



Race Preview

2017 MALAYSIAN GRAND PRIX

29 September – 01 October 2017



Formula One's south-east Asian leg continues this weekend, as teams make their way, for the final time, to the Sepang International Circuit home of the Malaysian Grand Prix.

Malaysia's race made its F1 debut in 1999 and has been a staple of the calendar since, but earlier this year the country's government decided that this year's event would be the last hosted at Sepang.

Over almost two decades the circuit has become something of a classic, testing the physical stamina of the drivers and engineers' ability to optimise cars for the track's particular demands. As with F1's most recent outing in Singapore, the race is characterised by high ambient and track temperatures and humidity, but by virtue of its afternoon start, conditions here are often more intense than those encountered during Singapore's night race.

The heat makes life tough for the drivers but it's also a test for teams. The extreme heat means that cooling of car systems can be problematic. High track temperatures and the lateral loads put through the tyres in the high-speed corners mean that wear and degradation can be severe, though tyre supplier Pirelli has moved a step softer in its allocation compared with 2016, with the Medium, Soft and Supersoft compounds on offer.

For engineers, finding a sweet spot in terms of set-up is tricky, with the high-downforce demands of the sweeping corners in sector two balanced against the need for speed on the long straights in sectors one and three.

In the Drivers' Championship, three straight wins since the summer break have given Mercedes' Lewis Hamilton a sizeable 28-point advantage over Ferrari's Sebastian Vettel.

Meanwhile, Mercedes have an even more comfortable advantage over Ferrari in the Constructors' battle, with their lead now up to 102 points.

SEPANG INTERNATIONAL CIRCUIT

Length of lap: 5.543km

Lap record: 1:34.223 (Juan Pablo Montoya, Williams, 2004)

Start line/finish line offset: 0.000km

Total number of race laps: 56

Total race distance: 310.408km

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

CIRCUIT NOTES

- ▶ Additional tyres, conveyor belts and tube inserts have been fitted to the existing tyre barriers in Turns 1, 6, 9, 13 and 15.

DRS ZONES

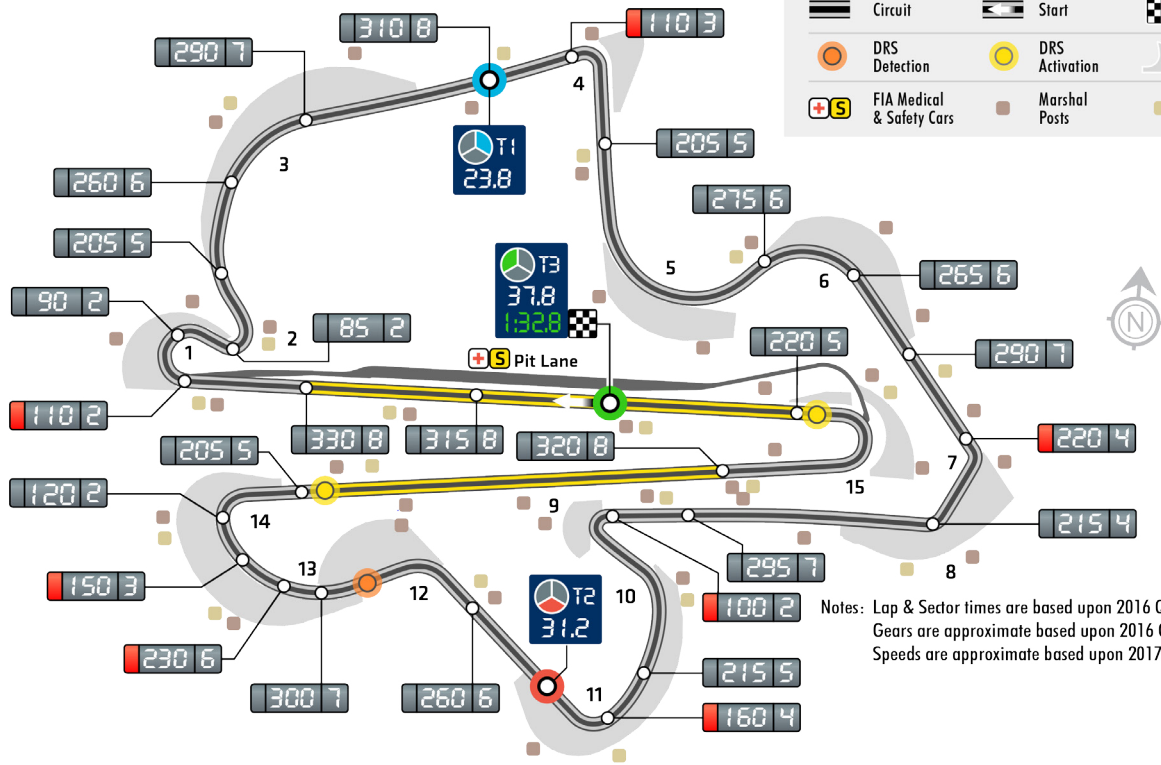
- ▶ As last year, there will be a single DRS detection point, 54m after Turn 12. There will be two activation points, the first 104m after Turn 14 and the second activation 28m after Turn 15.

