



# Race Preview

## CANADIAN GRAND PRIX 5-7 June 2015

The Circuit Gilles Villeneuve welcomes teams and drivers for round seven of the 2015 FIA Formula One World Championship: the Canadian Grand Prix.

F1's mid-season flyaway represents a stark contrast to the races that have gone before. The high-speed circuit on the Île Notre-Dame requires drag be pared back as cars tackle the long straights skirting the banks of the St Lawrence River.

The Circuit Gilles Villeneuve's hairpin and many chicanes, combined with its relative paucity of high-speed corners, turn attention away from downforce and instead demand cars that ride the kerbs well and have excellent traction to get power down early. This is complicated by the close proximity of the walls on this semi-street circuit. The fastest line through the twists and turns involves getting as close to the concrete barriers as possible – with a well-defined trade-off between risk and reward.

As was the case in Monaco, Pirelli bring their two softest tyres to Montreal. Last year's race also featured these compounds, with the majority of the points-scoring positions taken by drivers on two-stop strategies. Force India, however, demonstrated the potential of a one-stop race: Nico Hülkenberg finished fifth, while team-mate Sergio Pérez was on course for a higher finish before a late crash ended his participation. The potential for different strategies adds an extra element of intrigue.

Lewis Hamilton has been the standout performer from the first third of the season – but his dominance is not reflected in the standings, where his lead over team-mate Nico Rosberg is a mere 10 points. Rosberg has the momentum, having won the last two grands prix – though Hamilton dominated in Monaco last time out and looked a strong favourite to win before a late strategic error saw him relegated to third position. The reigning champion will be eager to wrestle back the impetus in Canada.



### 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

- ▶ The wall and fence behind the run-off area at Turn 10 have been renewed.
- ▶ New walls and fences have replaced guardrails on both sides of the track between Turns 10 and 12.
- ▶ Cars straying into the run-off area at Turn 13 will have a new line between bollards to follow when rejoining the track.

### DRS ZONE

- ▶ There will be two DRS zones in Canada. They share a single detection point, located 110m after Turn Nine. The first activation point is 55m before Turn 12, the second is 70m after Turn 14.

<b>ROUND 07</b>	CANADIAN GRAND PRIX	<b>START TIME</b>	14:00 Local - 18:00 GMT
<b>RACE DATE:</b>	07 JUN 2015	<b>CIRCUIT LENGTH:</b>	4.361KM
<b>CIRCUIT NAME:</b>	CIRCUIT GILLES VILLENEUVE	<b>RACE DISTANCE:</b>	305.270KM
<b>NUMBER OF LAPS:</b>	70	<b>LAP RECORD:</b>	1:13.622 - R Barrichello [2004]

