



LOUIS VUITTON

FORMULA 1 • LOUIS VUITTON

GRAND PRIX DE MONACO

2026



MONACO CIRCUIT | 04-07 JUNE | OFFICIAL MEDIA KIT

FORMULA 1 LOUIS VUITTON GRAND PRIX DE MONACO

04-07 JUNE 2026

83rd EDITION

counting for the 2026 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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Photos : ACM - Olivier Caenen - Jean-Marc Folleté - Jean-François Galeron - Formula 1



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 Mayson 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 Formula 1 Grand Prix de Monaco 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 WRC Rallye Monte-Carlo.

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!

ACM Presidents

1890 : Théodore MULLER
 1891 : Frédéric BONNAUD
 1892 : Victorien ROQUES
 1893 : Ange MONTALDI
 1894 : Docteur 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 : Docteur Etienne BOERI
 1970 - 1972 (Rallye) : Joseph FISSORE
 Since the 1972 Grand Prix: **M^e Michel BOERI**



TIMETABLE
THURSDAY 04.06

07:00	Track closed	
13:25 - 14:10	Formula 3	Practice session
15:00 - 15:45	Formula 2	Practice session
16:30 - 17:15	Porsche Supercup	Practice session
19:30	Track open	

FRIDAY 05.06

07:00	Track closed	
11:05 - 11:21	Formula 3	Qualifying session (Group A)
11:29 - 11:45	Formula 3	Qualifying session (Groupe B)
13:30 - 14:30	Formula 1	Free Practice 1
15:10 - 15:26	Formula 2	Qualifying session (Group A)
15:34 - 15:50	Formula 2	Qualifying session (Group B)
17:00 - 18:00	Formula 1	Free Practice 2
18:45 - 19:15	Porsche Supercup	Qualifying session
21:00	Track open	

SATURDAY 06.06

06:30	Track closed	
10:45 - 11:30	Formula 3	Sprint Race (23 laps or 40mn + 1 lap)
12:30 - 13:30	Formula 1	Free Practice 3
14:15 - 15:05	Formula 2	Sprint Race (30 laps or 45mn + 1 lap)
16:00 - 17:00	Formula 1	Qualifying session (Q1-Q2-Q3)
19:30	Track open	

SUNDAY 07.06

05:00	Track closed	
07:45 - 08:35	Formula 3	Race (27 laps or 45mn + 1 lap)
09:25 - 10:30	Formula 2	Race (42 laps or 60mn + 1 lap)
11:45 - 12:20	Porsche Supercup	Race (17 laps or 30mn max.)
13:00 - 13:30	Formula 1	Drivers' Parade
13:40 - 13:50	Formula 1	Honour Lap H.S.H. the Prince and the Princess of Monaco
14:20 - 14:30	Formula 1	Starting grid set up
14:44	National Anthem *	
15:00	Formula 1	Formula 1 Louis Vuitton Grand Prix de Monaco (78 laps or 120mn max.)
21:00	Track open	

* with the drivers in front of the Princely Lodge

timetable subject to modification



VARIOUS INFORMATIONS

FORMULA 1 LOUIS VUITTON GRAND PRIX DE MONACO 2026 - 04-07 JUNE



TRIBUNES / GRANDSTANDS	TRANSPORT	Merchandising	ZONES / AREAS
A Avenue J.-F. Kennedy	Gare SNCF	Boutique officielle Tél. +377 97 70 45 35 boutiqueacm.com	Stands / Pits
B Casino	Héliport	Ticketing Billetterie officielle Tél. +377 93 15 26 24 monaco-grandprix.com	Ligne de Départ / Start
K Quai Albert Ier	SERVICES	HOSPITALITÉ / HOSPITALITY	Centre Media
L Piscine Rainier III	WC public	Loges VIP	Formula 1 Paddock
E Virage Louis Chiron	Buvette / Snack	Garage 1	Formula 2 Paddock
N Piscine Panne Nord	Poste de Police	Paddock Club	Formula 3 Paddock
O Piscine Plongeur	Poste de Secours / First Aid	Entrée des stands / Pit entrance	Porsche Supercup Paddock
P Piscine Panne Sud	Parking public		Direction de course
T Cale de Halage	Informations Tourisme		Virages / Turns
V Virage Antony Noghès	Porte d'accès / Access Gate		1 : Saint-Dévote, 2 : Beau Rivage, 3 : Massenet, 4 : Casino, 5 : Mirabeau Haut, 6 : Fairmont, 7 : Mirabeau Bas, 8 : Portier, 9 : Tunnel, 10-11 : Chicane, 12 : Tabac, 13-14 : Louis Chiron, 15-16 : Piscine, 17-18 : Rascasse, 19 : Antony Noghès
X Boulevard Albert Ier	Passerelle / Footbridge		
Y Espace PMR	Écran géant / Giant Screen		
Z Avenue J.-F. Kennedy			
Zone debout / Standing area			
Secteur Rocher			