ROUND 15	MALAYSIAN GRAND PRIX	START TIME	15:00 Local - 07:00 GMT
RACE DATE:	01 OCT 2017	CIRCUIT LENGTH:	5.543KM
CIRCUIT NAME:	SEPANG INTERNATIONAL CIRCUIT	RACE DISTANCE:	310.408KM
NUMBER OF LAPS:	56	LAP RECORD:	1:34.223 - J P Montoya [2004]

KEY

Speed Kmh: 125.3 | Gear: | Braking: | Sector Time: T3 37.8 | Timing Sector: | Lap Time: 1:32.8

● 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: Lap & Sector times are based upon 2016 Qualifying data
Gears are approximate based upon 2016 Qualifying data
Speeds are approximate based upon 2017 Simulation data

FAST FACTS

- ▶ The will be the 19th Malaysian Grand Prix and, for the foreseeable future, the final time Formula One visits the Sepang International Circuit. The race made its calendar debut in 1999 and has been a staple of the championship schedule since, with every event being held at the Sepang track. In April of this year the Malaysian Government confirmed that it would not stage the race in 2018.
- ▶ Over the 18 Sepang races, 10 drivers have stood on the top step of the podium. Sebastian Vettel is the most successful driver here, with four wins (2010-11, 2013 and 2015), followed by triple winners Michael Schumacher (2000-2001, 2004) and Fernando Alonso (2005, 2007, 2012) and double winner Kimi Räikkönen (2003, 2008). The others are: Eddie Irvine (1999), Ralf Schumacher (2002), Giancarlo Fisichella (2006), Jenson Button (2009), Lewis Hamilton (2014) and Daniel Ricciardo (2016).
- ▶ The victories of Irvine and Fisichella were their last in Formula One. Irvine scored three other wins, all in 1999, in Australia, Austria and Germany. All were with Ferrari. As well as his Sepang win for Renault, Fisichella was victorious at the 2003 Brazilian GP for Jordan, and for Renault at the 2005 Australian GP.
- ▶ Alonso has more Malaysian GP starts than any other driver on the current grid, with 15. Next in line are Felipe Massa and Räikkönen with 14 each. Alonso first raced here in 2001 with Minardi, sat out 2002 and has raced here every year since. With the event ceasing after this weekend, no one is likely to beat Jenson Button's tally of 17 appearances, beginning in 2000 and ending in 2016.
- ▶ Räikkönen's 2003 win was his first in Formula One and came in his 35th grand prix. The Finn is the only driver to score a maiden win at this circuit. This weekend will mark his 266th grand prix start. In the 14 years since his first victory he has won a further 19 times. Räikkönen's most recent victory was in Australia in 2013.
- ▶ Ferrari is the most successful constructor at this race. The Scuderia has won seven times – in 1999 with Irvine, then three times with Schumacher, with Räikkönen in 2008, Alonso in 2012 and Vettel in 2015. Red Bull Racing are next with four wins, all courtesy of Vettel.
- ▶ Button's 2009 win came at the end of Formula One's most recent half-points race. Just 31 laps were officially completed due to torrential downpours and as less than 75% of the race distance had been run half points were awarded for just the fifth time in F1 history. The other occasions were the Spanish and Austrian GPs of 1975, the 1984 Monaco GP and the 1991 Australian GP.
- ▶ Three drivers have recorded their first podium finish at the Malaysian Grand Prix: Alonso in 2003, Button in 2004 and most recently, Sergio Pérez in 2012.
- ▶ Of the current drivers, Hamilton has the most pole positions here. If he is quickest in qualifying on Saturday he will equal Michael Schumacher's all-time Malaysian pole position record of five, a marker that may now go unbeaten.

