



F1TM
FORMULA 1
GRAND PRIX
DE MONACO
2019

MONTE CARLO 23-26 MAY | OFFICIAL MEDIA KIT





Formula 1
Grand Prix de Monaco 2019
Monte Carlo 23-26 May

77th **GRAND PRIX DE MONACO** **23-26 MAY 2019**

counting for the 2019
FIA Formula One World Championship

Organised by the Automobile Club de Monaco

Under the High Patronage of
THEIR SERENE HIGHNESSES
THE PRINCE AND THE PRINCESS OF MONACO

with the support of the Princely Government,
of the Municipality and the participation
of the Société des Bains de Mer





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Photographs : archives ACM - Jean-Marc FOLLETÉ - Michael ALESI - Jean-François GALERON





THE STORY OF AUTOMOBILE CLUB DE MONACO

The club was founded on **August 26, 1890**. Originally known as '**Sport Vélocipédique de la Principauté (SVP) – Principality Cycling Sporting Association** – it was born out of the enthusiasm and passion of 21 cycling aficionados. Within a week, it had already been re-christened '**Sport Vélocipédique Monégasque (SVM) – Monaco Cycling Sporting Association**.

That name changed again 27 years later, **on August 28, 1907**, to become '**Sport Automobile et Vélocipédique de Monaco (SAVM) – Monaco Cycling and Automobile Sporting Association** – under the impulsion of its President **Henri Tairraz**, who was inspired by the technological advances of the motor car.

On October 31, 1909, Alexandre Noghès succeeded Tairraz as SAVM President.

This heralded the beginning of a great motoring adventure. No sooner had he been elected, than Noghès tabled the proposal to stage a sporting event in the Principality, which – driven by his son Antony – ultimately materialised two years later with the organisation of the **1st Rallye Automobile Monaco on January 21-29, 1911**.

Paris, Berlin, Brussels, Boulogne-sur-Mer, Vienna and Geneva were the six starting-points for this event. Having set out from Paris behind the wheel of a 25hp Turcat-Méry, early aviator Henri Rougier triumphed ahead of 22 rivals, registering an average speed of 13.8kph.

Buoyed by this success, and to firmly instil in the hearts and minds of the club's members that their association would henceforth be predominantly focused upon motor vehicles rather than bicycles, a directory was published, containing members' names and addresses and itineraries for car excursions. The determination of those at the helm of the SAVM was already palpable: they were starting to write the future... The consequences of the World War 1 would be devastating, however, temporarily putting a halt to all motorsport activity. In 1918, Monaco was left to mourn its losses from the battlefield, amongst whom were several dozen club members.

For obvious reasons, during these four dreadful years of conflict, the SAVM did not organise a single sporting or even non-competitive event.

Through sheer perseverance, President Noghès pressed on and, in January, 1921, revealed that the **1st Automobile Week** – which had originally been conceived back in June, 1914 – would take place two months later, from **March 8-15**. Boasting an impressive 35,000 Francs in prize money, this event was composed of various challenges for both cars and motorbikes, in addition to a display and a Concours d'Elegance. The fruit of a remarkable vision that had never wavered, this new success story confirmed – to everybody's delight – that President Noghès and his committee were very much on the right track, both in terms of the club's evolution and its association with the motor car.

On the morning of **March 29, 1925**, during an Extraordinary General Meeting attended by 55 SAVM members, its President **Alexandre Noghès** declared "**that due to the ever-increasing size of the club, its name must be changed to Automobile Club de Monaco**", explaining that '**cycling is becoming less common as a sport, whereas motorsport is on the rise.**' The proposal was subsequently put to a secret ballot and adopted by **49 votes in favour, five against and one abstention**. In becoming the ACM, the association joined a large and growing family of national auto clubs, each member of which embodied automobile adventure at national level. In order to assure its future, however, the ACM needed to be admitted to **the Association Internationale des Automobiles Clubs Reconnus (AIACR) – International Association of Recognised Automobile Clubs** – forerunner of the current





Fédération Internationale de l'Automobile (FIA).

As the club's General Commissioner, Antony Noghès, then 35, was tasked with taking the **Automobile Club de Monaco's** application to the AIACR's headquarters in Paris. He unfortunately returned empty-handed, since the gentlemen of the **AIACR** considered that although the club did indeed organise sporting competitions, these did not take place within the territory of Monaco. With wounded pride, but with youthful enthusiasm and determination, **Antony Noghès** decided to undertake the extraordinary challenge of staging a car race around the streets of Monaco.

The idea of holding a race in the city was certainly a daunting one – perhaps even unachievable.

Firstly, there were the steps between the Quai des Etats-Unis and Quai Albert 1er to overcome, plus more steps alongside the gasometers. There were also the cobblestones and tram tracks between La Condamine and the Casino to consider. **Antony Noghès** weighed up his options for two years, before finally deciding to entrust his ambitious project to the only men who could be counted upon to offer a fair and dispassionate opinion: on the sporting side, **Louis Chiron** and in terms of the technical aspect, **Jacques Taffe**.

Next, he needed to convince the Société des Bains de Mer to get on-board with the project and underwrite the financing of the event. Its administrator, René Léon, immediately appreciated the value of Noghès' vision and released the necessary funds.

Nowhere else in the world will have a circuit like this! The official announcement of the organisation of the Grand Prix rang out triumphantly across Monaco. Indeed, it created such a stir in the Principality that, on **October 18, 1928**, the Gazette de Monaco newspaper proclaimed: **"We are delighted to learn that the Association Internationale des Automobiles Clubs Reconnus has admitted the ACM as a national club, which takes the number of countries represented to 34."**

Just six months later, on Sunday 14th April 1929, under spring sunshine, H.S.H. Prince Pierre of Monaco, grandfather of H.S.H. Prince Rainier III, formally opened the circuit of the 1st Grand Prix de Monaco driving a VOISIN. At 13 h 30, 16 competitors, representing 7 countries and 6 makes of cars, started the Grand Prix, on the original circuit that has hardly changed to this day. Three hours, 56 minutes and 11 seconds later, the 100 laps were accomplished at an average speed of 80,194 km/h. H.S.H. Prince Louis II, the Sovereign Prince of Monaco, awarded a cup to the winner, an Englishman called William GROVER, competing under the pseudonym "Williams" driving a 2,3 litres supercharged BUGATTI 35.

The race through the tight-and-twisty streets of the Principality was such a phenomenal success that practically overnight, the ACM found itself transformed. Expansion was essential, with the number of members increasing rapidly, from 712 in 1929 to 841 in 1930 and 910 in 1931, including 41 women... It was already a far cry from the 21 friends who had established the Sport Vélocipédique de la Principauté four decades earlier!

On November 8, 1940 and with the Second World War in its infancy, Alexandre Noghès stepped down from the Presidency after 31 years, justifiably considering that he had accomplished his mission. Nine days later, **on November 17, his son Antony** was elected as his successor – and with cars having been requisitioned for the war effort, the bicycles reappeared! Alexandre Noghès died on **February 25, 1944**, at the age of 79. After almost a decade of difficulties relating to the war and its aftermath, **on May 16, 1948**, the almost forgotten roar of single-seater engines was once more heard echoing through the streets of the Principality.





Life had returned to normal and two years later, in **1950**, the Formula 1 World Championship was created. On **May 21**, Argentina's **Juan-Manuel Fangio** prevailed in the Principality, **winning the 11th Monaco Grand Prix**.

On **April 14, 1953**, President Antony Noghès called time on his intensive work with the club. He was succeeded by Alexandre Auttier the following year.

Five years later, the ACM moved to a new home.

Since its foundation in 1890, the club's headquarters had relocated first from the Café de la Méditerranée on Boulevard de la Condamine (now Boulevard Albert 1er) to the Café du Siècle on the corner of Place d'Armes and Avenue de la Gare (now Avenue Prince Pierre). In 1907, it switched to No. 5 on the same Avenue, before moving again in 1923 to the ground floor of No. 1, Rue Suffren-Reymond and then in 1931, it made its home at No. 45, Rue Grimaldi.

On **April 15, 1958**, their Royal Highnesses the Sovereign Prince and Princess Grace of Monaco honoured the inauguration of the club's new headquarters with their presence and signed the guestbook. This took place at No. 23, Boulevard Albert 1er, which remains the ACM's base to this day.

Since **March 7, 1972**, the current ACM team has been re-writing history on a daily basis, whilst at the same time preparing for the future. One of its first key actions was to create a Marshals Corps for road and track events. These voluntary members must demonstrate an exemplary level of professionalism in order to carry out supervisory and safety functions during both the Rallye Monte-Carlo and the Monaco Grand Prix. This requires specific training that culminates in an internationally recognised licence which is re-evaluated on an annual basis. This small, 700-strong army benefits from a very clear hierarchy and organisation and is universally praised for its efficiency.

In **1984**, the ACM headquarters extended firstly with the acquisition of the former Rambaldi garage on Boulevard Albert 1er, followed by the rental of premises belonging to the Rosso printing works.

On Rue Grimaldi, meanwhile, the club purchased the Galerie Park Palace and rented its three adjoining boutiques, before adding the SAMIPA building to its set of occupied premises. This meant that between 1972 and 2015, the ACM's owned and occupied premises increased five-fold.

That allowed for the introduction of a restaurant, a bar, private members' rooms, a Boutique, the 'ACM Sport & Marketing' agency, a ticket office for events and several technical areas rented out to Maison de France.

All of this expansion has been necessary to ensure the ACM's efficient everyday functioning and effective communication at all times between the association's premises on Boulevard Albert 1er and those on Rue Grimaldi. This is to the immediate benefit of the organisation and management of Monaco's motorsport events and the club's members-only services.

The club's long and illustrious history owes much to its volunteers and permanent members who have all exhibited common human values down the years. This is in addition to an unswerving loyalty to the Principality's institutions and a burning desire to be – on both a sporting and technical level – the very best in the world in a global field where amateurism no longer has a place.

Today, events run by the Automobile Club de Monaco continue to be organised with the utmost respect for tradition and innovation, whilst retaining the same bold vision that characterised the association's founders and pioneers so many years ago...





Formula 1 Monaco Grand Prix

The 'F1 Monaco Grand Prix' is widely regarded as one of the most prestigious motorsport events in the world, with a reputation as illustrious as that of the Indianapolis 500, Le Mans 24 Hours and Rallye Monte-Carlo, affectionately nicknamed 'the Monte'.

Since its creation back in 1929, drivers and teams alike have always relished the challenge of competing around such a narrow circuit through the undulating streets of the glamorous Principality, with countless changes of elevation, tight corners and the famous tunnel. It is beyond doubt one of the most demanding and punishing circuits on the Formula 1 World Championship calendar – and the grand prix that drivers and teams want to conquer more than any other!

The race weekend schedule is atypical in that the first two free practice sessions take place on the Thursday, with the circuit open to the public on the Friday afternoon and each evening. The Monaco Grand Prix attracts some 200,000 spectators over the course of the weekend, and is considered by fans to be one of the unmissable events on the Formula 1 sporting calendar.

Maintaining, developing and improving all of these events requires on-going and unrelenting hard work.

This means that, having already undergone substantial modifications such as the new pits area and the Chicane du Port, the circuit continues to be regularly evaluated with a view to enhancing its safety and the sustainability of the race.

ACM PRESIDENTS

- 1890: Théodore MULLER
 - 1891: Frédéric BONNAUD
 - 1892: Victorien ROQUES
 - 1893: Ange MONTALDI
 - 1894: Dr. UEIRARD
 - 1895: M. ETAINTURIER
 - 1896 / 1899: Paul GALLERAND
 - 1900 / 1902: Henri ROUSTAN
 - 1903: P. GALLAND
 - 1904 - 1909: Henri TAIRRAZ
 - 1909 - 1940: Alexandre NOGHES
 - 1940 - 1953: Antony NOGHES
 - 1954 - 1960: Alexandre AUTTIER
 - 1961 - 1964: Joseph FISSORE
 - 1965 - 1968: Dr. Etienne BOERI
 - 1970 - 1972 (Rally): Joseph FISSORE
- Since the 1972 Grand Prix: Me Michel BOERI**





TIMETABLE

THURSDAY 23.05

06:00	Track closed	
08:00 - 08:50	Formule Renault	Practice session
09:15 - 10:00	Formule 2	Practice + Start session
11:00 - 12:30	Formule 1	1 st Practice + Start session
13:20 - 13:36	Formule 2	Qualifying session (Group A)
13:44 - 14:00	Formule 2	Qualifying session (Group B)
15:00 - 16:30	Formule 1	2 nd Practice session
17:30 - 18:15	Porsche Supercup	Practice session
19:30	Track open	

FRIDAY 24.05

06:00	Track closed	
07:55 - 08:25	Formule Renault	Qualifying + Start session (Group A)
08:33 - 09:03	Formule Renault	Qualifying + Start session (Group B)
10:00 - 10:30	Porsche Supercup	Qualifying session
11:30 - 12:35	Formule 2	Race 1 (42 laps or 60mn max.)
13:00 - 13:30	Renault Celebration laps	
14:30	Track open	

SATURDAY 25.05

08:00	Track closed	
10:15 - 10:50	Formule Renault	Race 1 (30 mn + 1 lap)
12:00 - 13:00	Formule 1	3 rd Practice session
15:00 - 16:00	Formule 1	Qualifying session (Q1-Q2-Q3)
17:15 - 18:05	Formule 2	Race 2 (30 laps or 45mn max.)
19:30	Track open	

SUNDAY 26.05

08:00	Track closed	
10:30 - 11:05	Porsche Supercup	Race (16 laps or 30mn max.)
12:00 - 12:35	Formule Renault	Race 2 (30 mn + 1 lap)
13:30	Formule 1	Drivers' Parade
14:30 - 14:40	Formule 1	Starting grid set up
14:54	Formule 1	National Anthem *
15:10	Formule 1	77 th Grand Prix de Monaco (78 laps or 120mn max.)
20:30	Track open	

* with the drivers in front of the Princely Lodge

N.B : The closure of the "swimming pool road" will take place every morning 2 hours earlier.





MEDIA ACCREDITATION CENTRE OPENING HOURS

Wednesday 22 May 2019	from 08.00 am to 7.00 pm
Thursday 23 May 2019	from 08.00 am to 6.00 pm
Friday 24 May 2019	from 08.00 am to 1.00 pm
Saturday 25 May 2019	from 08.00 am to 12.00 am
Sunday 26 May 2019	from 08.00 am to 11.00 am

MEDIA CENTRE OPENING HOURS

Tuesday 21 May 2019	from 02.00 pm to 7.00 pm (Permanent Holders only)
Wednesday 22 May 2019	from 08.00 am to 10.00 pm
Thursday 23 May 2019	from 07.00 am to 11.00 pm
Friday 24 May 2019	from 07.00 am to 09.00 pm
Saturday 25 May 2019	from 07.00 am to 11.00 pm
Sunday 26 May 2019	from 07.00 am - until the last journalist leaves

MEDIA SHUTTLE SERVICE

	ACCREDITATION Start at 10 minutes intervals	PECHEURS Start at 10 minutes intervals	CENTRE MEDIA Start on request Ave de la Quarantaine Parking des Pêcheurs
Wed. 22 May	08.00 am - 07.00 pm	07.50 am - 08.00 pm	04.00 pm - 08.15 pm
Thu. 23 May	08.00 am - 06.00 pm	06.50 am - 04.00 pm	04.00 pm - 11.15 pm
Fri. 24 May	08.00 am - 01.00 pm	07.50 am - 01.00 pm	01.00 pm - 09.15 pm
Sat. 25 May	08.00 am - 12.00 pm	06.50 am - 12.00 pm	12.00 pm - 11.15 pm
Sun. 26 May	08.00 am - 11.00 pm	06.50 am - 11.00 pm	12.00 pm - 00.00 am





VARIOUS INFORMATION

CENTRE MEDIA

Location: 4, Quai Antoine 1er, 1st floor

Access: From Monaco railway station

By foot: Via avenue Prince Pierre, Place d'Armes, avenue du Port and avenue de la Quarantaine.