<b>KEY</b>		Speed Km/h	Sector Time	T3 28.8	Timing Sector
Braking	120 3	Gear		Lap Time	1:12.2
	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 will be the 46th running of the Canadian Grand Prix, with the previous 35 held on the Île Notre-Dame. The race first came here in 1978. It was won by Gilles Villeneuve for Ferrari. The track at that time was called the Circuit Île Notre-Dame.
- ▶ McLaren are the most successful team at the Canadian Grand Prix with 13 victories, compared to Ferrari's 11. Ferrari, however, are more successful in Montreal with ten wins to McLaren's nine.
- ▶ 15 of the 35 grands prix at the Circuit Gilles Villeneuve have been won from pole position. Despite the circuit's reputation as one of the easier venues at which to pass, the race has never been won by anyone starting outside the top 10 grid positions. Jacques Laffite holds the record for winning from furthest back, taking victory from P10 for Ligier in 1981.
- ▶ Unseasonable weather resulted in the 2011 Canadian Grand Prix acquiring the record for the lowest average race-winning speed – Jenson Button taking victory at an average of 74.844kp/h. This is an anomaly caused by the race being halted for two hours while a cell of torrential rain passed over the circuit.
- ▶ Unsurprisingly, that race also holds the record for the longest duration, Button crossing the finishing line 4h4m39.537 after the start.
- ▶ The 2011 race also holds the record for the most Safety Car deployments during a grand prix. It took to the track six times.
- ▶ Mercedes can tie for sixth position in the all-time F1 wins list this weekend. The Silver Arrows took their 34th victory in Monaco. Renault and Brabham are one ahead with 35. Mercedes' victories have been scored by four drivers: Juan Manuel Fangio recorded eight wins across 1954-5, with Stirling Moss adding the 1955 British Grand Prix. Lewis Hamilton has added 15 and Nico Rosberg 10 in the modern era.
- ▶ With seven victories, Michael Schumacher is comfortably the most successful driver in Canadian Grand Prix history. The German driver won at the Circuit Gilles Villeneuve in 1994, 1997-8, 2000, 2002-4.
- ▶ Daniel Ricciardo took his maiden F1 victory at last year's Canadian Grand Prix. The other drivers to break their duck in Canada are: Gilles Villeneuve, Thierry Boutsen (1989), Jean Alesi (1995), Hamilton (2007) and Robert Kubica (2008).
- ▶ Alesi and Kubica share the distinction of Canada being their solitary victory. The other drivers who took a final victory in Canada are: Nelson Piquet (1991), Laffite and Peter Revson (1973).
- ▶ Canada is the hardest braking grand prix of the year. Five of the seven braking points see the cars scrub off around 200km/h as they rapidly decelerate for tight turns. The hardest braking point is for the final chicane where cars brake from upwards of 330 km/h down to around 120km/h. The driver will experience over 5.5G as they line-up the right-left flick at the Circuit Gilles Villeneuve's infamous Wall of Champions.

# RACE STEWARDS BIOGRAPHIES

## GARRY CONNELLY

**DEPUTY PRESIDENT, FIA INSTITUTE; 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.



## SILVIA BELLOT

**MEMBER OF THE ROYAL SPANISH AUTOMOBILE FEDERATION BOARD OF DIRECTORS, FIA WOMEN IN MOTORSPORT COMMISSION MEMBER, F1, GP2, GP3 AND WTCC STEWARD**

Silvia Bellot began marshalling in 2001, when she was 16. She has been a steward in a number of national and international series, including the, European F3 Open, GT Open, BMW Europe, Spanish Endurance Championship, DTM, World Series by Renault and the WRC. In 2009, she took part in the FIA trainee stewards' program for GP2 and F1. She made her first appearance as an F1 steward at the 20011 Turkish GP and last year was awarded the FIA's Outstanding Official prize. She is currently a steward in GP2, GP3, WTCC and F1. Away from the stewards' room she is a member of the FIA's Women in Motorsport Commission and also works closely with RACC, the Circuit de Catalunya and the Spanish federation in event organisation.



## ALAN JONES

**1980 FORMULA ONE WORLD CHAMPION**

Best known as the 1980 Formula One World Champion, the Australian raced far and wide, competing everywhere from Can-Am and Formula 5000 to Le Mans and Australian Touring Cars. In his F1 career Jones started 116 grands prix, won 12, took six pole positions and set 13 fastest laps Jones made his grand prix debut at the wheel of a privateer Hesketh at the 1975 Spanish Grand Prix. He switched to Graham Hill's team for the remainder of the season and then in 1976 moved to the Surtees team. He scored first grand prix victory at the following season's Austrian Grand Prix, racing for Shadow. In 1978 he moved to Williams and the following year scored four wins on his way to third in the championship. His finest hour came in 1980 when he won five grands prix on his way to being crowned champion.







# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 11.00

## FRIDAY

**Practice session 1** 10.00-11.30

**Practice session 2** 14.00-15.30

**Press conference** 16.00

## SATURDAY

**Practice session 3** 10.00-11.00

**Qualifying** 13.00-14.00

Followed by unilateral and press conference

## SUNDAY

**Drivers' Parade** 12.30

**Race** 14.00

Followed by podium interviews and press conference

## ADDITIONAL MEDIA OPPORTUNITIES

### QUALIFYING

All drivers eliminated in Q1 or Q2 are available for media interviews immediately after the end of each session, as are drivers who participated in Q3, but who are not required for the postqualifying press conference. The TV Pen is located inside the paddock, in front of race control.

### 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

