



Race Preview

2019 FRENCH GRAND PRIX

21 – 23 June 2019

Round Eight of the 2019 FIA Formula One World Championship takes Formula One's teams and drivers to Le Castellet and the Circuit Paul Ricard for the second edition of the French Grand Prix since its hugely popular return to the calendar last year.

With little historical data to draw upon, last year's visit to the Circuit Paul Ricard was something of a voyage into the unknown for most F1 teams. With a wealth of information now at their disposal, the route to the optimum car set-up should be considerably smoother this year. However, the task will be somewhat complicated by the fact that several sections of the track have been resurfaced and changes have been made to the pit entry and exit.

The track's combination of high-speed straights, the extremely fast Signes corner at the end of the now bisected Mistral straight, and sequences of technically-demanding, low- and medium-speed corners at the end of sectors 1 and 3 also make the choice of downforce level more complex as teams balance outright speed with agility through the corners.

To help with the latter, tyre supplier Pirelli is this year designating its C4 compound as the red-banded soft tyre on offer, the C3 as the yellow medium and the C2 as the white hard tyre.

Last year's French Grand Prix winner Lewis Hamilton heads into this weekend at the head of the drivers' standings. The five-time champion has a significant 29-point advantage over Mercedes team-mate Valtteri Bottas, while Sebastian Vettel, with 100 points to his credit, now lies 62 points adrift of Hamilton.

In the battle for the Constructors' Championship title Mercedes this weekend goes in search of an eighth consecutive victory since the start of the season to further extend its leads over its rivals. The Silvers Arrows currently have 295 points, 123 clear of Ferrari, with Red Bull Racing third on 124 points. In an increasingly tight midfield contest, McLaren are currently fourth with 30 points, just two ahead of Renault, which goes to its home race having taken its biggest single-race points haul so far this season in Canada a fortnight ago.



CIRCUIT PAUL RICARD

Length of lap:

5.842km

Lap record: 1:34.225 (Valtteri Bottas, Mercedes, 2018)

Start line/finish line offset:

0.000km

Total number of race laps:

53

Total race distance:

309.626km

Pitlane speed limits:

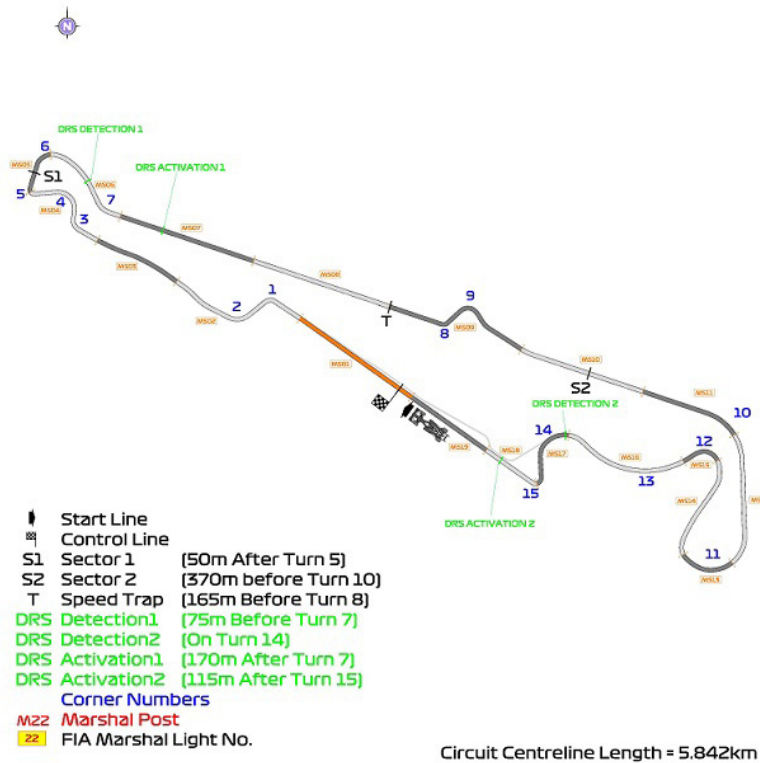
80km/h in practice, qualifying, and the race

CIRCUIT NOTES

- ▶ The Pit Entry has been reconfigured and resurfaced. It is now on the right side at Turn 14.
- ▶ The Pit Exit has been reconfigured, widened and extended towards Turn 1.
- ▶ The track has been resurfaced in sections all around the track, principally at Turn 1, from Turn 3 to Turn 7, in sections from just after Turn 8 to just after Turn 11, in Turn 12 and from Turn 14 through to Turn 15.

