



Race Preview

2017 BRITISH GRAND PRIX

14-16 July 2017

A few short days after leaving Austria and the Red Bull Ring, Formula One returns with Round 10 of the 2017 FIA F1 World Championship: the British Grand Prix at Silverstone.

The two circuits are very different: the short, undulating Styrian track has little in common with the flat, wide open spaces of the former airfield in Northamptonshire. While both are sensitive to power, this week's race features more fast changes of direction and places a greater emphasis on downforce.

From the beginning of pre-season testing, this race has been regarded by many as the first chance to test the extremes of performance available with the new aerodynamic regulations and wider tyres. Quite how many genuine corners the circuit will have this year is a matter of some debate, with most drivers of the opinion that the extra downforce and grip of the 2017 cars will allow several of Silverstone's famous turns to be taken flat out.

Silverstone's abundance of high-speed corners make it a driver favourite but also one of the season's toughest tests for tyres. Tyre supplier Pirelli has chosen to bring the medium, soft and supersoft rubber to Silverstone. While the asphalt is not excessively abrasive, the very high lateral loads shorten the life of the tyre and therefore make the British Grand Prix less likely to favour the one-stop strategy that has been seen in recent races.

With the season approaching its midpoint, the two Championship battles are close: the result in Austria saw Mercedes extend their small lead over Ferrari to 33 points, while Sebastian Vettel increased his advantage over Lewis Hamilton to 20 points. Following victory in Austria and strong showings in Canada and Azerbaijan, Valtteri Bottas is on the periphery of the title fight, now just 15 points behind Mercedes team-mate Hamilton.



SILVERSTONE CIRCUIT

Length of lap:

5.891km

Lap record:

1:33.401 (Mark Webber, Red Bull Racing, 2013)

Start line/finish line offset:

0.134km

Total number of race laps: 52

Total race distance:

306.198km

Pitlane speed limits:

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

CIRCUIT NOTES

- ▶ The depth of tyre and TecPro barriers has been increased in places around the outside of Turns 1, 2, 6, 9, 15 and 16.
- ▶ New double kerbs have been installed on the exit of Turns 9 and 18.
- ▶ A new debris fence has been installed on the left between Turns 14 and 15.

DRS ZONE

- ▶ There will be DRS zones at Silverstone on the Wellington and Hangar Straights. The detection point of the first zone is 25m before Turn 3 (Village), with the activation point 30m after Turn 5 (Aintree). The second detection point is at Turn 10 (Maggotts) with the activation point 55m after Turn 14 (Chapel).

ROUND 10	BRITISH GRAND PRIX	START TIME	13:00 Local - 12:00 GMT
RACE DATE:	16 JUL 2017	CIRCUIT LENGTH:	5.891KM
CIRCUIT NAME:	SILVERSTONE	RACE DISTANCE:	306.198KM
NUMBER OF LAPS:	52	LAP RECORD:	1:33.401 M Webber [2013]

Notes: Lap & Sector times are based upon 2016 Qualifying data

KEY

Speed Kmh: 110.3 | Gear: | Sector Time: T3 24.6 | Timing Sector: Lap Time: 1:29.2

Braking: | Start: | Finish: | DRS Detection: | DRS Activation: | Run-off Areas: | FIA Medical & Safety Cars: | Marshal Posts: | Light Panels:

