



# Race Preview

## 2019 CANADIAN GRAND PRIX

7 – 9 June 2019

Round Seven of the 2019 FIA Formula One World Championship features an interruption in the European run of events, with the action moving to Montréal's Circuit Gilles Villeneuve, home of the Canadian Grand Prix.

The Circuit Gilles Villeneuve mixes elements of a permanent and a street circuit, offering an exciting combination of low grip and high speeds around the 4.361km track. Set on the artificial Île Notre-Dame in the city's St Lawrence River, the nature of the circuit is informed by the elongated shape of the low-lying island, with a sequence of short straights punctuated by chicanes running up the western side, followed by a hairpin and a long back straight down the eastern edge before a final chicane leading onto the main straight.

This configuration compels teams to sacrifice downforce in favour of straight-line speed, though the faster corners at Turns 1-2 and approaching the hairpin temper this. Thus, a set-up somewhere in medium-low part of the downforce range is required. The layout of the circuit also places a high demand on brake cooling, with a sequence of heavy stops into the slow corners, and very little recovery time in between. Those slow corners also place a premium on having a car with good traction on exit.

Despite being a very different circuit, Pirelli offers the same compounds in Montreal as it did in Monaco, with the three softest tyres available. The different demands of the circuit, however, see more variation in the allocation, with the Ferrari drivers each taking five sets of the Medium (C4) compound, compared with just one set last time out.

Approaching one-third distance in the 2019 season, Mercedes' stranglehold on the top two podium positions has finally been broken, though the Silver Arrows still increased their advantage in Monaco. They now leading the Constructors' Championship with 257 points to Ferrari's 139. In the Drivers' Championship, consecutive victories have helped Lewis Hamilton eke out a small lead of 17 points over Mercedes team-mate Valtteri Bottas.



### CIRCUIT GILLES VILLENEUVE

**Length of lap:** 4.361km

**Lap record:** 1:13.622

(Rubens Barrichello, Ferrari, 2004)

**Start line/finish line offset:** 0.000km

**Total number of race laps:** 70

**Total race distance:** 305.270km

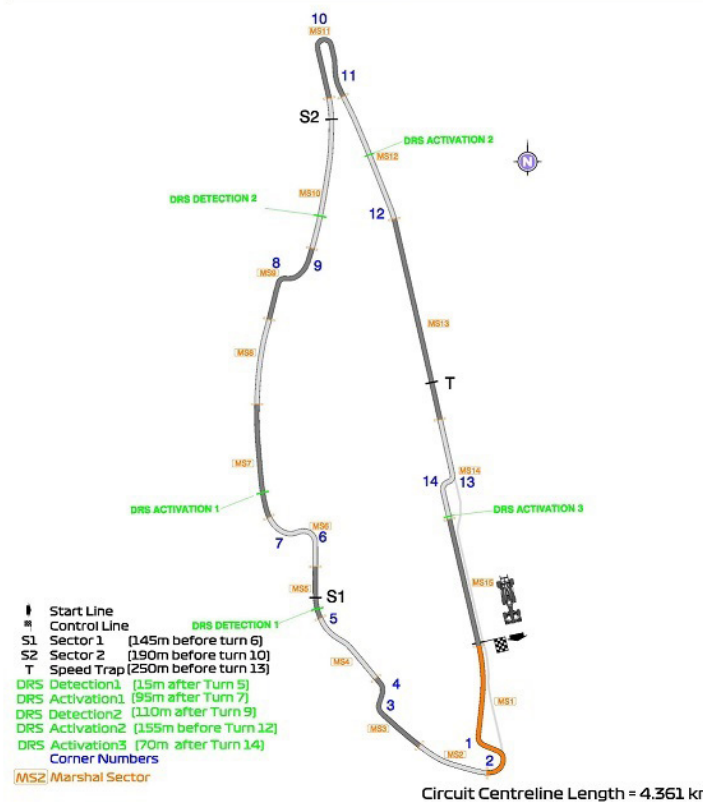
**Pitlane speed limits:** 80km/h in practice, qualifying, and the race

### CIRCUIT NOTES

- ▶ A drain has been added to the inside of Turn 2.
- ▶ There are new concrete walls and debris fencing running from Turn 4 through to Turn 10.
- ▶ The opening after Turn 10 on drivers right has been significantly widened and extended.
- ▶ The configuration of the wall to the drivers' right at Turn 13 has been modified and the guardrail replaced with a concrete wall.
- ▶ Turn 14 has a new concrete wall and debris fence.
- ▶ Additional CCTV cameras have been installed to allow the entire track to be monitored.
- ▶ The pit building has been demolished and rebuilt.