By car: Via rue de la Colle, Place d'Armes, avenue du Port and avenue de la Quarantaine.

FIA MEDIA DELEGATE

Head of Communication: **Olivier FISCH**

F1 Media Delegate: **Tom WOOD**

MEDIA STAFF

Chairman of the Media Commission: **Michel DOTTA**

National Press Officer: **Richard MICOUD** assisted by **Laurie AUGE** and **Majdi HAJJAR**

Accreditations: **Eddy GALLO** assisted by **Céline LUBERT**

Responsibles of the Media Centre: **Richard MICOUD** assisted by **Alexandre BRUNEAU**

Staff: **Alain d'AYRAL DE SERIGNAC**, **Marc BERGHMANS**, **Alain BERNARDI**, **Armand BONIFACI**, **Jean-Paul BRUNEAU**, **Anne HALIN**, **Jérôme HALIN**, **François GIANNETTINI**, **Jean ITURRALDE**, **Bernard LATOUR**, **Fabrice LESNE**, **Christian MANE**, **Richard MULLER**, **Stéphane MULLER**, **Yann-Antony NOGHES**, **Alain SACCO** et **Flavio VITALI**.

MEDIA CAR PARKING

Parking des Pêcheurs - Avenue de la Quarantaine
 (Shuttle Service at 10 minutes intervals)

MEDIA INFORMATION

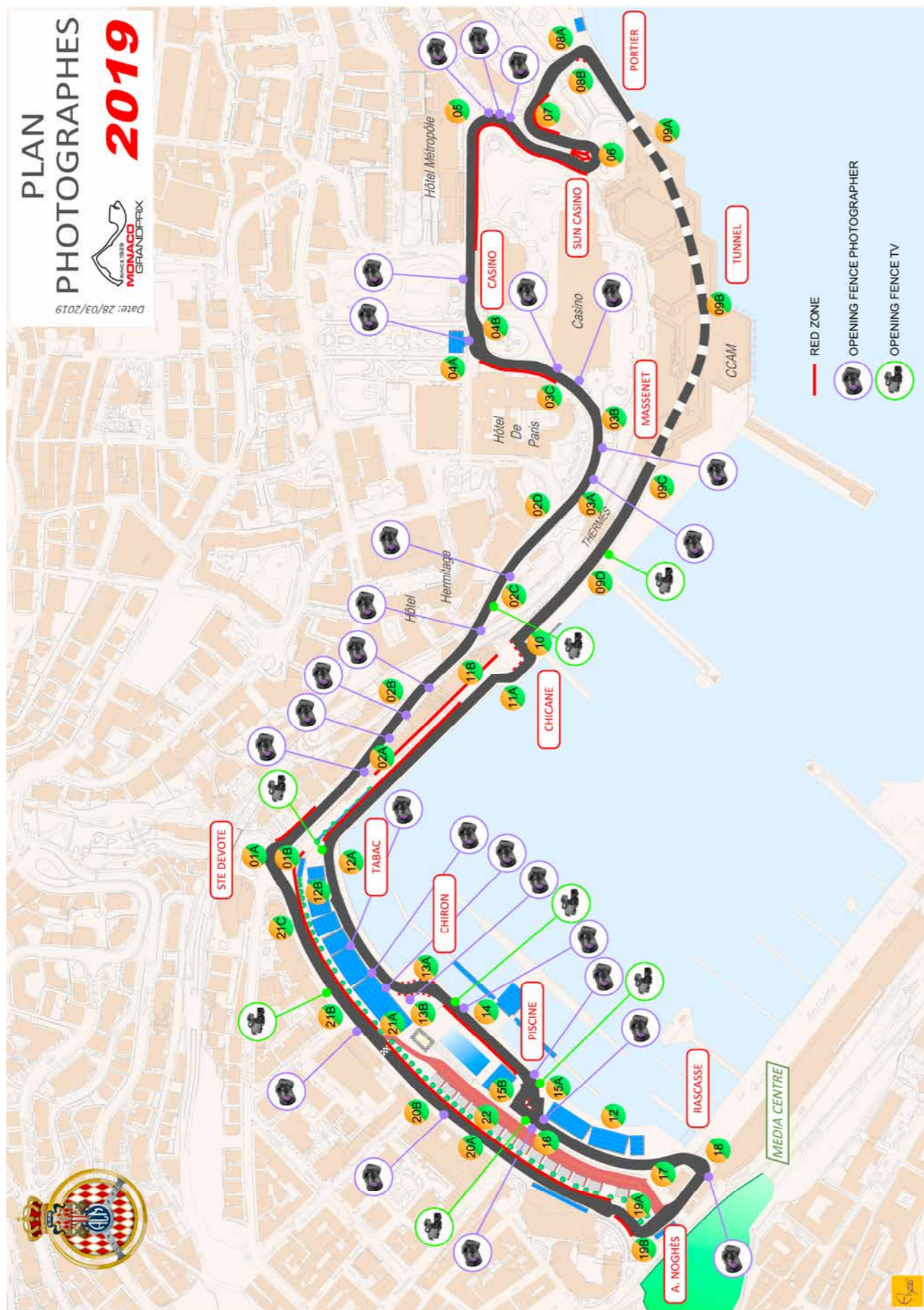
- Data acquisition from race headquarter of all informations concerning the practice sessions and races from the 22 marshal posts divided on the circuit as well as the pits area.
- Immediate transmission of this information in English and French.
- On 95 TV receivers installed at the Media Centre (TV n° 1).
- On 39 TV receivers installed on the 39 commentators positions Radio-TV.

* from left to right

- TV1 : Host feed - TV2 : Timing - TV3 : Timing - TV 4 : International feed (only in the Media Centre - main room)

PLAN PHOTOGRAPHES 2019

Date: 28/03/2019



Formula 1
Grand Prix de Monaco 2019
Monte Carlo 23-26 May

LOCKERS

Journalists and photographers will be able to leave their equipment on the lockers, available at the Media Centre opening hours.

PODIUM PHOTOGRAPHER GRANDSTAND

Installed at the level of starting-finishing line, between the track and the pits lane. Permanent credential photographers with FIA jacket or a race tabard will be authorized. Pods and tripods forbidden.

NB: The waiting area is located at the foot of the Race Direction building. The marshals and the security staff are in charge of controlling the transfer of the photographers from the pit entry bridge till the waiting area (15 minutes from the end of the race) and across the Pitlane (3 laps before the end of each race).

PHOTOGRAPHER TOWER

Installed on left side of Sainte-Dévoté bend, access by underground passage. Permanent credential photographers with FIA jacket or a race tabard will be authorized to access. Pods and tripods forbidden.

CAMERA REPAIR SERVICE FOR PHOTOGRAPHER

Camera repair service will be providing for photographers. It will be located in the photographer's area.

INFORMATION

For safety reasons, the pit lane and the track will be evacuated 15 minutes before each practice session and race; only the tabards holders can go alongside the track; these decisions concern not only the Formula One but also F2 and all Support Races.





PRESS CONFERENCES

FORMULA 1 WORLD CHAMPIONSHIP

Wednesday 22 May 2019 - 03.pm

Press Conference for a maximum of 5 drivers chosen by the Head of Communication and F1 Media Delegate, in the Press Conference Room of the Media Centre.

Thursday 23 May 2019 - 01.pm

Press Conference for a maximum of 6 team personalities chosen by the Head of Communication and F1 Media Delegate, in the Press Conference Room of the Media Centre.

Saturday 25 May 2019 - after the qualifying session

- a) TV unilateral interviews with top three drivers of the qualifying session from the Pitlane entry;
- b) Post-Qualifying Press Conference with top three drivers of the qualifying session in the Press Conference Room of the Media Centre.

Sunday 26 May 2019 - after the prize-giving ceremony

- a) TV unilateral interviews with top three finishing drivers - Podium
- b) Post-Race Press Conference with top three finishing drivers, in the Press Conference Room of the Media Centre.

FIA FORMULA 2 CHAMPIONSHIP

Thursday 23 May 2019 - 02.20 pm

Post-Qualifying Press Conference with top three drivers of the qualifying session, in the Press Conference Room of the Media Centre.

Friday 24 May 2019 - 01 pm

Post-Race 1 Press Conference with top three finishing drivers, in the Press Conference Room of the Media Centre.

Saturday 25 May 2019 - 06.30 pm

Post-Race 2 Press Conference with top three finishing drivers, in the Press Conference Room of the Media Centre.

* * * * *

All drivers who do not have sessions for print media organised after the race will be available for interview in the Mixed Zone directly after they have completed their TV interview obligations. A list of these drivers will be distributed to all media present at the Monaco GP during the race.

We remind that during the press conferences, no TV crew nor any personnel holding moving pictures TV cameras are allowed in the Media Centre unless specifically authorised by the Head of Communication and F1 Media Delegate.





RESTRICTED AREAS

In Monaco, the head-marshals have the right to admit or refuse access to any person in their marshal's zone.

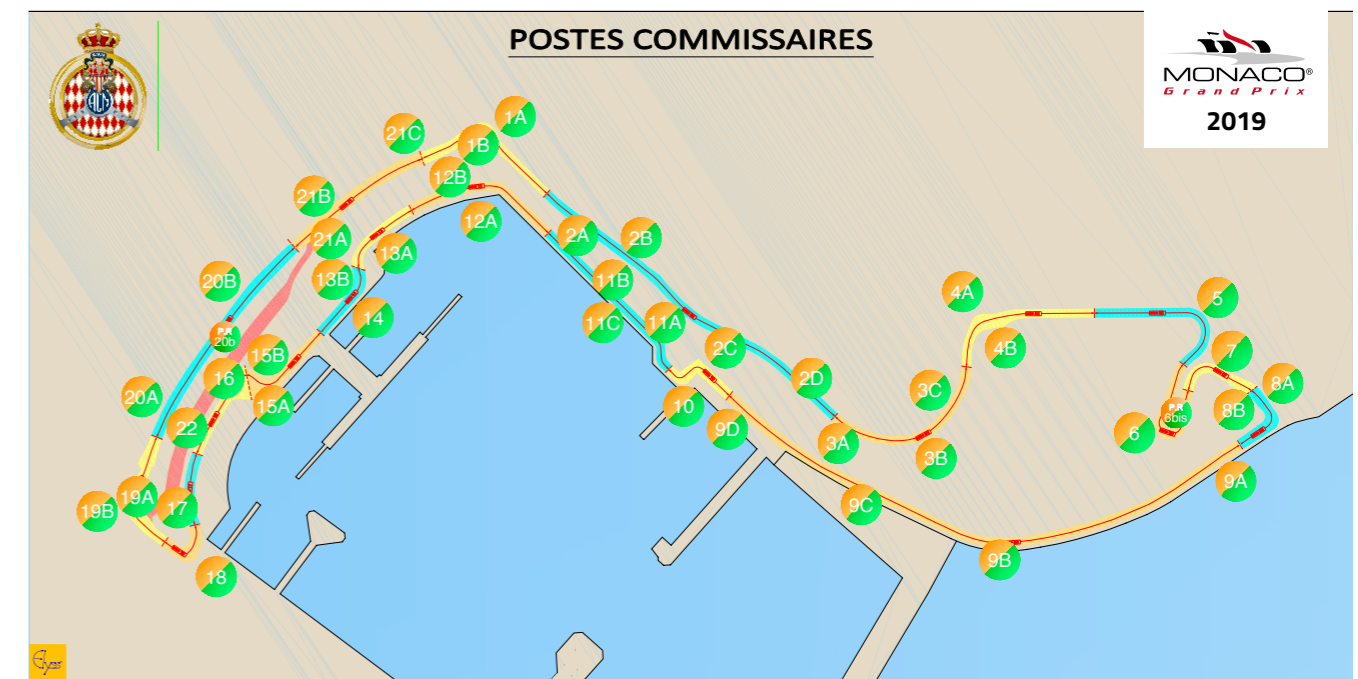
Moreover security obliges us to establish forbidden and restricted areas. In the restricted areas it is possible to stay a brief instant only with the head-marshal consent. These zones are clearly indicated on the circuit by panels and are also shown on the attached map.

TAKE CARE

5 laps before the end of the FIA Formula 2 on Saturday, and 5 laps before the end of the F1 Grand Prix on Sunday, some gates will be closed.

These gates have been clearly marked.

Please pay attention to this when you circulate between the pits, lane and Media Room.





LE GRAND PRIX 2019 EN CHIFFRES 2019 KEY FIGURES

3km337

Longueur du circuit / Length of the circuit

19

Virages / Bends (8 à gauche / on the left,
11 à droite / on the right)

290km/h

Vitesse de pointe / Top speed

260,286 km

de distance / 78 tours / laps

1'10"810

Record Daniel RICCIARDO (2018)
Red Bull



670 Commissaires / Marshals



42 postes d'interventions / intervention stations

2 postes d'interventions réduits / reduced intervention stations

260

Postes émetteurs/récepteurs / Talkie-walkies

14 Réseaux radio / Radio networks

701 Contrôleurs / Controllers



99 Sécurité Circuit / Circuit Security

22 Sécurité Paddock / Paddock Security

26 Sécurité Stands / Pits Security

19

Virages / Bends

8 à gauche / on the left
11 à droite / on the right

120

Pompiers professionnels / Professional fire men

2 véhicules de désincarcération et d'extraction / disincarceration and extraction vehicles

5 véhicules d'intervention rapide incendie / fire express vehicles

49

Caméras de surveillance / Cameras to supervision

15 fixes / fixed
34 motorisées / motorised

1100 tonnes

de tribunes / grandstands



21 km

de rails de sécurité / safety rails



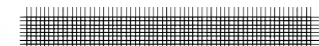
880 m

de barrières / barriers Tecpro®



20 000 m²

de grillage / wire netting



1420

Pneus de protection / Protection tyres



800

Extincteurs
1 tous les 15 mètres
Extinguishers
1 each 15 meters



12

Dépanneuses / Tow trucks

10

Grues / Cranes

Virage Sainte Dévote
Haut avenue d'Ostende
Square Massenet
Avenue des Spélugues
Echappatoire virage Mirabeau
Virage Sun Casino
Sortie Tunnel
Sortie échappatoire Chicane
Sortie "S" Piscine
Rue Suffren Reymond

ÉQUIPEMENT MÉDICAL PISTE / TRACK MEDICAL EQUIPMENT

- 1** Postes Médical Avancé (P.M.A.) / advanced medical station
- 1** Centre Médical / Medical Center
- 1** Structure hospitalière / hospital structure
- 29** Médecins-réanimateurs / resuscitators doctors
- 8** Médecins / doctors
- 22** Infirmières / first aid nurses
- 18** Secouristes / first aid workers
- 3** véhicules d'intervention médicalisés (VIM) / medical intervention cars (MIC)
- 2** véhicules d'intervention pour la désincarcération et l'extraction / disincarceration and extraction vehicles
- 1** hélicoptère / helicopter

36 valises de réanimation cardio-vasculaire et respiratoire / cardiovascular and breathing resuscitation kits

30 matelas à dépression / depression mattress

6 appareils de contention K.E.D. / K.E.D. vertebral and spinal immobilizing plaster

