also been held at Reims (1950-51, 1953-54, 1956, 1958-61, 1963, 1966), Rouen (1952, 1957, 1962, 1964, 1968), Clermont-Ferrand (1965, 1969-70, 1972), Le Mans (1967), Dijon (1974, 1977, 1979, 1981, 1984) and Magny-Cours (1991-2008).
- ▶ Michael Schumacher is the most successful French Grand Prix driver with eight wins. Ferrari are far ahead of the field as a constructor with 17 victories, including the last three races of the previous era. It only has two victories at Ricard, however, and trails McLaren and Williams who both have three victories at this circuit.
- ▶ Both of Ferrari's wins at the Circuit Paul Ricard were scored by drivers that are now senior management figures at rival teams: Niki Lauda in 1975 and Alain Prost in 1990.
- ▶ Alain Prost is the most successful driver at Ricard. He took four of his six French Grand Prix victories at this circuit. His wins were split between three different manufacturers, victorious for Renault in 1983, McLaren in 1988 and 1989, and finally with Ferrari.
- ▶ There are two French Grand Prix winners in the 2018 field: Fernando Alonso won the race in 2005 for Renault, and Kimi Räikkönen in 2007 for Ferrari – both of them on the way to winning the Drivers' World Championship. Alonso and Räikkönen are also the only drivers in the current field to have started the French Grand Prix from pole position: Alonso in 2004 and 2005, Räikkönen in 2008.
- ▶ Pole has conferred a small advantage at Ricard in the past, with eight of the 14 previous races won from P1 on the grid. The third row is the furthest back a winner has started: Ronnie Peterson (1973) and Nelson Piquet (1985) were both victorious from P5.
- ▶ Victory for Fernando Alonso at the Le Mans 24 Hours round of the FIA World Endurance Championship last weekend makes him one of three Le Mans winners in the French Grand Prix field this year, the others being Nico Hülkenberg (2015), and Brendon Hartley (2017).
- ▶ While F1 has not raced at Ricard for over a quarter of a century, most of the drivers on the grid are familiar with the venue – albeit not necessarily with the grand prix track configuration. Pirelli has made extensive use of the circuit in recent years for both wet and slick tyre tests with Ferrari, Mercedes, Red Bull and McLaren participating, and the circuit is also widely used for WEC testing. Carlos Sainz (twice) and Kevin Magnussen have both won here in Formula Renault 3.5, while Pierre Gasly, Esteban Ocon and Stoffel Vandoorne have all won in the Eurocup Formula Renault 2.0 series.

# RACE STEWARDS BIOGRAPHIES

## GARRY CONNELLY

**DIRECTOR, GLOBAL INSTITUTE FOR MOTOR SPORT SAFETY;  
DIRECTOR, AUSTRALIAN INSTITUTE OF MOTOR SPORT  
SAFETY; F1, WTCC STEWARD; FIA WORLD MOTOR SPORT  
COUNCIL MEMBER**

Garry Connelly has been involved in motor sport since the late 1960s. A long-time rally competitor, Connelly was instrumental in bringing the World Rally Championship to Australia in 1988 and served as Chairman of the Organising Committee, Board member and Clerk of Course of Rally Australia until December 2002. He has been an FIA Steward and FIA Observer since 1989, covering the FIA's World Rally Championship, World Touring Car Championship and Formula One Championship. He is a director of the Australian Institute of Motor Sport Safety and of the Global Institute of Motor Sport Safety. He is a member of the FIA World Motor Sport Council.



## 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.



## YANNICK DALMAS

**1992 WORLD SPORTSCAR CHAMPION, 1986 FRENCH F3  
CHAMPION, FOUR TIMES LE MANS WINNER, F1 DRIVER**

During a long racing career, Yannick Dalmas excelled in many forms of motorsport. Most famously, he won the 24 Hours of Le Mans four times in the 1990s, each with a different manufacturer. In 1992, alongside fellow FIA Steward Derek Warwick, he became World Sportscar Champion. As an open-wheel driver, he won the French F3 title in 1986 and, between 1987 and 1994, he participated in 49 F1 grands prix, driving for Larrousse and AGS. In recent years Dalmas has been an FIA Driver Advisor to the Stewards in WEC. This is his debut as a Formula One steward. He is a native of the Var region in France.







# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 1500

## FRIDAY

**Practice session 1** 1200 - 1330

**Press conference** 1400

**Practice session 2** 1600 - 1730

## SATURDAY

**Practice session 3** 1300 - 1400

**Qualifying** 1600 - 1700

Followed by unilateral and press conference

## SUNDAY

**Drivers' Parade** 1430

**Race** 1610

Followed by podium interviews and press conference

## ADDITIONAL MEDIA OPPORTUNITIES

### QUALIFYING

All drivers eliminated in Q1 or Q2 will be available for media interviews 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 in 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

[press@fia.com](mailto:press@fia.com)

T +33 1 43 12 58 15

