



Race Preview

2017 AUSTRIAN GRAND PRIX

07-09 July 2017

Round nine of the 2017 Formula One World Championship sees teams and drivers head to the mountains of Styria and to the Red Bull Ring, home of the Austrian Grand Prix

Since returning to the calendar in 2014 the race at the relatively short 4.318km circuit (it is the fourth shortest on the calendar behind Brazil, Mexico and Monaco,) has rapidly re-established itself as a favourite among fans due to its picturesque location, varied programme of events and the prospect of close racing on the fast and flowing configuration.

A medium downforce track, the Red Bull Ring is made up of 10 corners that take in the region of just 68 seconds to navigate. However, the circuit packs plenty of thrills into a little lap time, especially at corners such as the tight Turn 3 (Remus) where historically most overtaking moves are attempted and the high-speed Turn 9 (Rindt).

The circuit configuration places the emphasis on good traction and straightline speed. To aid in the quest for traction, tyre supplier Pirelli once again opts for the softest tyres in its range, with the soft, supersoft and ultrasoft tyres on offer this weekend.

Heading into the weekend in Austria, Sebastian Vettel heads the Drivers' Championship standings despite a fourth-place finish last time out in Azerbaijan that came as a result of in-race penalties applied following a collision with arch-rival Lewis Hamilton. Hamilton's race, meanwhile, was compromised by a pit stop to repair a cockpit surround that robbed him of the lead and eventually saw him finish in fifth place. Fourteen points now separate the top pair, with Valtteri Bottas closing in on the leaders thanks to a second place in Baku that leaves him 28 points behind Mercedes team-mate Hamilton.

In the teams' battle, leaders Mercedes currently sit 24 points clear of Ferrari, with Red Bull Racing in third place a further 89 points adrift.



RED BULL RING

Length of lap: 4.318km

Lap record: 1:08.337

(Michael Schumacher, Ferrari, 2003)

Start line/finish line offset: 0.126km

Total number of race laps: 71

Total race distance: 306.452km

Pitlane speed limits: 80km/h in practice, qualifying, and the race

CIRCUIT NOTES

- ▶ The corner numbering has changed. The left-hand curve before the old Turn 2 now becomes Turn 2. Thus, all subsequent corners have been renumbered accordingly.
- ▶ Tyre barriers have been increased in depth in Turns 4, 7 and 8. Tecpro barriers have been added around the guardrail end at the pit entry.
- ▶ Orange 'baguette' kerbs will only be installed on the exit of Turns 6, 9 and 10. The spacing between them has been increased to 3.2m.
- ▶ Additional U-drains have been installed in a number of locations in order to help prevent water running across the track.
- ▶ At the request of the FIM some 30cm-wide flat kerbs have been installed at the track edge in various places.

DRS ZONE

- ▶ There are two DRS zones. The first has a detection point 360m before Turn 3, with activation 85m after Turn 3. The second detection point is 10m after Turn 9 with activation 110m after Turn 10.

ROUND 09	AUSTRIAN GRAND PRIX	START TIME	14:00 Local - 12:00 GMT
RACE DATE:	09 JUL 2017	CIRCUIT LENGTH:	4.318km
CIRCUIT NAME:	RED BULL RING	RACE DISTANCE:	306.452km
NUMBER OF LAPS:	71	LAP RECORD:	1:08.337 - M Schumacher [2003]

KEY

Speed Kmh
Braking **120 3** Gear

Sector Time **T3 20.6** Timing Sector Lap Time **1:07.0**

● 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: Lap & Sector times are based upon 2016 Qualifying data
Gears are approximate based upon 2016 data
Speeds are approximate based upon 2017 Simulation data



