RENAULT
F1® TEAM

SHARED PASSION

ONE VISION

/ / / F O R E W O R D / / /

/ / / This year, Renault will continue its very proud and long-standing history in Formula 1 into a new decade, our sixth consecutive in the sport. / / /

We are in the midst of an interesting period, as we continue to engage within established global markets, while simultaneously developing our brand and its awareness in bigger areas like China and India within the widespread transformation of the automotive industry.

Our commitment to Formula 1 has led to inventive marketing initiatives to increase awareness of, and commitment to, our brand. I look forward in particular to supporting new activations from Groupe Renault and its markets around E-Tech technology, which has been inspired by long-standing Formula 1 innovation. Our presence in the sport is also a unique opportunity for the team's partners and sponsors to build relationships with one of the most important car manufacturers in the world, and for Renault to benefit from their know-how in their respective fields.

2020 is also an important transition year for the team. We aim to recapture the positive momentum from our first three years since returning to Formula 1 while preparing for next season, which will represent a new cycle for all teams. Having completed our initial construction phase, we are more determined than ever to be ready to attack and take advantage of the 2021 technical changes.

2020 is also the last year under the current agreements that govern Formula 1's commercial rights. The new agreements and rules, already in advanced negotiation, should represent a new opportunity for Renault Sport Racing and for Renault to take part in a more balanced, competitive sport.

I have every faith in the teams across Enstone and Viry to challenge once more for fourth in the Constructors' Championship this year, plus ensure the coming era is anticipated successfully for both the team and Renault brand.

This is an exciting time to be part of Formula 1, and it is up to us to make the best of it.

/ / / Jérôme Stoll
President of Renault Sport Racing

RENAULT
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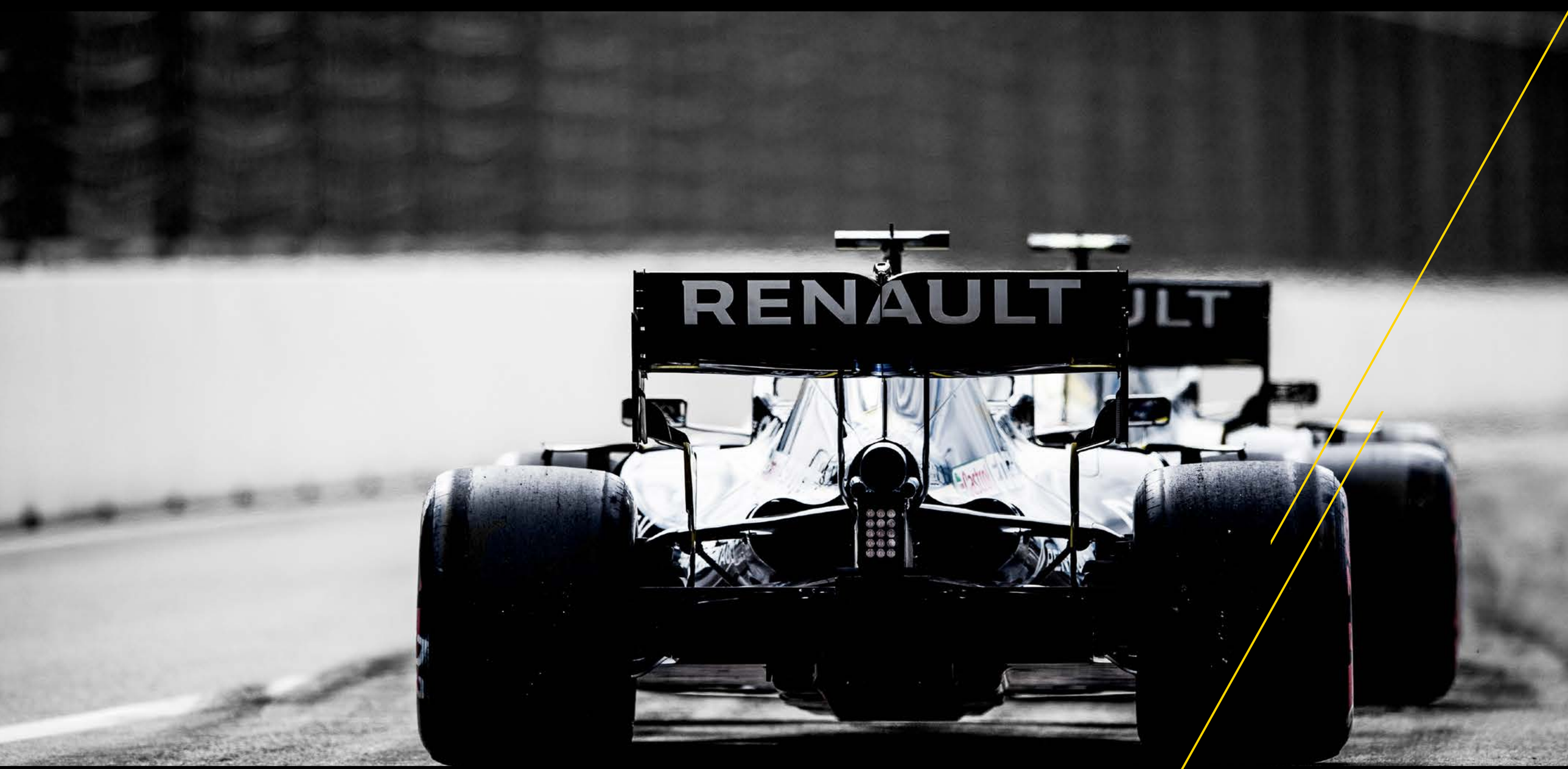
///PRESS KIT 2020///

/// RENAULT SPORT RACING ///

For more than 115 years, motorsport has constituted an integral element of Renault's DNA.

In Formula One, Renault has started close to 700 races and clinched 11 Drivers' titles, 12 Constructors' crowns and 177 grand prix victories.

In 2016, spurred on by this illustrious track record and eager to reaffirm its commitment to the sport, Renault launched an all-new entity encompassing all of the brand's motorsport activities – Renault Sport Racing – and another to manage the development and sale of the Renault Sport Cars portfolio. The key objectives were to promote the company's passion for motorsport to a wider audience while maximising the technological synergies between racing and rally and its road-going sports models.



RENAULT F1 TEAM

///CYRIL ABITEBOUL

RENAULT SPORT RACING MANAGING DIRECTOR AND TEAM PRINCIPAL ///

///Q&A///

What is your state of mind going into the team's fifth season?

The previous years have centred around reconstruction across both facilities and human resources. This phase is now complete and now need to do justice to our ambitions and road map. 2019 was a challenging year, but not without its merits. It provided a reminder of what it takes to succeed in this sport and the high level of competition. More specifically, last season enabled us to take stock of our strengths and weaknesses at the end of our initial construction period and to take appropriate action.

We approach this new season with humility and ambition. Humility as the challenge is huge for every team, every coming year and we are not the exceptions. When we returned to a changed and increasingly competitive sport in 2016, we expressed our ambitions to be world champions, and we set the bar high for every staff member. We need to adhere to this initial plan, without succumbing to the short-term objectives that take us away from our end goal.

What do you expect from the team in 2020?

2020 is above all a pivotal year that marks the end of one cycle and the preparatory phase of another. This year must see us setting the best possible course for the major regulation changes of 2021. The organisational changes made in the second half of 2019 are with this firmly in mind. A great opportunity is on the horizon with the technical and sporting regulation changes and we must anticipate the chance and make sure that we are fully ready to seize it. This type of challenge is motivating as it represents the first opportunity since our return in 2016 to build a fully-integrated car from a blank page.

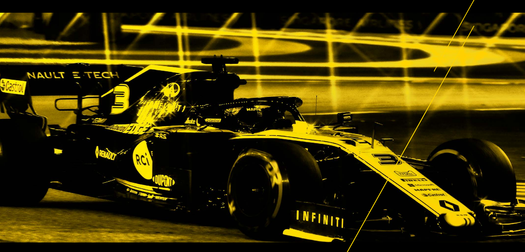
For the coming season, which starts next week in Barcelona, we must respect the three priorities identified during the off-season: reliability from the get-go; ensure a high level of development very early in the season and have a good conversion rate on track. However, we also need to regain confidence and reinforce team spirit to get the best from everyone, and to maximise our chances each race weekend during this unprecedented long and challenging season.

Taking back fourth position in the Constructors' Championship remains the objective over a season that will be more hotly-contested than ever.

The team has a new driver line-up for 2020, what are you expecting from Daniel and Esteban?

This coming season is revitalised by the arrival of Esteban, who brings with him fresh energy. Both he and Daniel are both exceptionally motivated. Esteban returns to a seat after a year out and wants to show he deserves to race in F1. You can see the hunger in his eyes. Daniel has a year of experience with the team and can see its motivation. We need this kind of push. F1 needs everyone at the top of their game and having two drivers spurring everyone on is an immense motivation tool for the entire team and a source of pride for the whole of Groupe Renault.

> "Taking back fourth position in the Constructors' Championship remains the objective over a season that will be more hotly-contested than ever."



///MARCIN BUDKOWSKI

RENAULT F1 TEAM EXECUTIVE DIRECTOR ///

///Q&A///

What have been the main changes at Enstone over the past year?

2019 has been a year of change at Enstone. Some changes have been very visible and public, especially on the technical side, but we have also made extensive changes throughout the operation. This is the consolidation phase of the project, following a period of intense recruitment and growth over the last four years. There are still areas where we need to be stronger, and we're continuing to grow in a targeted way. In parallel, we've improved our infrastructure, notably with upgrades to the wind tunnel and an extensive renewal of manufacturing tools. We're keeping up with the best in these fields and we're continuing to invest in technology to catch them and then move past!

Amongst the high-profile recruits is Pat Fry, what will he bring to the team?

Pat joins us with a wealth of experience in engineering from a number of teams. His background is wide-ranging, from trackside race engineering to overseeing car designs and managing technical teams. From a personality point of view, he also has a lot of drive and a very strong ability to focus on the things that really matter to make a car go quicker.

His expertise will be of strategic use in the development of the 2021 car as well as for the R.S.20. The latter's principal characteristics were already determined a few months ago and it is more of an evolution of the R.S. 19. As such, its potential progress is limited, but it is an informed decision based on the resources we have at our disposal and our mid-term ambitions.

How challenging will it be to find the balance between managing the 2020 season and keeping half an eye on 2021?

Finding the balance between the 2020 and 2021 car projects will be a huge challenge, of a scale that is probably unprecedented in Formula 1. We always try to start new cars as early as possible but it's even more valuable when you have a big change in regulations, and the 2021 regulations are nothing short of a revolution. Of course, our ambition is to have a good 2020 season, but we are aiming to transition to 2021 as early as possible as we expect the slope of development for the new car to be very steep.

> " Finding the balance between the 2020 and 2021 car projects will be a huge challenge, of a scale that is probably unprecedented in Formula 1."

///RÉMI TAFFIN

ENGINE TECHNICAL DIRECTOR ///

Rémi has been part of Renault's Formula 1 involvement since 1999 and currently takes overall responsibility for the power unit developed at the Viry-Châtillon site. Rémi ensures the team of engineers produce an optimised unit that works in perfect harmony with the chassis.

///Q&A///

What are your aims for the Power Unit in 2020?

It was important that we made a decent step in performance on the power unit last year. Now it's about delivering that level of performance at each race. Throughout the end of the season we demonstrated this capability. The Monza result is an example of the progression we made on the power unit. There's little that has changed for 2020 but we aim to integrate the engine into the car as best as possible and therefore making the whole system more efficient.

How have the new facilities at Viry aided Power Unit development?

It's clear in order to be successful in Formula 1 you need the resources. There have been large changes at Enstone and now at Viry we're in the process of constructing a large facility to accommodate the growing need for added technology. We're looking to improve fluidity in our design and development process. Our dynos are state of the art and we're well placed heading into the season.

What is the atmosphere at Viry like heading into the year?

At Viry there's a real energy. Last season fell below our expectations but it's important to learn from it and put that into practice this year. We had some great performances and the power of the engine is clear to see. There's a new dynamic in the team with Esteban joining Daniel. In turn, that acts as motivation for staff who want to find performance and put the hard work in order for the best possible season.

> " Our dynos are state of the art and we're well placed heading into the season."

///PAT FRY

ENGINE TECHNICAL DIRECTOR ///

Born in Surrey, United Kingdom, Pat has extensive experience in Formula 1 having worked for McLaren, Ferrari, Manor and Benetton since entering into a career in the sport in 1987.

He first began at Benetton in the team's Research and Development Department in Witney working on active suspension systems. After working on the Test Team for a short period, Pat's first racing trackside role was working as Race Engineer to Martin Brundle in 1992.

In 1993, he moved to McLaren where he would remain for 17 years, contributing to 68 Grand Prix victories, six Constructor Championship and three Drivers' Championships. Pat held a number of roles at the Woking-based team beginning on the Test Team before stints as Race Engineer to Mika Häkkinen and David Coulthard. He later took on a role overseeing both teams' race cars and he was then promoted to Chief Engineer of Race Development where he played a seminal role in the success of the MP4-20, MP4-22 and MP4-24 cars.

A move to Ferrari followed in July 2010, bringing to a close his 17 years at McLaren. He started as Assistant Technical Director and later Head of Race Track Engineering. Pat continued in lead positions at Maranello including Director of Chassis and Director of Engineering.

