



Race Preview

2017 MONACO GRAND PRIX

25-28 May 2017

Round Six of the 2017 FIA Formula One World Championship sees teams and drivers descend on Monte Carlo for one of the season's most highly-anticipated events: the Monaco Grand Prix. While the speeds are lower on the narrow streets of the Principality, nowhere does F1 look faster.

As was the case in Barcelona, Monaco is a maximum downforce circuit, though the two venues could hardly be more different, with the Monaco set-up being tweaked for performance through the many low-speed corners. The received wisdom at the Monaco Grand Prix is that the key to a good race is to build pace carefully over the practice sessions and maximise time on track.

A circuit noted for very low degradation and where track position is absolutely vital, this weekend is fully expected to be a one-stop race on Pirelli's two softest compounds. Indeed, with this race being the first of the season at which the drivers are allowed to choose their tyre allocation, the returning Jenson Button, presumably with the intention of completing more practice laps, is the only driver to have opted for two sets of the soft compound, the rest of the field taking the mandated single set only. Six drivers – the Red Bull, Williams and Renault pairs – have elected to also bring only a single set of the supersoft compound and take the full 11 sets of the ultrasoft tyre.

The season so far has been a mesmerising battle at the front between the Mercedes and Ferrari teams. Mercedes have the upper hand in qualifying, leading with four poles to one, and have a 3-2 advantage in race wins – but while they enjoy a narrow lead in the Constructors' Championship, Ferrari's Sebastian Vettel continues to lead the race for the drivers' title. One wildcard this weekend, however, is the potential for Red Bull Racing to get among the leaders. While sixth-tenths off pole position in Spain, the Milton Keynes-based team overcame a similar deficit in 2016 for Daniel Ricciardo to take a first – and so far, only – pole position two weeks later in Monaco. They will be hoping the twisting Monaco layout provides a similar performance-equaliser this time around.



CIRCUIT DE MONACO

Length of lap: 3.337km

Lap record: 1:17.939

(Lewis Hamilton, Mercedes, 2016)

Start line/finish line offset: 0.000km

Total number of race laps: 78

Total race distance: 260.286km

Pitlane speed limits: 60km/h in practice, qualifying, and the race

CIRCUIT NOTES

- ▶ Improvements to the TecPro barriers have been made in Turns 1, 4, 11, 12 and 15.
- ▶ Additional guardrail posts have been added between T1 and T3 and T4 and T5. The guardrail on the left between T4 and T5 is now fitted on the pavement, not the road. The guardrail inside T13 has been increased to three rows high and a debris fence has been fitted.
- ▶ The track has been re-surfaced: from the start line to 50m after T1; between T4 and the entry to T8; from the exit of the tunnel to the entry to T10; from before T12 to after T14; from T19 to the line.
- ▶ The speed bumps across the run-off in T15 and T16 have been removed and replaced by one speed bump parallel to the track after the kerb on the apex of T16 to a point 3m from the TecPro barrier.

DRS ZONE

- ▶ There is a single DRS zone in Monaco, with the detection point located 80m after Turn 16 and the activation point located 18m after Turn 19.

ROUND 06	MONACO GRAND PRIX	START TIME	14:00 Local - 12:00 GMT
RACE DATE:	28 MAY 2017	CIRCUIT LENGTH:	3.337KM
CIRCUIT NAME:	CIRCUIT DE MONACO	RACE DISTANCE:	260.286KM
NUMBER OF LAPS:	78	LAP RECORD:	1:17.939 - L Hamilton [2016]