8 ambulances / ambulances

ÉQUIPEMENT MÉDICAL PUBLIC / PUBLIC MEDICAL EQUIPMENT

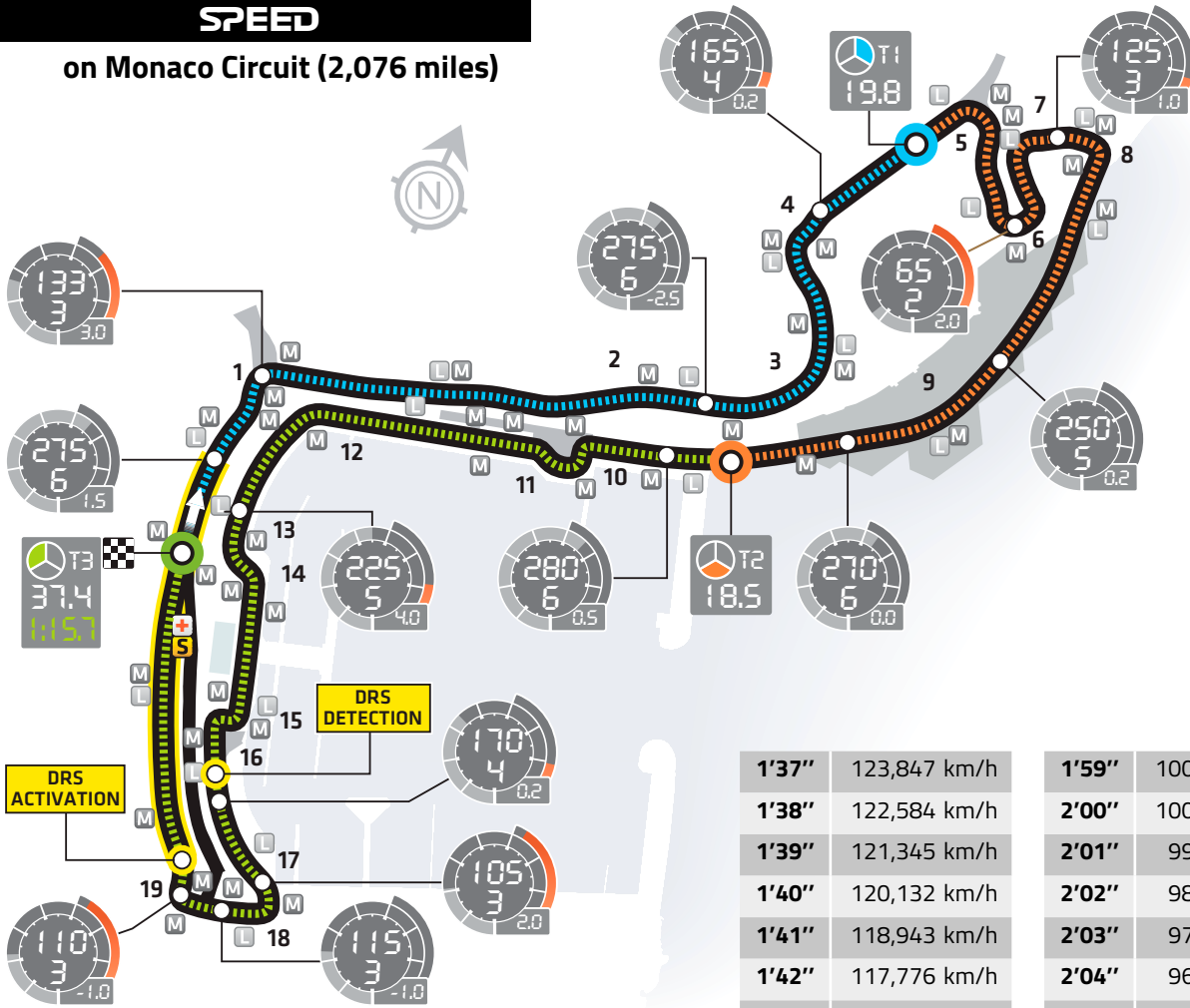
- 5** Médecins / doctors
- 5** Médecins CRM / Red Cross doctors
- 6** Infirmières / first aid nurses
- 12** Infirmières CRM / Red Cross first aid nurses
- 210** Secouristes / first aid workers
- 15** ambulances / ambulances





SPEED

on Monaco Circuit (2,076 miles)



1'09"	174,104 km/h
1'10"	171,617 km/h
1'11"	169,200 km/h
1'12"	166,850 km/h
1'13"	164,564 km/h
1'14"	162,341 km/h
1'15"	160,176 km/h
1'16"	158,068 km/h
1'17"	156,016 km/h
1'18"	154,015 km/h
1'19"	152,066 km/h
1'20"	150,165 km/h
1'21"	148,311 km/h
1'22"	146,502 km/h

1'23"	144,737 km/h
1'24"	143,014 km/h
1'25"	141,332 km/h
1'26"	139,688 km/h
1'27"	138,083 km/h
1'28"	136,514 km/h
1'29"	134,980 km/h
1'30"	133,480 km/h
1'31"	132,013 km/h
1'32"	130,578 km/h
1'33"	129,174 km/h
1'34"	127,800 km/h
1'35"	126,455 km/h
1'36"	125,138 km/h

1'37"	123,847 km/h
1'38"	122,584 km/h
1'39"	121,345 km/h
1'40"	120,132 km/h
1'41"	118,943 km/h
1'42"	117,776 km/h
1'43"	116,633 km/h
1'44"	115,512 km/h
1'45"	114,411 km/h
1'46"	113,332 km/h
1'47"	112,273 km/h
1'48"	111,233 km/h
1'49"	110,213 km/h
1'50"	109,211 km/h
1'51"	108,227 km/h
1'52"	107,261 km/h
1'53"	106,312 km/h
1'54"	105,379 km/h
1'55"	104,463 km/h
1'56"	103,562 km/h
1'57"	102,677 km/h
1'58"	101,807 km/h

1'59"	100,951 km/h
2'00"	100,110 km/h
2'01"	99,283 km/h
2'02"	98,469 km/h
2'03"	97,668 km/h
2'04"	96,881 km/h
2'05"	96,106 km/h
2'06"	95,343 km/h
2'07"	94,592 km/h
2'08"	93,853 km/h
2'09"	93,126 km/h
2'10"	92,409 km/h
2'11"	91,704 km/h
2'12"	91,009 km/h
2'13"	90,325 km/h
2'14"	89,651 km/h
2'15"	88,987 km/h
2'16"	88,332 km/h
2'17"	87,688 km/h
2'18"	87,052 km/h
2'19"	86,426 km/h
2'20"	85,809 km/h





THE CIRCUIT

The circuit itself had not undergone any major changes, until 1952 where modifications are brought to the Sainte Dévote bend. It was not until 1973 that the layout underwent a change again. It was extended another 135 ms by the addition of a new track along the port, a track which was to join the track of the new pool and which would end in a hairpin bend around the restaurant «La Rascasse». As the length of each lap was increased, the Grand Prix was shortened to 78 laps. In 1976, two more chicanes, one to Sainte Dévote, the other coming round the “La Rascasse hairpin bend” were added, then in 1986, the widening of the road at the beginning of the “Quai des Etats Unis” at the foot of the “Boulevard Louis II” descent, allowed the creation of a new chicane. In 1997, the first « S » of the Swimming pool has been drawn again and is called bend « Louis Chiron ».

Between 2002 and 2003 Grand Prix: construction of a platform of about 5000 m² by creating a 150m long quayside wall aligned on the old front at a distance of approximately thirty meters.

The quayside wall has been made by stacking nearly 400 concrete blocks, each weighing 10 tones.

It also serves as a retaining wall for the 25,000m³ of calibrated backfill used for reclaiming the land to create a new platform of about 5000m² 1.20 m above sea-level.

In the mass of the platform nearly 3km of trenches have been laid for installing various main networks. The networks will supply the area with electricity, telephony, television, drinking water and sewage, both during the Grand Prix period and for future events.

On the surface of the platform, there are:

- The new stretch of the Formula 1 circuit track. This consists in the translation of the former line by about ten meters towards the waterfront
- 36 concrete supports which used as of the 2004 Grand Prix for assembling the metal scaffolding for the spectator boxes 13m from ground level above the three new stands and overlooking the new stand area.

After the 2011 Monaco Grand Prix Automobile, Automobile Club de Monaco directors met with Charlie Whiting, F1 World Championship Race Director and Safety Delegate, with the aim of optimising safety on the Monaco circuit and implementing appropriate changes. All work requested by the FIA was completed, as follows:

- The Pit Lane exit, leading to the track, was widened from 10m to 20m, by removing a planter. Cars will now be able to return to the track at a much greater speed.
- A laser study of the road surface was undertaken by a specialist company, leading to a planing of the road from the tunnel to the chicane by up to 20cm at certain points. This removed a bump and corrected some banking.
- The impact point of the chicane was pushed back by 14.6m.
- The track surface at the exit of the escape lane and the Mirabeau escape lane was replaced with an abrasive braking surface, as used on the Paul Ricard HTTT circuit.
- Pit lane protection was completely refurbished by removing windows and replacing them with metal safety gratings.
- Tyre barriers previously placed on the St Devote corner and around the Swimming Pool S-bend have been replaced with the latest generation of TecPro barriers.
- As every year, a third of the circuit was resurfaced, between the tunnel exit and the Rascasse.





In 2013, creation a chamfer inside Mirabeau Supérieur bend and replacement of the tyre walls by « Tecpro » blocs in, and on the Mirabeau Supérieur bend escape lane.

In 2014, a new pit wall was built. It consists of 90 steel blocks filled with concrete, each weighing 2.7 tonnes. A gateway was created along the pit wall in the middle of the pit lane, dedicated mainly to the persons who must work on the starting grid. To ensure a better overall view, the bridge located at the “Diver” in front of the pool has been removed. A new foam extinguishing system was implemented along the two thirds of the tunnel. A sidewalk outside of the track was conducted between the new Yacht Club and the chicane. A safety rail, sea side, now replaces the old wall opposite the corner of the “Tobacco” Corner.

Since 2015, a slight modification was done in the “Tabac” corner (more close on entrance) because the entire track of the Darse Nord part was shifted by 2m70 to the sea. The total distance of the track is now 3.337km.

From 2016, a modification to the lighting in the tunnel was made to reduce the “black hole” effect upon entry and the glare drivers experience when exiting. The track was extended by 30cm at the point of the Sainte Devote corner going into Avenue de la Costa. However, in 2016 the biggest change remains the new Race Control building.

After the introduction of the new race control building two years ago and the Royal Box in 2017, it was vital to maintain that coherent style and harmony to ensure that it fitted in with the whole location. It was with this in mind that the architectural themes of these buildings have been retained. These new pits show that the Automobile Club of Monaco is committed to the future in its will to continually innovate and move forward and modernise the circuit.

2019: NEW VIP AREAS



The infrastructures and the ways to accommodate the public for such an important motorsport event, with huge international impact, are always in the process of being thought of and improved for the better.

It was a major project for this 77th edition: the VIP lounges on the top of the T grandstand, between the last of the Piscine esses and the famous Rascasse turn, have been widened, over





the harbour waters, and fully-equipped with glass. In the same spirit, the wall along the VIP lounges, on track side, has been redesigned. Everything is now in harmony with the pits, the Prince's Lounge and the Race Direction, which participates to the aesthetics and modernity of the whole area.

This ambitious piece of work allowed to insert bungalows up to 12 meters over the track, which improves, on the lower floor, the private comfort and catering potential of each VIP lounge. In addition to the traditional goods lift, still used for logistical reasons, a proper lift is now available to facilitate access for the guests. These major improvements will also benefit the TV commentators whose cabins are located at the same level, in what is now a very exclusive working area.

Last but not least, another massive improvement for TV staff. A small part of the TV Compound used to be isolated in the parking lot of the Grimaldi Forum, on the other side of the tunnel, because of a lack of space available.

It is now regrouped with the rest of the temporary TV facilities on the Esplanade des Pêcheurs, close to the F1 and F2 paddocks, the pits, the Media Center and the track.

This is an important geographical move which will facilitate the crucial mission of the production teams whose superb images are broadcast all over the world.





MONACO HARBOUR > CIRCUIT CONSTRUCTION IN 5 STEPS



Sunday 17 March 2019 - 8:00 / **MONACO - Step 1**
MELBOURNE, AUSTRALIAN GRAND PRIX



Sunday 31 March 2019 - 9:00 / **MONACO - Step 2**
BAHRAIN, BAHRAIN GRAND PRIX



Sunday 14 April 2019 - 11:00 / **MONACO - Step 3**
SHANGAI, CHINESE GRAND PRIX



Sunday 28 April 2019 - 14:00 / **MONACO - Step 4**
BAKU, GRAND PRIX OF AZERBAIJAN



Sunday 12 May 2018 - 15:30 / **MONACO - Step 5** / BARCELONA, SPANISH GRAND PRIX





PODIUM PROCEDURE IN MONACO

One lap after the finish line is crossed, the winner and second and third finishers stop below the Princely Lodge.

Unilateral TV interviews of the top three drivers are then conducted, in the Princely Lodge, for the attendant public.

When the constructor of the winning car has joined them, they enter the Princely Lodge.

The winning driver's national anthem is played first, followed by that of the winning constructor. If the driver and constructor both share the same national anthem then it is played once only.

HSH Prince Albert II of Monaco then presents his trophy to the winning driver. The winning constructor, second-placed driver and third-placed driver each receive their prizes in that order.

Champagne, interviews and press conference.





76th FORMULA 1 GRAND PRIX DE MONACO 2018

Practice Sessions

1st Free Practice Session

NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	INT	KM/H	TIME OF DAY
1	3 Daniel RICCIARDO		Aston Martin Red Bull Racing	1:12.126	36			166.558	12:09:47
2	33 Max VERSTAPPEN		Aston Martin Red Bull Racing	1:12.280	25	0.154	0.154	166.203	11:54:54
3	44 Lewis HAMILTON		Mercedes AMG Petronas Motorsport	1:12.480	34	0.354	0.200	165.745	11:45:08
4	5 Sebastian VETTEL		Scuderia Ferrari	1:13.041	40	0.915	0.561	164.472	11:50:03
5	7 Kimi RAIKKONEN		Scuderia Ferrari	1:13.066	38	0.940	0.025	164.415	11:54:48
6	55 Carlos SAINZ		Renault Sport Formula One Team	1:13.456	40	1.330	0.390	163.542	12:10:57
7	77 Valtteri BOTTAS		Mercedes AMG Petronas Motorsport	1:13.502	39	1.376	0.046	163.440	11:46:58
8	11 Sergio PEREZ		Sahara Force India F1 Team	1:13.717	39	1.591	0.215	162.963	11:59:16
9	8 Romain GROSJEAN		Haas F1 Team	1:13.943	24	1.817	0.226	162.465	12:23:33
10	35 Sergey SIROTKIN		Williams Martini Racing	1:13.962	40	1.836	0.019	162.423	11:42:51
11	31 Esteban OCON		Sahara Force India F1 Team	1:14.000	39	1.874	0.038	162.340	12:02:58
12	28 Brendon HARTLEY		Red Bull Toro Rosso Honda	1:14.034	46	1.908	0.034	162.265	12:27:36
13	27 Nico HULKENBERG		Renault Sport Formula One Team	1:14.134	38	2.008	0.100	162.047	12:01:12
14	10 Pierre GASLY		Red Bull Toro Rosso Honda	1:14.240	38	2.114	0.106	161.815	12:02:22
15	2 Stoffel VANDOOORNE		McLaren F1 Team	1:14.291	37	2.165	0.051	161.704	12:04:50
16	16 Charles LECLERC		Alfa Romeo Sauber F1 Team	1:14.521	39	2.395	0.230	161.205	11:53:01
17	14 Fernando ALONSO		McLaren F1 Team	1:14.637	16	2.511	0.116	160.955	12:27:52
18	18 Lance STROLL		Williams Martini Racing	1:14.782	43	2.656	0.145	160.642	11:41:49
19	9 Marcus ERICSSON		Alfa Romeo Sauber F1 Team	1:15.206	39	3.080	0.424	159.737	11:49:18
20	20 Kevin MAGNUSSEN		Haas F1 Team	1:18.801	7	6.675	3.595	152.449	11:18:01