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.



STEVE STRINGWELL

PERMANENT CHAIRMAN STEWARD FOR PORSCHE SUPERCUP, WORLD SERIES FORMULA V8 3.5, BRITISH TOURING CAR CHAMPIONSHIP

Englishman Steve Stringwell brings a wealth of experience to the F1 stewarding panel. He began marshalling in 1967 before spending 15 years rallying. Since 1986 he has held a series of posts within the UK's Motor Sports Association, first as a steward, then chairman of the MSA's national court and latterly as chairman of the MSA's Judicial Advisory Panel. Stringwell serves as permanent chairman steward for the Porsche Supercup, the World Series Formula V8 3.5 and the British Touring Car Championship. He has been chairman of support race stewards at the British Grand Prix since 2005 and has officiated at F1 grands prix since 2012. At home in Yorkshire he is a Justice of the Peace and magistrate in the city of Leeds.



DANNY SULLIVAN

FORMER F1 DRIVER, INDIANAPOLIS 500 WINNER AND CART CHAMPION

US racer Danny Sullivan made his F1 debut with Tyrrell at the 1983 Brazilian Grand Prix. He raced just one season in F1, scoring a best result of fifth in Monaco. In 1984, Sullivan returned to the US where he resumed a successful Indy Car career. He is perhaps best known for his 'spin and win' victory at the 1985 Indianapolis 500, where he passed leader Mario Andretti, survived a 360 degree spin, and then caught and re-passed Andretti to claim the Borg-Warner Trophy. He won the Indy Car World Series title in 1988. After 17 victories from 170 Indy Car starts he drew a line under his open-wheel career in 1995. He finished third in the Le Mans 24 Hours in a Dauer Porsche 962 in 1994. He made four starts at Le Mans, the most recent being 2004.



