



## RUSSIAN GRAND PRIX *PREVIEW*

Round 4 of 20  
Sochi, 28-30 April 2017

*Milan, April 24, 2017* – Formula 1 heads towards Europe with the Russian Grand Prix at Sochi, which joined the F1 calendar in 2014. The track surface is smooth, with mild weather conditions expected, so for the second time this season the three softest tyres in the range have been nominated. But it's the first time that the ultrasoft tyre has been brought to Russia. In the past, the race has always been won using a one-stop strategy.

### THE THREE NOMINATED COMPOUNDS



PURPLE **ULTRASOFT**

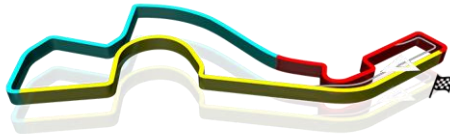


RED **SUPERSOFT**



YELLOW **SOFT**

### THE CIRCUIT FROM A TYRE POINT OF VIEW



**SOCHI AUTODROM**

- *Degradation levels are among the lowest seen all season: limited demands on tyres.*
- *Generally mild weather conditions mean thermal degradation is contained as well.*
- *Turns 2 and 13 are the heaviest braking zones, with a risk of flat-spotting tyres.*
- *The final sector is all about traction and braking: stop-go, similar to Abu Dhabi.*
- *Track not used extensively outside of the grand prix, so will be very 'green' at first.*
- *Most demanding corner is Turn 3: a multi-apex left-hander a bit like Istanbul's Turn 8.*
- *The front-right tyre is worked hardest.*

### MARIO ISOLA - HEAD OF CAR RACING

*"The race follows a two-day test in Bahrain, so it will be interesting to see how the lessons learned there translate into on-track performance and tyre management in Russia. On the face of it, with Sochi being a low-severity circuit and more durable tyres this year, it should be a relatively straightforward one-stop race. However, this is the first time we are going there with the ultrasoft tyre, so the effect that it has together with the new generation of cars remains to be seen. The performance gap between the softest compounds is relatively small, so all three choices are potential race tyres in Sochi."*

### WHAT'S NEW?

- Ultrasoft comes to Russia for the first time: well-suited to low-severity asphalt.
- From Australia to Spain, teams have identical tyre allocations: seven sets of the softest compound available for the event, four sets of the middle compound, and



two of the hardest compound. From Monaco, normal rules apply: teams will select 10 sets of the 13 available, with the selections announced 10 days before the race.

### RUSSIA MINIMUM STARTING PRESSURES (SLICKS)



**21.5 psi (front) – 21 psi (rear)**

### EOS CAMBER LIMIT



**-3.25° (front) | -2.00° (rear)**

### THE TYRES NOMINATED THIS SEASON

GRAND PRIX					
Australia	✓	✓	✓		
China		✓	✓	✓	
Bahrain		✓	✓	✓	
Russia	✓	✓	✓		
Spain			✓	✓	✓
Monaco	✓	✓	✓		
Canada	✓	✓	✓		
Azerbaijan		✓	✓	✓	

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