



Race Preview

2017 SPANISH GRAND PRIX

12-14 May 2017

After four opening 'flyaway' races, the 2017 FIA Formula One World Championship sees teams return to the sport's traditional heartland for a predominantly European leg of the season, beginning with the Spanish Grand Prix at the Circuit de Barcelona-Catalunya.

A favoured test venue for Formula One, Barcelona's circuit is perhaps the one the sport's teams know best, with a wealth of data on this season's new cars having already been accumulated during two pre-season tests in February and March.

However, as the first 'close-to-home' race of the season, the Spanish Grand Prix is also the event to which many teams bring their first major update of the season and that, allied to the development that has already taken place, means the cars that will race on Sunday are likely to be quite different to those that made their track debut here 10 weeks ago.

Conditions, too, are also likely to be very different to those experienced in the winter, with track temperatures set to be much higher than in testing. Thus, finding the perfect set-up is not as straightforward as teams' familiarity with the circuit would suggest. The process is made trickier by the often treacherous winds that can whip across the circuit.

Barcelona also presents teams with an abrasive track surface, with long, fast corners such as Turn 3 putting significant energy through the tyre and resulting in high degradation. As such tyre supplier Pirelli moves to the harder end of its spectrum here, with the hard compound making its first appearance of the season, alongside the soft and medium tyres.

Ferrari's Sebastian Vettel takes a 13-point championship lead over Mercedes' Lewis Hamilton into this crucial part of the season but a maiden career win in Russia has vaulted Hamilton's team-mate Valtteri Bottas into close contention. Meanwhile, in the team's battle, Mercedes have just a single point in hand over the Italian squad.



CIRCUIT DE BARCELONA-CATALUNYA

Length of lap:

4.655km

Lap record:

1:21.670 (Kimi Räikkönen, Ferrari, 2008)

Start line/finish line offset:

0.126km

Total number of race laps:

66

Total race distance:

307.104km

Pitlane speed limits:

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

CIRCUIT NOTES

- ▶ The artificial grass has been removed on the exit of Turns 10, 13 and 15. At each, 50mm-high kerbs have been installed.
- ▶ The artificial grass has been removed on the exit of turn 12. The concrete area has been reduced in width and the gravel brought up to the concrete.
- ▶ A new chicane for MotoGP has been installed before the F1 chicane (Turns 14 and 15). The apex kerbs are 25mm negative, so should not affect F1 cars.

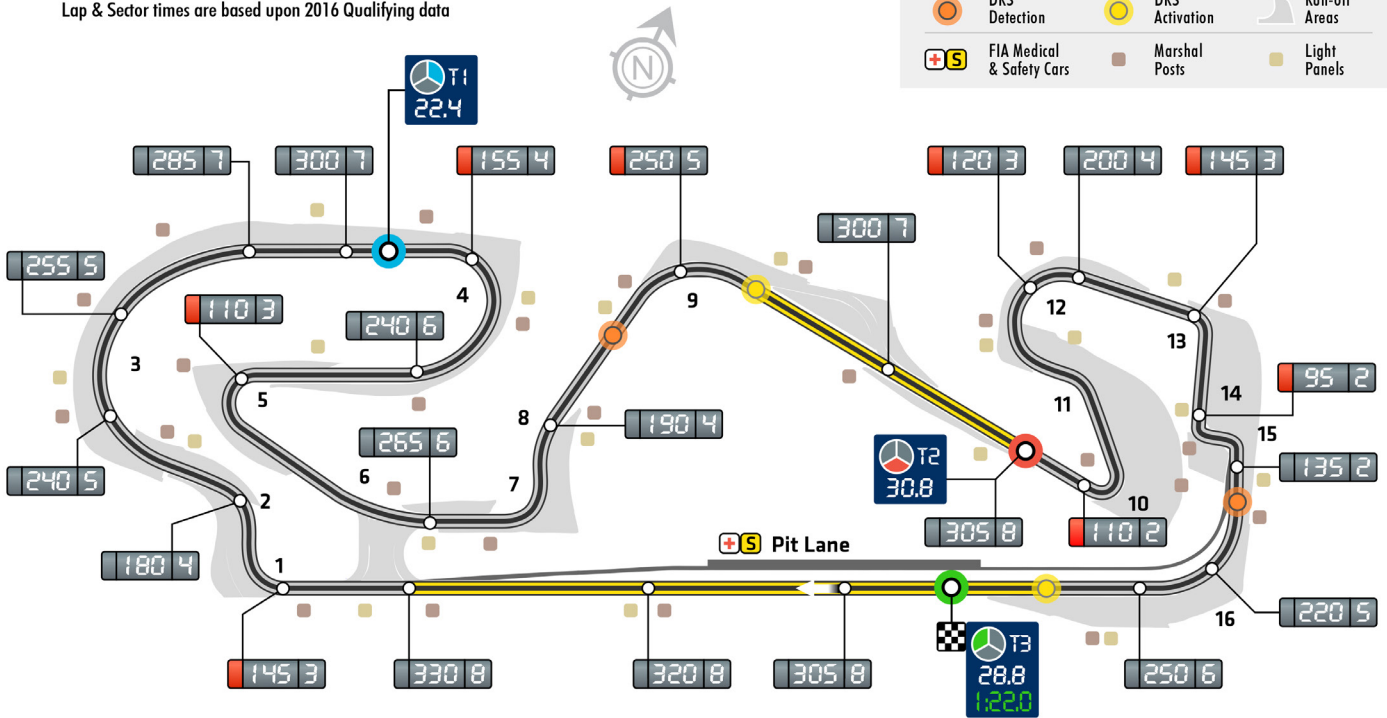
DRS ZONE

- ▶ Two DRS zones will be in use. The first has a detection point 86m before Turn 9 and an activation point 40m after. The second detection point is at the Safety Car line, with activation 157m after Turn 16.