DRS ZONE

- ▶ There will be two DRS zones at Paul Ricard. The first zone has a detection point 75m before Turn 7 and an activation point 170m after Turn 7. The second zone has a detection point at Turn 14 and activation 115m after Turn 15.



FAST FACTS

- ▶ This is the 60th running of the Formula One World Championship French Grand Prix. The race made its calendar debut as the penultimate round of the inaugural 1950 season. Apart from 1955 it was ever present on the schedule until 2008. After a 10-year hiatus it rejoined the calendar last year.
- ▶ The French Grand Prix has been held at seven different circuits. Reims hosted the race in 1950-51, 1953-54, 1956, 1958-61, 1963, 1966, with Rouen making appearances in 1952, 1957, 1962, 1964 and 1968. Clermont-Ferrand staged races, in 1965, from 1969-70 and in 1972, while Le Mans hosted a single event in 1967. Dijon featured in 1974, 1977, 1979, 1981 and 1984. However, the race has been most at home at Paul Ricard (1971, 1973, 1975-6, 1978, 1980, 1982-3, 1985-1990, 2018-) and at Magny-Cours, which hosted 18 races from 1991 to 2008.
- ▶ Michael Schumacher is the most successful French GP driver with eight wins. The German scored all of his wins at Magny Cours, winning twice with Benetton, in 1994 and 1995, and six times with Ferrari (1997, 1998, 2001, 2002, 2004 and 2006).
- ▶ Alain Prost is the next most successful driver at the French GP, with six wins. The Frenchman won with four different teams – Renault in 1981 and 1983, McLaren in 1988 and 1989, Ferrari in 1990 and Williams in 1993. Only one other driver has won the French GP with more than two teams – Juan Manuel Fangio. He won in 1950 with Alfa Romeo, in 1954 with Mercedes and in 1957 with Maserati.
- ▶ Only two drivers on the current grid have French GP wins to their name. Mercedes' Lewis Hamilton won last year's race here on his way to his fifth world title, while Kimi Räikkönen won for Ferrari at Magny Cours on his way to the 2007 title.
- ▶ Ferrari have more French GP wins than any other Constructor, with 17. Williams are next on the list with eight, one ahead of Lotus, while McLaren and Renault have five victories each.
- ▶ Räikkönen recorded Ferrari's 200th pole position at the 2008 French Grand Prix at Magny Cours. The Scuderia has scored 21 pole positions since, with the most recent being two weeks ago in Canada, courtesy of Sebastian Vettel.
- ▶ Mercedes scored its first Formula One victory at the 1954 French GP, its first F1 outing. In the time since, the German marque has taken 93 further victories in two periods. Nine came in its first stint between the 1954 race at Reims and the 1955 Italian Grand Prix. It has recorded 85 wins since its return to the sport in 2010, the most recent being Lewis Hamilton's at this year's Canadian GP.
- ▶ The Circuit Paul Ricard will be unfamiliar to just one of this year's full-season rookies – Alfa Romeo's Antonio Giovinazzi. Williams' George Russell, McLaren's Lando Norris and Toro Rosso's Alexander Albon all competed here in last year's FIA Formula 2 Championship, with Russell winning the feature race. Norris' best result of the weekend was fifth in the sprint race, while Albon's was seventh, also in the sprint race. The only other driver on the grid not to have raced here is Williams' Robert Kubica.