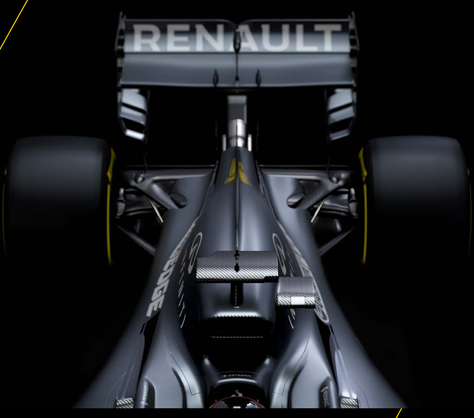
He left Ferrari in 2014 but returned to Formula 1 in 2018 as Manor Racing's Engineering Consultant. Pat then returned to McLaren in 2018 on a temporary contract as Engineering Director, ending the team to its best Championship finish since 2012 with fourth place last season. Pat's arrival at Enstone was confirmed in November 2019 and he began his role with Renault in February.

He will oversee the design, conception and development of all Formula 1 cars leaving Enstone in his role as Chassis Technical Director.

///RENAULT R.S.20

TECHNICAL SPECIFICATIONS///

Chassis	Moulded carbon fibre and aluminium honeycomb composite monocoque, manufactured by Renault F1 Team and designed for maximum strength with minimum weight. Renault E-Tech 20 power unit installed as a fully-stressed member.
Front Suspension	Carbon fibre top and bottom wishbones operate an inboard rocker via a pushrod system. This is connected to torsion bar and damper units which are mounted inside the front of the monocoque. Aluminium uprights and OZ machined magnesium wheels.
Rear Suspension	Carbon fibre top and bottom wishbones with pull rod operated torsion bars and transverse-mounted damper units mounted inside the gearbox casing. Aluminium uprights and OZ machined magnesium wheels.
Transmission	Eight-speed semi-automatic carbon maincase gearbox with reverse gear. "Quickshift" system in operation to maximise speed of gearshifts.
Fuel System	Kevlar-reinforced rubber fuel cell by ATL.
Electrical	MES-Microsoft Standard Electronic Control Unit.
Braking System	Carbon discs and pads. Calipers and Master cylinders Brembo S.p.A.
Cockpit	Removable driver's seat made of anatomically formed carbon composite, with six-point harness seat belt. Steering wheel integrates gear change paddles, clutch paddles, and DRS.

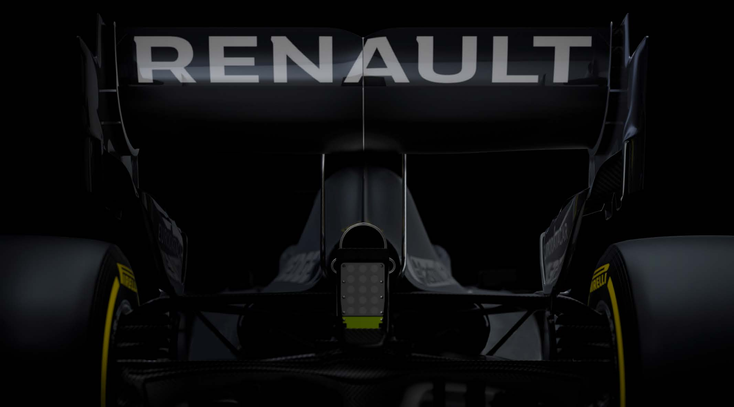


Dimensions and Weight	
Front Track	1600mm
Rear Track	1550mm
Overall Length	5425mm
Overall Height	950mm
Overall Width	2000mm
Overall Weight	746kg, with driver, cameras and ballast

///RENAULT E-TECH 20

TECHNICAL SPECIFICATIONS///

Engine	
Displacement	1.6L V6
Number of cylinders	6
Rev limit	15,000rpm
Pressure charging	Single turbocharger, unlimited boost pressure (typical 5 bar abs)
Fuel flow limit	100kg/h
Permitted fuel quantity per race	110kg
Configuration	90° V6
Bore	80mm
Stroke	53mm
Crank height	90mm
Number of valves	4 per cylinder, 24
Fuel	Direct fuel injection
Energy Recovery Systems	
MGU-K rpm	Max 50,000rpm
MGU-K power	Max 120kW
Energy recovered by MGU-K	Max 2 MJ/lap
Energy released by MGU-K	Max 4 MJ/lap
MGU-H rpm	>100,000rpm
Energy recovered by MGU-H	Unlimited
General	
Weight	Min 145kg
Number of Power Units permitted per driver in 2020	3 ICE/Turbo/MGUH/MGU-K and 2 ES/CU
Total horsepower	More than 950hp



///DANIEL RICCIARDO

RACE DRIVER #3 ///

Key Details

Date of Birth / July, 1989
Place of Birth / Perth, Australia
Nationality / Australian
Website / danielricciardo.com
Twitter / danielricciardo
Facebook / DanielRicciardo
Instagram / danielricciardo

Daniel Ricciardo enters his second season as a Renault F1 Team driver. In his first year wearing Renault colours, Daniel finished in points-scoring positions on eight separate occasions, with a season high fourth place coming at the Italian Grand Prix. He secured ninth position in the 2019 Formula 1 World Drivers' Championship.

Daniel has an impressive Formula 1 resume, having seven wins, 29 podiums and three pole positions to his name. His journey to Formula 1 included four years of racing under Renault power across the junior categories in Formula Renault 2.0, World Series by Renault and Formula Renault 3.5, before making the step up to Formula 1 midway through the 2011 championship.

Key Dates

2019

Daniel secured ninth in the Drivers' Championship in his first season racing as a Renault F1 Team driver. He delivered a season-best fourth place at the Italian Grand Prix and finished in the points at eight races throughout the season.

2018

Daniel finished sixth in the Drivers' Championship after taking two race wins: the first at the Chinese Grand Prix, the second a famous triumph on the streets of Monaco.

Daniel was announced as a Renault F1 Team driver in August 2018 and made his debut at his home Grand Prix in Melbourne, Australia at the start of the 2019 season.

2017

New chassis regulations were put in place ahead of the 2017 season, with Daniel finishing fifth in the Drivers' Championship. He took one win after a frenetic race in Azerbaijan and eight more podiums followed. He finished just five points off fourth place in the championship.

2016

Daniel was back on the pace after a frustrating season in 2015, ending third in the Drivers' Championship. He took his fourth career victory in Malaysia and clinched a maiden pole position in Monaco. He finished second in the Principality and claimed a further six podiums.

2015

In 2015 he finished the Championship in eighth place with two podium finishes: third place in Hungary and second in Singapore.

2014

Daniel graduated to Red Bull Racing ahead of the 2014 Formula 1 season under Renault power. He took his first Formula 1 victory in Montréal, Canada. Two more wins would follow that season, Hungary and Belgium, with Daniel recording five more podiums to finish an impressive third in the Drivers' Championship.

2011 – 2013

Daniel made his Formula 1 debut midway through the 2011 season at the British Grand Prix at Silverstone for HRT.

In 2012, Daniel, as a Red Bull Junior, joined sister team Toro Rosso and scored his first points at his home race in Australia in the opening round. He finished the season with 10 points. He again raced for Toro Rosso in 2013 with best finishes of seventh in China and Italy on the way to doubling his points tally set the year before.

Pre-Formula 1

After starting in karting, Daniel moved to single-seaters in 2005, racing in the Formula BMW series in 2006. 2007 saw Daniel switch to Renault-powered machinery for the first time in the Formula Renault Italy series and Eurocup as a wildcard.

He took his first championship title in 2008 in the Formula Renault WEC following eight wins from 15 starts and finished second in the Eurocup with six wins from 18 races. He won the British Formula 3 Championship a year later and in 2010 finished second in the Formula Renault 3.5 Series, while also undertaking duties as Formula 1 Test Driver for Toro Rosso.

Stats

Grands Prix Started / 171
Pole Positions / 3
Podiums / 29
Wins / 7
Points / 1040
Average Points / 6.09
Fastest Laps / 13

Best Finish / 1st x 7
Best Qualifying / 1st x 3

> "I already know my engineer, what the targets are, what to work on and what the general car characteristics are like."

/// Q & A ///

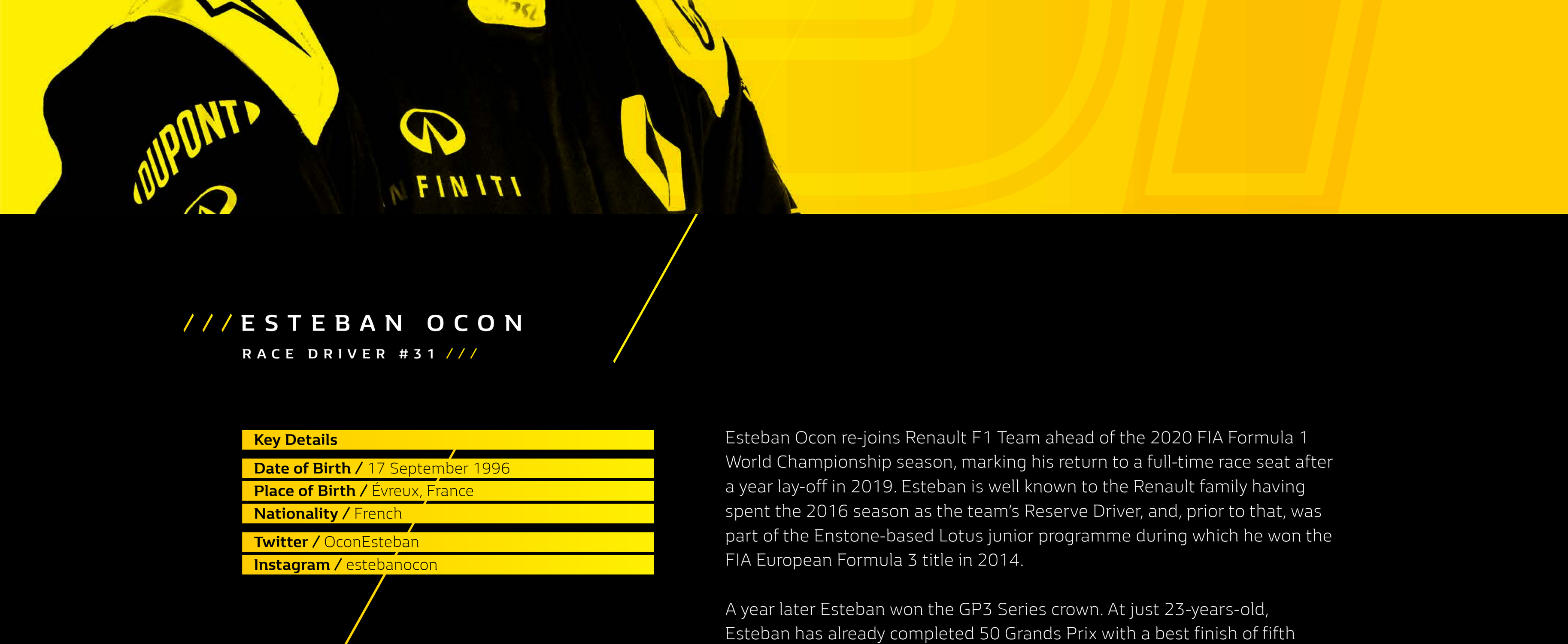
What are you most looking forward to in your second season with Renault F1 Team?
I'm looking forward to blending into the team better on the back of having a full season behind us - so things are going to be easier in that sense. Once I'm in the car at pre-season testing in Barcelona, I'd imagine things will run quite smooth. I already know my engineer, what the targets are, what to work on and what the general car characteristics are like so that should mean we can hit the ground running. This all means that I can provide more immediate feedback, and therefore it'll be easier to make those comparisons between the R.S.19 and R.S.20.

How much did you learn in your first season with Renault last year?
I learnt a lot about myself and obviously a lot about the team. One of the most important learnings for me was that it's not just about having the smartest guy in the Formula 1 paddock - you need every individual across the team getting the most out of themselves. With the people I work closest with it's about trying to find a way they work best, trying to help them being their best selves, and then also figuring out where I can perform the best on the day. I've enjoyed this experience so far and building something with Renault.

How has pre-season training been for you?
Winter training has been good, and I started earlier than anticipated, which is not like me because I do like to have some time off away from the sport. But after a short while recovering, I got a little restless and just wanted to start and get ready. There was something inside me that was just motivated and ready to go. In terms of my pre-season training, I've been alternating my routines in the gym and outdoors, and Michael, my trainer, has given me new exercises.

What goals have you set yourself for the 2020 FIA Formula 1 World Championship?
I have a few personal goals, but ultimately, I want to leave the race weekends feeling like I've completed the task at hand and given absolutely everything. It's going to be important that I've applied my full attention and skill set, and not taken the easy route out.

Obviously, you have a new team-mate in Esteban Ocon for this season, are you looking forward to working with him?
I am looking forward to work with Esteban – it's always exciting to come into a season with a new team-mate. It's a chance to work with a new driver and develop that chemistry together, and ultimately push each other to be the best we can be. I think Esteban will bring a positive dynamic; he's young and hungry. He missed out a season in Formula 1, so I think he's going to be very keen to do well.



///ESTEBAN OCON

RACE DRIVER #31 ///

Key Details

Date of Birth / 17 September 1996
Place of Birth / Évreux, France
Nationality / French
Twitter / OconEsteban
Instagram / estebanocon

Esteban Ocon re-joins Renault F1 Team ahead of the 2020 FIA Formula 1 World Championship season, marking his return to a full-time race seat after a year lay-off in 2019. Esteban is well known to the Renault family having spent the 2016 season as the team's Reserve Driver, and, prior to that, was part of the Enstone-based Lotus junior programme during which he won the FIA European Formula 3 title in 2014.

A year later Esteban won the GP3 Series crown. At just 23-years-old, Esteban has already completed 50 Grands Prix with a best finish of fifth achieved twice in Spain and Mexico in 2017 on the way to a career-best eighth place in the Drivers' Championship that season.

Key Dates

2019

Esteban was Mercedes-AMG Petronas F1 Team's Reserve Driver for the 2019 FIA Formula 1 World Championship season. In December he officially completed his handover to Renault, where he featured in the two-day post-Abu Dhabi test in the Renault R.S.19.