2nd Free Practice Session

NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	INT	KM/H	TIME OF DAY
1	3 Daniel RICCIARDO		Aston Martin Red Bull Racing	1:11.841	33			167.219	16:08:19
2	33 Max VERSTAPPEN		Aston Martin Red Bull Racing	1:12.035	41	0.194	0.194	166.768	15:50:29
3	5 Sebastian VETTEL		Scuderia Ferrari	1:12.413	42	0.572	0.378	165.898	15:51:31
4	44 Lewis HAMILTON		Mercedes AMG Petronas Motorsport	1:12.536	34	0.695	0.123	165.617	15:51:27
5	7 Kimi RAIKKONEN		Scuderia Ferrari	1:12.543	36	0.702	0.007	165.601	15:55:46
6	77 Valtteri BOTTAS		Mercedes AMG Petronas Motorsport	1:12.642	38	0.801	0.099	165.375	15:54:47
7	27 Nico HULKENBERG		Renault Sport Formula One Team	1:13.047	30	1.206	0.405	164.458	15:46:47
8	2 Stoffel VANDOOORNE		McLaren F1 Team	1:13.077	40	1.236	0.030	164.390	16:03:39
9	14 Fernando ALONSO		McLaren F1 Team	1:13.115	42	1.274	0.038	164.305	16:02:04
10	55 Carlos SAINZ		Renault Sport Formula One Team	1:13.200	34	1.359	0.085	164.114	15:45:29
11	28 Brendon HARTLEY		Red Bull Toro Rosso Honda	1:13.222	47	1.381	0.022	164.065	15:45:38
12	11 Sergio PEREZ		Sahara Force India F1 Team	1:13.370	39	1.529	0.148	163.734	15:43:30
13	31 Esteban OCON		Sahara Force India F1 Team	1:13.382	47	1.541	0.012	163.707	15:51:01
14	10 Pierre GASLY		Red Bull Toro Rosso Honda	1:13.410	32	1.569	0.028	163.645	15:13:36
15	35 Sergey SIROTKIN		Williams Martini Racing	1:13.547	44	1.706	0.137	163.340	15:52:14
16	20 Kevin MAGNUSSEN		Haas F1 Team	1:13.572	41	1.731	0.025	163.284	15:50:34
17	16 Charles LECLERC		Alfa Romeo Sauber F1 Team	1:13.575	45	1.734	0.003	163.278	15:48:53
18	8 Romain GROSJEAN		Haas F1 Team	1:13.763	37	1.922	0.188	162.862	15:55:57
19	18 Lance STROLL		Williams Martini Racing	1:14.011	34	2.170	0.248	162.316	15:47:06
20	9 Marcus ERICSSON		Alfa Romeo Sauber F1 Team	1:14.173	46	2.332	0.162	161.961	15:46:05





76th FORMULA 1 GRAND PRIX DE MONACO 2018

Practice Sessions

3rd Free Practice Session

NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	INT	KM/H	TIME OF DAY
1	3 Daniel RICCIARDO		Aston Martin Red Bull Racing	1:11.786	23			167.347	12:58:35
2	33 Max VERSTAPPEN		Aston Martin Red Bull Racing	1:11.787	14	0.001	0.001	167.345	12:25:55
3	5 Sebastian VETTEL		Scuderia Ferrari	1:12.023	23	0.237	0.236	166.796	12:33:24
4	7 Kimi RAIKKONEN		Scuderia Ferrari	1:12.142	26	0.356	0.119	166.521	12:31:55
5	44 Lewis HAMILTON		Mercedes AMG Petronas Motorsport	1:12.273	26	0.487	0.131	166.219	12:42:36
6	77 Valtteri BOTTAS		Mercedes AMG Petronas Motorsport	1:12.356	27	0.570	0.083	166.029	12:38:50
7	28 Brendon HARTLEY		Red Bull Toro Rosso Honda	1:12.752	25	0.966	0.396	165.125	12:43:29
8	10 Pierre GASLY		Red Bull Toro Rosso Honda	1:12.761	23	0.975	0.009	165.104	12:50:12
9	55 Carlos SAINZ		Renault Sport Formula One Team	1:12.850	24	1.064	0.089	164.903	12:50:07
10	35 Sergey SIROTKIN		Williams Martini Racing	1:12.854	23	1.068	0.004	164.894	12:46:05
11	2 Stoffel VANDOOORNE		McLaren F1 Team	1:12.874	25	1.088	0.020	164.848	12:39:34
12	31 Esteban OCON		Sahara Force India F1 Team	1:12.940	23	1.154	0.066	164.699	12:43:21
13	11 Sergio PEREZ		Sahara Force India F1 Team	1:13.025	22	1.239	0.085	164.508	12:46:35
14	27 Nico HULKENBERG		Renault Sport Formula One Team	1:13.112	26	1.326	0.087	164.312	12:31:04
15	14 Fernando ALONSO		McLaren F1 Team	1:13.279	25	1.493	0.167	163.937	12:46:19
16	18 Lance STROLL		Williams Martini Racing	1:13.595	26	1.809	0.316	163.233	12:39:45
17	16 Charles LECLERC		Alfa Romeo Sauber F1 Team	1:13.644	25	1.858	0.049	163.125	12:58:48
18	8 Romain GROSJEAN		Haas F1 Team	1:13.881	21	2.095	0.237	162.602	12:47:02
19	20 Kevin MAGNUSSEN		Haas F1 Team	1:14.192	20	2.406	0.311	161.920	12:24:47
20	9 Marcus ERICSSON		Alfa Romeo Sauber F1 Team	1:14.221	28	2.435	0.029	161.857	12:22:54

Qualifying Session

NO	DRIVER	NAT	ENTRANT	Q1	LAPS	%	TIME	Q2	LAPS	TIME	Q3	LAPS	TIME
1	3 Daniel RICCIARDO		Aston Martin Red Bull Racing	1:12.013	5	100.000	15:08:34	1:11.278	6	15:39:51	1:10.810	6	15:51:44
2	5 Sebastian VETTEL		Scuderia Ferrari	1:12.415	8	100.558	15:11:21	1:11.518	6	15:28:43	1:11.039	7	15:59:31
3	44 Lewis HAMILTON		Mercedes AMG Petronas Motorsport	1:12.460	8	100.620	15:11:06	1:11.584	8	15:36:30	1:11.232	6	15:59:53
4	7 Kimi RAIKKONEN		Scuderia Ferrari	1:12.639	9	100.869	15:09:38	1:11.391	6	15:38:18	1:11.266	7	15:51:51
5	77 Valtteri BOTTAS		Mercedes AMG Petronas Motorsport	1:12.434	10	100.584	15:16:17	1:12.002	9	15:36:38	1:11.441	6	15:59:41
6	31 Esteban OCON		Sahara Force India F1 Team	1:13.028	11	101.409	15:17:50	1:12.188	10	15:37:19	1:12.061	6	16:00:08
7	14 Fernando ALONSO		McLaren F1 Team	1:12.657	9	100.894	15:09:21	1:12.269	9	15:28:21	1:12.110	8	15:57:44
8	55 Carlos SAINZ		Renault Sport Formula One Team	1:12.950	12	101.301	15:17:56	1:12.286	9	15:39:43	1:12.130	7	16:00:17
9	11 Sergio PEREZ		Sahara Force India F1 Team	1:12.848	11	101.159	15:16:05	1:12.194	6	15:28:27	1:12.154	6	16:00:23
10	10 Pierre GASLY		Red Bull Toro Rosso Honda	1:12.941	12	101.288	15:14:58	1:12.313	9	15:40:27	1:12.221	8	16:00:02
11	27 Nico HULKENBERG		Renault Sport Formula One Team	1:13.065	12	101.460	15:11:18	1:12.411	10	15:40:44			
12	2 Stoffel VANDOOORNE		McLaren F1 Team	1:12.463	10	100.624	15:15:50	1:12.440	9	15:28:33			
13	35 Sergey SIROTKIN		Williams Martini Racing	1:12.706	9	100.962	15:06:23	1:12.521	10	15:37:24			
14	16 Charles LECLERC		Alfa Romeo Sauber F1 Team	1:12.829	11	101.133	15:15:19	1:12.714	9	15:37:40			
15	8 Romain GROSJEAN		Haas F1 Team	1:12.930	12	101.273	15:14:55	1:12.728	9	15:37:30			
16	28 Brendon HARTLEY		Red Bull Toro Rosso Honda	1:13.179	12	101.619	15:13:26						
17	9 Marcus ERICSSON		Alfa Romeo Sauber F1 Team	1:13.265	11	101.738	15:15:41						
18	18 Lance STROLL		Williams Martini Racing	1:13.323	10	101.819	15:15:46						
19	20 Kevin MAGNUSSEN		Haas F1 Team	1:13.393	12	101.916	15:14:48						

POLE POSITION LAP

3 Daniel RICCIARDO		Aston Martin Red Bull Racing	1:10.810	169.654 KM/H
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FASTEST LAP

3 Daniel RICCIARDO		Aston Martin Red Bull Racing	1:10.810	169.654 KM/H
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76th FORMULA 1 GRAND PRIX DE MONACO 2018

The Starting Grid

2	5 Sebastian VETTEL Scuderia Ferrari	1:11.039
4	7 Kimi RAIKKONEN Scuderia Ferrari	1:11.266
6	31 Esteban OCON Sahara Force India F1 Team	1:12.061
8	55 Carlos SAINZ Renault Sport Formula One Team	1:12.130
10	10 Pierre GASLY Red Bull Toro Rosso Honda	1:12.221
12	2 Stoffel VANDORNE McLaren F1 Team	1:12.440
14	16 Charles LECLERC Alfa Romeo Sauber F1 Team	1:12.714
16	9 Marcus ERICSSON Alfa Romeo Sauber F1 Team	1:13.265
18	8 Romain GROSJEAN * Haas F1 Team	1:12.728
20	33 Max VERSTAPPEN * Aston Martin Red Bull Racing	

1	3 Daniel RICCIARDO Aston Martin Red Bull Racing	1:10.810
3	44 Lewis HAMILTON Mercedes AMG Petronas Motorsport	1:11.232
5	77 Valtteri BOTTAS Mercedes AMG Petronas Motorsport	1:11.441
7	14 Fernando ALONSO McLaren F1 Team	1:12.110
9	11 Sergio PEREZ Sahara Force India F1 Team	1:12.154
11	27 Nico HULKENBERG Renault Sport Formula One Team	1:12.411
13	35 Sergey SIROTKIN Williams Martini Racing	1:12.521
15	28 Brendon HARTLEY Red Bull Toro Rosso Honda	1:13.179
17	18 Lance STROLL Williams Martini Racing	1:13.323
19	20 Kevin MAGNUSSEN Haas F1 Team	1:13.393

NOTES

- Permitted to start - Stewards' document no. 29

* PENALTIES

3 place grid penalty - Causing a collision - Stewards' document no. 39 (2018 Spanish Grand Prix)

- 5 place grid penalty - Replacement Gearbox - Stewards' document no. 30

- 10 place grid penalty - Additional power unit element has been used - Stewards' document no. 36





76th FORMULA 1 GRAND PRIX DE MONACO 2018

Official Classification after 78 laps - 260,286 km

NO	DRIVER	NAT	ENTRANT	LAPS	TIME	GAP	INT	KM/H	FASTEST	ON	PTS
1	3 Daniel RICCIARDO		Aston Martin Red Bull Racing	78	1:42:54.807			151.750	1:15.562	13	25
2	5 Sebastian VETTEL		Scuderia Ferrari	78	1:43:02.143	7.336	7.336	151.570	1:16.065	14	18
3	44 Lewis HAMILTON		Mercedes AMG Petronas Motorsport	78	1:43:11.820	17.013	9.677	151.333	1:16.270	15	15
4	7 Kimi RAIKKONEN		Scuderia Ferrari	78	1:43:12.934	18.127	1.114	151.306	1:16.392	13	12
5	77 Valtteri BOTTAS		Mercedes AMG Petronas Motorsport	78	1:43:13.629	18.822	0.695	151.289	1:16.312	21	10
6	31 Esteban OCON		Sahara Force India F1 Team	78	1:43:18.474	23.667	4.845	151.171	1:17.027	63	8
7	10 Pierre GASLY		Red Bull Toro Rosso Honda	78	1:43:19.138	24.331	0.664	151.154	1:17.099	68	6
8	27 Nico HULKENBERG		Renault Sport Formula One Team	78	1:43:19.646	24.839	0.508	151.142	1:16.061	57	4
9	33 Max VERSTAPPEN		Aston Martin Red Bull Racing	78	1:43:20.124	25.317	0.478	151.130	1:14.260	60	2
10	55 Carlos SAINZ		Renault Sport Formula One Team	78	1:44:03.820	69.013	43.696	150.073	1:17.491	19	1
11	9 Marcus ERICSSON		Alfa Romeo Sauber F1 Team	78	1:44:04.671	69.864	0.851	150.052	1:16.936	19	
12	11 Sergio PEREZ		Sahara Force India F1 Team	78	1:44:05.268	70.461	0.597	150.038	1:17.546	24	
13	20 Kevin MAGNUSSEN		Haas F1 Team	78	1:44:09.630	74.823	4.362	149.933	1:17.476	20	
14	2 Stoffel VANDOORNE		McLaren F1 Team	77	1:42:55.039	1 LAP	1 LAP	149.799	1:16.864	76	
15	8 Romain GROSJEAN		Haas F1 Team	77	1:43:25.050	1 LAP	30.011	149.074	1:14.822	74	
16	35 Sergey SIROTKIN		Williams Martini Racing	77	1:43:46.428	1 LAP	21.378	148.562	1:15.325	75	
17	18 Lance STROLL		Williams Martini Racing	76	1:43:27.518	2 LAPS	1 LAP	147.080	1:14.944	61	
18	16 Charles LECLERC		Alfa Romeo Sauber F1 Team	70	1:32:56.252	DNF		150.804	1:17.710	17	
19	28 Brendon HARTLEY *		Red Bull Toro Rosso Honda	70	1:32:59.609	DNF		150.713	1:17.172	15	

NOT CLASSIFIED

14	Fernando ALONSO		McLaren F1 Team	52	1:09:03.774	DNF		150.752	1:17.018	23	
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FASTEST LAP

33	Max VERSTAPPEN		Aston Martin Red Bull Racing		1:14.260	on lap 60		161.772			
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* PENALTIES

Car 28 - 5 second time penalty - Speeding in the Pit Lane - Stewards' document no. 42





2018 FORMULA 1 WORLD CHAMPIONSHIP

Drivers Classification

DRIVER	TOTAL	AUS	BRN	CHN	AZE	ESP	MON	CAN	FRA	AUT	GBR	GER	HUN	BEL	ITA	SGP	RUS	JPN	USA	MEX	BRA	UAE
1 L. HAMILTON	408	18	15	12	25	25	15	10	25		18	25	25	18	25	25	25	25	15	12	25	25
2 S. VETTEL	320	25	25	4	12	12	18	25	10	15	25		18	25	12	15	15	8	12	18	8	18
3 K. RAIKKONEN	251	15		8	18		12	8	15	18	15	15	15		18	10	12	10	25	15	15	
4 M. VERSTAPPEN	249	8		10		15	2	15	18	25		12		15	10	18	10	15	18	25	18	15
5 V. BOTTAS	247	4	18	18		3	10	18	6		12	18	10	12	15	12	18	18	10	10	10	10
6 D. RICCIARDO	170	12		25		10	25	12	12		10		12			8	8	12			12	12
7 N. HULKENBERG	69	6	8	8		4	4	6	2		8	10			10	6		1		8	8	
8 S. PEREZ	62				15	2				6	1	6		10	6		1	6	4		1	4
9 K. MAGNUSSEN	56		10	1		8			8	10	2		6	4			4				2	1
10 C. SAINZ	53	1		2	10	6	1	4	4				2		4	4		1	6			8
11 F. ALONSO	50	10	6	6	6	4				4	4		4			6						6
12 E. OCON	49		1				8	2		8	6	4		8	8		2	2				
13 C. LECLERC	39				8	1		1	1	2						2	6			6	6	6
14 R. GROSJEAN	37									12		8	1	6				4			4	2
15 P. GASLY	29		12				6						8	2								
16 S. VANDOORNE	12	2	4		2															4		
17 M. ERICSSON	9		2						1		2		1						1	2		
18 L. STROLL	6				4										2							
19 B. HARTLEY	4				1							1							2			
20 S. SIROTKIN	1														1							

Constructors Classification

Pos.	Ecuries	Points
1	Mercedes AMG Petronas Motorsport	655
2	Scuderia Ferrari	571
3	Aston Martin Red Bull Racing	419
4	Renault Sport Formula One Team	122
5	Haas F1 Team	93
6	McLaren F1 Team	62
7	Racing Point Force India F1 Team	52
8	Alfa Romeo Sauber F1 Team	48
9	Red Bull Toro Rosso Honda	33
10	Williams Martini Racing	7
Ex.	Sahara Force India F1 Team	0

Notes : Sahara Force India Formula F1 Team - Excluded from the 2018 FIA Formula One World Championship with all points forfeited.