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



FAST FACTS

- ▶ This is the 68th British Grand Prix. It is one of only two ever-present races on the F1 World Championship calendar, the other being the Italian Grand Prix. The race has been held five times at Aintree and 12 times at Brands Hatch with the remainder at Silverstone. Silverstone has hosted the race exclusively since 1987.
- ▶ With 16 victories, Ferrari are the most successful entrant in Britain, ahead of McLaren who have 14. 13 of Ferrari's wins have come at Silverstone, including their first win in F1, the 1951 race won by José Froilán González.
- ▶ Jim Clark and Alain Prost are the most successful drivers at the British Grand Prix, with five wins each. All five of Prost's victories came at Silverstone, whereas Clark won three at Silverstone, and one each at Aintree and Brands Hatch. Lewis Hamilton has the opportunity to join the group this weekend, having won four British Grands Prix.
- ▶ Hamilton also has a chance to emulate Clark this weekend by winning four British Grands Prix in a row, following victories for Mercedes in 2014, 2015 and 2016. Hamilton's first win on this circuit came in 2008 for McLaren. Racing for Lotus, Clark won the race in 1962-1965 and again in 1967.
- ▶ Kimi Räikkönen, Fernando Alonso and Sebastian Vettel are the other winners of the British Grand Prix in this year's field. Alonso won for Renault in 2006 and Ferrari in 2011, Räikkönen won for Ferrari in 2007, and Vettel won for Red Bull Racing in 2009.
- ▶ Since adopting the new start/finish straight in 2011 the driver starting from pole position has won only twice – though these are the last two races here, won by Hamilton in 2015 and 2016. Alonso won from P3 in 2011, while Mark Webber and Nico Rosberg both won from P2 in 2012 and 2013 respectively. Hamilton has won from furthest back on the current layout, starting P6 in 2014.
- ▶ All three of this year's Silverstone rookies raced here in junior series. Lance Stroll made his FIA European F3 Championship debut at Silverstone in 2015, recording a sixth place, fifth place and a DNF. A year earlier Esteban Ocon appeared in the F3 season-opener, finishing second, first and third. Ocon returned the following year in GP3, finishing sixth in the feature race and second in the sprint. Stoffel Vandoorne made his Silverstone debut in the 2010 Formula Renault F4 Eurocup 1.6, finishing fourth and second. He returned in 2011 for two fourth-place finishes in the Formula Renault 2.0 Eurocup and then in the 2014 and 2015 GP2 Series, finishing third in the feature race and ninth in the sprint both times.
- ▶ Webber's lap record of 1:33.401 set in 2013 is considerably slower than that set by Fernando Alonso on the same track in 2010, the final year of Bridgestone tyres. Driving for Ferrari, Alonso lapped Silverstone in 1:30.874 in the first grand prix to be held on the new Arena layout. The following year, the pitlane was relocated to its present position. While the track did not change, the control line moved, and thus the record was reset.

RACE STEWARDS BIOGRAPHIES

DR GERD ENNSER

MEMBER OF THE DMSB'S EXECUTIVE COMMITTEE FOR AUTOMOBILE SPORT, FORMULA ONE AND DTM STEWARD

Dr Gerd Ennsler has successfully combined his formal education in law with his passion for motor racing. While still active as a racing driver he began helping out with the management of his local motor sport club and since 2006 has been a permanent steward at every round of Germany's DTM championship. Since 2010 he has also been a Formula One steward. Dr Ennsler, who has worked as a judge, a prosecutor and in the legal department of an automotive-industry company, has also acted as a member of the steering committee of German motor sport body, the DMSB, since spring 2010, where he is responsible for automobile sport. In addition, Dr Ennsler is a board member of the South Bavaria Section of ADAC, Germany's biggest auto club.



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.



DANNY SULLIVAN

FORMER F1 DRIVER, INDIANAPOLIS 500 WINNER AND CART CHAMPION

US racer Danny Sullivan made his F1 debut with Tyrrell at the 1983 Brazilian Grand Prix. He raced just one season in F1, scoring a best result of fifth in Monaco. In 1984, Sullivan returned to the US where he resumed a successful Indy Car career. He is perhaps best known for his 'spin and win' victory at the 1985 Indianapolis 500, where he passed leader Mario Andretti, survived a 360 degree spin, and then caught and re-passed Andretti to claim the Borg-Warner Trophy. He won the Indy Car World Series title in 1988. After 17 victories from 170 Indy Car starts he drew a line under his open-wheel career in 1995. He finished third in the Le Mans 24 Hours in a Dauer Porsche 962 in 1994. He made four starts at Le Mans, the most recent being 2004.



FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 1500

FRIDAY

Practice session 1 0900-1030

Practice session 2 1300-1430

Press conference 1500

SATURDAY

Practice session 3 1000-1100

Qualifying 1300-1400

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 1130

Race 1300

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 at the end of the paddock, next to the FIA hospitality unit.

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

press@fia.com

T +33 1 43 12 58 15

