



Spain
12 - 14 May 2017
Barcelona

Friday 12th May 2017
Free Practice 1 10:00 - 11:30
Free Practice 2 14:00 - 15:30

Saturday 13th May 2017
Free Practice 3 11:00 - 12:00
Qualifying 14:00

Sunday 14th May 2017
Race Start 14:00

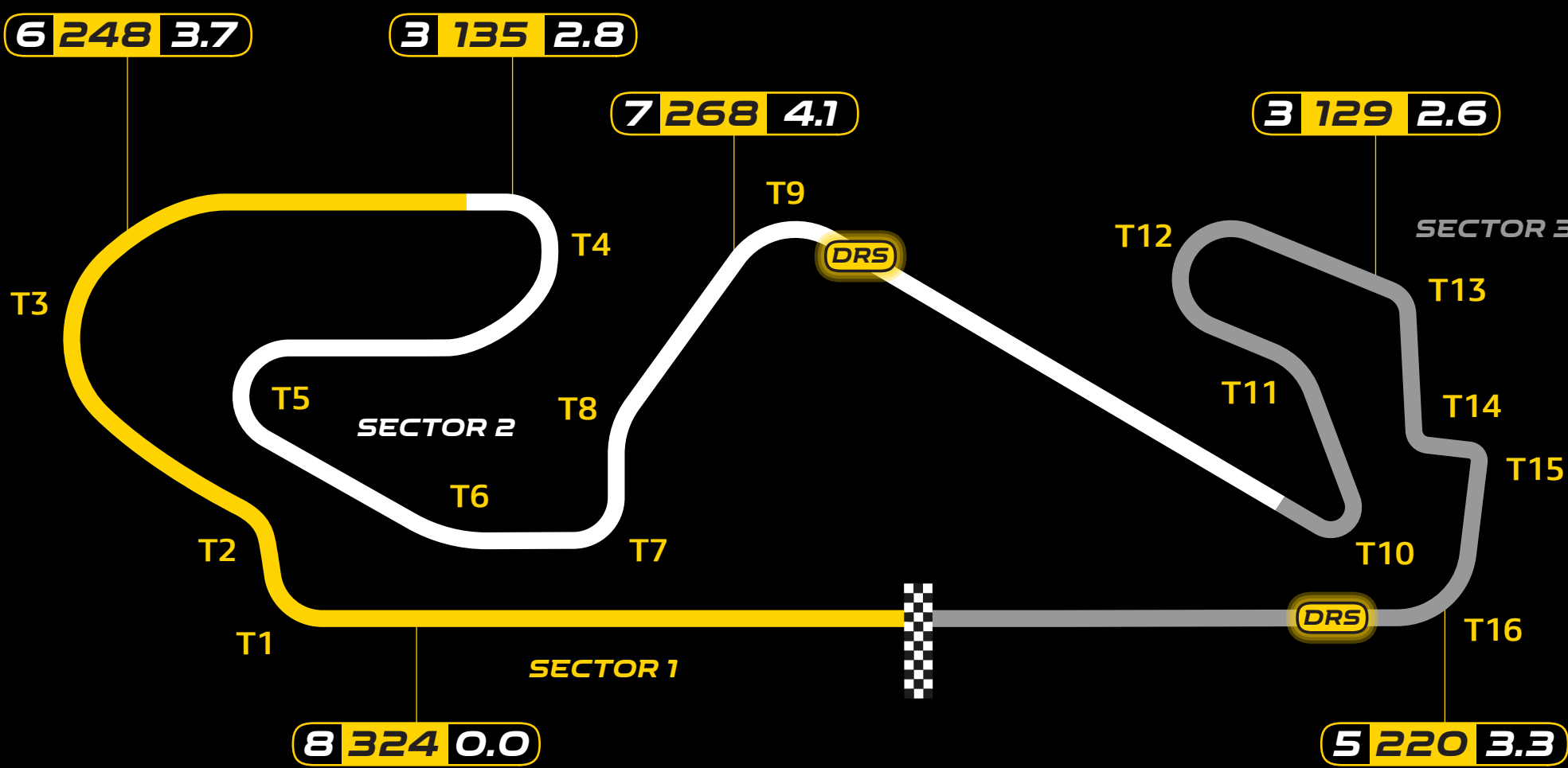
TRACK STATS

1:21.670s
LAP RECORD (KIMI RAIKKONEN, 2008)

