



Race Preview

2017 ITALIAN GRAND PRIX

01-03 September 2017

Hot on the heels of last weekend's Belgian Grand Prix, Formula One's teams and drivers return to action this weekend at one of the season's most storied circuits, high-speed Monza, home of the Italian Grand Prix.

The race has featured on every Formula One schedule since the Championship's first season in 1950 and all but one of those races have taken place at Monza – the last, true 'temple of speed' remaining in the sport.

The circuit's configuration of long straights and three fast curves broken by three chicanes rewards power, and with some 75 per cent of the lap run at full throttle teams with an advantage in this area traditionally thrive. Monza's layout also calls for teams to bring the lowest downforce packages used all season as they attempt to minimise drag.

Monza is not solely about speed, however. Setting up cars to deal with the challenge of high kerbs and to get good traction out of the few corners is also crucial to lap time. Despite the low number of corners, brake wear is also high at Monza, with each braking event occurring at high speeds. The paucity of corners means harvesting energy from the brakes can be challenging.

Ferrari's Sebastian Vettel heads to Monza at the top of the Drivers' standings, a position that should see the always cauldron-like atmosphere at the circuit ramped up several notches as the *tifosi* come out in force in the hope of a victory for the Prancing Horse on home soil.

At last weekend's Belgian Grand Prix the Scuderia recovered from the woes it encountered at similarly high-speed Silverstone earlier this year to take second and fourth places at Spa. However, it was Mercedes that secured victory at the Belgian track and Lewis Hamilton's win sliced Vettel's title lead to just seven points. With both squads now looking well matched on high-speed circuits, this weekend's race is set to be a thrilling battle right at the limit of what 2017's supremely quick cars are capable of.



AUTODROMO NAZIONALE MONZA

Length of lap: 5.793km

Lap record: 1:21.046 (Rubens Barrichello, Ferrari, 2004)

Start line/finish line offset: 0.309km

Total number of race laps: 53

Total race distance: 306.720km

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

CIRCUIT NOTES

- ▶ New TecPro wall blocks have been installed in Turns 4, 8 and 11.
- ▶ Additional tyres, conveyor belts and tube inserts have been fitted to the existing tyre barriers in Turns 6, 7, 9 and 10.
- ▶ TecPro barriers have been added to the tyre barriers in Turns 9 and 10.
- ▶ The main pit straight has been resurfaced.

DRS ZONES

- ▶ There will be two DRS zones in Italy. The detection point for the first zone will be 95m before Turn Seven, with the activation point 210m after Turn Seven. The second detection point will be 20m before Turn 11, with the activation point 115m after the finish line.

ROUND 13	ITALIAN GRAND PRIX	START TIME	14:00 Local - 12:00 GMT
RACE DATE:	03 SEP 2017	CIRCUIT LENGTH:	5.793KM
CIRCUIT NAME:	AUTODROMO NAZIONALE MONZA	RACE DISTANCE:	306.720KM
NUMBER OF LAPS:	53	LAP RECORD:	1:21.046 - R Barrichello [2004]

KEY	
Speed Kmh	Sector Time
Braking 120.3	Gear
Sector 1	Sector 2
Sector 3	
Circuit	Start
DRS Detection	DRS Activation
FIA Medical & Safety Cars	Run-off Areas
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 68th Italian Grand Prix. The race has been an ever-present on calendar since the inaugural Formula One World Championship in 1950 and all but one Italian Grand Prix has been held at Monza. The race moved to Imola in 1980 while renovation work was carried at the circuit outside Milan.
- Michael Schumacher is the most successful driver at this event. The German has five wins to his name (1996, 1998, 2000, 2003, 2006) and all were recorded at Monza. Nelson Piquet is next on the list with four wins. The Brazilian is the only driver to have taken an Italian GP win away from Monza, winning that sole Imola event for Brabham.
- Ferrari is the most successful team, with 18 victories. McLaren holds second place with 10 wins, while Williams are third with six victories.
- Seven drivers have taken their first Formula One win in Italy. Sebastian Vettel is the most recent, winning for Toro Rosso in 2008. The others are Juan Pablo Montoya (2001), Peter Gethin (1971), Clay Regazzoni (1970), Ludovico Scarfiotti (1966), Jackie Stewart (1965) and Phil Hill (1960).
- Just two manufacturers have landed a maiden win in Italy, and curiously both outfits are Italian. Juan Manuel Fangio gave Maserati the first of nine F1 wins at Monza in 1953, while Vettel's '08 was the first and only win to date for Toro Rosso.
- Three current drivers have won at Monza before. They are: Fernando Alonso (2007, '10), Vettel (2008, '11, '13) and Lewis Hamilton (2012, '14, '15).
- Hamilton can this weekend break the all-time record of pole positions. The Mercedes driver equalled Michael Schumacher's mark of 68 poles at last weekend's Belgian Grand Prix.
- Top spot for Hamilton in qualifying this weekend would see him break another record – that of most Italian Grand Prix poles. The Briton is currently tied on five with Formula One legends Juan Manuel Fangio and Ayrton Senna. Three other current drivers have scored poles at Monza – Vettel (2008, '11, '13), Alonso ('07, '10) and Kimi Räikkönen (2006).
- Of the current drivers, Fernando Alonso has the most podium finishes in Monza, with six. The Spaniard was second for Renault in 2005, won in 2007 for McLaren and for Ferrari in 2010, and then finished third in 2012 and second in 2013 again for Ferrari. Vettel and Hamilton have five podiums each here, Räikkönen and Felipe Massa have three, while the only other of this weekend's drivers to have tasted champagne here is Sergio Pérez, who finished second here in 2012, while driving for Sauber.
- This year marks the 50th anniversary of Honda's only Italian Grand Prix victory to date as a constructor. The team's 1967 win came courtesy of late F1 great John Surtees. At the wheel of the V12-powered RA300 car, Surtees claimed the lead on the finish straight in a thrilling end to the race, beating Jack Brabham by just two tenths of a second.

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.



ROGER PEART

PRESIDENT, FIA CIRCUITS COMMISSION; PRESIDENT OF AUTORITE SPORTIVE NATIONALE DU CANADA (ASN)

Roger Peart is a civil engineer by training and designed the Gilles Villeneuve circuit, Home of the Canadian Grand Prix since 1978. In the years 1949-1953 he gained his first experience of motor sport, working as a racing mechanic while still at school in the UK. By 1960 he had become a competitor. Until 1963 he drove in the Canadian National Rally Championship, before switching to racing from 1964 to 1976. In 1967 Peart became involved in the organisation of Canadian motor sport and was instrumental in getting the Circuit Gilles Villeneuve onto the F1 calendar. Since 1991 Peart has been President of ASN Canada FIA and, since 1999, President of the FIA Circuits Commission.



EMANUELE PIRRO

FORMER FORMULA ONE DRIVER AND FIVE-TIMES LE MANS WINNER

During a motor sport career spanning almost 40 years, Emanuele Pirro has achieved a huge amount of success, most notably in sportscar racing, with five Le Mans wins, victory at the Daytona 24 Hours and two wins at the Sebring 12 Hours. In addition, the Italian driver has won the German and Italian Touring Car championships (the latter twice) and has twice been American Le Mans Series Champion. Pirro, enjoyed a three-season F1 career from 1989 to 1991, firstly with Benetton and then for Scuderia Italia. His debut as an FIA Steward came at the 2010 Abu Dhabi Grand Prix and he has returned regularly since.



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 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 front of the media centre entrance.

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