### DRS ZONE

- ▶ There will be three DRS zones in Canada. The first zone has a detection point 15m after Turn 5 and an activation point 95m after Turn 7. The other two zones share a detection point 110m before Turn 9, with activation points 155m before Turn 12 and 70m after Turn 14.



## FAST FACTS

- ▶ This is the 50th Formula One World Championship Canadian Grand Prix. The race made its debut in 1967 when it was won by Jack Brabham. It was not on the calendar in 1975, 1987 or 2009.
- ▶ The race moved to its current home in 1978. Originally named the Circuit Île Notre-Dame, it became the Circuit Gilles Villeneuve in 1982. The original home of the Canadian Grand Prix was Mosport Park where the race was held eight times, interrupted with grands prix at Circuit Mont-Tremblant in 1968 and 1970.
- ▶ McLaren are the most successful team in Canada with 13 victories, closely followed by Ferrari who have 12. Ferrari, however, are more successful at the Circuit Gilles Villeneuve, with 11 of their victories coming at the current venue, compared to nine of McLaren's.
- ▶ Michael Schumacher is the most successful driver at the Canadian Grand Prix with seven victories, winning for Benetton in 1994 and Ferrari in 1997, 1998, 2000, 2002-2004. Lewis Hamilton has the opportunity to equal that record this weekend. Hamilton took three victories (2007, 2010, 2012) for McLaren, and three in a row (2015-2017) for Mercedes. Sebastian Vettel is also a repeat winner of the Canadian Grand Prix, with victories for Red Bull (2013) and Ferrari (2018). Other winners in the current field are Kimi Räikkönen (2005), Robert Kubica (2008) and Daniel Ricciardo (2014).
- ▶ Hamilton, Kubica and Ricciardo all took their debut F1 victory at this circuit. They share that distinction with Gilles Villeneuve (1978), Thierry Boutsen (1989) and Jean Alesi (1995). Driving for Ferrari, the 1995 Canadian Grand Prix was the only victory of Alesi's career. Kubica's win for BMW-Sauber remains his sole F1 victory to date.
- ▶ Hamilton's 2007 win for McLaren came from his first pole. Five of Hamilton's six wins at the Circuit Gilles Villeneuve have come from pole, the exception being 2012, when he started P2.
- ▶ 19 of the 39 grands prix held on this circuit have been won from pole position, including five of the last six. The outlier from that sequence is Ricciardo's 2014 victory for Red Bull Racing, which came from P6 on the grid. Jacques Laffite's victory for Ligier from P10 is the furthest back from which a winner has started at this circuit.
- ▶ Torrential rain and a substantial red-flag delay contributed to the many entries in the record books. The race involved the most deployments by the Safety Car (six) and most pitstops by a winning driver (six for Jenson Button – including a drive-through for speeding behind the Safety Car). The two-hour red flag period extended the duration of the race to a record 4h4m39.537s and thus the misleading statistic of the lowest average winning race speed of 74.844kph / 46.506mph for Button.
- ▶ There are Circuit Gilles Villeneuve debuts this weekend for Alex Albon, Antonio Giovinazzi, Lando Norris and George Russell, none of whom has completed a FP1 session or a junior single-seater race at this track.

# 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.



## MATHIEU REMMERIE

### **GRADUATE OF THE GLOBAL PATHWAY FOR FIA STEWARDS PROGRAMME, F2 & F3 STEWARD, FORMULA E STEWARD, MEMBER OF THE RACB BELGIAN NATIONAL SPORT & APPEAL COURT.**

Mathieu Remmerie began his professional career as the Sporting and Administration Manager at the Royal Automobile Club of Belgium. He represented the Belgian ASN in several FIA sporting commissions and has been a National Steward in Belgium since 2014. His international experience began shortly after this, officiating in Formula 2, Formula 3 and Formula E. He is a alumnus of the new Global Pathway for FIA Stewards, one of the first members of the programme to graduate through to Formula One.