RACE STEWARDS BIOGRAPHIES

TIM MAYER

FIA STEWARD, ORGANISER OF THE FIA WORLD CHAMPIONSHIPS IN THE USA

As the son of former McLaren founder 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 then in 2003, Mayer became COO of IMSA, operating multiple series at all levels, including the American Le Mans Series. In 2009 he left IMSA, working independently for several US series and focusing on coordinating US motorsports with the FIA. He was elected an Independent Director of ACCUS and US FIA Delegate, responsible for World Championship events in the US. He Stewards the FIA's F1, WEC and World RX championships as well as teaching and working on multiple commissions.



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.

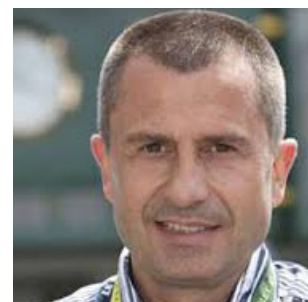
Mathieu Remmerie began his professional career as the Sporting and Administration Manager at the Royal Automobile Club of Belgium. He represented the Belgian ASN in several FIA sporting commissions and has been a National Steward in Belgium since 2014. His international experience began shortly after 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.



YANNICK DALMAS

1992 WORLD SPORTSCAR CHAMPION, 1986 FRENCH F3 CHAMPION, FOUR TIMES LE MANS WINNER, F1 DRIVER

During a long racing career, Yannick Dalmas excelled in many forms of motorsport. Most famously, he won the 24 Hours of Le Mans four times in the 1990s, each with a different manufacturer. In 1992, alongside fellow FIA Steward Derek Warwick, he became World Sportscar Champion. As an open-wheel driver, he won the French F3 title in 1986 and, between 1987 and 1994, he participated in 49 F1 grands prix, driving for Larrousse and AGS. In recent years Dalmas has been an FIA Driver Advisor to the Stewards in WEC. This is his debut as a Formula One steward. He is a native of the Var region in France.



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 ₂	25 ₁	25 ₁	18 ₂	26 _{F 1}	25 ₁	25 ₁															162
2	V. BOTTAS	26 _{F 1}	18 ₂	18 ₂	25 ₁	18 ₂	15 ₃	13 _{F 4}															133
3	S. VETTEL	12 ₄	10 ₅	15 ₃	15 ₃	12 ₄	18 ₂	18 ₂															100
4	M. VERSTAPPEN	15 ₃	12 ₄	12 ₄	12 ₄	15 ₃	12 ₄	10 ₅															88
5	C. LECLERC	10 ₅	16 _{F 3}	10 ₅	11 _{F 5}	10 ₅	15 _{NC}	15 ₃															72
6	P. GASLY	11	4 ₈	9 _{F 6}	NC	8 ₆	11 _{F 5}	4 ₈															36
7	C. SAINZ	NC	19	14	6 ₇	4 ₈	8 ₆	11															18
8	D. RICCIARDO	NC	18	6 ₇	NC	12	2 ₉	8 ₆															16
9	K. MAGNUSSEN	8 ₆	13	13	13	6 ₇	14	17															14
10	S. PÉREZ	13	1 ₁₀	4 ₈	8 ₆	15	12	12															13
11	K. RÄIKÖNEN	4 ₈	6 ₇	2 ₉	1 ₁₀	14	17	15															13
12	L. NORRIS	12	8 ₆	18	4 ₈	NC	11	NC															12
13	N. HÜLKENBERG	6 ₇	17	NC	14	13	13	6 ₇															12
14	D. KVYAT	1 ₁₀	12	NC	NC	2 ₉	6 ₇	1 ₁₀															10
15	A. ALBON	14	2 ₉	1 ₁₀	11	11	4 ₈	NC															7
16	L. STROLL	2 ₉	14	12	2 ₉	NC	16	9															6
17	R. GROSJEAN	NC	NC	11	NC	1 ₁₀	1 ₁₀	14															2
18	A. GIOVINAZZI	15	11	15	12	16	19	13															0
19	G. RUSSELL	16	15	16	15	17	15	16															0
20	R. KUBICA	17	16	17	16	18	18	18															0

F = POINT FOR FASTEST LAP

FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 1500

FRIDAY

Practice session 1 1100 - 1230

Press conference 1300

Practice session 2 1500 - 1630

SATURDAY

Practice session 3 1200 - 1300

Qualifying 1500 - 1600

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 1330

Race 1510

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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