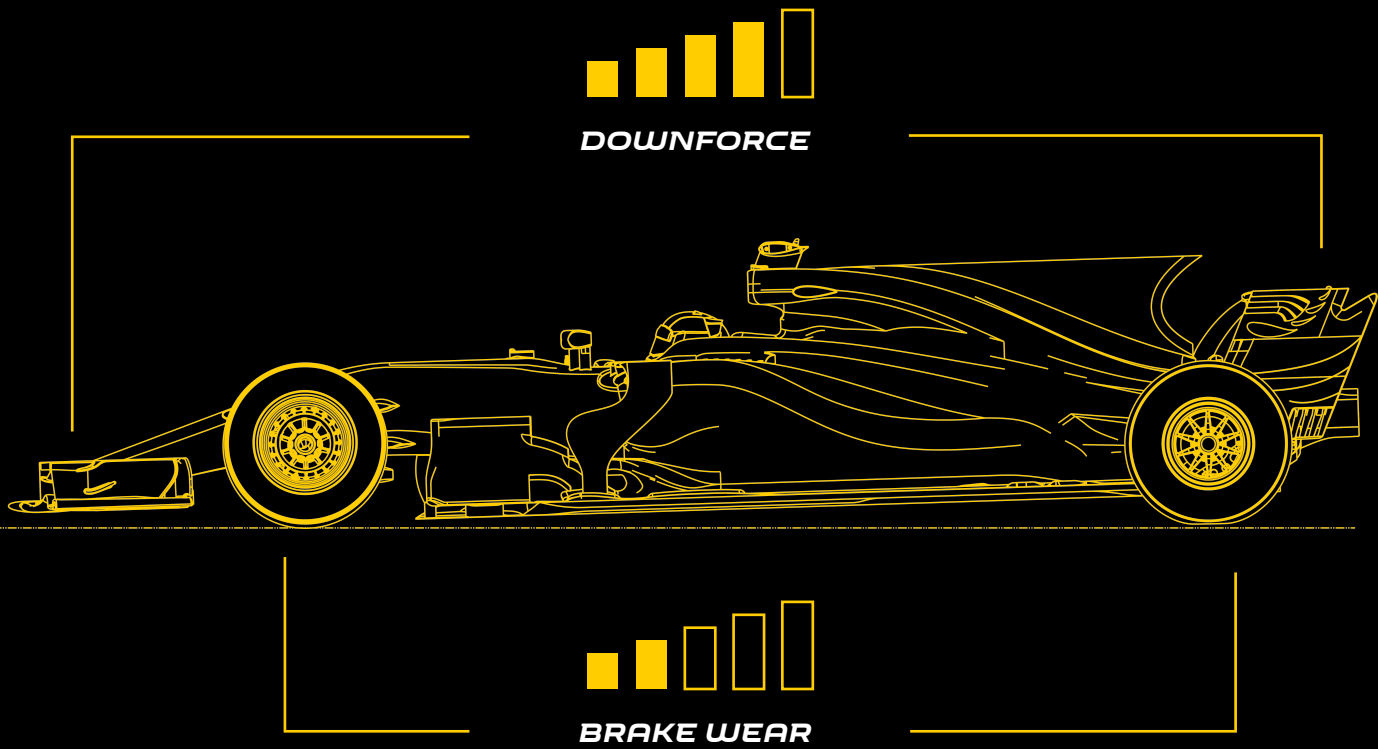
307.104
RACE DISTANCE (KM)

4.655
CIRCUIT LENGTH (KM)

66
NUMBER OF LAPS



CAR SETUP



T1-2

This is a quick part of the circuit with a swift change of direction in between the first right and left, with bumps to unsettle the car. Turn 1 is one of the few corners on the track where overtaking is possible under braking.