## EMANUELE PIRRO

### **FORMER FORMULA ONE DRIVER AND FIVE-TIMES LE MANS WINNER. MEMBER OF THE FIA DRIVERS' COMMISSION**

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.



# 2019 FIA Formula One World Championship

## DRIVERS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	BAHRAIN	CHINA	AZERBAIJAN	SPAIN	MONACO	CANADA	FRANCE	AUSTRIA	GB	GERMANY	HUNGARY	BELGIUM	ITALY	SINGAPORE	RUSSIA	JAPAN	MEXICO	USA	BRAZIL	ABU DHABI	POINTS	
1	L. HAMILTON	18 <sub>2</sub>	25 <sub>1</sub>	25 <sub>1</sub>	18 <sub>2</sub>	26 <sub>F 1</sub>	25 <sub>1</sub>																137
2	V. BOTTAS	26 <sub>F 1</sub>	18 <sub>2</sub>	18 <sub>2</sub>	25 <sub>1</sub>	18 <sub>2</sub>	15 <sub>3</sub>																120
3	S. VETTEL	12 <sub>4</sub>	10 <sub>5</sub>	15 <sub>3</sub>	15 <sub>3</sub>	12 <sub>4</sub>	18 <sub>2</sub>																82
4	M. VERSTAPPEN	15 <sub>3</sub>	12 <sub>4</sub>	12 <sub>4</sub>	12 <sub>4</sub>	15 <sub>3</sub>	12 <sub>4</sub>																78
5	C. LECLERC	10 <sub>5</sub>	16 <sub>F 3</sub>	10 <sub>5</sub>	11 <sub>F 5</sub>	10 <sub>5</sub>	NC																57
6	P. GASLY	11	4 <sub>8</sub>	9 <sub>F 6</sub>	NC	8 <sub>6</sub>	11 <sub>F 5</sub>																32
7	C. SAINZ	NC	19	14	6 <sub>7</sub>	4 <sub>8</sub>	8 <sub>6</sub>																18
8	K. MAGNUSSEN	8 <sub>6</sub>	13	13	13	6 <sub>7</sub>	14																14
9	S. PÉREZ	13	1 <sub>10</sub>	4 <sub>8</sub>	8 <sub>6</sub>	15	12																13
10	K. RÄIKÖNEN	4 <sub>8</sub>	6 <sub>7</sub>	2 <sub>9</sub>	1 <sub>10</sub>	14	17																13
11	L. NORRIS	12	8 <sub>6</sub>	18	4 <sub>8</sub>	NC	11																12
12	D. KVYAT	1 <sub>10</sub>	12	NC	NC	2 <sub>9</sub>	6 <sub>7</sub>																9
13	D. RICCIARDO	NC	18	6 <sub>7</sub>	NC	12	2 <sub>9</sub>																8
14	A. ALBON	14	2 <sub>9</sub>	1 <sub>10</sub>	11	11	4 <sub>8</sub>																7
15	N. HÜLKENBERG	6 <sub>7</sub>	17	NC	14	13	13																6
16	L. STROLL	2 <sub>9</sub>	14	12	2 <sub>9</sub>	NC	16																4
17	R. GROSJEAN	NC	NC	11	NC	1 <sub>10</sub>	1 <sub>10</sub>																2
18	A. GIOVINAZZI	15	11	15	12	16	19																0
19	G. RUSSELL	16	15	16	15	17	15																0
20	R. KUBICA	17	16	17	16	18	18																0

F = POINT FOR FASTEST LAP



# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 1100

## FRIDAY

**Practice session 1** 1000-1130

**Press conference** 1200

**Practice session 2** 1400-1530

## SATURDAY

**Practice session 3** 1100-1200

**Qualifying** 1400-1500

Followed by unilateral and press conference

## SUNDAY

**Drivers' Parade** 1230

**Race** 1410

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 at the paddock 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.

Following the end of the race, drivers who do not have sessions for print media organised by their team will be available for interview in the Mixed Zone immediately after they have completed their TV interview obligations. A list of these drivers will be distributed to all media at the event during the race.

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## FIA COMMUNICATIONS DEPARTMENT

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