77^e GRAND PRIX DE MONACO F1 2019

ENTRY LIST

N°	Driver	Nat.	Team	Car / Engine
44	Lewis HAMILTON	GBR	MERCEDES AMG PETRONAS MOTORSPORT	MERCEDES W10 MERCEDES
77	Valtteri BOTTAS	FIN		
5	Sebastian VETTEL	GER	SCUDERIA FERRARI MISSION WINNOW	FERRARI SF90 FERRARI
16	Charles LECLERC	MCO		
33	Max VERSTAPPEN	NED	ASTON MARTIN RED BULL RACING	RED BULL RB15 HONDA
10	Pierre GASLY	FRA		
3	Daniel RICCIARDO	AUS	RENAULT F1 TEAM	RENAULT RS19 RENAULT
27	Nico HÜLKENBERG	GER		
8	Romain GROSJEAN	FRA	RICH ENERGY HAAS F1 TEAM	HAAS VF-19 FERRARI
20	Kevin MAGNUSSEN	DNK		
55	Carlos SAINZ	ESP	McLAREN F1 TEAM	McLAREN MCL34 RENAULT
4	Lando NORRIS	GBR		
11	Sergio PÉREZ	MEX	SPORTPESA RACING POINT F1 TEAM	RACING POINT RP19 MERCEDES
18	Lance STROLL	CAN		
7	Kimi RAÏKKÖNEN	FIN	ALFA ROMEO RACING	ALFA ROMEO C38 FERRARI
99	Antonio GIOVINAZZI	ITA		
26	Daniil KVYAT	RUS	RED BULL TORO ROSSO HONDA	TORO ROSSO STR14 HONDA
23	Alexander ALBON	THA		
88	Robert KUBICA	POL	ROKiT WILLIAMS RACING	WILLIAMS FW42 MERCEDES
63	George RUSSELL	GBR		





2019 FORMULA 1 SEASON >

MERCEDES AMG PETRONAS MOTORSPORT



SCUDERIA FERRARI MISSION WINNOW



ASTON MARTIN RED BULL RACING



RENAULT F1 TEAM



RICH ENERGY HAAS F1 TEAM



HELMETS

McLAREN F1 TEAM



SPORPESA RACING POINT F1 TEAM



ALFA ROMEO RACING



RED BULL TORO ROSSO HONDA

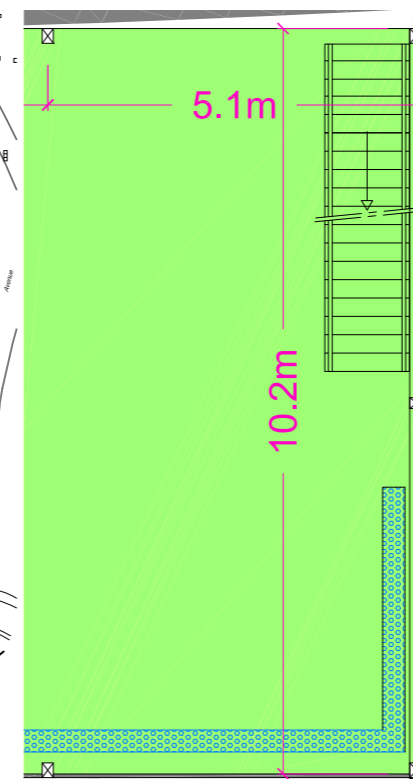
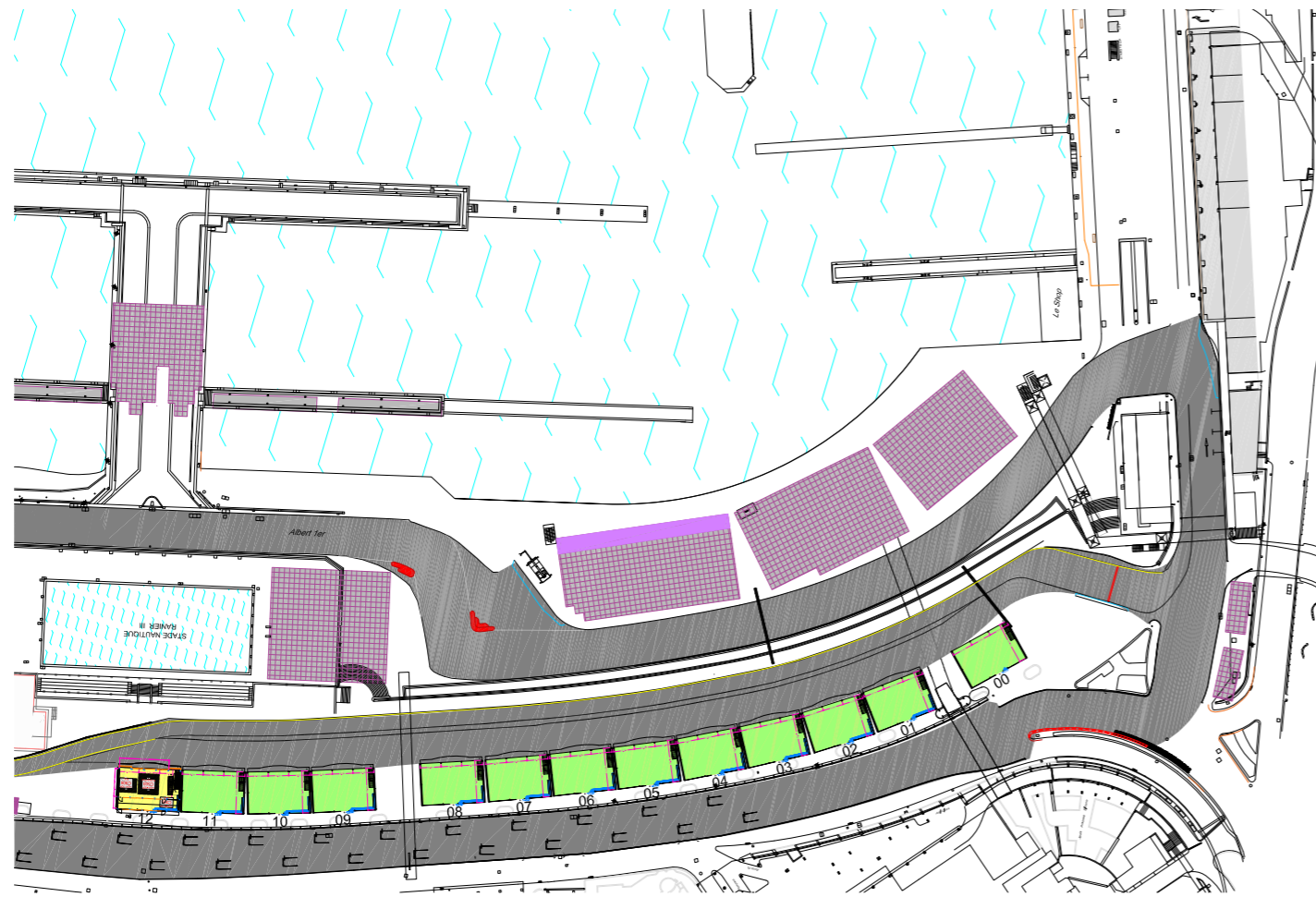


ROKIT WILLIAMS RACING





GARAGE ALLOCATION IN THE PITLANE



Garage Type 1
 150m²

GARAGE ALLOCATION

The following garage allocation has been made for the sixth round of the 2018 Formula One World Championship

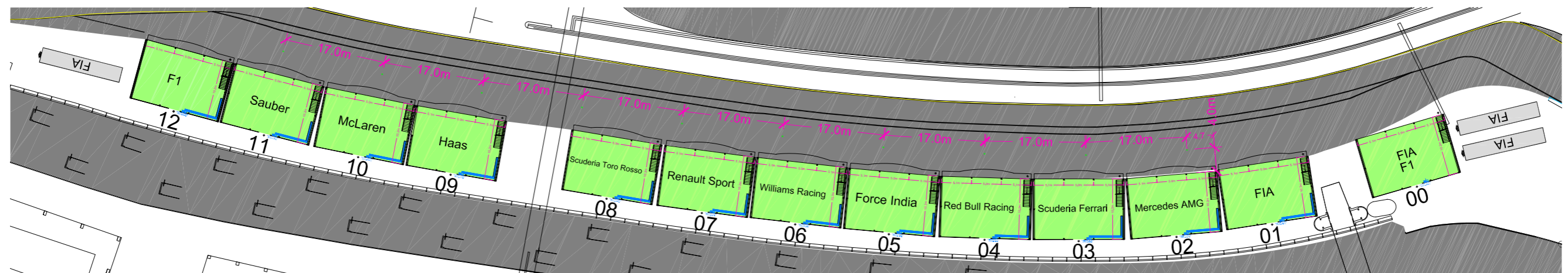
Venue: Monte-Carlo, Monaco
Dates: 24th, 25th, 26th and 27th May 2018

Starting from first garage in race direction:-

F1	Upstairs of 00 and all of 12
FIA	Downstairs of 00 and all of 01
Mercedes AMG	02
Scuderia Ferrari	03
Red Bull Racing	04
Force India	05
Williams Racing	06
Renault Sport	07
Scuderia Toro Rosso	08
Haas	09
McLaren	10
Sauber	11

Should it be necessary to amend the allocation you will be informed at least 2 days prior to scrutineering.

During the race and all "timed and untimed" sessions, all garage doors on the pitlane side must be kept open at all times.





MERCEDES AMG PETRONAS MOTORSPORT



mercedesamgf1.com

Start in France 1954

194* GP started
*inclus saisons 1954 et 1955

92 Victories

190 Podiums

105 Pole positions

67 Fastest laps

5 Championship Titles
 2014, 2015, 2016,
 2017, 2018

#44 Lewis HAMILTON

By winning his 5th World Championship title, the British put his name a bit more in the History of motor sport. He has now a new target : the seven titles of Michael Schumacher.



British

07.01.85

Stevenage, England

Start in F1 Australia 2007

World Champion
 2008, 2014, 2015, 2017, 2018

234 GP started

76 Victories

139 Podiums

84 Pole positions

42 Fastest laps

Top result in Monaco
 1^e (2008, 2016)

#77 Valtteri BOTTAS

The Finnish worked a lot for the Team last season, even when he had to put his own ambition aside. He really wants to show his talent for this 3rd season by the German Team.



Finnish

28.08.89

Nastola, Finland

Start in F1 Australia 2013

Best classification
 3^e (2017)

124 GP started

5 Victories

35 Podiums

9 Pole positions

11 Fastest laps

Top result in Monaco
 4^e (2017)





SCUDERIA FERRARI MISSION WINNOW



formula1.ferrari.com

Start in Monaco 1950

975 GP started

236 Victories

754 Podiums

220 Pole positions

250 Fastest laps

16 Championship Titles
 1961, 1964, 1975, 1976, 1977,
 1979, 1982, 1983, 1999, 2000,
 2001, 2002, 2003, 2004, 2007,
 2008

#5 Sebastian VETTEL

Despite an awesome start in the season last year, the German couldn't beat Lewis Hamilton. He will be determined to win his 5th title



German

03.07.87

Heppenheim, Germany

Start in F1 USA 2007

World Champion
 2010, 2011, 2012, 2013

225 GP started

52 Victories

113 Podiums

55 Pole positions

36 Fastest laps

Top result in Monaco
 1^e (2011, 2017)

#16 Charles LECLERC

The young Monégasque was promoted by Ferrari after his brilliant first season. The hierarchy may be known by everybody but he'll give his all to get his first victory.



Monegasque

16.10.97

Monaco

Start in F1 Australia 2018

Best classification
 3^e / 3rd (Bahrain 2019)

26 GP started

- Victories

1 Podiums

1 Pole positions

2 Fastest laps

Top result in Monaco
 18^e (2018)





ASTON MARTIN RED BULL RACING



redbullracing.redbull.com

Start in Australia 2005

270	GP started
59	Victories
163	Podiums
60	Pole positions
61	Fastest laps
4	Championship Titles 2010,2011,2012,2013

#33 Max VERSTAPPEN

Promoted as the n°1 driver in the Team, the Dutch finished 2 points behind the third place in the Pilots Championship. He doesn't hide his desire of victory.



Dutch

30.09.97

Hasselt, Belgium

Start in F1 Australie 2015

Best classification
4° (2018)

86 GP started

5 Victories

24 Podiums

- Pole positions

4 Fastest laps

Top result in Monaco
5° (2017)

#10 Pierre GASLY

The French gained experience during his two year at Toro Rosso. He has now to help Red Bull to reach a new dimension.



French

07.02.96

Rouen, France

Start in F1 Malaysia 2017

Best classification
4° (Bahrain 2018)

31 GP started

- Victories

- Podiums

- Pole positions

1 Fastest laps

Top result in Monaco
7° (2018)





RENAULT F1 TEAM



renaultsport.com

Start in
Great Britain 1977

367 GP started

35 Victories

100 Podiums

51 Pole positions

31 Fastest laps

2 Championship Titles
2005, 2006

#3 Daniel RICCIARDO

After 7 years racing for Red Bull, the Australian has moved to the next step of his career. Renault's challenge has particularly attracted him.



Australian

01.07.89

Perth, Australia

Start in F1 Great Britain 2011

Best classification
3^e (2014, 2016)

155 GP started

7 Victories

29 Podiums

3 Pole positions

13 Fastest laps

Top result in Monaco
1^e (2018)

#27 Nico HULKENBERG

Best of the rest with his 69 points at the end of the season, the German confirmed his form. Loyal to the French Team, he should continue on this way.



German

19.08.87

Emmerich, Germany

Start in F1 Bahrain 2010

Best classification
9^e (2014, 2016)

163 GP started

- Victories

- Podiums

1 Pole positions

2 Fastest laps

Top result in Monaco
5^e (2014)





RICH ENERGY HAAS F1 TEAM



hassf1team.com

Start in Australia 2016

67	GP started
-	Victories
-	Podiums
-	Pole positions
1	Fastest lap
93	Points in 2018

#8 Romain GROSJEAN

After a nightmarish season start last year, the Franco-Swiss could save his year. He will have to be more consistent this season.



French

17.04.86

Genève, Switzerland

Start in F1 Europe 2009

Best classification
7^e (2013)

150 GP started

- Victories

10 Podiums

- Pole positions

1 Fastest laps

Top result in Monaco
8^e (2014, 2017)

#20 Kevin MAGNUSSEN

More consistent than his teammate, the Danish has grown in maturity by using his aggressiveness to become a better pilot.



Danish

05.10.92

Roskilde, Denmark

Start in F1 Australia 2014

Best classification
2^e (Australia 2014)

87 GP started

- Victories

1 Podiums

- Pole positions

1 Fastest laps

Top result in Monaco
10^e (2014, 2017)





MCLAREN F1 TEAM



mclaren.com

Start in Monaco 1966

847 GP started

182 Victories

485 Podiums

155 Pole positions

155 Fastest laps

Championship Titles

8 1974, 1984, 1985, 1988,
1989, 1990, 1991, 1998

#55 Carlos SAINZ

The Spanish pilot is considered has the successor of Fernando Alonso, who took a step back in the Team. The former Renault driver has to become the leader of a Team full of ambition.