2018

Esteban finished his second full season in Formula 1 with Force India (later, Racing Point) in twelfth place in the Drivers' standings. In Belgium, Esteban enjoyed his best-ever Formula 1 qualifying performance by clinching third on the grid in a tricky, wet-dry session behind Lewis Hamilton and Sebastian Vettel.

2017

In 2017, Esteban finished a career-best eighth in the Drivers' Championship in his first full year in Formula 1 with Force India.

2016

Esteban began the 2016 season as Renault Sport F1 Team's Reserve Driver, taking part in four FP1 sessions. Later that year, he was handed his Formula 1 debut as a 19-year-old when he replaced Manor Racing's Rio Haryanto from the Belgian Grand Prix. Esteban finished the remainder of the season with Manor before landing a full-time race seat with Force India for the following year.

Between his debut in Belgium and the 2017 Mexican Grand Prix, Esteban set an all-time Formula 1 record for the most consecutive finishes with 27 straight races without a retirement.

2015

Esteban made the step to the GP3 Series on the Formula 1 support bill. He won the title as a rookie.

2014

Esteban made his mark in junior single-seater racing with a scintillating rookie year in the FIA European Formula 3 Championship where he won the championship ahead of an impressive field, which included current Formula 1 drivers Max Verstappen and Antonio Giovinazzi. On the back of his title triumph, Esteban, a Lotus junior at the time, appeared in FP1 for Lotus F1 Team at the season finale in Abu Dhabi.

2012 – 2013

Following on from his success in karting, Esteban enjoyed a first taste of single-seaters in 2012 in the Formula Renault Eurocup and Formula Renault Alps series.

Karting

Esteban began karting in 2006 in the French Minime Championship winning the series in 2007. In 2008, he beat compatriots Anthoine Hubert and Pierre Gasly to the French Cadet Championship before spending three years in the KF3 series, winning in 2010, before finishing runner up in the WSK Euro Series in 2011.

Stats

Grands Prix Started / 50
Pole Positions /
Podiums / 0
Wins / 0
Points / 136
Average Points / 2.72
Fastest Laps / 0

Best Finish / 5th – Spain 2017, Mexico 2017
Best Qualifying / 3rd – Belgium 2018

> "It's all about details in Formula 1 and I've seen quite a lot of details on the Renault R.S.20."

/// Q & A ///

How excited are you to be back in a full-time Formula 1 race seat?
It's very exciting and I can't wait to test the new car in Barcelona. We've had a lot of time to prepare, and I'm feeling ready for the challenge. It was beneficial having the Abu Dhabi test in December as it meant I could get used to everyone as well as experiencing last year's Renault F1 Team car, which is the starting point for the 2020 car. I'm really looking forward to racing again – back where I want to be – after waiting for a year. I already know some of the team, but it's changed a lot since when I left in 2016. In Formula 1, things evolve quickly and everything at Renault has grown a lot. I think it will help me settle down quickly and be ready for the first race.

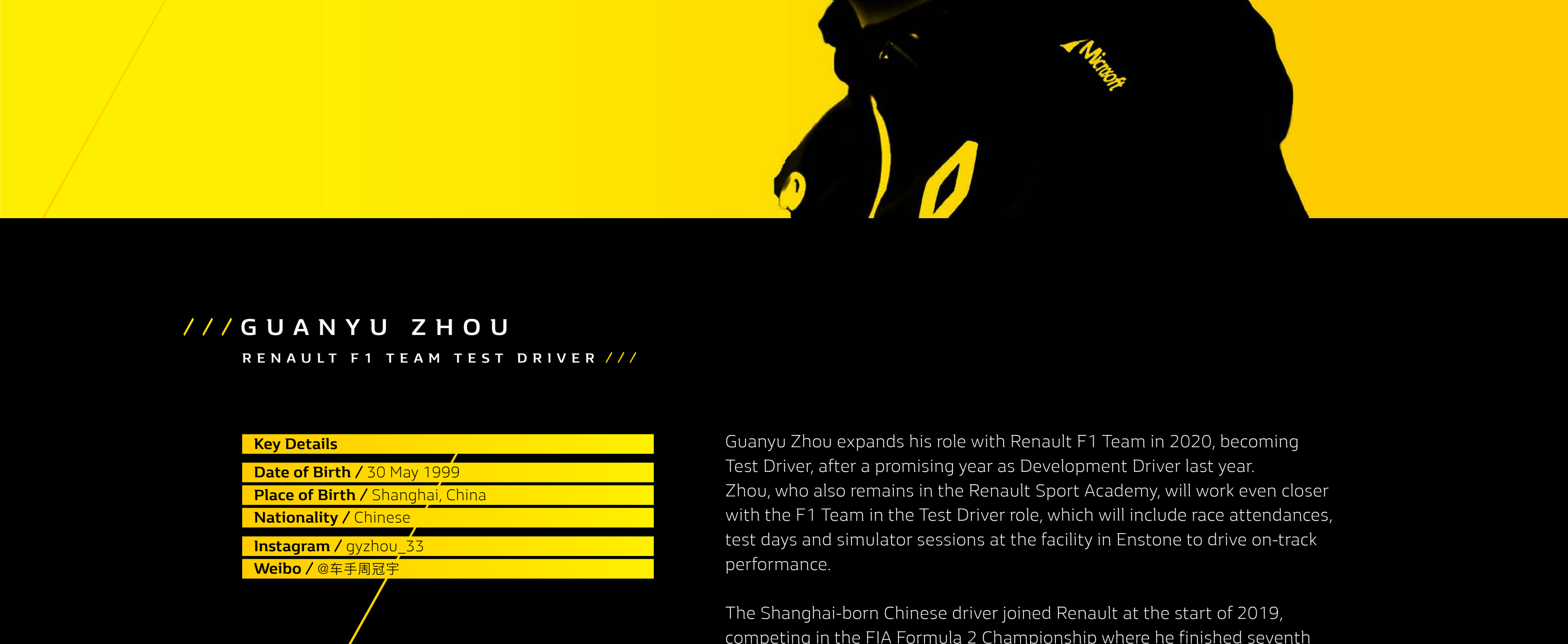
How impressed are you by the changes at Enstone?
I'm very impressed. I grew up at Enstone when I was younger, and it seems a lot has changed. When I visited the factory for the first time in 2019, I couldn't find my way around! A lot of it is new, there are more people and it's all very good. It will give us a boost this year.

This will be your third full season in Formula 1, how much have you learnt in your 50 races so far?
I was lucky to be in Formula 1 at 19 years old and have already completed a lot of races. You can always learn new things and the more you work with different teams, the more mature you become as a driver. Each race, each season, there are always things to learn. I want to keep getting better and better and I'm sure the team and Daniel will contribute a lot to that.

How much are you looking forward to working with Daniel?
He seems like an easy guy to work with and I look forward to teaming up with him. It's always good to push each other as it brings performance from the car and therefore will hopefully bring the team further up the grid. That's what we'll try to achieve. We want great results for the team, and we need to bring the best out from each other all while staying within the limits.

What do you know of the Renault R.S.20?
There are a lot of new items on this year's car and the guys have been working hard to find some additional performance. It's all about details in Formula 1 and I've seen quite a lot of details on the Renault R.S.20. It's exciting to see the design but the next thing you want is to be behind the wheel and feeling what it's like.

How busy have you been during winter?
I've been training in the Pyrenees since January 2 and it's been flat out. I want to get as much work done on myself during the time off and make sure I'm prepared for the physical challenge in Formula 1. In between that, I will go to the factory quite a lot on the simulator and meeting staff in all the departments to see how the development of the car is going. I thought last year I would have a lot more time for training, but it wasn't the case as I was just as busy as if I was racing, with Grand Prix attendances, simulator events and some Pirelli tests. That's why I started my winter training early this year in order to maximise the time and bring some energy into the season.



///GUANYU ZHOU

RENAULT F1 TEAM TEST DRIVER ///

Key Details

Date of Birth / 30 May 1999
Place of Birth / Shanghai, China
Nationality / Chinese
Instagram / gyzhou_33
Weibo / @车手周冠宇

Guanyu Zhou expands his role with Renault F1 Team in 2020, becoming Test Driver, after a promising year as Development Driver last year. Zhou, who also remains in the Renault Sport Academy, will work even closer with the F1 Team in the Test Driver role, which will include race attendances, test days and simulator sessions at the facility in Enstone to drive on-track performance.

The Shanghai-born Chinese driver joined Renault at the start of 2019, competing in the FIA Formula 2 Championship where he finished seventh overall and best 'rookie'. Zhou will remain in Formula 2 this season, aiming to compete for the outright title.

Key Dates

2019

In 2019, Zhou signed with the Renault Sport Academy while also taking on the role as Development Driver for Renault F1 Team. He claimed the best rookie title in Formula 2 courtesy of a superb debut year, which included five podiums and one pole position.

2018

Zhou finished eighth in the FIA Formula 3 European Championship and contributed to Prema Theodore Racing's Team's Championship win with a 203-point contribution.

2017

Zhou ended his second season in the FIA Formula 3 European Championship in eighth place after recording five podiums across the season.

2016

After finishing second in Italian Formula 4 in 2015, Zhou took on his first of three seasons racing in the FIA Formula 3 European Championship. Prior to that campaign, Zhou travelled to New Zealand for the Toyota Racing Series, taking sixth in the championship.

2015

In his first season in single-seater racing, Zhou finished second in the Italian Formula 4 Championship. It was a solid year for him, which included a memorable hat-trick of wins at the legendary Autodromo di Monza.

2007 – 2014

Zhou began his racing career as an eight-year-old karter in China. By 2012, he had moved to London, United Kingdom, to combine his studying with racing. In 2013, he won the European Junior Rotax and ABKC S1 Rotax Junior Series.

> "They've given me a lot of trust and I also trust them, so that relationship works very well."

/// Q & A ///

What are your thoughts on advancing from Renault F1 Team's Development Driver in 2019 to Test Driver in 2020?
Firstly, I'm looking forward to becoming the team's Test Driver. It's another step up from being Development Driver in 2019 where I did a lot of simulator work and some R.S.17 tests. The feedback and experience in a Formula 1 car is getting better and the team is happy with my progress and input so far. They've given me a lot of trust and I also trust them, so that relationship works very well. This year I have an even better opportunity, meaning working harder than before, getting as much information as possible for driving a Formula 1 car and, at the same time, improving the areas the team needs to work on to help them get better in the future.

How beneficial will it be to work closely with Daniel and Esteban this year?
It's quite cool as Daniel was my favourite driver, so to work with him was a fantastic opportunity. I know Esteban a little bit too and look forward to getting to know him better. It's going to be fun working with both of them. Last year I had a taste of being close to the F1 Team and as Test Driver this year, I'll spend even more time on track and learning from debriefs and listening to all the driver feedback. Having more information and working with Daniel and Esteban will help me a lot, not only on the Formula 1 side but also for the Formula 2 season.

Do you think you can draw on the F1 experience to aid your Formula 2 campaign?
I already found Renault F1 Team gave me lots of useful information when I was racing last year. Before each weekend they gave me updates on the weather and track conditions, and at race weekends, also information on track evolution, for example, in between Formula 2 practice and qualifying. It's a huge benefit and it helps massively and I'm looking forward to using their help again this season.

RENAULT
F1 TEAM

///PRESS KIT 2020
KEY PERSONNEL///

///BOB BELL
TECHNICAL ADVISOR///

Bob currently works as a Technical Advisor to the Team, participating in strategic projects to support the team's long-term growth and development. After graduating with a PhD in Aeronautical Engineering from Queen's University, Belfast, Bob was initially employed as an Aerodynamicist at McLaren in 1982, eventually working on both F1 and non-F1 projects as Head of R&D, until joining Benetton in 1998 as a Senior Aerodynamicist.

A stint at Jordan followed, but Bob returned to Enstone in 2001, first as Deputy Technical Director and later Technical Director, playing an instrumental role in Renault's double world championship winning years. Bob became Team Principal in 2009 and Managing Director in 2010 before leaving in 2011 to join Mercedes as their Technical Director. He departed at the end of the successful 2014 season to work as a private consultant, notably working for Renault on the preparations to return as a full works team. He subsequently joined the team in 2016 as the Chief Technical Officer. He subsequently joined the team in 2016 as the Chief Technical Officer.

Bob Bell
Renault F1 Team
Technical Advisor

///ALAN PERMANE
SPORTING DIRECTOR///

Alan has worked at Enstone in a number of roles. Currently Sporting Director, he first worked as an Electronics Engineer for Benetton, contributing to Michael Schumacher's first world championship victory in 1994. Alan then worked with Jean Alesi in 1996 and 1997 and later as Race Engineer to Giancarlo Fisichella. By 2002, Alan engineered Jarno Trulli and again Fisichella in 2005 and 2006 across the two-world championship winning years. Alan then became Chief Race Engineer for Renault F1 Team and Lotus Renault GP between 2007 and 2011. In 2012, he became Trackside Operations Director for Lotus F1 Team until Renault's return in 2016.

Alan Permane
Renault F1 Team
Sporting Director

///CIARON PILBEAM
CHIEF RACE ENGINEER///

Ciaron is Chief Race Engineer for Renault F1 Team and has worked in Formula 1 since 1998. He first started at British American Racing working in Vehicle Dynamics. A year later, Ciaron worked closely with Jock Clear as Assistant Race Engineer to 1997 Formula 1 world champion Jacques Villeneuve. Ciaron continued working with BAR as Race Engineer to Takuma Sato before moving to Red Bull Racing in 2006 with Christian Klien.