KEY

Speed Kmh
Braking **210.6** Gear

Sector Time **T3 19.5** Timing Sector Lap Time **1:13.6**

● Sector 1 ● Sector 2 ● Sector 3
 Circuit Start Finish
 DRS Detection DRS Activation Run-off Areas
 FIA Medical & Safety Cars 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 is the 64th running of the Monaco Grand Prix as a round of the F1 World Championship. It appeared on the original calendar in 1950 and has been a permanent fixture from 1955 to the present day. Ayrton Senna is the most successful driver with six victories (1987, 1989-1993) and McLaren are the most successful team with 15 (1984-86, 1988-'93, 1998, 2000, 2002, 2005, 2007-'08).
- ▶ At the Spanish Grand Prix two weeks ago, winner Hamilton lapped everybody up to Daniel Ricciardo in P3. The last time only the podium finishers remained unlapped was the 2008 British Grand Prix, also won by Hamilton. The most recent case of this in Monaco was 2007: Fernando Alonso claimed his second Monaco victory, lapping everyone except second-placed Hamilton and Felipe Massa.
- ▶ Johnny Herbert were the only finishers. That race holds the F1 record for the highest percentage of retirements, with 18 of the 21 cars recording a DNF.
- ▶ The 2017 field contains four previous Monaco Grand Prix victors. Kimi Räikkönen won the race in 2005, Lewis Hamilton in 2008 and 2016, Jenson Button in 2009 and Sebastian Vettel in 2011.
- ▶ 1996 does not, however, have the all-time lowest number of classified finishers. That record is held by the 1966 Monaco Grand Prix, in which only four cars were classified. Jackie Stewart won by 40 seconds from Lorenzo Bandini. Graham Hill was a lap down in third and Bob Bondurant five laps down in fourth. Richie Ginther stopped with 80 of the 100 laps completed but Guy Ligier and Jo Bonnier were still running at the flag: 25 and 27 laps down respectively.
- ▶ Button's sabbatical between the 2016 Abu Dhabi Grand Prix and FP1 in Monaco on Thursday will be exactly 180 days.
- ▶ Given the shortness of the lap and the potential for an attritional race, the potential for Monaco to provide a similar outcome is high: 18 times the leader has lapped everyone except the drivers on the podium with him, while in 10 further races he has lapped everyone except the second-placed car. Three times the winner in Monaco has lapped the entire field: (Juan Manuel Fangio 1950, Graham Hill 1964 and Denny Hulme 1967) – though this hasn't happened since the Monaco Grand Prix was shorted from its original 100 laps.
- ▶ Nine drivers have taken their maiden F1 victory on the streets of Monaco: Fangio (1950), Maurice Trintignant (1955), Jack Brabham (1959), Hulme (1967), Jean-Pierre Beltoise (1972), Patrick Depailler (1978), Riccardo Patrese (1982), Panis (1996) and Jarno Trulli (2004). For Beltoise, Panis and Trulli it would be a singular F1 win. Trintignant only won at Monaco, taking a second victory in 1958.
- ▶ The 2003 Monaco race is one of four grands prix in which no overtaking moves have been recorded. The others are the 2005 United States Grand Prix, the 2009 European Grand Prix in Valencia, and this year's Russian Grand Prix.
- ▶ In 1996 the three drivers on the podium – Olivier Panis, David Coulthard and

RACE STEWARDS BIOGRAPHIES

TIM MAYER

FIA ALTERNATE DELEGATE TO THE USA, FIA STEWARD

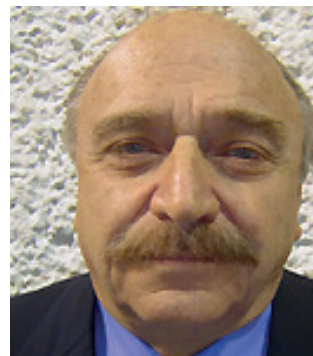
As the son of former McLaren team principal Teddy Mayer, Tim Mayer grew up around motor sport. He organised IndyCar races internationally from 1992-98, aided the construction of several circuits, and produced international TV for multiple series. In 1998 he became CART's Senior VP for Racing Operations. He also became VP of ACCUS, the US ASN. In 2003, Mayer became COO of IMSA, operating multiple series at all levels, and also took on the role of COO and Race Director of the American Le Mans Series. He was elected an independent Director of ACCUS and FIA US Alternate Delegate, responsible for US World Championship events.



JOSE ABED

FIA VICE PRESIDENT

José Abed, an FIA Vice President since 2006, began competing in motor sport in 1961. In 1985, as a motor sport official, Abed founded the Mexican Organisation of International Motor Sport (OMDAI) which represents Mexico in the FIA. He sat as its Vice-President from 1985 to 1999, becoming President in 2003. In 1986, Abed began promoting truck racing events in Mexico and from 1986 to 1992, he was President of Mexican Grand Prix organising committee. In 1990 and 1991, he was President of the organising committee for the International Championship of Prototype Cars and from 1990 to 1995, Abed was designated Steward for various international Grand Prix events. Since 1990, Abed has been involved in manufacturing prototype chassis, electric cars, rally cars and kart chassis.



DEREK WARWICK

FORMER FORMULA ONE DRIVER, WORLD SPORTSCAR CHAMPION, LE MANS WINNER (1992)

Derek Warwick raced in 146 grands prix from 1981 to 1993, appearing for Toleman, Renault, Brabham, Arrows and Lotus. He scored 71 points and achieved four podium finishes, with two fastest laps. He was World Sportscar Champion in 1992, driving for Peugeot. He also won Le Mans in the same year. He raced Jaguar sportscars in 1986 and 1991 and competed in the British Touring Car Championship between 1995 and 1998, as well as a further appearance at the Le Mans in 1996, driving for the Courage Competition team. Warwick is a frequent FIA driver steward and is President of the British Racing Drivers' Club.



FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

WEDNESDAY

Press conference 1500

THURSDAY

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 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 FIA hospitality.

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