Spanish

01.09.94

Madrid, Spain

Start in F1 Australia 2015

Best classification
4^e (Singapour 2017)

86 GP started

- Victories

- Podiums

- Pole positions

- Fastest laps

Top result in Monaco
6^e (2017)

#4 Lando NORRIS

The F2 Vice-Champion makes his baptism of fire in F1. The youngest driver of this 2019 season is a pure McLaren product and has the entire season to show his talent.



British

13.11.99

Bristol, England

Start in F1 Australia 2019

Best classification
6^e (Bahrain 2019)

5 GP started

- Victories

- Podiums

- Pole positions

- Fastest laps

Top result in Monaco
2^e (Course 2 - F2 2017)





**SPORTPESA
 RACING POINT
 F1 TEAM**



racingpointf1.com

Start in Australia 2019

- 5** GP started
- Victories
- Podiums
- Pole positions
- Fastest laps
- 17** Points in 2019

**#11
 Sergio
 PEREZ**

The Mexican could beat an unwanted record if he fails to finish on pole in qualifying (record is actually 165 races without pole and he has 163). Despite this statistic, he remains a pilot who often scores points.



Mexican

26.01.90

Guadalajara, Mexique

Start in F1 Australia 2011

Best classification
 2° (Italia 2012)

163 GP started

- Victories
- 8** Podiums
- Pole positions
- 4** Fastest laps

Top result in Monaco
 3° (2016)

**#18
 Lance
 STROLL**

After the buying of Force India by his father, the Canadian leaves Williams at the end of a second-rate season. Just as for the Team, it may be a transition year.



Canadian

29.10.98

Montréal, Canada

Start in F1 Australia 2017

Best classification
 3° (Azerbaïjan 2017)

46 GP started

- Victories
- 1** Podiums
- Pole positions
- Fastest laps

Top result in Monaco
 14° (2017)





ALFA ROMEO RACING



sauber-group.com

Start in
South Africa 1993

378	GP started
1	Victory
10	Podiums
1	Pole position
5	Fastest laps
48	Points in 2018

#7 Kimi RAIKKÖNEN

That's what we can call a come back. After 5 seasons sitting in a Ferrari, Ice Man goes back to the his debuts Team in Formula 1.



Finnish

17.10.79

Espoo, Finland

Start in F1 Australia 2001

World Champion 2007

299 GP started

21 Victories

103 Podiums

18 Pole positions

46 Fastest laps

Top result in Monaco
1^e (2005)

#99 Antonio GIOVINAZZI

Returned by the Ferrari Driver Academy, the Italian wants to show that he owns a spot in Formula 1. With the Team since 2017 he started his F1 career two years ago when he replaced Pascal Wehrlein for two races.



Italian

14.12.93

Martina Franca, Italia

Start in F1 Australia 2017

Best classification
11^e (Bahrein 2019)

7 GP started

- Victories

- Podiums

- Pole positions

- Fastest laps

Top result in Monaco
7^e (Course 1 - GP2 2016)





RED BULL TORO ROSSO HONDA



scuderiatorosso.redbull.com

Start in Bahrain 2006

252	GP started
1	Victory
1	Podium
1	Pole position
1	Fastest lap
33	Points in 2018

#26 Daniil KVYAT

The Russian makes his come back to Formula 1. Development driver for Ferrari in 2018 he now replaces Pierre Gasly, who left for Red Bull.



Russian

26.04.94

Ufa, Russia

Start in F1 Australia 2014

Best classification
 2° (Hongrie 2015)

79 GP started

- Victories

2 Podiums

- Pole positions

1 Fastest laps

Top result in Monaco
 4° (2015)

#23 Alexander ALBON

Charles Leclerc's former teammate at ART in Formula 3 plays now with the big boys. He's only the second Thai pilot to drive in Formula 1 after Prince Bira in 1954.



Thai

23.03.96

London, England

Start in F1 Australia 2019

Best classification
 9° (Bahrein 2019)

5 GP started

- Victories

- Podiums

- Pole positions

- Fastest laps

Top result in Monaco
 4° (Course 1 - F2 2017)





ROKiT WILLIAMS RACING



williamsf1.com

Start in Spain 1977

728 GP started

114 Victories

312 Podium

129 Pole position

133 Fastest laps

9 Championship Titles
 1980, 1981, 1986, 1987,
 1992, 1993, 1994, 1996, 1997

#88 Daniel KUBICA

He is also making his come back to Formula 1. After a serious crash in rally, the Polish almost saw his chances to get back to high level motorsport die. But here he is today with Williams.



Polish

07.12.84

Cracovia, Poland

Start in F1 Hungary 2006

Best classification
 1^{er} (Canada 2008)

81 GP started

1 Victories

12 Podiums

1 Pole positions

1 Fastest laps

Top result in Monaco
 2^e (2008)

#63 George RUSSELL

Champion in Formula 2, the British is one the rookies of this season. Trained by the drivers academy of Mercedes, he was chosen by Williams for his debuts in Formula 1.



British

15.02.98

King's Lynn, England

Start in F1 Australia 2019

Best classification
 15^e (Azerbaijan 2019)

5 GP started

- Victories

- Podiums

- Pole positions

- Fastest laps

Top result in Monaco

-





2019 FORMULA 1 WORLD CHAMPIONSHIP

WHAT'S NEW?

NEW AERO PACKAGE

Both front and rear wings have been made bigger and simpler. This is to punch a bigger hole through the air and therefore allow the car behind to follow closer than before. The front wing's width is increased to 200mm, the full width of the car, its height is increased by 20mm and it is 25mm deeper. The number of extra elements, strakes and flaps is now severely restricted. The rear wing is higher by 20mm, wider by 100mm and simpler but while this has potentially resulted in a reduction in top speed of 5kph, the DRS opening has been increased by 20mm, boosting its potential performance by around 25 per cent. Between the two wings, the size of the bargeboards has been reduced in height by 150mm and they are now 100mm further forwards than before. They are now less powerful and less aerodynamically disruptive.



NEW BRAKE DUCTS

For the same reasons, brake ducts have been simplified so that there is less aerodynamic exploitation.

REVISED TYRE COLOURS

In order to simplify tyre strategy for fans, Pirelli have cut their tyre range description to just three colours: white-marked hard tyre, yellow-sidewalled medium tyre and red-striped soft tyre. The terms hypersoft, ultrasoft and supersoft have been consigned to the history books. However, the actual compounds used for those three designations will change depending on the circuit, with Pirelli having five to choose from – C1 being the hardest, C5 the softest. Green intermediates (four sets), dispersing 30 litres of water per second, and blue wet (three sets) dispersing 85 litres per second will still be available for damp conditions.

INCREASED FUEL ALLOWANCE

Drivers may now use up to 110kg of fuel – previously 105kg – in the race. This is so that they can use full power at all times, no longer having to worry about conserving fuel – and now able to push harder, especially in the closing stages of a Grand Prix.

A POINT FOR FASTEST LAP

For the first time since the fifties, a point will be awarded for fastest lap. Only a driver in the top ten can win that point. It's mainly to liven up the end of races when cars are at their lightest. Teams are less keen on the idea than drivers.





BIOMETRIC GLOVES

Drivers are now required to wear biometric gloves in order to increase safety and help facilitate medical rescue. The gloves – developed by the FIA Safety Department – feature sensors stitched into the fabric that monitor the driver's pulse rate and the oxygen levels in his blood. That potentially life-saving data is transmitted back to the track medical team, before, during and after a crash.

REAR WING ENDPLATE LIGHTS

There are now two additional rear lights, one on each endplate so as to increase visibility of cars in poor weather conditions. This is in addition to the traditional rear central light. These must be illuminated at all times when a driver is using intermediate or wet-weather tyres. They will also show when the driver is harvesting hybrid power.

EVEN STRONGER HELMETS

Drivers now wear stronger crash helmets, conforming to the new FIA 8860-2018 standard. This means an ultra-protective helmet offering a number of vital safety benefits, including advanced ballistic protection and increased energy absorption. The front of the visor has been lowered by 10mm to reduce the risks associated with impact from debris, while the helmet shell uses advanced composite materials to ensure improved resistance to crushing and penetration.



CAR AND DRIVER WEIGHT

In order to minimise the disadvantage of heavier drivers, their weight will now be considered separately to the car. The minimum weight of the car, without fuel, has gone up slightly from 733kg to 740 kg. More importantly, at least 80kg of that must be made up of the driver, his seat and driving equipment. Lighter drivers can bring themselves up to the 80kg threshold by adding ballast.

SELF-SCRUTINEERING

Cars will no longer be scrutineered in the traditional sense at the start of the Grand Prix weekend. Instead, competitors must sign a declaration that they are in compliance with the rules – and, of course, the stewards can make random checks at any time.

END-OF-RACE SIGNAL

The traditional chequered flag is still shown as well, but the official end-of-race signal is now a chequered light panel at the finishing line.

RACE RESTARTS

Overtaking on race restarts is not allowed until a driver has crossed the finishing line – rather than the earlier safety car line as previously.





2019 FORMULA 1 WORLD CHAMPIONSHIP

THE SEASON 2019 SO FAR...



ROLEX AUSTRALIAN GRAND PRIX
17.03.2019
 ALBERT PARK CIRCUIT
 MELBOURNE

QUALIFYING

- 1/ Lewis Hamilton (Mercedes)
- 2/ Valtteri Bottas (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

RACE

- 1/ Valtteri Bottas (Mercedes)
- 2/ Lewis Hamilton (Mercedes)
- 3/ Max Verstappen (Red Bull)

FASTEST LAP

Valtteri Bottas (Mercedes)

BEST DRIVER

Valtteri Bottas (Mercedes)

BEST TEAM

Mercedes dominate qualifying and race

UP AND DOWN ↑↓

- Hamilton's eighth pole but suffers floor damage in race;
- Brilliant start from Bottas seals win;
- Verstappen third for Red Bull and Honda on partnership debut;
- One wheel comes off Haas' impressive form;
- Debutants beat teammates in qualifying;
- Eight teams score points;
- Only McLaren and Williams don't.

TOP STORIES

- Formula One devastated at the loss of race director Charlie Whiting on the eve of GP;
- His passing overshadows the weekend;
- Australian Michael Masi temporary replacement;
- Praise for Netflix 2018 documentary;
- Increased DRS slot gap improves overtaking.

QUOTES

- Bottas: How about that ? Thank you guys. To whom it may concern, **** you !
- Engineer to Magnussen: P6, P6, perfect race, man, perfect start to this year. Great job. Replies : yes, great job, great job. Thanks
- Kvyat: It was a tough race guys, one year and a half away, not easy.
- Vettel: Why are we so slow ? Engineer: we don't know at the moment. To Raikkonen: the tear-off we found was yours, so be careful.
- Perez: That was close. There were too many people in the pit lane and I wasn't expecting Giovinazzi to stop.
- Bottas: I want 26 points so I'm going to try (for fastest lap) in the end.
- Hamilton: We need that point.





2019 FORMULA 1 WORLD CHAMPIONSHIP

THE SEASON 2019 SO FAR...



**GULF AIR BAHRAIN
GRAND PRIX**
31.03.2019
BAHRAIN INTERNATIONAL
CIRCUIT - SAKHIR

QUALIFYING

- 1/ Charles Leclerc (Ferrari)
- 2/ Sebastian Vettel (Ferrari)
- 3/ Lewis Hamilton (Mercedes)

RACE

- 1/ Lewis Hamilton (Mercedes)
- 2/ Valtteri Bottas (Mercedes)
- 3/ Charles Leclerc (Ferrari)

FASTEST LAP

Charles Leclerc (Ferrari)

BEST DRIVER

Charles Leclerc (Ferrari)

BEST TEAM

Mercedes, for being there when it matters

UP AND DOWN ↑↓

- Ferrari regain competitive testing form with diligent analysis;
- Let down by Vettel spin and unreliability;
- Mercedes admit luck;
- Leads Red Bull charge;
- Haas better in qualifying than race;
- Norris and Albon impress;
- Synchronized Renault retirement.

TOP STORIES

- Liberty outline 2021 plans to teams (as a year ago!); few details revealed;
- Three DRS zones improves overtaking;
- Sir Patrick Head to boost Williams recovery;
- Gordon Murray in paddock;
- David Beckham guest of McLaren.

QUOTES

- Engineer Alfa Romeo: How is the front wing? Kimi Raikkonen: I don't know. You will have to tell me.
- Hamilton to Leclerc: You drove great this weekend man. You've got a long old future ahead of you.
- Cyril Abiteboul (Renault): Increasingly frustrating and unacceptable.
- Vettel: I got surprised and lost the rear.
- Grosjean: Aaagh, Puncture, puncture.
- Sainz: I don't believe this guy, I can't believe it.
- Hulkenberg: What was this? He (teammate Ricciardo) hit me. I gave him plenty of space.
- Leclerc: Oh my God, I will try (to keep calm). I probably have some lucky stars because of the safety car at the end. I can't remember what I need to do now; I've never been in this position (on the podium).
- Vettel: He (Leclerc) should have won it.





2019 FORMULA 1 WORLD CHAMPIONSHIP

THE SEASON 2019 SO FAR...



HEINEKEN CHINESE GRAND PRIX 14.04.2019 SHANGAI INTERNATIONAL CIRCUIT

QUALIFYING

- 1/ Valtteri Bottas (Mercedes)
- 2/ Lewis Hamilton (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

RACE

- 1/ Lewis Hamilton (Mercedes)
- 2/ Valtteri Bottas (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

FASTEST LAP

Pierre Gasly (Red Bull)

BEST DRIVER

Alexander Albon (Toro Rosso)
 10th from pit lane start

BEST TEAM

Mercedes third one-two and pit work

UP AND DOWN ↑↓

- Hulkenberg suffers another MGU-K retirement;
- Raikkonen salvages points for Alfa Romeo;
- Haas drop out of points;
- Both McLarens bounced into pits by penalized Kvyat;
- Gasly completes Red Bulls in top six;

TOP STORIES

- F1 celebrates 1000th round of World Championship;

- Big accident causes Albon's pit lane start;
- Winner Hamilton takes lead of championship from Bottas;
- Gasly's late tyre stop reaps fastest lap;
- Ferrari orders place swap;
- Liberty suggest 2nd China race possible;
- Monza seeks €60m for renovation.

QUOTES

- Verstappen: I know I have eight gears.
- Daniel Ricciardo, asked how his relationship is with Hulkenberg compared to Verstappen: they're both non-sexual which is certainly encouraging.
- Russell in qualifying: sorry guys, rubbish lap.
- Engineer to Leclerc: You need to go faster otherwise we will let Sebastian pass. Later, after giving way to Vettel, Leclerc to engineer : I am losing quite a lot of time(behind Vettel). I don't know if you want to know or not...
- Raikkonen: The McLaren wants to have a race now. It's a joke. Come on, let's get him out of the way.
- Vettel: I don't know what the Force India is doing. He can do what he wants, it's just that they race harder on Friday than they do on Sunday.
- Leclerc: I did mistakes. Come on Charles. Not good enough on my side.
- Verstappen: Nice drift, that.





2019 FORMULA 1 WORLD CHAMPIONSHIP

THE SEASON 2019 SO FAR...



SOCAR AZERBAIJAN GRAND PRIX 28.04.2019 BAKU CITY CIRCUIT

QUALIFYING

- 1/ Valtteri Bottas (Mercedes)
- 2/ Lewis Hamilton (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

RACE

- 1/ Valtteri Bottas (Mercedes)
- 2/ Lewis Hamilton (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

FASTEST LAP

Charles Leclerc (Ferrari)

BEST DRIVER

Valtteri Bottas (Mercedes), brilliant pole, withstands Hamilton pressure

BEST TEAM

Mercedes turn tables on Ferrari (again)

UP AND DOWN ↑↓

- Perez top six again in Baku;
- Stroll opens account;
- Gasly drives through field before retirement;
- Honda teams look stronger;
- Renault and Ricciardo go backwards;

A LA UNE / TOP STORIES

- Drain cover wrecks Williams weekend;
- Ferrari introduce major aero upgrade;

- Honda upgrade too;
- Qualifying takes two hours;
- Multi safety cars in F2, one VSC in Grand Prix;
- Kubica, Raikkonen and Gasly start from pit lane after penalties;
- Curious tyre strategy and accident costs Leclerc chances;
- Ricciardo penalized for reversing into Kvyat.