T3

Carrying high speed from the exit of Turn 2, combined with a good line heading into the very quick Turn 3 right hander is crucial to a good lap time. The high speed nature of T3 puts a lot of stress through the tyres, especially the front left. Overtaking is possible here at the start but it must be audacious and bold. Corner could be flat in 2017.

T5-9

With downhill braking into T5 it's very easy to lock the inside front left tyre - especially with some bumps to assist - as the driver brakes and turns in the road falls away from the car. Lots of shallow kerb use on exit, which is a good test of the car's traction. A wide exit downhill into T7-8 sees the car needing a good change of direction before lining up for the flat-out T9 which will be taken much quicker this year.

T10

The momentum gained through the previous sequence can offer a potential overtaking attempt in to T10 - La Caixa, a tight left hander. Traction is all important on the exit for a run through the next technical challenge of T11-15.

T13

A more technical part of the track with some large kerbs which are best avoided. The track drops down through the penultimate right hand corner and then in to the final chicane where extra late braking can gain a few thousandths of a second.

T16

It's essential to have a good car through Turn 16 to maximise the run down the long straight. In qualifying it's taken pretty much flat out, but with high fuel and a bit of tyre degradation it becomes more of a compromise for entry speed.



HIGHEST G-FORCE
AT TURN 9 FOR 1 SEC.

4.3



54
GEAR CHANGES
PER LAP

RENAULT IN SPAIN*

STARTS

105

WINS

11

PODIUMS

25

POLES

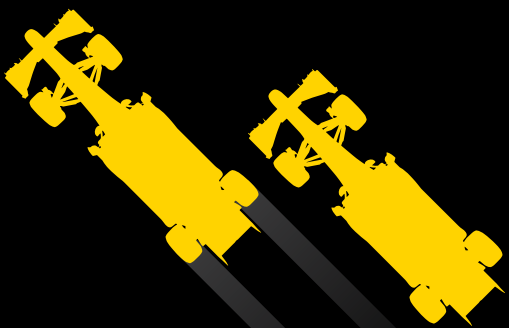
10

F. LAPS

7

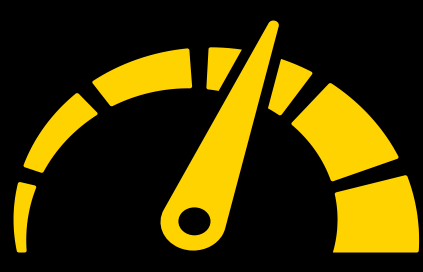
TOTAL POINTS

400



44

NO. OF OVERTAKES
(2016)



324

TOP SPEED
(KPH)

TELEMETRY

FUEL EFFECT

0.36

SEC/10KG

(2016 average: 0.33sec/10kg)

FUEL CONSUMPTION

1.59

KG/LAP

(2016 average: 1.69kg/lap)

FULL THROTTLE

55

% OF LAP

(2016 average: 50.3% of lap)

LOWEST STARTING
POSITION FOR A WINNER

10 11 12



21%
SAFETY CAR
PROBABILITY

25

WINNERS FROM POLE

QUIRKY FACTS

Renault produced almost **600,000** cars in Spain in 2016.

Over **14,000** people are employed by Renault in Spain.

Almost **170,000** Renault cars were sold in Spain in 2016.

The most popular Renault Sport car in Spain is the **CLIO RS 200**.

WEATHER

AVERAGE WEATHER
FOR MAY



16°
TEMPERATURE



8 HOURS
OF SUNSHINE
PER DAY



54 MM
OF MONTHLY
RAINFALL