In 2007, Ciaron took on the role as Mark Webber's Race Engineer, keeping that position for six years. He assisted nine race wins for the Australian and contributed to three world championship titles. Ciaron then joined Lotus F1 Team as Chief Race Engineer in 2013 and then McLaren in an identical role. By 2017, Ciaron returned to Enstone as Renault F1 Team's Chief Race Engineer, working closely with Alan Permane and the engineering team.

Ciaron Pilbeam
Renault F1 Team
Chief Race Engineer

///NICO CUTURELLO
TRACKSIDE OPERATIONS MANAGER///

Nico has worked for Renault Sport Racing since 2012 and now occupies a trackside role overseeing all Renault power units, including its customer McLaren. Nico's first position with Renault was as a Test Engineer, working on the V6 project aimed at the 2014 engine regulation changes. During that season Nico began working trackside as Power Unit Performance Engineer with customer team Toro Rosso. In 2015 he continued working as Max Verstappen's power unit engineer. Nico then worked for the manufacturer Renault entry with Kevin Magnussen and later Nico Hülkenberg. Nico continued his role in 2019, while also managing Viry's trackside team, before changing his position to oversee all Renault power units at all races.

Nico Cuturello
Renault F1 Team
Trackside Operations Manager

///MATTHIEU DUBOIS
HEAD OF RACE STRATEGY///

Matthieu is the team's Head of Race Strategy and has worked for Renault in Formula 1 for over 20 years. Matthieu finalised his studies in 1997 in Mechanical Engineering from Ecole Centrale, Nantes, and worked as an Engineer with Stena Offshore Limited for his first job. In 1998, Matthieu joined Renault in Formula 1 as a Dyno Engineer and then as a trackside Test Engineer. Between 2003 and 2006, Matthieu worked as Chief Test Engineer for the engine and continued in a trackside testing role until 2007.

Matthieu then switched focus to strategy working as a Strategy Engineer between 2008 and 2012. He then returned into a power unit specific role from 2013, working as Trackside Operations Manager for all power units between 2015 and 2017. In 2018, Matthieu took on his current role heading the team's race strategy.

Matthieu Dubois
Renault F1 Team
Head of Race Strategy

///KAREL LOOS
RACE ENGINEER (DANIEL RICCIARDO)///

Karel works as Race Engineer to Daniel Ricciardo having previously engineered Carlos Sainz and Jolyon Palmer between 2017 and 2018. Karel studied for five years in various engineering colleges in his native Belgium, completing his education with a Masters in Motorsport Engineering and Management from Cranfield University. Karel first worked in motorsport in 2009 as a Data Engineer with PK Carsport in FIA GT – alongside his studies at Cranfield – and then in the same championship as a Race Engineer with SRT.

A move to Formula 1 followed in 2011 as a Vehicle Performance Engineer with Lotus F1 Team. Karel remained at Enstone in a number of trackside-based roles before becoming Race Engineer to Palmer in 2016, Sainz in the same year and Ricciardo since his arrival at Renault.

Karel Loos
Renault F1 Team
Race Engineer (Daniel Ricciardo)

///MARK SLADE
RACE ENGINEER (ESTEBAN OCON)///

Mark has a long and successful career in Formula 1 and has engineered no less than four world champions. Mark is currently Race Engineer for Esteban Ocon. He graduated with a degree in Mechanical Engineering from Heriot-Watt University and from 1989 worked as a Design Engineer for Reynard Racing Cars and later Ralt Racing, before joining McLaren in 1991. Mark took up a trackside role with McLaren in 1994 as Assistant Race Engineer to Martin Brundle.

He then became Race Engineer to Mika Hakkinen in 1998, aiding the Finnish driver's two world titles and remained at McLaren until 2010, working with Kimi Räikkönen, Fernando Alonso and Heikki Kovalainen across that time. Mark moved to Enstone in 2010 to work with Vitaly Petrov and a year later switched to Mercedes to engineer Michael Schumacher. A move back to Enstone followed in 2012, engineering Räikkönen for two years and later Pastor Maldonado. Mark took on the role as Chief Engineer in 2016, before working with Hülkenberg from 2017 to 2019 and now with Esteban.

Mark Slade
Renault F1 Team
Race Engineer (Esteban Ocon)

///ROB CHERRY
CHIEF MECHANIC///

Rob is Chief Mechanic and has occupied the role since 2016. His first involvement in motorsport mechanics came in 2004 when he worked for Arden International. Rob moved to Formula 1 in 2006 with Renault as a rear end mechanic on the Test Team. By 2008, Rob was number one mechanic on the Test Team and in 2009 stepped up to the Race Team in a similar position, remaining at Enstone across its different guises until 2016 when he became Chief Mechanic.

///MATTHEW HARMAN
ENGINEERING DIRECTOR///

Matthew joined Renault F1 Team in September 2018 as Deputy Chief Designer. He signed with over 18 years of experience in powertrain design and implementation and now works closely with Enstone and Viry's design teams to develop future concepts. Matthew's first taste for engineering began at Ricardo, an automotive business specialising in a range of market sectors including passenger car, commercial vehicles, rail and clean energy.

He then moved to Mercedes AMG High Performance Powertrains as Engineering Team Leader – remaining in that position for 11 years - before becoming Head of Powertrain Integration and Transmission Design for Mercedes-AMG Petronas Formula One Team between 2011 and 2018.

///PIERRE GENON
HEAD OF PERFORMANCE SYSTEMS///

Pierre is currently Head of Performance Systems working closely with the Design Office, Aerodynamics, Transmission, Viry and the Race Team to improve the overall performance of the car. After graduating from the University of Liege in Mechanical Engineering and later Aeronautical Engineering at Cranfield, Pierre began working with AP Racing in Coventry. A move to rallying followed and Pierre joined Subaru World Rally Team, working with Colin McRae, Richard Burns, Tommi Mäkinen and later Petter Solberg. He became Chief Rally Engineer in 2002 and progressed Solberg to his world title in 2003.

Pierre made a switch to Endurance Racing with Peugeot in 2009, contributing to the Le Mans 24 Hours win the same year. Pierre then joined Lotus F1 Team before taking up his current role with Renault when the team announced its Formula 1 comeback

///ROB WHITE
OPERATIONS DIRECTOR///

After working in a range of positions across Renault's Formula 1 involvement, Rob is now Chief Operations Director, predominantly overseeing the development of its Infrastructure at Enstone. Rob has vast experience in Formula 1, with a speciality in engine production. His career began with engine manufacturer Cosworth, firstly on IndyCar engines – boasting a number of race wins and championship victories – and later in Formula 1 as a Chief Engineer.

Rob joined Renault F1 Team in 2004 as Engine Technical Director before taking on the role as Deputy Managing Director a year later. He played a leading role in Renault's most successful period in Formula 1 with championship titles in 2005 and 2006 and later four consecutive titles with Red Bull Racing from 2010 to 2013 under V8 power.

///DIRK DE BEER
HEAD OF AERODYNAMICS///

Dirk re-joined Renault F1 Team as Head of Aerodynamics in 2019 having previously worked for the team between 2007 - 2010. Dirk's first exposure to Formula 1 was in his home country, South Africa, when he watched some races as a child. With an interest in the technicalities presented by Formula 1, Dirk studied aeronautics at Imperial College London before working for Swift Engineering in the US.

He then moved to Europe to work with Sauber F1 Team, eventually working as Principal Aerodynamicist. Sauber then became BMW and Dirk switched for his first stint at Renault in 2007 as Head of Aerodynamics, remaining in the role through Lotus's takeover at Enstone until 2013. Since then, he has worked for Ferrari and Williams, before returning to Enstone late in 2019 ahead of the 2020 season.

RENAULT
F1® TEAM

///PRESS KIT 2020
RENAULT SPORT ACADEMY///

///RENAULT SPORT ACADEMY///

The Renault Sport Academy (RSA) enters its fifth year in 2020 on the back of another strong campaign last season, where an Academy driver claimed best 'rookie' across FIA Formula 2 (F2), Formula 3 (F3) and Formula Renault Eurocup.

Launched in 2016, the RSA aims to find and nurture young racing driver talent and progress such prospects through the junior racing ranks all the way to Formula 1. Renault's goal is clear: for an RSA driver to be in Formula 1 and become world champion with the team.

Drivers are selected for the Academy based on their talent and potential shown in karting and junior championships. Renault is able to draw upon its global markets and racing acumen to scout standout, young racers. For 2020, as in previous years, the Academy will draw benefits from the development of the Formula 1 team, further strengthening the ties between both programmes.

Four familiar faces remain with the Academy for 2020: Guanyu Zhou, winner of best rookie in F2 last season, Christian Lundgaard, sixth and best debutant in F3, Briton Max Fewtrell and Brazilian Caio Collet, who claimed the Rookie Championship in the Eurocup after finishing fifth in the overall standings.

Joining them for 2020 are two new recruits, Oscar Piastri and Hadrien David, who become the latest drivers to join the programme since the Academy's inception in 2016.

Australian Oscar, 18, signs on the programme following his championship win in the 2019 Formula Renault Eurocup, while French talent Hadrien, 15, joins as part of his prize for winning last year's French F4 Championship.

Zhou, remaining with UNI-Virtuosi, is joined in the FIA Formula 2 Championship by Christian who steps up to the primary Formula 1 support series with ART Grand Prix. Max will compete a second season in FIA Formula 3 with British team Hitech Grand Prix with Oscar also competing in the series with reigning team champions, Prema Racing. Caio will race a second year in the Eurocup with R-ace GP with Hadrien stepping up to the Renault-supported championship with MP Motorsport.

" We believe it's the strongest line-up we have had in the last four years since the Academy was formed."

Mia Sharizman

///CYRIL ABITEBOUL///

Our Academy continues to grow in strength each year and last year was no exception, with nine wins across three different championships. We now want the Academy to take this to the next level, and target championship wins in 2020.

The Academy was first set-up in 2016 with the long-term objective of progressing a driver from the RSA to a seat with the Formula 1 team, and with the talent we have in the Academy we are still confident of achieving this. The ability within the Academy is there for all to see.

For 2020, we're excited to welcome back four of the drivers from last year in Zhou, Christian, Max and Caio and we're pleased to also welcome two new drivers to the Academy in Oscar and Hadrien. We will be doing everything possible to help our drivers progress, fulfil their potential and enjoy success.

Cyril Abiteboul
Renault Sport Racing
Managing Director

///MIA SHARIZMAN///

" We want to try and identify and grow the drivers that could be promoted to the Formula 1 team in the future."

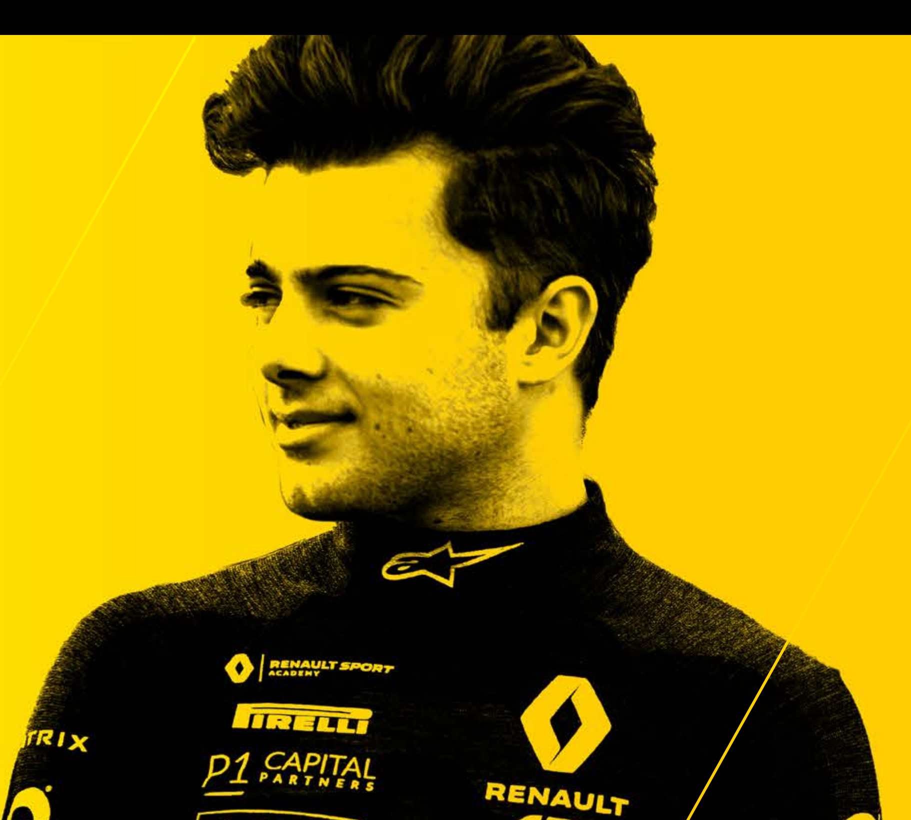
What are your thoughts on the 2020 line-up?
We believe it's the strongest line-up we have had in the last four years since the Academy was formed. We have a good balance of experience now in the team, and we are confident we can mount a title challenge in every series. We knew that 2019, which was more or less an all-rookie line-up, was going to be a year of learning and that 2020 could potentially be our year to demonstrate success. We already know what Max and Christian can do, and it's great to continue for a fourth year with both of them. We were also pleased with how both Zhou and Caio performed in their first season with the Academy.

What do newcomers to the Academy, Oscar and Hadrien, bring with them?
Whenever we have new drivers coming in it's always beneficial. No matter at what level they come in, it's the benchmarking they can do in the Academy and against each other that can really assist their development as racers. They have their own team-mates, but they're also competing with their fellow Academy members on and off the track, whether it's simulator work or an F1 test. This only helps to aid their development as young drivers and pushes them as high as possible.

What is the goal for the Academy in 2020?
It's always been a two-pronged approach. Firstly, we want to win the junior championships, but from that we also want to try and identify and grow the drivers that could be promoted to the Formula 1 team in the future.