Absence de consigne au Formula 1 Louis Vuitton Grand Prix de Monaco. Nous vous conseillons de prendre vos propres dispositions.
No luggage keeping at the Formula 1 Louis Vuitton Grand Prix de Monaco. We advise you to make your own arrangements.



MEDIA ACCREDITATION CENTRE OPENING HOURS

(Novotel Monaco - Salon Wojo)

Wednesday 3 June 2026	09:00 - 18:00
Thursday 4 June 2026	08:00 - 18:00
Friday 5 June 2026	08:00 - 17:00
Saturday 6 June 2026	08:00 - 16:00
Sunday 7 June 2026	08:00 - 15:00 (Local media and VIP only)

MEDIA CENTRE OPENING HOURS

Wednesday 3 June 2026	09:00 - 14:00 (Permanent only)
Wednesday 3 June 2026	14:00 - 19:00
Thursday 4 June 2026	08:00 - 21:00
Friday 5 June 2026	07:00 - 23:00
Saturday 6 June 2026	07:00 - 23:00
Sunday 7 June 2026	07:00 - until the last journalist leaves

MEDIA SHUTTLES

	Accreditations Start at every 15 minutes	Parking des Pêcheurs Start on request	Centre Media Start on request Ave de la Quarantaine
Wed. 3 June	09:00 - 18:00	09:00 - 19:00	09:00 - 19:00
Thursday 4 June	09:00 - 18:00	08:00 - 21:00	08:00 - 21:00
Friday 5 June	08:00 - 17:00	07:00 - 23:00	07:00 - 23:00
Saturday 6 June	08:00 - 16:00	07:00 - 23:00	07:00 - 23:00
Sunday 7 June	08:00 - 15:00	07:00 - Midnight	07:00 - Midnight



ACCREDITATION CENTRE & MEDIA PARKING ACCESS



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MISCELLANEOUS INFORMATION

Media Centre

Location: 4, Quai Antoine 1^{er}, 1st floor

Access: From Monaco train station

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

FIA Staff

Director Sport Communications: **Cameron Kelleher**

Formula 1 Communications Manager: **Anton Terzian**

Media Staff

President of the Media Commission: **Michel Dotta**

Communication and Media Manager of the ACM / National Press Delegate: **Richard Micoud**
assisted by **Majdi Hajjar** and **Eva Brochier-Cendre**

Accreditations : **Céline Lubert**

Head of the Media Centre: **Alexandre Bruneau** assisted by **Ludovic Pastor**

With the participation of: **Alain d'Ayral de Serignac, Alain Bernardi, Eddy Gallo, Anne Halin, Jérôme Halin, Patrice Lesne, Stéphane Muller, Yann-Antony Noghes** and **Mathias Perloff**