FAST FACTS

- ▶ This will be the 30th Austrian Grand Prix. The first Austrian GP was held at Zeltweg in 1964 with a gap of six years until the next event at the Österreichring. The almost 6km-long circuit hosted the event until 1987 before falling off the calendar. A shortened version of the circuit, named the A1 Ring, rejoined the schedule from 1997 until 2003. The same layout, now christened the Red Bull Ring, welcomed Formula One back in 2014.
- ▶ Alain Prost is the most successful driver at the Austrian Grand Prix. The Frenchman won the race three times, in 1983 for Renault and in 1985 and '86 for McLaren. All his wins were scored on the Österreichring.
- ▶ On the A1 Ring/Red Bull Ring, three drivers have multiple wins: Mika Häkkinen in 1998 and 2000 for McLaren and Michael Schumacher in 2002 and 2003 for Ferrari at the A1 Ring, and Nico Rosberg in 2014 and 2015 at the Red Bull Ring. Lewis Hamilton is the only current driver to have won at this circuit. The Briton won here last year for Mercedes.
- ▶ Only three other drivers have won at the A1 Ring/Red Bull Ring: Jacques Villeneuve in 1997 for Williams, Eddie Irvine in 1999 for Ferrari, and David Coulthard in 2001.
- ▶ Current Mercedes driver Valtteri Bottas secured his first front row placing and his first podium finish (P3) at the 2014 Austrian Grand Prix. Since then the Finn has been on the front row a further four times, the most recent of which was last time out at the Azerbaijan Grand Prix. Bottas isn't the only driver to score his first front-row spot in Austria. Juan Pablo Montoya started from P2 in 2001, as did John Watson in 1976 and Clay Regazzoni in 1970.
- ▶ Nine other drivers have taken a maiden podium finish at the Austrian Grand Prix: Bob Anderson in 1964, Regazzoni and Rolf Stommelen in 1970, Tim Schenken in 1971, Carlos Pace in 1973, Vittorio Brambilla and Tom Pryce in 1975, Alan Jones in 1977, Gilles Villeneuve in 1978. Bottas is the only driver to date to have taken a first podium on the current layout.
- ▶ Five drivers have scored their first win in Austria. Lorenzo Bandini in 1964, Brambilla in 1975, Watson in 1976, Jones in 1977, Elio de Angelis in 1982. Again, to date no driver has taken a maiden win on the current layout.
- ▶ In 10 events at the A1Ring/Red Bull Ring, the race has been won from pole position four times – by Jacques Villeneuve in 1997, Häkkinen in 2000, Schumacher in 2003 and last year by Hamilton. Four winners have started from third place on the grid, one from P2 (Rosberg in 2015) and one from P7 (David Coulthard's 2001 win is the victory scored from furthest back on the grid).
- ▶ McLaren have the most Austrian GP wins of any constructor with six – a 1984-'86 hat-trick on the Österreichring layout and three wins at the A1 Ring in 1998, 2000-'01. Next on this list is Ferrari with five victories. The Maranello squad is the only one to win on all Austrian GP layouts so far – in 1964 at Zeltweg, in 1970 at the Österreichring and in 1999, 2002 and 2003 at the A1 Ring.

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..



ANDREW MALLALIEU

PRESIDENT OF THE BARBADOS MOTORING FEDERATION; MEMBER OF THE FIA RALLY COMMISSION; F1, WRC AND F3 STEWARD

Andrew Mallalieu's 30-year plus involvement in motor sport spans rallying, hill climbs and circuit racing in Barbados and the greater Caribbean region. He is currently President of the Barbados Motoring Federation. Andrew has served as a steward at a wide variety of events including rounds of the World Rally Championship and European F3. A Certified Public Accountant and a Chartered Surveyor his non-motorsport activities include ownership of the Terra Caribbean Group where he is the Chief Executive. He has also been an advisor to the Barbados Government on real estate development issues.



MIKA SALO

FORMER F1 DRIVER

In a racing career now into its third decade, 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 for Finnish TV.



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 1100-1200

Qualifying 1400-1500

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 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 end of the paddock, next to the FIA hospitality area.

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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