What is the long-term goal of the Academy?
Naturally, the goal is to have an Academy driver in the Renault Formula 1 race seat. It's been important to have this target and to benchmark against it since we started the Academy in 2016. We put the pressure on ourselves, but we do believe we have the right drivers for the next few years to get them to that next level. Anything can happen and we remain hopeful there is a breakout year for one of the Academy drivers this season.

Mia Sharizman
Renault Sport Academy
Director



///MAX FEWTRELL

FIA FORMULA 3 CHAMPIONSHIP, HITECH GRAND PRIX ///

Key Details

Twitter / @Max_Fewtrell
Instagram / maxfewtrell

Age / 20
Nationality / British

2019
Best finish / 2nd
Best qualifying / 2nd
Podiums / 2
Points / 57

Previous Championships
2019 / 10th, FIA Formula 3
2018 / 1st, Formula Renault Eurocup
2017 / 6th (1st Rookie), Formula Renault Eurocup
2016 / 1st, FIA MSA British F4
2015 / 11th, MRF Challenge Formula 2000

Max enters a fourth successive season with the Renault Sport Academy, where he will compete a second campaign in the FIA Formula 3 Championship, switching teams to Hitech Grand Prix.

The Briton joined the Academy ahead of the 2017 season after winning the British Formula 4 title in 2016. He won the rookie championship in the Formula Renault Eurocup in 2017 before taking the outright drivers' crown in 2018. Max then progressed to the inaugural FIA Formula 3 Championship with French team ART Grand Prix, taking two podium finishes on the way to tenth in the standings.

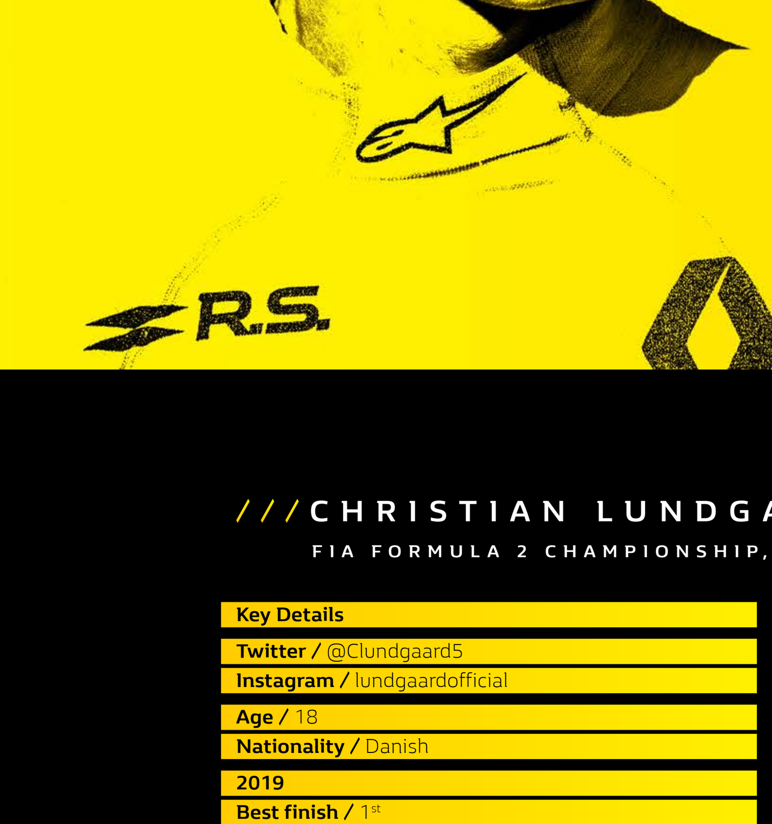
" This year I want to prove to everyone what I can do, get some great results and go for the title. That's the only goal this year: I want to win the championship."

/// Q & A ///

How much are you looking forward to your second year in the FIA Formula 3 Championship?
I'm really excited for this year because last season wasn't really representative of my ability and that hurt a bit deep down. This year I want to prove to everyone what I can do, get some great results and go for the title. That's the only goal this year: I want to win the championship. I'm with a British team this year with Hitech and last time I drove for a British team I won a title. The team has been great, I worked with them in Macau and being based in the UK makes things a bit easier. We're getting along well, and we can't wait for the season to get underway. We have to be physically ready for the first race in Bahrain, so winter training will be busy.

How much experience have you gained from the four years on the Renault Sport Academy so far?
The Renault Sport Academy has helped me massively and I wouldn't be where I am today without them. It's nice to continue this year and it's really motivating that they still have the belief in me after a bit of a rough year in 2019. That said, I think it was tough for everyone in the Academy in general with the results and with the loss of Anthoine. But it's nice to get that year behind us, I learnt a lot and we can go into this season aiming to get back on top.

What's it like growing closer to the Formula 1 team?
It's great supporting the F1 team and being given the opportunity to drive an F1 car last year was a dream come true. It's nice to do that as work and something serious. I want to keep it going and help the F1 team as much as I can off track while they are at the races and being a helpful asset to them.



///CHRISTIAN LUNDGAARD

FIA FORMULA 2 CHAMPIONSHIP, ART GRAND PRIX ///

Key Details

Twitter / @Clundgaard5
Instagram / lundgaardofficial

Age / 18
Nationality / Danish

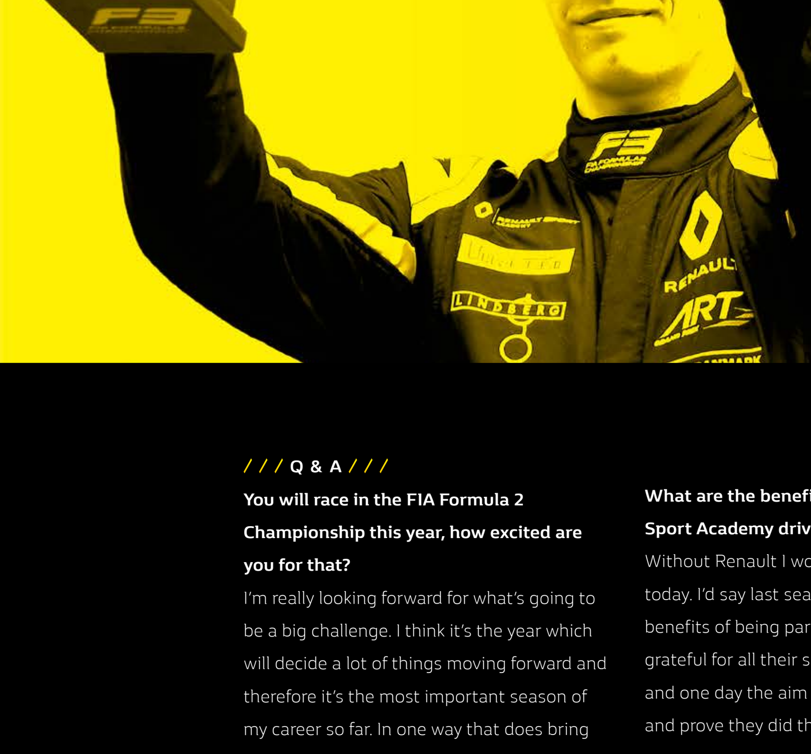
2019
Best finish / 1st
Best qualifying / 1st
Podiums / 3
Points / 97

Previous Championships
2019 / 6th, FIA Formula 3
2018 / 2nd (1st Rookie), Formula Renault Eurocup
2017 / 1st SMP F4 NEZ, 1st Spanish F4

Christian is retained by the programme for a fourth season after impressing in his first year in the FIA Formula 3 Championship. For 2020, Christian will race in the FIA Formula 2 Championship with ART Grand Prix.

The Dane joined the Academy after demonstrating his impressive raw race craft in European and World Karting championships. He then won two Formula 4 titles in his first year in single-seater racing in 2017 before finishing runner-up to fellow Academy member Max Fewtrell in the 2018 Formula Renault Eurocup. Christian finished sixth in a competitive Formula 3 field, taking one win, two further podiums and two pole positions across the year.

Christian enjoyed his first taste of Formula 2 machinery at the season finale in Abu Dhabi with Trident before testing with ART who he will compete for this season.



" I'm really looking forward for what's going to be a big challenge. I think it's the year which will decide a lot of things moving forward and therefore it's the most important season of my career so far."

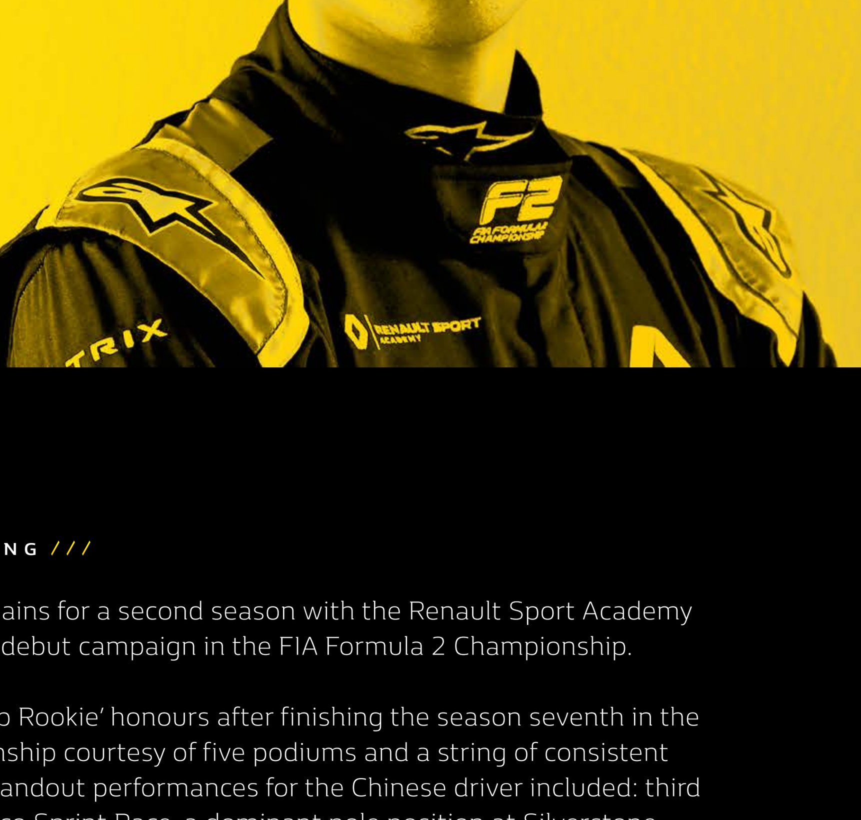
/// Q & A ///

You will race in the FIA Formula 2 Championship this year, how excited are you for that?
I'm really looking forward for what's going to be a big challenge. I think it's the year which will decide a lot of things moving forward and therefore it's the most important season of my career so far. In one way that does bring pressure, but I aim to focus on what I have to do. It's going to be beneficial to stay with ART Grand Prix for a second, successive season as I already know the structure of the team and how they work. I can focus on what I have to do, and we can try and get the most out from it. The target is to win the championship.

What are the benefits of being a Renault Sport Academy driver?
Without Renault I wouldn't be where I am today. I'd say last season exemplified the benefits of being part of Renault and I'm grateful for all their support. It's a huge help and one day the aim is to get to Formula 1 and prove they did the right investment.

How busy will you be supporting the Formula 1 team in 2020?
Last season we did some simulator days and F1 tests in the R.S.17. Hopefully we can do more of that this year. It's very helpful to learn how the team works and also learning more about the Formula 1 car. There will be some simulator sessions to work through again this year along with the racing, so it means it will be a busy schedule and I have to make sure I have everything well planned.

How much training are you having to put in over the winter?
Over the winter I've been doing a lot of training to prepare for this new challenge in Formula 2. Having said that, having completed a race weekend and the test in Abu Dhabi, I didn't find that the Formula 3 car and the Formula 2 are too dissimilar to drive. I thought the Formula 2 car felt a bit lighter and maybe easier to drive. There is an extra endurance challenge to be ready for as the races are longer. You need to keep yourself fit for the next level, so at the moment I'm working towards being prepared for Formula 1; both mentally and physically.



///GUANYU ZHOU

FIA FORMULA 2 CHAMPIONSHIP, UNI-VIRTUOSI RACING ///

Key Details

Instagram / gyzhou_33
Weibo / @车手周冠宇

Age / 20
Nationality / Chinese

2019
Best finish / 3rd
Podiums / 5
Pole Positions / 1
Fastest Laps / 2
Points / 140

Previous Championships
2019 / 7th, FIA Formula 2 Championship
2018 / 8th, FIA Formula 3 European Championship
2017 / 8th, FIA Formula 3 European Championship
2016 / 13th, FIA Formula 3 European Championship, 6th Toyota Racing Series
2015 / 2nd, Italian F4 Championship

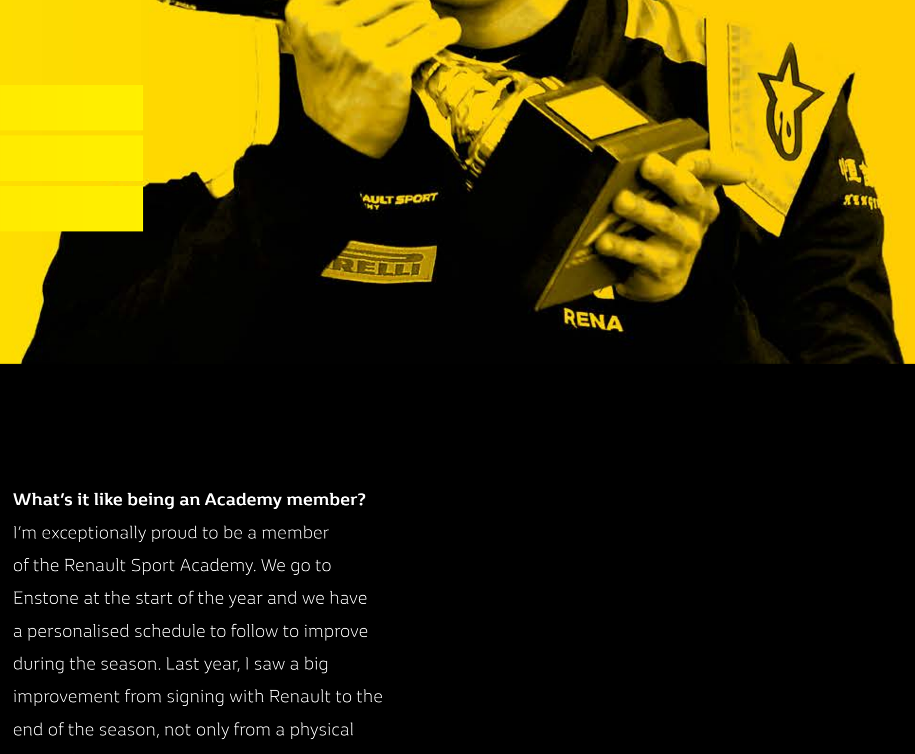
Guanyu Zhou remains for a second season with the Renault Sport Academy after a successful debut campaign in the FIA Formula 2 Championship.