2017 Formula One World Championship

DRIVERS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	CHINA	BAHRAIN	RUSSIA	SPAIN	MONACO	CANADA	AZERBAIJAN	AUSTRIA	GB	HUNGARY	BELGIUM	ITALY	SINGAPORE	MALAYSIA	JAPAN	USA	MEXICO	BRAZIL	ABU DHABI	POINTS	
1	L. HAMILTON	18 ₂	25 ₁	18 ₂	12 ₄	25 ₁	6 ₇	25 ₁	10 ₅	12 ₄	25 ₁	12 ₄	25 ₁	25 ₁								263
2	S. VETTEL	25 ₁	18 ₂	25 ₁	18 ₂	18 ₂	25 ₁	12 ₄	12 ₄	18 ₂	6 ₇	25 ₁	18 ₂	15 ₃	NC							235
3	V. BOTTAS	15 ₃	8 ₆	15 ₃	25 ₁	NC	12 ₄	18 ₂	18 ₂	25 ₁	18 ₂	15 ₃	10 ₅	18 ₂	15 ₃							212
4	D. RICCIARDO	NC	12 ₄	10 ₅	NC	15 ₃	15 ₃	15 ₃	25 ₁	15 ₃	10 ₅	NC	15 ₃	12 ₄	18 ₂							162
5	K. RÄIKÖNEN	12 ₄	10 ₅	12 ₄	15 ₃	NC	18 ₂	6 ₇	NC	10 ₅	15 ₃	18 ₂	12 ₄	10 ₅	NC							138
6	M. VERSTAPPEN	10 ₅	15 ₃	NC	10 ₅	NC	10 ₅	NC	NC	NC	12 ₄	10 ₅	NC	1 ₁₀	NC							68
7	S. PÉREZ	6 ₇	2 ₉	6 ₇	8 ₆	12 ₄	NC	10 ₅	NC	6 ₇	2 ₉	4 ₈	NC	2 ₉	10 ₅							68
8	E. OCON	1 ₁₀	1 ₁₀	1 ₁₀	6 ₇	10 ₅	NC	8 ₆	8 ₆	4 ₈	4 ₈	2 ₉	2 ₉	8 ₆	1 ₁₀							56
9	C. SAINZ	4 ₈	6 ₇	NC	1 ₁₀	6 ₇	8 ₆	NC	4 ₈	NC	NC	6 ₇	1 ₁₀	NC	12 ₄							48
10	N. HÜLKENBERG	NC	NC	2 ₉	4 ₈	8 ₆	NC	4 ₈	NC	NC	8 ₆	NC	8 ₆	NC	NC							34
11	F. MASSA	8 ₆	NC	8 ₆	2 ₉	NC	2 ₉	NC	NC	2 ₉	1 ₁₀	NC	4 ₈	4 ₈	NC							31
12	L. STROLL	NC	NC	NC	11 ₁₆	16 ₁₅	2 ₉	15 ₃	1 ₁₀	16 ₁₄	16 ₁₄	11 ₇	6 ₇	4 ₈	NC							28
13	R. GROSJEAN	NC	11 ₈	4 ₈	NC	1 ₁₀	4 ₈	1 ₁₀	8 ₆	13 ₆	NC	6 ₇	2 ₉	15 ₉	NC							26
14	K. MAGNUSSEN	NC	4 ₈	NC	13 ₁₄	14 ₁₀	1 ₁₀	6 ₇	NC	12 ₁₃	13 ₁₅	15 ₁₁	11 ₇	NC	NC							11
15	F. ALONSO	NC	NC	14 ₁₄	NC	12 ₁₂	NC	2 ₉	NC	NC	8 ₆	NC	17 ₁₇	NC	NC							10
16	J. PALMER	NC	13 ₁₃	13 ₁₃	NC	15 ₁₁	11 ₁₁	NC	11 ₁₁	NC	12 ₁₂	13 ₁₃	NC	8 ₆	NC							8
17	S. VANDOORNE	13 ₁₃	NC	NC	14 ₁₄	NC	NC	14 ₁₄	12 ₁₂	11 ₁₁	1 ₁₀	14 ₁₄	NC	6 ₇	NC							7
18	P. WEHRLEIN	-	-	11 ₁₆	16 ₁₆	4 ₈	NC	15 ₁₅	1 ₁₀	14 ₁₇	15 ₁₅	NC	16 ₁₆	12 ₁₂	NC							5
19	D. KVYAT	2 ₉	NC	12 ₁₂	12 ₁₂	2 ₉	14 ₁₄	NC	NC	16 ₁₅	15 ₁₁	12 ₁₂	12 ₁₂	NC	NC							4
20	M. ERICSSON	NC	15 ₁₅	NC	15 ₁₅	11 ₁₁	NC	13 ₁₃	11 ₁₁	15 ₁₄	14 ₁₆	16 ₁₆	18 ₁₈	NC	NC							0
21	A. GIOVINAZZI	12 ₁₂	NC	-	-	-	-	-	-	-	-	-	-	-	-							0
22	J. BUTTON	-	-	-	-	-	NC	-	-	-	-	-	-	-	-							0
23	P. DI RESTA	-	-	-	-	-	-	-	-	-	NC	-	-	-	-							0

FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 1500

FRIDAY

Practice session 1 1100-1230

Practice session 2 1500-1630

Press conference 1700

SATURDAY

Practice session 3 1400-1500

Qualifying 1700-1800

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 1330

Race 1500

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 front of the entrance to 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.

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