QUOTES

- Hülkenberg: 'What's the gap to Ricciardo?' Reply: one second. Hulkenberg: Ouch!.
- Leclerc: I've been stupid...pole was possible today and I threw all the potential in the bin. For the next three or four hours I will be beating myself up.
- Bottas: I'm quite happy to stop when needed.
- Engineer to Verstappen : 'stay off exit kerb at T16'.
- Engineer to Hamilton: We've survived Baku for another year.
- Bottas: Amazing job, guys, really really strong.
- Hamilton: As a team, we're firing on all cylinders ; they (Ferrari) are not.
- Bottas (having used DRS behind Russell in dash for the line): thanks to George, I'm happy to buy him a pint of beer.
- Ricciardo after reversing into Kvyat: it was a bit of panic, I had no idea he was behind me.





2019 FORMULA 1 WORLD CHAMPIONSHIP

THE SEASON 2019 SO FAR...



EMIRATES SPANISH GRAND PRIX
12.05.2019
 CATALUNYA CIRCUIT
 BARCELONA

QUALIFYING

- 1/ Valtteri Bottas (Mercedes)
- 2/ Lewis Hamilton (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

RACE

- 1/ Lewis Hamilton (Mercedes)
- 2/ Valtteri Bottas (Mercedes)
- 3/ Max Verstappen (Red Bull)

FASTEST LAP

Lewis Hamilton (Mercedes)

BEST DRIVER

Lewis Hamilton (Mercedes), reverses practice problems with significant start, retakes championship lead.

BEST TEAM

Mercedes maintain extraordinary dominance reversing pre-season testing form at Barcelona

UP AND DOWN ↑ ↓

- Fifth one-two for Mercedes;
- Red Bull challenge Ferrari;
- Haas cure tyre troubles;
- Renault et Alfa Romeo out of points;
- Williams inch closer;

A LA UNE / TOP STORIES

- 18 inch wheels proposed for 2021;
- Two Grands Prix in jeopardy;
- Ferrari introduce engine upgrade early;
- Silverstone resurfaced;
- Brazil GP to Rio rumour;
- No blame for Stroll/Norris tangle;
- FP1 and FP3 both end prematurely with off-road incidents;
- Ferrari change driver order twice;
- Three abreast into first corner.

PETITES PHRASES / QUOTES

- Vettel: You have a gap yet (for me to stop) ?
 Reply : not yet. Vettel: you should find one then.
- Hamilton (staying on) these tyres could be a stretch.
- Verstappen: No way he's going to the end.
- Hamilton: There's a lot of gravel (on the track). The safety car is going way too slow. Naturally this is a great car but we don't always get along.
- Bottas: Yeah, it was pretty tight, but I lost it at the start. There was some strange behaviour on the clutch. It was biting, releasing, biting, releasing, which I never felt before, so I lost it there.
- Binotto: This was yet another race which ended way below our expectations.





2019 FORMULA 1 WORLD CHAMPIONSHIP

CLASSIFICATIONS

Drivers	PTS	AUS	BRN	CHN	AZE	ESP	MON
Lewis Hamilton	112	18	25	25	18	26	
Valtteri Bottas	105	26	18	18	25	18	
Max Verstappen	66	15	12	12	12	15	
Sebastian Vettel	64	12	10	15	15	12	
Charles Leclerc	57	10	16	10	11	10	
Pierre Gasly	21	-	4	9	-	8	
Kevin Magnussen	14	8	-	-	-	6	
Sergio Perez	13	-	1	4	8	-	
Kimi Raikkönen	13	4	6	2	1	-	
Lando Norris	12	-	8	-	4	-	
Carlos Sainz Jr	10	-	-	-	6	4	
Daniel Ricciardo	6	-	-	6	-	-	
Nico Hulkenberg	6	6	-	-	-	-	
Lance Stroll	4	2	-	-	2	-	
Alexander Albon	3	-	2	1	-	-	
Daniil Kvyat	3	1	-	-	-	2	
Romain Grosjean	1	-	-	-	-	1	
Antonio Giovinazzi	0	-	-	-	-	-	
George Russell	0	-	-	-	-	-	
Robert Kubica	0	-	-	-	-	-	




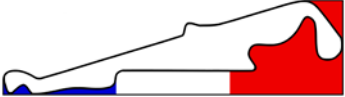













Constructors	PTS	AUS	BRN	CHN	AZE	ESP	MON
Mercedes	217	44	43	43	43	44	
Ferrari	121	22	26	25	26	22	
Red Bull	87	15	16	21	12	23	
McLaren	22	0	8	0	10	4	
Racing Point	17	2	1	4	10	0	
Haas	15	8	0	0	0	7	
Alfa Romeo	13	4	6	2	1	0	
Renault	12	6	0	6	0	0	
Toro Rosso	6	1	2	1	0	2	
Williams	0	0	0	0	0	0	





2019 FORMULA 1 WORLD CHAMPIONSHIP

DATES AND PLACES

	07-09/06	Canada, Montréal, Circuit Gilles-Villeneuve 4,361 km - 70 tours / laps
	21-23/06	France, Le Castellet, Circuit Paul Ricard 5,842 km - 52 tours / laps
	28-30/06	Austria, Spielberg, Red Bull Ring 4,318 km - 71 tours / laps
	12-14/07	Great-Britain, Silverstone Circuit 5,891 km - 52 tours / laps
	26-28/07	Germany, Hockenheim, Hockenheimring 4,574 km - 67 tours / laps
	02-04/08	Hungary, Budapest, Hungaroring 4,381 km - 70 tours / laps
	30/08-01/09	Belgium, Circuit de Spa-Francorchamps 7,004 km - 44 tours / laps
	06-08/09	Italy, Monza, Autodroma Nazionale Monza 5,793 km - 53 tours / laps
	20-22/09	Singapour, Marina Bay Street Circuit 5,065 km - 61 tours / laps
	27-09/09	Russia, Sochi, Sochi Autodrom 5,848 km - 53 tours / laps
	11-13/10	Japan, Suzuka International Racing Course 5,807 km - 53 tours / laps
	25-27/10	USA, Austin, Circuit of the Americas 5,513 km - 56 tours / laps
	01-03/11	Mexico, Mexico, Autod. Hermanos Rodriguez 4,304 km - 71 tours / laps
	15-17/11	Brasil, Sao Paulo, Autodromo Jose Carlos Pace 4,309 km - 71 tours / laps
	29/11-01/12	Abu Dhabi, UAE, Yas Marina Circuit 5,554 km - 55 tours / laps





GRAND PRIX AUTOMOBILE DE MONACO

1929-2018 / HONOUR LIST

YEAR	LAPS	DISTANCE KM	STARTING	CLASS.	WINNER	CAR	TIME & SPEED en KM/H
1929	100	318,000	16	09	"Williams"	Bugatti 35 B	3h56'11"0 80,194
1930	100	318,000	17	06	René DREYFUS	Bugatti 35 B	3h41'02"6 86,317
1931	100	318,000	23	09	Louis CHIRON	Bugatti 51	3h39'09"2 87,062
1932	100	318,000	17	10	Tazio NUVOLARI	Alfa Roméo "Monza"	3h32'25"2 89,822
1933	100	318,000	18	08	Achille VARZI	Bugatti 51	3h27'49"4 91,808
1934	100	318,000	15	10	Guy MOLL	Alfa Roméo "B" P3	3h31'31"4 90,202
1935	100	318,000	15	08	Luigi FAGIOLI	Mercedes-Benz W 25	3h23'49"8 93,607
1936	100	318,000	18	09	Rudi CARACCIOLA	Mercedes-Benz W 25	3h49'20"4 83,195
1937	100	318,000	15	09	Manfred Von BRAUCHITSCH	Mercedes-Benz W 125	3h07'23"9 101,815
1948	100	318,000	19	08	Guiseppe ("Nino") FARINA	Maserati 4 CLT	3h18'26"9 96,145
1950	100	318,000	19	07	Juan Manuel FANGIO	Alfa Roméo "158"	3h13'18"7 98,700
1952	100	314,5000	18	08	Vittorio MARZOTTO	Ferrari 225 S	3h21'28"7 93,660
1955	100	314,5000	20	09	Maurice TRINTIGNANT	Ferrari "625"	2h58'09"7 105,914
1956	100	314,5000	14	08	Stirling MOSS	Maserati 250 F	3h00'32"9 104,514
1957	100	314,5000	16	06	Juan Manuel FANGIO	Maserati 250 F	3h10'12"8 104,160
1958	100	314,5000	16	06	Maurice TRINTIGNANT	Cooper Climax T45	2h52'27"9 109,413
1959	100	314,5000	16	06	Jack BRABHAM	Cooper Climax T51	2h55'51"3 107,361
1960	100	314,5000	16	09	Stirling MOSS	Lotus Climax 18	2h53'45"5 108,599
1961	100	314,5000	16	13	Stirling MOSS	Lotus Climax 18	2h45'50"1 113,787
1962	100	314,5000	16	08	Bruce Mc LAREN	Cooper Climax T60	2h46'29"7 113,396
1963	100	314,5000	15	09	Graham HILL	BRM P57	2h41'45"7 116,555
1964	100	314,5000	16	10	Graham HILL	BRM P261	2h41'19"5 116,910
1965	100	314,5000	16	10	Graham HILL	BRM P261	2h37'39"6 119,637
1966	100	314,5000	16	04	Jackie STEWART	BRM P261	2h33'10"5 123,139
1967	100	314,5000	16	06	Dennis HULME	Brabham Repco BT 20	2h34'34"3 122,143
1968	80	251,6000	16	05	Graham HILL	Lotus Cosworth 49	2h00'32"3 125,238
1969	80	251,6000	16	07	Graham HILL	Lotus Cosworth 49 B	1h56'59"4 129,036





Formula 1
Grand Prix de Monaco 2019
Monte Carlo 23-26 May

YEAR	LAPS	DISTANCE KM	STARTING	CLASS.	WINNER	CAR	TIME & SPEED en KM/H
1970	80	251,6000	16	08	Jochen RINDT	Lotus Cosworth 49 C	1h54'36"6 131,176
1971	80	251,6000	18	10	Jackie STEWART	Tyrrell Cosworth 003	1h52'21"3 134,359
1972	80	251,6000	25	17	Jean-Pierre BELTOISE	BRM P160 D	2h26'54"7 102,754
1973	78	255,684	25	11	Jackie STEWART	Tyrrell Cosworth 006	1h57'44"3 130,297
1974	78	255,684	25	09	Ronnie PETERSON	Lotus Cosworth 72	1h58'03"7 129,409
1975	75	245,850	18	09	Niki LAUDA	Ferrari 312 T	2h01'21"31 121,552
1976	78	258,336	20	14	Niki LAUDA	Ferrari 312 T2	1h59'51"47 129,321
1977	76	251,712	20	12	Jody SCHECKTER	Wolf Cosworth WR1	1h57'52"77 128,119
1978	75	248,400	20	11	Patrick DEPAILLER	Tyrrell Cosworth 008	1h55'14"66 129,325
1979	76	251,712	20	6	Jody SCHECKTER	Ferrari 312 T4	1h55'22"48 130,901
1980	76	251,712	20	8	Carlos REUTEMANN	Williams Ford FW07B	1h55'34"365 130,677
1981	76	251,712	20	7	Gilles VILLENEUVE	Ferrari 126C	1h54'23"38 131,976
1982	76	251,712	20	9	Ricardo PATRESE	Brabham Ford GT49D	1h54'11"259 132,300
1983	75	248,400	20	7	Keke ROSBERG	Williams Ford FW08D	1h56'38"121 129,585
1984	31	106,672	20	9	Alain PROST	McLaren Tag MP4/2	1h01'07"740 100,775
1985	78	258,336	20	11	Alain PROST	McLaren Tag MP4/2B	1h51'58"034 138,434
1986	78	259,5840	20	12	Alain PROST	McLaren Tag MP4/2C	1h55'41"060 134,634
1987	78	259,5840	24	13	Ayrton SENNA	Lotus Honda 99T	1h57'54"085 132,102
1988	78	259,5840	26	21	Alain PROST	McLaren Honda MP4/4	1h57'17"077 132,797
1989	77	259,5840	26	15	Ayrton SENNA	McLaren Honda MP4/5	1h53'33"251 135,401
1990	78	259,5840	25	15	Ayrton SENNA	McLaren Honda MP4/5B	1h52'46"982 138,097
1991	78	259,5840	25	15	Ayrton SENNA	McLaren Honda MP4/6	1h53'02"334 137,785
1992	78	259,5840	26	12	Ayrton SENNA	McLaren Honda MP4/6B	1h50'59"372 140,329
1993	78	259,5840	26	14	Ayrton SENNA	McLaren Ford MP4/8	1h52'10"947 138,837
1994	78	259,5840	24	11	Michael SCHUMACHER	Benetton Ford B194	1h49'55"372 141.690
1995	78	259,5840	26	10	Michael SCHUMACHER	Benetton Renault B195	1h53'11"258 137.603
1996	75	249.6000	22	7	Olivier PANIS	Ligier Mugen Honda JS43	2h00'45"629 124.011
1997	62	208.6920	22	10	Michael SCHUMACHER	Ferrari F310B	2h00'05"654 104.264
1998	78	262.6260	21	12	Mika HAKKINEN	McLaren Mercedes Mp4/13	1h51'23"595 141.458
1999	78	262.6260	22	9	Michael SCHUMACHER	Ferrari F393	1h49'31"812 143.864





Formula 1
Grand Prix de Monaco 2019
 Monte Carlo 23-26 May

YEAR	LAPS	DISTANCE KM	STARTING	CLASS.	WINNER	CAR	TIME & SPEED en KM/H
2000	78	262.6260	22	10	David COULTHARD	McLaren Mercedes MP4/15	1h49'28"213 144.072
2001	78	262.860	22	10	Michael SCHUMACHER	Ferrari F2001	1h47'22"561 146.881
2002	78	262.860	22	12	David COULTHARD	McLaren Mercedes MP4/17	1h45'39"055 149.280
2003	78	260.520	20	13	Juan Pablo MONTOYA	BMW Williams FW25	1h42'19"010 152.772
2004	78	257.180	20	10	Jarno TRULLI	Renault R24	1h45'46"601 145.880
2005	78	257.180	18	14	Kimi RAIKKONEN	West McLaren Mercedes	1h45'15"556 148.501
2006	78	260.520	22	17	Fernando ALONSO	Renault R26	1h43'43"116 150.707
2007	78	155.551	22	19	Fernando ALONSO	McLaren Mercedes MP4/22	1h40'29"329 155.551
2008	76	253.840	20	14	Lewis HAMILTON	McLaren Mercedes 108T	2h00'42"742 126.170
2009	78	260.520	20	15	Jenson BUTTON	Brawn GP Formula 1 Team	1h40'44"282 155.166
2010	78	260.520	24	15	Mark WEBBER	Red Bull Renault	1h50'13"355 141.814
2011	78	260.520	23	18	Sebastian VETTEL	Red Bull Racing	2h09'38"373 120.574
2012	78	260.520	24	16	Mark WEBBER	Red Bull Racing	1h46'06"557 147.312
2013	78	260.520	22	16	Nico ROSBERG	Mercedes AMG Petronas	2h17'52"056 113.378
2014	78	260.520	22	14	Nico ROSBERG	Mercedes AMG Petronas	1h49'27"661 142.801
2015	78	260.286	20	17	Nico ROSBERG	Mercedes AMG Petronas	1h49'18"420 142.874
2016	78	260.52	22	15	Lewis HAMILTON	Mercedes AMG Petronas	1h59'29"133 130.703
2017	78	260.52	20	15	Sebastian VETTEL	Ferrari	1h44'44"340 149.105
2018	78	260.52	20	17	Daniel RICCIARDO	Aston Martin Red Bull Racing	1h42'54"807 151.750