Zhou took the 'Top Rookie' honours after finishing the season seventh in the Drivers' Championship courtesy of five podiums and a string of consistent points finishes. Standout performances for the Chinese driver included: third place in the Monaco Sprint Race, a dominant pole position at Silverstone and a fine Feature Race podium in Abu Dhabi at the final race weekend.

He began single-seater racing in 2015 after a solid karting career following his move to Europe to study in 2012. Zhou finished second in Italian F4, before spending three seasons in the FIA Formula 3 European Championship.

Zhou will increase his role with Renault F1 Team, progressing from Development Driver in 2019 to Test Driver in 2020. He will remain in Formula 2 driving for 2020 with UNI-Virtuosi.

" I can't wait for the 2020 season to start. I was really happy with how everything went last year as a rookie in Formula 2."

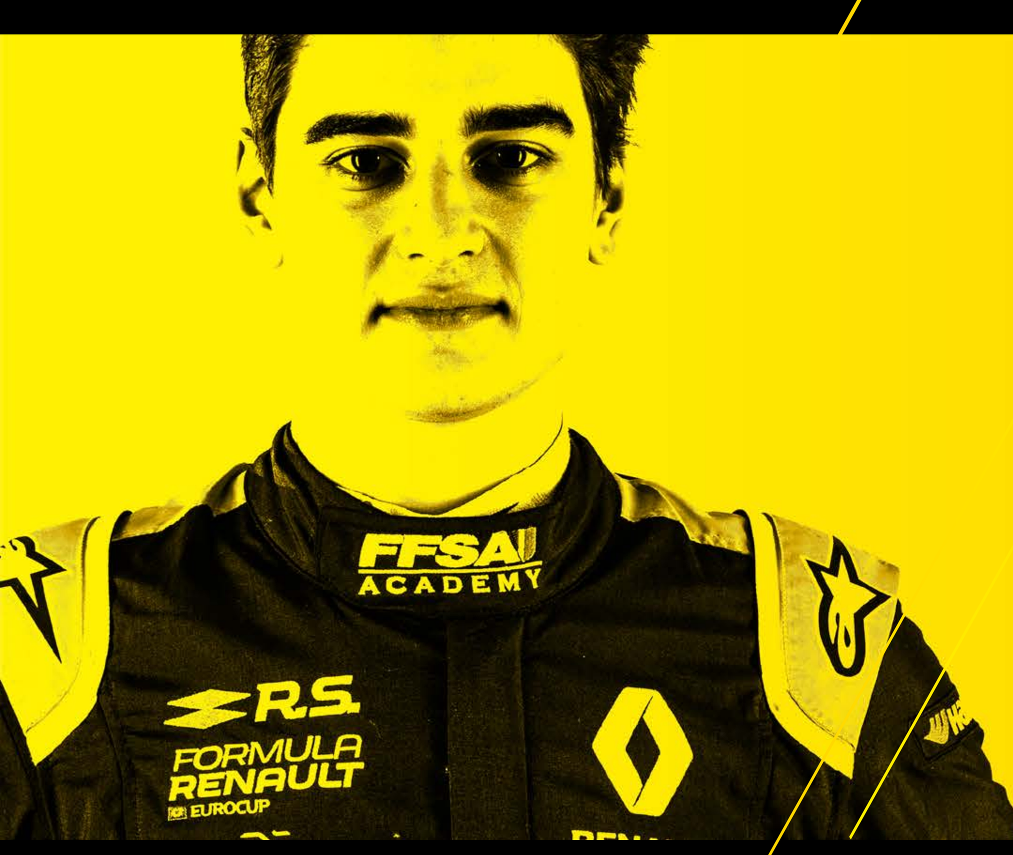


/// Q & A ///

What are your thoughts for the 2020 FIA Formula 2 season?
I can't wait for the 2020 season to start. I was really happy with how everything went last year as a rookie in Formula 2. There was a lot to learn as it was a new area of driving for me with a new team and with more races on the calendar. I think everything went pretty well. I did the best job I could with some things I know I can improve on. I'm also pleased to stay on the Renault programme and make use of their valuable support.

How beneficial is it to be staying with a familiar team this season?
It's good staying for another year with UNI-Virtuosi. I know them well and they know me. My engineers know my style of driving and also which set-ups I like on the car so that will be beneficial this year. I also understand the Formula 2 car a lot better and the Pirelli tyres so I think that will help massively in my second year. I'm looking forward to the championship and trying my best for a top three finish.

What's it like being an Academy member?
I'm exceptionally proud to be a member of the Renault Sport Academy. We go to Enstone at the start of the year and we have a personalised schedule to follow to improve during the season. Last year, I saw a big improvement from signing with Renault to the end of the season, not only from a physical point of view but also in my racing ability. We try to be in the best condition to be ready for a race so I'm really happy and impressed with how Renault works.



///CAIO COLLET

FORMULA RENAULT EUROCUP, R-ACE GP ///

Key Details	
Twitter	caiocollet
Instagram	@caio_collet
Age	17
Nationality	Brazilian
2019	
Best finish	2nd
Best qualifying	3rd
Podiums	6
Points	207
Previous Championships	
2019	5th, Formula Renault Eurocup
2018	1st, French F4 Championship

Caio begins a second season with the Renault Sport Academy aiming to build on a strong debut season racing in the Formula Renault Eurocup where he finished fifth in the overall standings and best rookie. This year, Caio aims to win the title as he remains with R-ace GP.

Caio joined the Academy ahead of the 2019 season as part of his prize for winning the 2018 French F4 Championship. Born in São Paulo, Caio began his racing career as a karter in Brazil in 2009, moving to Europe in 2015 where he was crowned CIK-FIA Rookie of the Year.

His first opportunity in single-seaters was in January 2018 in the Formula 4 UAE Championship before his successful run to the French F4 title.

In 2019, Caio drove the Renault-powered E20 Formula 1 car on the streets of his hometown as part of the Senna Tribute Formula 1 Festival.

" This year's goal is quite clear: to win the Formula Renault Eurocup title. All of Renault's support is quite important for me and it means a lot."

/// Q & A ///

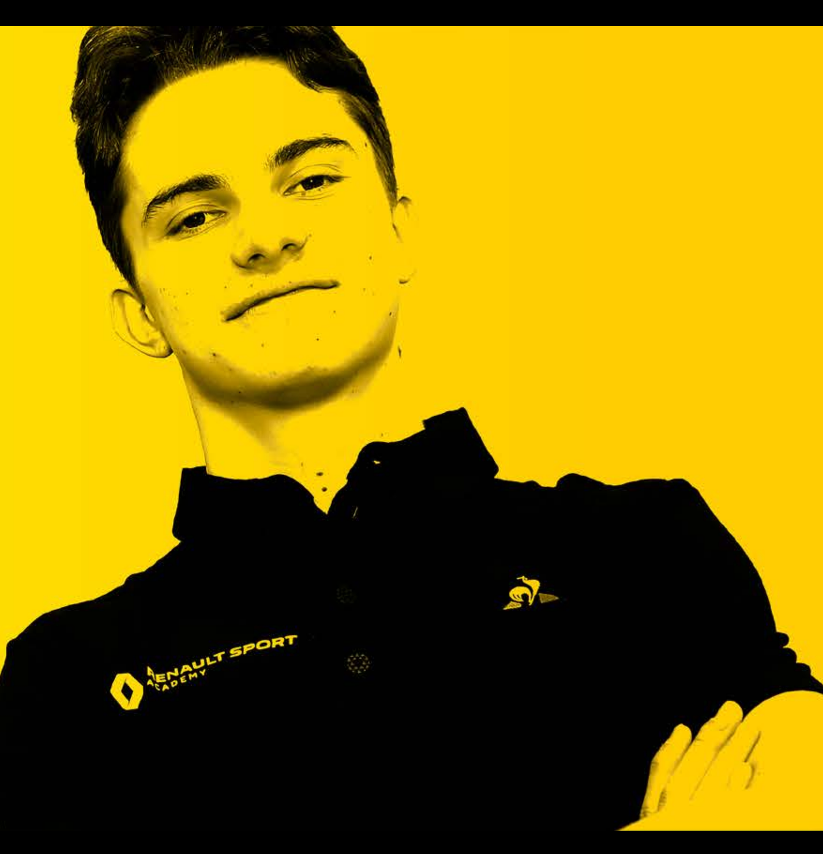
How pleased are you to remain on the Renault Sport Academy in 2020?
I'm very pleased to be with the Renault Sport Academy for a second season. Last year was good for learning and I developed a lot as a driver. I'm looking forward to staying on with them and this year's goal is quite clear: to win the Formula Renault Eurocup title. All of Renault's support is quite important for me and it means a lot. I will do everything I can to deliver the results they want.

What are your thoughts on remaining in the Eurocup?
Last year, it was a very good and competitive championship to race in. I think this season will be the same. I have a different goal, it's my second year, and I want to fight for the championship. I'm confident we can do it. It's also great to remain with R-ace GP for a second season. I created a nice relationship with them, and I want to develop that to ensure we achieve our goals.

What are the benefits of being an Academy member?
There are many good things about being an Academy member. Not only does it help you develop as a driver, I think it also improves you as a person. I grew up a lot last year, especially with the training camps and all the assessments we did. For example, the Pyrenees trip was a huge mental challenge. It's something I will remember for the rest of my life, not just as a racing driver for my career but just something in life in general. Things like that are really important and makes the difference.

What's it like being close to a Formula 1 team?
It's really important to be associated with a Formula 1 team because the Formula 1 world is so different to everything. It's great for us to learn from the team and see the way they talk with each other, what happens at a race weekend, things like that. I can already start to think about that aspect of Formula 1 and understand just how difficult it is to get there. It really gives you a heads up, so having that link to the F1 team really helps my career.

How is the winter training going?
I spent New Year in Brazil keeping up with my physical assessments as well as some time with my family relaxing. Now I've been in New Zealand for five weeks of racing in order to prepare for the Eurocup. The series is the same chassis and tyres as the Eurocup, so that will be beneficial. I also did the 500-mile kart race in São Paulo, which is a big race in Brazil. It was a really nice experience with Felipe Massa and Lucas di Grassi in my team!



///OSCAR PIASTRI

FIA FORMULA 3, PREMA RACING ///

Key Details	
Twitter	@OscarPiastri
Instagram	oscarpiastri
Age	18
Nationality	Australian
2019	
Wins	7
Podiums	11
Pole Positions	5
Fastest Laps	5
Points	320
Previous Championships	
2019	1st, Formula Renault Eurocup
2018	8th, Formula Renault Eurocup
2017	2nd, British Formula 4

Oscar signs for the Renault Sport Academy on the back of securing the 2019 Formula Renault Eurocup Drivers' Championship. He will race the 2020 season with Prema Racing in the FIA Formula 3 Championship.

Born in Melbourne, Australia, Oscar has a wealth of racing experience having started karting in 2011 before transitioning to single-seater racing in 2016 when he debuted in selected rounds of the 2016 Formula 4 UAE Championship.

Oscar then raced with Arden in the British Formula 4 Championship, finishing runner-up in the Drivers' standings after six wins and a further nine podiums. A year later, in between school exams, Oscar finished eighth in the Formula Renault Eurocup with three podiums to his name before taking the 2020 title with seven victories from 20 races.

" It's a fantastic opportunity to join the Renault Sport Academy with a lot of talented racers having come through the programme in recent years."

/// Q & A ///

How pleased are you to join the Renault Sport Academy?
It's a fantastic opportunity to join the Renault Sport Academy with a lot of talented racers having come through the programme in recent years. Getting to this point was hard work on my part, having won the Formula Renault Eurocup last year, but I'm very excited to get started on this journey. Being Australian, it's obviously exciting to be part of the same team as Daniel [Ricciardo] and he is of course a very experienced racer now - so I am looking forward to meeting and learning as much as I can from him.

What was it like winning the Formula Renault Eurocup last season?
It was special winning the Formula Renault Eurocup last season and it took some time to truly sink in what we had achieved that year. We secured seven wins and five pole positions in total, and it was awesome securing the title in Abu Dhabi. We had to maintain consistency across 20 races, right from winter testing through to the final race in Abu Dhabi, but we never let up and it all paid off in the end.

How much are you looking forward to racing in the FIA Formula 3 Championship?
To race in FIA Formula 3 with Prema Racing is very exciting, as they're a top team and I'm really looking forward to building on my strong campaign in 2019. It's obviously going to be a new challenge racing in a different series, but my goal is to kickstart the season strongly with Prema and ultimately go for the title.