ROUND 05	SPANISH GRAND PRIX	START TIME	14:00 Local - 12:00 GMT
RACE DATE:	14 MAY 2017	CIRCUIT LENGTH:	4.655KM
CIRCUIT NAME:	CIRCUIT DE BARCELONA-CATALUNYA	RACE DISTANCE:	307.104KM
NUMBER OF LAPS:	66	LAP RECORD:	1:21.670 - K Räikkönen [2008]

KEY		Speed Kmh	Timing Sector
Braking	140 3	Gear	T3 28.8
			Lap Time 1:22.0
●	Sector 1	●	Sector 2
●	Sector 3	—	Circuit
—	Start	—	Finish
○	DRS Detection	●	DRS Activation
+	FIA Medical & Safety Cars	—	Run-off Areas
+	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 will be the 27th running of the Spanish Grand Prix at the Circuit de Barcelona-Catalunya. The circuit first held the race in 1991 and has been the home of the Spanish Grand Prix ever since.
- ▶ Four other venues in Spain have hosted Spanish Grands Prix. They are: Barcelona's Pedralbes street circuit (1951, 1954) and Montjuïc (1969, 1971, 1973, 1975). The Circuito del Jarama, near Madrid staged races in 1968, 1970, 1972, 1974, from 1976-1979 and in 1981, while Andalusia's Circuito de Jerez hosted the event from 1986 to 1990.
- ▶ Michael Schumacher remains the most successful driver at the Spanish Grand Prix, with six wins, all of which came in Barcelona. The first was scored with Benetton in 1995 and then he won for Ferrari in 1996 (his first for the Scuderia) and from 2001-2004.
- ▶ Just two current drivers have multiple wins in Spain- Kimi Räikkönen (2005 for McLaren and 2008 for Ferrari) and Fernando Alonso (2006 for Renault and 2013 for Ferrari). Four other drivers racing this weekend have stood on the top step in Barcelona: Felipe Massa (2007, Ferrari), Sebastian Vettel (2011, Red Bull Racing), Lewis Hamilton (2014, Mercedes) and Max Verstappen (2016).
- ▶ Verstappen's win here made him F1's youngest ever winner, aged 18 years and 228 days. He took the record from Vettel who won for the first time at Monza in 2008 aged 21 years and 74 days.
- ▶ Just three other drivers have taken their maiden win at the Spanish GP. Driving for Ferrari, Niki Lauda scored the first of 25 career wins at Jarama in 1974. Jochen Mass took his one and only F1 win in Spain in 1975 with McLaren and Pastor Maldonado took his only F1 win to date in Barcelona in 2012, with Williams.
- ▶ Ferrari are the most successful team at the Spanish Grand Prix with a dozen wins, eight of which were scored at the Circuit de Catalunya. McLaren have eight wins, four being scored in Barcelona. However, Williams are the second most successful squad at this venue. Six of the team's seven wins in Spain were achieved in Barcelona. The odd one out is their first, at Jerez in 1987.
- ▶ This weekend marks the 40th anniversary of the team currently known as Williams Martini Racing. After periods in the sport under the Frank Williams Racing Cars name and then with Walter Wolf Racing, Frank Williams, in partnership with engineer Patrick Head, set up Williams Grand Prix Engineering in 1977. The team made its F1 debut at the 1977 Spanish GP, with Patrick Nève finishing 12th.
- ▶ Two teams scored first wins in Spain – March in 1970 and Tyrrell in 1971. Both came courtesy of Jackie Stewart.
- ▶ Aside from the maiden winners here, seven other drivers have appeared on the podium for the first time at the Spanish GP: Luigi Musso (P2, 1954), Brian Redman (P3, 1968), Mario Andretti (P3, 1970), George Follmer (P3, 1973), Gunnar Nilsson (P3, 1976), Johnny Herbert (P2, 1995), and Daniel Ricciardo (P3, 2014).

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.



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.



TOM KRISTENSEN

**1980 NINE TIMES LE MANS WINNER, GERMAN F3 CHAMPION
(1991), JAPANESE F3 CHAMPION (1993) ALMS CHAMPION
(2001)**

Denmark's Tom Kristensen is the most successful driver in the history of the Le Mans 24-Hour race having won the endurance event nine times before retiring from competition in November 2014. Kristensen's outstanding career saw him race in single-seaters, touring cars as well as testing in Formula One. However, it is for his achievements in sportscars that he is correctly most lauded. His first Le Mans win came in 1997, driving for the Joest Racing team. After two years competing with BMW, he rejoined Joest, now racing as Audi Sport Team Joest, in 2000, winning three Le Mans 24-Hours in succession with the team. He won again with Bentley in 2003 before returning to the wheel of Audi machines to win in 2004-'05, 2008 and 2013. In 2013 he also won the FIA World Endurance Championship title.



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 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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