GRAND PRIX AUTOMOBILE DE MONACO

RECORDS

VICTORIES

6 for Ayrton SENNA	1987-89-90-91-92-93
5 for Graham HILL	1963-64-65-68-69
5 for Michael SCHUMACHER	1994-95-97-99-01
4 for Alain PROST	1984-85-86-88
3 for Stirling MOSS	1956-60-61
3 for Jackie STEWART	1966-71-73
3 for Nico ROSBERG	2013-14-15
2 for Jean-Manuel FANGIO	1950-57
2 for Maurice TRINTIGNANT	1955-58
2 for Niki LAUDA	1975-76
2 for Jody SCHEKTER	1977-79
2 for David COULTHARD	2000-02
2 for Fernando ALONSO	2006-07
2 for Mark WEBBER	2010-12
2 for Lewis HAMILTON	2008-16
2 for Sebastian VETTEL	2011-17

RECORDS OF THE LAP

- 1929 "WILLIAMS ": 84,800 km/h
- 1930 René DREYFUS: 90,141 km/h
- 1937 CARACIOLA: 107,492 km/h
- 1955 J.M. FANGIO: 110,568 km/h
- 1964 Graham HILL: 120,575 km/h
- Before the new chicane: Michele ALBORETO / Ferrari : 144,264 km/h, 1'22"637 in 1985
- Since the new chicane: Michael SCHUMACHER / Benetton Ford : 147,772 km/h, 1'21"076 in 1994
- Actual record on new circuit :
Michael SCHUMACHER / Scuderia Ferrari Marlboro : 161.528 km/h, 1'14"439 in 2004

TOTAL RECORD FOR THE RACE

- Before the new chicane: Alain PROST / 138,434 km/h - 1h51'58" (78 tours in 1985)
- Since the new chicane:
Michael SCHUMACHER / 141,690 km/h - 1h 49'55"372 (78 tours in 1994)
- Actual record on new circuit:
Fernando ALONSO / 155,551 km/h - 1h40'29"329 (78 tours in 2007)

RECORD OF THE CIRCUIT

Daniel RICCIARDO - 1'10"810 - Aston Martin Red Bull Racing in 2018

POLE POSITIONS

- 1933 Achille VARZI 2'02
- 1937 CARACCIOLA 1'47"5
- 1972 FITTIPALDI 1'21"4
- 1974 Niki LAUDA 1'26"3
- 1980 Didier PIRONI 1'24"813
- 1985 Ayrton SENNA 1'20"450 before the new chicane
- 1994 Michael SCHUMACHER 1'18"560 since the new chicane
- 2011 Sebastian VETTEL 1'13"556 Redevelopment of the Darse Sud





FORMULA 1 WORLD CHAMPIONSHIP WINNERS

YEAR	CONSTRUCTOR/ENGINE	DRIVER	CAR	VICTORIES	POLE POSITIONS	FASTEST LAPS
1950	Alfa Romeo	G.FARINA (I)	Alfa Romeo	3	2	3
1951	Alfa Romeo	J.M. FANGIO (ARG)	Alfa Romeo	3	4	5
1952	Ferrari	A. ASCARI (I)	Ferrari	6	5	6
1953	Ferrari	A. ASCARI (I)	Ferrari	5	6	4
1954	Mercedes /Maserati	J.M FANGIO (ARG)	Mercedes	6	5	3
1955	Mercedes	J.M FANGIO (ARG)	Mercedes	4	3	3
1956	Ferrari	J.M FANGIO (ARG)	Ferrari	3	5	4
1957	Maserati	J.M FANGIO (ARG)	Maserati	4	4	2
1958	Vanwall /Vanwall	M. HAWTHORN (GBR)	Ferrari	1	4	5
1959	Cooper /Climax	J. BRABHAM (AUS)	Cooper Climax	2	1	1
1960	Cooper /Climax	J. BRABHAM (AUS)	Cooper Climax	5	3	3
1961	Ferrari /Ferrari	P. HILL (USA)	Ferrari	2	5	2
1962	Brm /Brm	G. HILL (GBR)	BRM	4	1	3
1963	Lotus /Climax	J. CLARK (GBR)	Lotus	7	7	6
1964	Ferrari /Ferrari	J. SURTEES (GBR)	Ferrari	2	2	2
1965	Lotus /Climax	J. CLARK (GBR)	Lotus	6	6	6
1966	Brabham /Repc	J. BRABHAM (AUS)	Brabham	4	3	1
1967	Brabham /Repc	D. HULME (NZ)	Brabham	2	-	2
1968	Lotus /Ford	G. HILL (GBR)	Lotus	3	2	-
1969	Matra /Ford	J. STEWART (GBR)	Matra	6	2	5
1970	Lotus /Ford	J. RINDT (AUT)	Lotus	5	3	1
1971	Tyrrell /Ford	J. STEWART (GBR)	Tyrrell	6	6	3
1972	Lotus /Ford	E. FITTIPALDI (BRA)	Lotus	5	3	-
1973	Tyrrell /Ford	J. STEWART (GBR)	Tyrrell	5	3	1
1974	McLaren /Ford	E. FITTIPALDI (BRA)	McLaren	3	2	-
1975	Ferrari /Ferrari	N. LAUDA (AUT)	Ferrari	5	9	2
1976	McLaren / Ford	J. HUNT (GBR)	McLaren	6	8	2
1977	Ferrari /Ferrari	N. LAUDA (AUT)	Ferrari	3	2	3
1978	Lotus /Ford	M. ANDRETTI (USA)	Lotus	6	8	3
1979	Ferrari /Ferrari	J. SCHECKTER (SA)	Ferrari	3	1	1
1980	Williams /Ford	A. JONES (AUS)	Williams	5	3	5
1981	Brabham /Ford	N. PIQUET (BRA)	Brabham	3	4	1
1982	Williams /Ford	K. ROSBERG (FIN)	Williams	1	1	-





YEAR	CONSTRUCTOR/ENGINE	DRIVER	CAR	VICTORIES	POLE POSITIONS	FASTEST LAPS
1983	Brabham /BMW	N. PIQUET (BRA)	Brabham	3	1	4
1984	McLaren /Tag Porsche	N. LAUDA (AUT)	McLaren	5	-	5
1985	McLaren /Tag Porsche	A. PROST (F)	McLaren	5	2	5
1986	McLaren /Tag Porsche	A. PROST (F)	McLaren	4	1	2
1987	Williams /Honda	N. PIQUET (BRA)	Williams	3	4	4
1988	McLaren /Honda	A. SENNA (BRA)	McLaren	8	13	3
1989	McLaren /Honda	A. PROST (F)	McLaren	4	2	5
1990	McLaren /Honda	A. SENNA (BRA)	McLaren	6	10	2
1991	McLaren /Honda	A. SENNA (BRA)	McLaren	7	8	2
1992	Williams /Renault	N. MANSELL (GBR)	Williams	9	14	8
1993	Williams /Renault	A. PROST (F)	Williams	7	13	6
1994	Benetton /Ford	M. SCHUMACHER (G)	Benetton	8	6	8
1995	Benetton /Renault	M. SCHUMACHER (G)	Benetton	9	4	8
1996	Williams /Renault	D. HILL (GBR)	Williams	8	9	5
1997	Williams /Renault	J.VILLENEUVE (CDN)	Williams	7	10	3
1998	McLaren /Mercedes	M.HAKKINEN (FIN)	McLaren	8	9	6
1999	McLaren /Mercedes	M.HAKKINEN (FIN)	McLaren	5	9	7
2000	Ferrari	M.SCHUMACHER (G)	Ferrari	9	9	2
2001	Ferrari	M.SCHUMACHER (G)	Ferrari	9	11	3
2002	Ferrari	M.SCHUMACHER (G)	Ferrari	11	7	7
2003	Ferrari	M.SCHUMACHER (G)	Ferrari	6	5	5
2004	Ferrari	M.SCHUMACHER (G)	Ferrari	13	8	10
2005	Renault	F.ALONSO (E)	Renault	7	8	4
2006	Renault	F.ALONSO (E)	Renault	7	6	5
2007	Ferrari	K.RAIKKONEN (FIN)	Ferrari	6	3	6
2008	McLaren /Mercedes	L.HAMILTON (GBR)	McLaren	9	13	3
2009	Brawn GP	J.BUTTON (GBR)	Brawn	6	4	3
2010	Red Bull Racing	S.VETTEL (GER)	Red Bull	5	10	3
2011	Red Bull Racing	S.VETTEL (GER)	Red Bull	11	15	3
2012	Red Bull Racing	S.VETTEL (GER)	Red Bull	5	5	2
2013	Red Bull Racing	S.VETTEL (GER)	Red Bull	13	9	7
2014	Mercedes AMG	L. HAMILTON (GBR)	Mercedes	11	7	7
2015	Mercedes AMG	L. HAMILTON (GBR)	Mercedes	10	11	8
2016	Mercedes AMG	N. ROSBERG (GER)	Mercedes	9	8	6
2017	Mercedes AMG	L. HAMILTON (GBR)	Mercedes	9	11	7
2018	Mercedes AMG	L. HAMILTON (GBR)	Mercedes	11	11	3





THE PRINCIPALITY OF MONACO



An independent and sovereign state, the Principality of Monaco shares its land frontiers with many of the Maritime Alps districts : from west to east, Cap d'Ail, La Turbie, Beausoleil and Roquebrune Cap Martin, all facing the Mediterranean.

The population of the Principality is about 36.000 inhabitants of which 8.000 are nationals.

The surface area is about 195 hectares, of which about 40 are land reclaimed from the sea over the past 20 years.

It spreads on a narrow belt coastal setting up sometimes almost to the vertical and culminate at 163 meters.

The width ranges from 1050 metres in some place to only 350 metres in others. It runs alongside the sea for 4100 metres.

The Principality is not made up of just one district, Monaco, whose borders are often confused with those of the state.

It is divided into five districts :

- Monaco Ville on the Rock, the old fortress site, with the Prince's Palace, the ramparts, the gardens, the Cathedral and the Oceanography Museum,
- The Condamine, the port district,
- Monte-Carlo, founded in 1866 during the reign of Prince Charles III who gave it its name, with its world famous casino, its great hotels and recently built leisure spots : the Larvotto beach, the Monte-Carlo Sporting Club and the Boulingrins gardens,
- Fontvieille, a great technical development with a breakwater, 40 metres deep and a 22 hectares strip of land which supports an urban, touristic and sports complex, joining a pleasure port to a pollution-free industrial zone,
- Moneghetti, les Révoires and the Jardin Exotique (to the west on the border with Cap d'Ail).

A mild winter and a not too hot summer. The average annual temperature is 16°,31 and the Principality benefits from exceptional sunshine.





VARIOUS INFORMATIONS

Nice Airport	Standard	0820 423 333
Helicopter Service	Héli Air Monaco Fontvieille	92.05.00.50
Taxi ranks (24h phone service)		93.15.01.01
Railway Station Gare SNCF - Vallon Ste Dévote	Enquiries and reservations Informations	36.35 www.sncf.fr
Car Rental self drive		
	ADA	93.50.18.18
	Avis	93.30.17.53
	Elite Rent a Car	97.77.33.11
	Europcar	93 50 74 95
	First GT Location	93 50 62 10
	GT Rental	97 70 54 53
	Hertz	93.50.79.60
	MC ECO Rental	06 80 86 54 09
	Roadster'z Monaco	98 80 01 10
Monaco Hospital	Centre Hospitalier Princesse Grace EMERGENCIES	97.98.99.00
Ambulance and Fire Services	EMERGENCIES	93.30.19.45 ou 18
Doctor, Chemist & nurse on duty	EMERGENCIES	141
Police	Rue Suffren Reymond	93.15.30.15
	EMERGENCIES	17
	Lost property	93.15.30.18
Monaco Government Tourist and Convention Authority	2a, bld des Moulins	92.16.61.66
Radio Monte-Carlo	10, Quai Antoine 1er	97.70.17.01
Télé Monte-Carlo	6, Quai Antoine 1er	93.15.14.15





Travel Agencies

AEROMAR Voyages	23, rue Terrazzani	97.70.67.80
Cruise'n Fly	44, rue Grimaldi	97.70.25.60
Havas Tourisme	6, bld des Moulins	93.25.73.73
Heli Air Voyages	11, bld du Jardin Exotique	97.70.80.20
Jet Travel	20, avenue de Fontvieille	97.70.08.00
Mercury Travel Agency	1, av Princesse Alice	92.16.52.60
Monaco Voyages	15 bld Princesse Charlotte 17 avenue de l'Annonciade	97.97.82.50 97.97.82.70
Monaco Top Voyages	10, avenue Princesse Grace	97.97.79.90

Post Offices

Main Post Office	Palais de la Scala, Monte-Carlo	9797.2525
Monaco Condamine BP	17, rue Grimaldi	9999.8039
Monaco Fontvieille	3 Place du Campanin	9999.8030
Monte-Carlo	35, avenue Princesse Grace	9999.8036
Monte-Carlo	1, avenue Henri Dunant	9999.8080
Monte-Carlo Moulins	Place des Moulins	9999.8026

Exchange

Compagnie Monégasque de Change	Parking des Pêcheurs	9325.0250
Monafinances	17, Avenue des Spélugues	9350.0680

Currency Machine

Crédit Foncier de Monaco	11, bld Albert 1er
Société Générale	17, bld Albert 1er
Crédit Mutuel	8, rue Grimaldi
Centre Commercial de Fontvieille	23, ave Prince Héréditaire Albert

Parkings

Standard	93.30.19.21
Parking des Boulingrins	Place du Casino
Parking de la Costa	Avenue de la Costa
Parking des Pêcheurs	Avenue de la Quarantaine
Parking du Stade Louis II	Avenue des Castellans
Parking St Nicolas	Avenue des Guelfes
Parking du Port de Fontvieille	Quai Jean-Charles Ray
Parking du Square Gastaud	Rue Suffren Reymond
Parking de la nouvelle digue	Avenue de la Quarantaine





Hotels of the Principality

Hôtel de Paris	Place du Casino	98.06.25.25
Hôtel Hermitage	Square Beaumarchais	98.06.25.25
Fairmont Hotel Monte-Carlo	12, avenue des Spélugues	93.50.65.00
Hôtel Métropole Palace Monte-Carlo	4, avenue de la Madone	93.15.15.15
Hôtel Port Palace Monaco	7, ave Président J.F Kennedy	97.97.90.00
Monte-Carlo Bay Hotel & Resort	Avenue Princesse Grace	98.06.25.25
Monte-Carlo Beach Hotel	Avenue Princesse Grace 06190 Roquebrune Cap-Martin	98.06.25.25
Le Méridien Beach Plaza	22, avenue Princesse Grace	93.30.98.80
Hôtel Columbus	23, avenue des Papalins	92.05.90.00
Novotel Monte-Carlo	16, bd Princesse Charlotte	99.99.83.00
Hôtel Miramar	1, ave President J.F Kennedy	93.30.86.48
Hôtel de France	6, rue de la Turbie	93.30.24.64
Hôtel Le Versailles	4, ave Prince Pierre	93.50.79.34

Telephones

For calls from all other countries (excluding France) to a Monaco number:

- dial the international code, then, after the tone, dial the district "377", followed by the subscriber's 8 digit numbers

Calls from Monaco to a number in France:

- dial "00.33" + the region code followed by the subscriber's 8 digit number

Calls from Monaco to foreign countries:

- dial "00" + country code + city code, followed by the subscriber's number