///HADRIEN DAVID

FORMULA RENAULT EUROCUP, MP MOTORSPORT ///

Key Details	
Twitter	@HadrienDavid
Instagram	@hadriendavidofficial
Age	15
Nationality	French
2019	
Wins	7
Podiums	14
Pole Positions	10
Fastest Laps	8
Points	280
Previous Championships	
2019	1st, French F4 Championship

Hadrien joins the Renault Sport Academy following a triumphant season in the French F4 Championship, where he won the title courtesy of his seven wins and seven further podiums. 2020 will see Hadrien race in the Formula Renault Eurocup with MP Motorsport.

The French youngster discovered karting at the age of eight and picked up a number of karting titles on his way through the junior motorsport ladder.

In 2019, in his first year in single-seaters, Hadrien became the youngest ever winner of the French Formula 4 Championship at the age of 15.

" The target is clear: win the rookie title, score as many points as possible and maybe more."

/// Q & A ///

How pleased are you to join the Renault Sport Academy?
It's a dream coming true! A lot of sacrifices were made to reach such an important step in my career. My biggest goal has always been to join the Renault Sport Academy and it's a marvellous feeling to join this legendary French team.

What was it like winning French Formula 4 last season?
It was not an easy season. My goal – as a rookie – was to win the title to step up to the Formula Renault Eurocup category in 2020. We've been working very hard physically and on track during the winter. Becoming the youngest FIA F4 Champion in history at the end of the season was a very good achievement.

How much are you looking forward to racing in the Formula Renault Eurocup?
I've been watching every single race of the Formula Renault Eurocup since I was nine! It hasn't sunk in that I'll be racing instead of watching it! Wearing Renault colours in this challenging championship is by far the best thing I could've expected. I will do my absolute best to be on the podium and win races.

What will your targets be this season?
The target is clear: win the rookie title, score as many points as possible and maybe more. I know that it will not be an easy season, even more so considering that I'll be the youngest driver on the grid. We are all working very hard to make it happen. I can't wait for the season to start.

Do you have an interesting fact about yourself?
Before starting in karting, I started with motocross. One day the accelerator got stuck and I had a minor accident in my garden. So, I decided to stop and turn to 4-wheels instead!

RENAULT
F1 TEAM

/// RENAULT F1® 2020
OFFICIAL PARTNERS ///

/// OFFICIAL PARTNERS ///

Bell & Ross

BR 03-94 Carbon Blue

BR 03-94 Carbon Blue

BR 03-94 Carbon Blue

/// RENAULT IN F1 ///

First Entry / 1977 British Grand Prix
Wins / 177
Pole Positions / 217
Podiums / 508
Fastest Laps / 186
Drivers' Championships / 11
Constructors' Championships / 12

/// FINDING ITS FEET IN THE 70s ///

Renault first entered Formula 1 in the 1977 British Grand Prix with Jean-Pierre Jabouille driving the first turbocharged engine Formula 1 car, the RS01. By 1979, the team advanced to two drivers with Frenchman René Arnoux joining Jabouille. Later that year, Renault took its first Formula 1 win with Jabouille triumphing in the French Grand Prix in Dijon.

/// ESTABLISHING AND GROWING IN THE 80s ///

By the early 1980s, Renault's Formula 1 project was building momentum and became among the frontrunners on the grid. Arnoux and Jabouille shared three wins across the 1980 season before Renault signed Alain Prost to join Arnoux for 1981. Renault finished third in the Constructors' Championship in both 1981 and 1982 and by 1983 narrowly missed out on the title to Ferrari with Prost falling short of the Drivers' crown by a slender two points. After missing out on wins in both 1984 and 1985, Renault removed its full manufacturer entry from Formula 1 and decided to focus on engine supply with Tyrrell, Lotus and Ligier.

/// ENGINE SUPPLY SUCCESS IN THE 90s ///

In 1989, with naturally aspirated engines formally introduced to Formula 1, Renault formed an engine supply deal with Williams, a partnership which would go on to dominate the 1990s. After finishing runner-up in 1991, Williams won the 1992 title with four rounds to spare with Nigel Mansell wrapping up the Drivers' title with five rounds in hand. For the next five years, Renault engines would win 53 races and five straight championships. Amongst that was the Enstone-based Benetton's 1995 success which contributed to the second of Michael Schumacher's seven world titles. Renault left Formula 1 in 1997 but continued to work with Mecachrome for engine supply.

/// RETURNING AND WINNING IN THE 2000s ///

The Renault name officially returned to Formula 1 in 2002 following its purchase of Benetton in 2000. Jenson Button and Jarno Trulli formed the line-up for 2002 with the team – based at Enstone - finishing fourth in the Championship. Fernando Alonso – Test Driver the year before – signed alongside Trulli for 2003 and took his first win and Renault's first victory as a full works team since 1983 in the Hungarian Grand Prix. As per the early 80s, Renault were becoming a force to be reckoned with in Formula 1. Trulli won the 2004 Monaco Grand Prix with the team finishing third in the Championship. In 2005, Renault won its first world championship titles. While new signing Giancarlo Fisichella clinched the first race, Alonso claimed seven wins on his way to his first Drivers' Championship with the team winning the Constructors' by nine points. The following year it was a similar story with Alonso taking seven victories to Fisichella's one on the way to a second Driver-Constructor world title double.

/// MORE ENGINE SUCCESS IN THE 2010s ///

Renault continued as a full manufacturer team until 2011 and during that time formed a deal with Red Bull Racing for engine supply. Following the trend of the 90s with Williams, the partnership proved to be immensely successful. Red Bull won four straight Driver-Constructor titles between 2010 and 2013 with 40 victories. At Enstone, Lotus F1 Team under Renault power took two race wins in 2012 and 2013. Prior to the 2016 season, Renault announced it would return to Formula 1 as a full manufacturer. Since then, the team has climbed from ninth in 2016 to fourth in 2018 and fifth in 2019 with its ambitions of returning to the top.

/// AIMING TO GET BACK ON TOP IN THE 2020s ///

Renault begin a new decade with Daniel Ricciardo and Esteban Ocon forming its dynamic driver line-up for the 2020 FIA Formula 1 World Championship season.

RENAULT
F1 TEAM

/// PRESS KIT 2020
RENAULT SPORT CARS ///

///RENAULT SPORT CARS
FROM THE TRACK TO THE ROAD: A UNIQUE EXPERTISE AND KNOW-HOW ///

///Q & A///

How does the cooperation between Renault Sport Cars and Renault Sport Racing work?
The Renault Sport Cars and Renault Sport Racing teams maintain very close ties in order to keep offering performance-driven technologies. This can be seen, for example, on Mégane R.S.: from the cylinder head of the jointly developed 1.8-litre turbo engine to the turbine fitted on a ceramic ball bearing system – a technology directly inspired by Formula 1 – there is continued cooperation. Similarly, the Renault Sport Cars teams contributed to the development of New Clio Cup by providing their knowledge and expertise.

Moreover, it is also important for us to have a link with the drivers, whether it is in their role as ambassadors around the world or the valuable expertise that they share with us when we develop our cars.

What can we expect to see from Renault Sport Cars in 2020?
After 2019 was headlined by Mégane R.S. TROPHY-R, which holds the lap record for a front-wheel drive production car at the Nürburgring track in Germany, Spa-Francorchamps in Belgium and Suzuka in Japan, 2020 will see the arrival of phase 2 of Mégane R.S., three years after the first phase was unveiled.

Meanwhile, our range of merchandising products and accessories, "R.S. Performance", launched at the end of 2018, will be expanded and extended to more models to meet rising demand in the R.S. community. Whilst we're not about to give everything away here, you can also expect a few surprises with Mégane R.S. TROPHY-R.

What are the upcoming challenges for Renault Sport Cars?
It is important for us to continue to convey the Renault Sport experience to all our customers and to maintain the Renault Sport heritage in their day-to-day driving. We have to preserve our know-how in terms of sporting prowess and driving pleasure, while adapting to more demanding environmental standards, which will impose electric or hybrid solutions. We are working actively to meet all these challenges, as we have always done over the last twenty years.

Patrice Ratti
Renault Sport Cars
Managing Director

" 2020 will see the arrival of phase 2 of Mégane R.S., three years after the first phase was unveiled."

/// THERE'S A RENAULT SPORT CAR FOR EVERYONE ///

The Renault Sport range is based on a three-tier structure to cover all the needs of the customer.

The new R.S. Line is all about underlining the sportiness to meet growing customers' needs through a strong customisation and a dynamic design. R.S. Line boasts the F1-style blade, a R.S. signature feature, as well as identity elements such as the sleek red and black interior or the R.S. double-diamond badged steering wheel.

The R.S.'s offer the best performance and an uncompromising driving pleasure: the very best from Renault Sport.

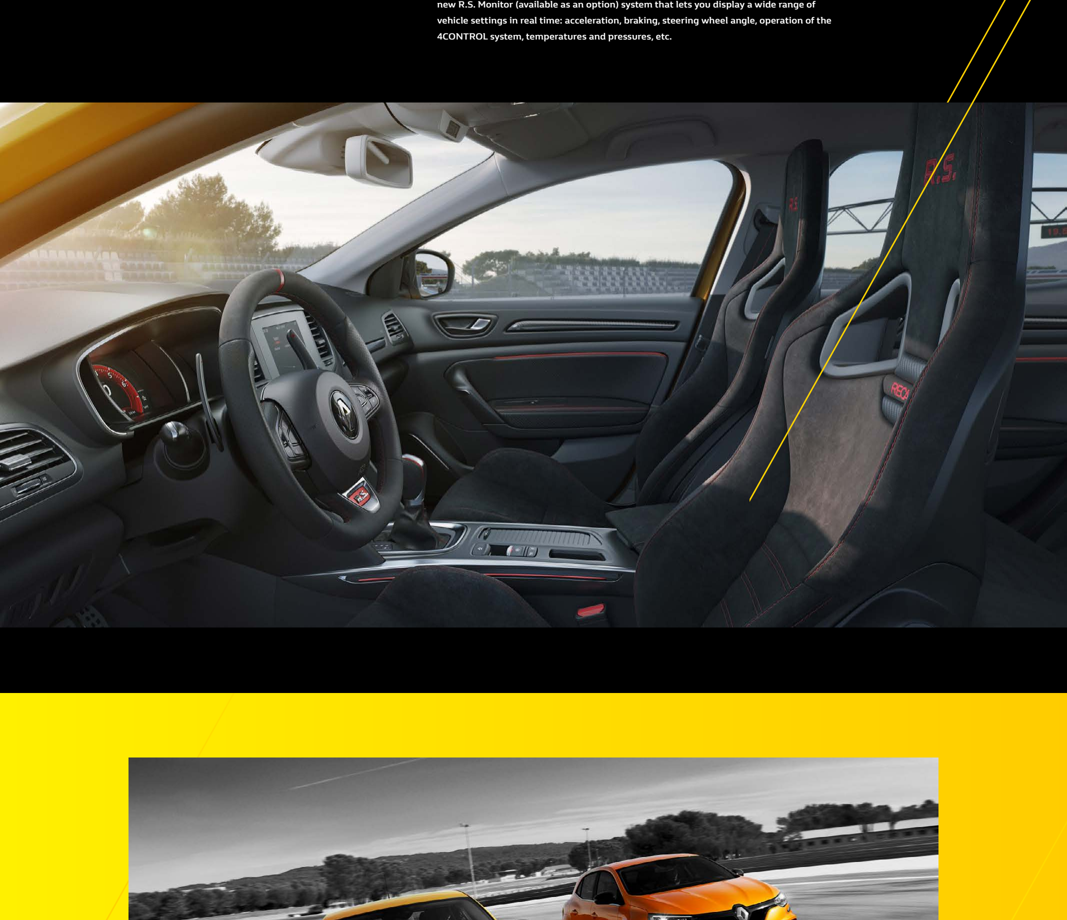
Benefiting from technologies developed on the track, the R.S., R.S. Line are the flagships of the Renault range. Behind the wheel, hundreds of thousands of drivers form a border-free community that keeps the Renault Sport passion rolling on the roads around the world.

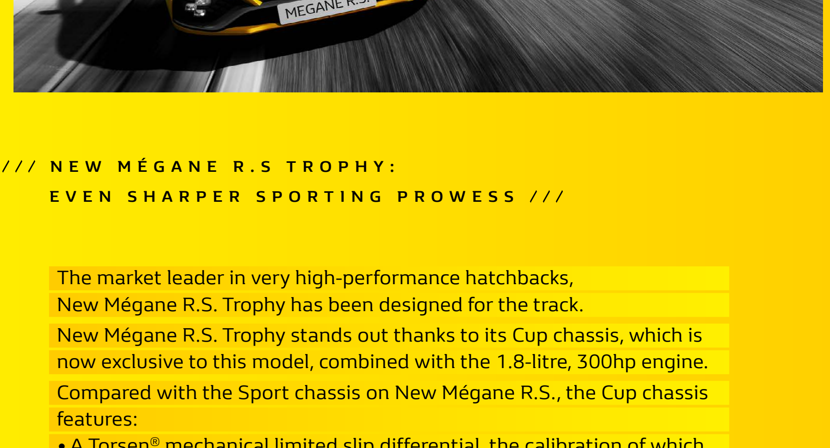
///FOCUS ON NEW MEGANE R.S. TROPHY///
Introduced on New Clio, R.S. Line is now set to be added to the Mégane family. New Mégane R.S. Line bears a pronounced resemblance with the R.S. models, two letters that are synonymous with high performance. The exterior and interior design cues are clearly inspired by those most closely associated with Renault Sport.

On the outside, New Mégane R.S. Line boasts an F1-style blade, an iconic element of all R.S. models. On the inside, there are other features unmistakeably identifiable with R.S. models, such as the sports seats with increased lateral support, carbon-finish inserts, the leather steering wheel adorned by the twin diamond R.S. motif and an aluminium sports pedal unit. Lastly, a black interior trim featuring a new colour combination of red borders and technical grey topstitching transforms the driving position into a genuine cockpit.

