



MONACO GRAND PRIX *PREVIEW*

Round 6 of 20
Monte Carlo, 25-28 May 2017

Milan, May 22, 2017 – Having brought the three hardest compounds in the range to the last grand prix in Spain, Pirelli now brings the three softest compounds to a completely different type of circuit, Monaco, featuring soft, supersoft and ultrasoft. The famous street circuit is well-known for having the lowest average speed and tyre degradation of the year: as such a one-stop race is the most likely scenario. But how the different teams approach this demanding and unforgiving race strategically is much more uncertain...

THE THREE NOMINATED COMPOUNDS



PURPLE **ULTRASOFT**

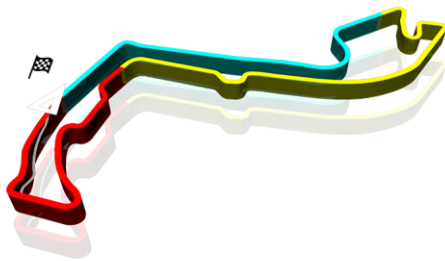


RED **SUPERSOFT**



YELLOW **SOFT**

THE CIRCUIT FROM A TYRE POINT OF VIEW



CIRCUIT DE MONACO

- *It's hard to overtake in Monaco, so a strong qualifying – by unlocking the performance of the ultrasoft already in practice – is vital.*
- *Degradation will be very low: even the ultrasoft should be able to run long stints.*
- *With the lowest wear of the year as well, the window for the sole pit stop is wide open.*
- *Lowest average speed of the season and also the slowest corner: Fairmont hairpin.*
- *Teams run the highest downforce possible to enhance the mechanical grip from tyres.*
- *With no run-off area, it's impossible to get away with any mistakes: precision is vital.*

MARIO ISOLA - HEAD OF CAR RACING

“The three softest compounds are the obvious choice for Monaco, but there is still plenty of scope for strategic variation, because wear and degradation is so low that the teams can more or less choose whenever they would like to make their single pit stop from ultrasoft to supersoft, which should be the standard choice for the race. This is the first grand prix that the drivers have been able to select their own tyre allocations, and as expected the nominations have overwhelmingly favoured the ultrasoft. This is the tyre that will be used the most in both qualifying and the race.”



WHAT'S NEW?

- Some teams are introducing further upgrade packages as well as specific parts for Monaco, but overall performance is not always the deciding factor in the Principality.
- Former Monaco winner Jenson Button returns to Formula 1 with McLaren for the first time since last year, deputising for Fernando Alonso, who is competing in the Indy 500.
- As is traditional in Monaco, there is no F1 track action on Friday, with free practice instead taking place on Thursday.

MONACO MINIMUM STARTING PRESSURES (SLICKS)



19 psi (front) – **18** psi (rear)

EOS CAMBER LIMIT



-4.25° (front) | **-3.00°** (rear)

THE TYRES NOMINATED THIS SEASON

GRAND PRIX					
Australia	✓	✓	✓		
China		✓	✓	✓	
Bahrain		✓	✓	✓	
Russia	✓	✓	✓		
Spain			✓	✓	✓
Monaco	✓	✓	✓		
Canada	✓	✓	✓		
Azerbaijan		✓	✓	✓	
Austria	✓	✓	✓		
Great Britain		✓	✓	✓	



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