///NEW RENAULT MÉGANE R.S. SETTING NEW STANDARDS IN SPORTING PROWESS///
For the renewal of the model, New Mégane R.S. adopts the engine of the Trophy version, with the range centred on a single 300hp engine.

Furthermore, New Mégane R.S.'s exhaust system now comes with a mechanical valve that enables engine noise to be adjusted. Other equipment, unmistakeably identifiable with Mégane R.S., is still included. Not least the 4CONTROL chassis, which delivers outstanding agility through tight turns and impressive cornering stability at higher speeds and a new R.S. Monitor (available as an option) system that lets you display a wide range of vehicle settings in real time: acceleration, braking, steering wheel angle, operation of the 4CONTROL system, temperatures and pressures, etc.



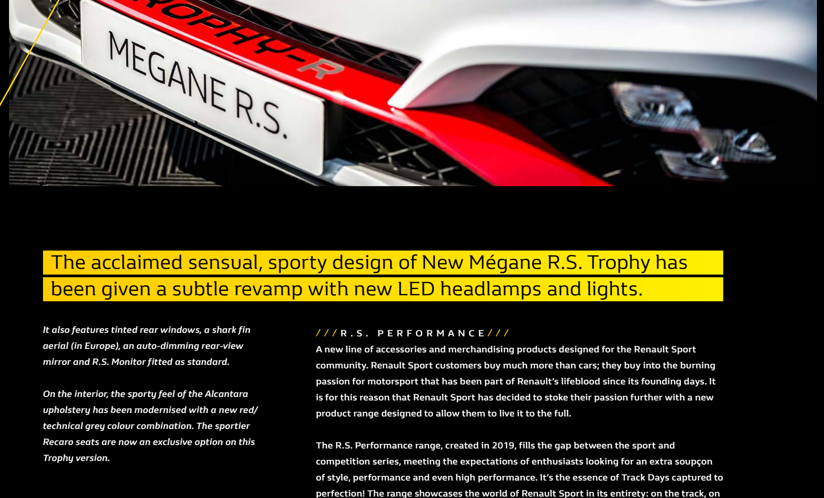


/// NEW MÉGANE R.S TROPHY: EVEN SHARPER SPORTING PROWESS ///

The market leader in very high-performance hatchbacks, New Mégane R.S. Trophy has been designed for the track.
New Mégane R.S. Trophy stands out thanks to its Cup chassis, which is now exclusive to this model, combined with the 1.8-litre, 300hp engine.
Compared with the Sport chassis on New Mégane R.S., the Cup chassis features:

- A Torsen® mechanical limited slip differential, the calibration of which enables more precise entry to corners and improved traction on exit.
- 25% firmer shock absorbers and 30% tighter springs.
- 10% stiffer anti-roll bars.

New Mégane R.S. Trophy retains its bi-material front brake discs. Whilst lighter, these discs are just as efficient, delivering great heat dissipation during intensive use and thus providing greater endurance.



The acclaimed sensual, sporty design of New Mégane R.S. Trophy has been given a subtle revamp with new LED headlamps and lights.

It also features tinted rear windows, a shark fin aerial (in Europe), an auto-dimming rear-view mirror and R.S. Monitor fitted as standard.

On the interior, the sporty feel of the Alcantara upholstery has been modernised with a new red/technical grey colour combination. The sportier Recaro seats are now an exclusive option on this Trophy version.

///R.S. PERFORMANCE///
A new line of accessories and merchandising products designed for the Renault Sport community. Renault Sport customers buy much more than cars; they buy into the burning passion for motorsport that has been part of Renault's lifeblood since its founding days. It is for this reason that Renault Sport has decided to stoke their passion further with a new product range designed to allow them to live it to the full.

The R.S. Performance range, created in 2019, fills the gap between the sport and competition series, meeting the expectations of enthusiasts looking for an extra soupçon of style, performance and even high performance. It's the essence of Track Days captured to perfection! The range showcases the world of Renault Sport in its entirety: on the track, on the road and in the workshop, from design to performance, and from tools to bucket seats. Launched on Clio IV R.S and available since the end of 2019 on Clio III R.S. and Mégane III R.S., R.S. Performance will shortly be available on most R.S. models.

R.S. Performance exclusively available at the Renault Sport online store at the renaultsport.com website.

///RENAULT'S TECHNOLOGICAL EXCELLENCE IN F1 FOR THE BENEFIT OF ALL MOTORISTS///

Renault's excellence on the racetrack has already found its way into the specification of its production engines. A prime example is the latest generation of Energy engines that have benefitted from the input of skilled specialists from the world of Formula 1.

///TECHNOLOGY TRANSFER///
Over recent years strengthened ties have been forged between Viry-Châtillon, where Renault's F1 powerplants are designed and developed, and the Technocentre in Guyancourt, the company's nerve-centre of road car engineering development. In addition, even closer ties will now be forged between Les Ulis, home to Renault Sport Cars. The close collaboration that exists between the race engine specialists and their production engine colleagues, as well as the one-off projects that involve both parties, allow breakthroughs in F1 to benefit road going engines, and vice-versa.

The speed at which developments occur in F1 and the analytical skills of Renault's race engine specialists enable the company to explore new technical solutions in extreme conditions. Competing with specialist makes on the racetrack also provides Renault, as a volume manufacturer, with a unique grasp of cutting-edge engine architectures.

This approach enables Renault to constantly improve the energy efficiency of both its race and road going engines in many different ways, including:

- Turbocharging and downsizing
- Direct fuel injection
- Friction reduction
- Shared practices

As such, Renault's customers benefit from a level of powertrain excellence that has been honed in the exacting world of motorsport.

///ELECTRIC TECHNOLOGIES///
Renault is making a direct contribution to the emergence of electric technologies via a dual sporting and technical commitment. F1 power units now incorporate powerful electrical motors that are capable of harnessing energy lost under braking and in the exhaust. The recovered energy is stored in a battery and released on demand to boost power.

This commitment showcases Renault's determination to step up technological progress in electric and hybrid vehicles. The technologies developed as part of our commitments will contribute to improving the performance of electric motors and the battery range.

///TURBOCHARGING///
Turbocharging enables smaller cubic capacity engines to produce greater power despite lower maximum rev limits. Energy that would otherwise be wasted as heat in the exhaust gases is recovered to drive the turbo. This energy is then used to compress the intake air (compressor) and increase the pressure inside the cylinders.

Renault stood out as the pioneer in turbocharging and downsizing in Formula 1 when it debuted the R.S.01 turbo engine in 1977. It gradually made this technology widely available in emblematic high-performance production cars in the 1980s, including the R5 Turbo, R18 Turbo, R11 Turbo and R21 2L Turbo.

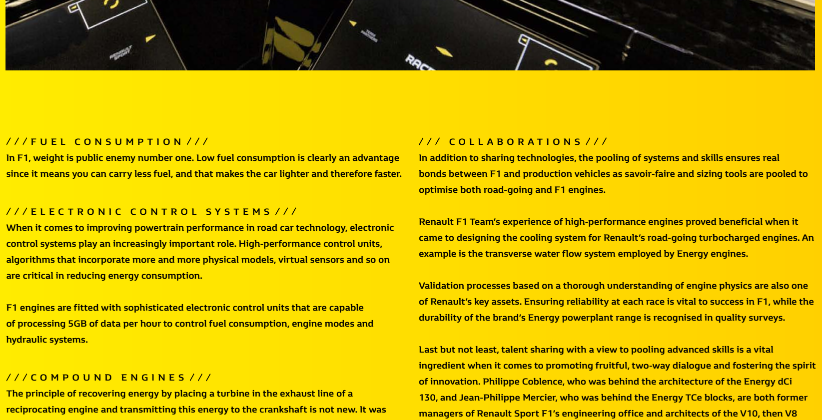
Today, all the power plants that form Renault's Energy range are turbocharged with a view to reconciling the performance and fuel efficiency of its current smaller and lighter engines. Similarly, the E-Tech 19 is a V6 turbo, capable of producing more bang for buck than its engine displacement would normally allow.

///DIRECT INJECTION///
Direct fuel injection permits accurate control of the form and rate of the fuel spray inside the cylinders and not inside the intake manifolds, as is the case with indirect injection.

Direct fuel injection in the Renault production cars also stems from the two-way dialogue between Viry and Guyancourt in their respective bids to optimise energy efficiency while minimising fuel consumption. The latter has been cut by 40 percent with the latest generation Formula 1 engine and is down 25 percent in the case of Renault's Energy production engines.

///FRICTION REDUCTION///
The Energy engine range benefits from Renault F1 Team's expertise in friction-reducing technologies, including:

- DLC (Diamond Like Carbon) coating of cam followers
- Pressure Vapour Deposit (PVD) treatment of piston rings
- UFLEX oil control ring technology, which has been used in F1 for more than a decade. The form of the 'U' permits the piston ring to adapt to the exact profile of the cylinder wall to obtain the best compromise between efficiency (oil scraped off the lining to minimise consumption) and friction.



///FUEL CONSUMPTION///
In F1, weight is public enemy number one. Low fuel consumption is clearly an advantage since it means you can carry less fuel, and that makes the car lighter and therefore faster.

///ELECTRONIC CONTROL SYSTEMS///
When it comes to improving powertrain performance in road car technology, electronic control systems play an increasingly important role. High-performance control units, algorithms that incorporate more and more physical models, virtual sensors and so on are critical in reducing energy consumption.

F1 engines are fitted with sophisticated electronic control units that are capable of processing 5GB of data per hour to control fuel consumption, engine modes and hydraulic systems.

///COMPOUND ENGINES///
The principle of recovering energy by placing a turbine in the exhaust line of a reciprocating engine and transmitting this energy to the crankshaft is not new. It was even used prior to World War 2 on certain airplane engines and a mechanical form was developed for trucks. The process is known as a 'compound' engine.

The advantage of an electric turbo-compound solution is that it enables the released energy to be controlled in real time in order to use it when and where it is really necessary. Depending on the need of the moment, it can be transmitted to the crankshaft, employed to maintain the speed of the turbine (and thereby reduce inertia during the transient phase), or quite simply stored in the battery until required.

Again, this technology mirrors that of F1's highly advanced power units.

/// COLLABORATIONS///
In addition to sharing technologies, the pooling of systems and skills ensures real bonds between F1 and production vehicles as savoir-faire and sizing tools are pooled to optimise both road-going and F1 engines.

Renault F1 Team's experience of high-performance engines proved beneficial when it came to designing the cooling system for Renault's road-going turbocharged engines. An example is the transverse water flow system employed by Energy engines.

Validation processes based on a thorough understanding of engine physics are also one of Renault's key assets. Ensuring reliability at each race is vital to success in F1, while the durability of the brand's Energy powerplant range is recognised in quality surveys.

Last but not least, talent sharing with a view to pooling advanced skills is a vital ingredient when it comes to promoting fruitful, two-way dialogue and fostering the spirit of innovation. Philippe Coblence, who was behind the architecture of the Energy dCi 130, and Jean-Philippe Mercier, who was behind the Energy TCe blocks, are both former managers of Renault Sport F1's engineering office and architects of the V10, then V8 powerplants, which were successful in F1 in the 1990s and 2000s.

They brought their personal expertise and exacting approach to their respective road-engine projects. Downsizing, for example, was taken to new limits thanks to technical solutions and processes brought with them from F1. Energy engines now boast an unprecedented technological package for their level of range and, compared with their predecessors, deliver combined-cycle fuel savings of up to 25 percent for the vehicles they power.

The wide variety of skills available across Renault is a major advantage that is also beneficial to Renault F1 Team. For example, the team at Viry-Châtillon makes intensive use of Renault's materials laboratory, as well as tools like the scanning electron microscope.

/// ADVANCED TECHNOLOGY DEVELOPING THE VEHICLES OF TOMORROW ///

Formula 1 is an innovation laboratory for Groupe Renault. The sport is constantly evolving but has always used cutting-edge technologies and know-how, including virtual reality, simulation, artificial intelligence, exploitation and protection of data, hybridization, and so on.
As regards hybridization, knowledge has been transferred between the Renault F1 Team and Production Engineering teams in the field of energy management in a very real manner. This stems from the fact that several engineers who are currently working on Renault's hybrid models spent six months at Viry Châtillon in 2013 during development of the Formula 1 hybrid engine. They therefore acquired detailed knowledge of energy management strategy, knowledge that they apply now to the development of Renault's future hybrid models – Clio, Captur and Mégane – that will become available to customers in 2020.
When harnessed by the technical excellence of Viry-Châtillon and Enstone, the development of these technologies will benefit series models developed for the customers of tomorrow.

RENAULT
F1® TEAM

/// PRESS KIT 2020
CALENDAR ///

/// 2020 FIA FORMULA ONE WORLD CHAMPIONSHIP ///

15 March	Melbourne	Australia
22 March	Sakhir	Bahrain
5 April	Hanoi	Vietnam
19 April	Shanghai	China
3 May	Zandvoort	Netherlands
10 May	Barcelona	Spain
24 May	Monte Carlo	Monaco
7 June	Baku	Azerbaijan
14 June	Montréal	Canada
28 June	Le Castellet	France
5 July	Spielberg	Austria
19 July	Silverstone	Great Britain
2 August	Budapest	Hungary
30 August	Spa-Francorchamps	Belgium
6 September	Monza	Italy
20 September	Singapore	Singapore
27 September	Sochi	Russia
11 October	Suzuka	Japan
25 October	Austin	USA
1 November	Mexico City	Mexico
15 November	São Paulo	Brazil
29 November	Yas Marina	Abu Dhabi

/// SOCIAL MEDIA ///

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