Media Parking

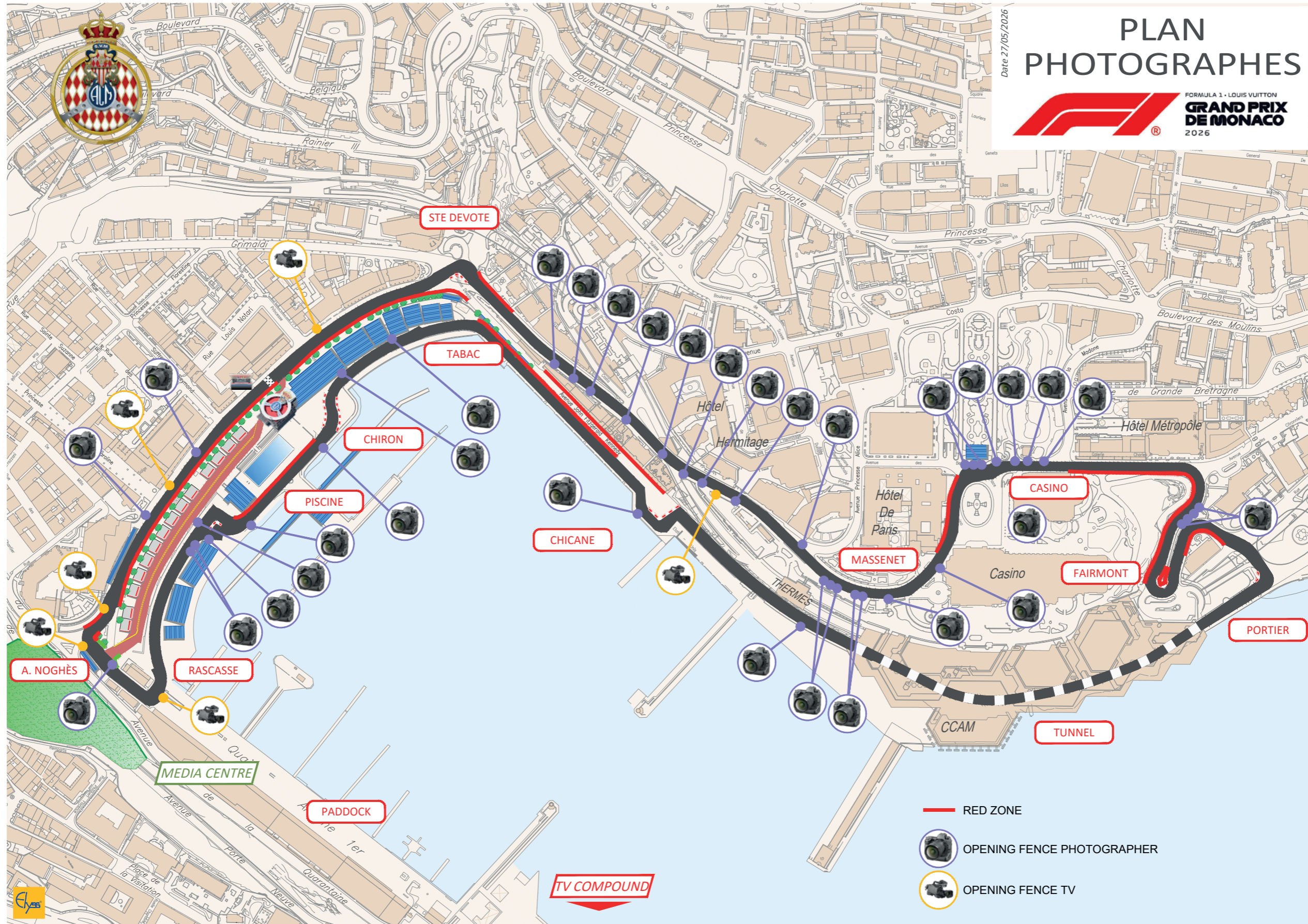
Parking des Pêcheurs

Media Information

- Computer entry in Race Management of any message concerning the progress of practice and races from the 22 Stewards' stations spread over the circuit, as well as from the pit area.
- Immediate transmission of this information in French and English.
- On **95** TV receivers installed at the Media Centre (TV n° 1).
- On **39** TV receivers installed on the 39 Radio-TV commentator positions.

* from left to right

- TV1: Broadcast - TV2: Timing - TV3: Timing - TV 4: International Signal



Lockers

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

Podium Photographers' Stand

It is installed at the start-finish line, between the track and the pit area. Permanent accredited photographers with an FIA jacket or chasuble race by race. Legs and tripods are not allowed.

NB: The waiting area is located at the foot of the Race Direction building. The stewards and members of security are in charge of allowing authorised photographers to access the pit entrance bridge to this waiting area (15 minutes before the end of each race), and then to take them across the Pitlane in front of the Photographer's Grandstand (3 laps before the end of each race).

Tour Photographers

It is installed on the left side of the Sainte-Dévote bend, access via the underground passage. Permanent credential photographers with FIA jacket or a race tabard will be authorized to access. Pods and tripods forbidden. (Cf. Photographers' Bulletins).

Photographers' Assistance Service

A support service will be provided for photographers. It will be located in the photographers' area of the Media Centre.

News Release

As a safety precaution, the pit area and track will be evacuated 15 minutes before each practice session and race. Only media equipped with a chasuble will be able to remain on the side of the track; this concerns not only Formula 1 but also the side races.

Photographers Newsletters

The photo bulletins can be consulted on the Media platform:

media.acm.mc

Username: GPMONACO

Password: WELCOME2026

PRESS CONFERENCES

FORMULA 1 WORLD CHAMPIONSHIP

Thursday, June 4, 2026

Media Centre Press Conference Room

- **14:30 - 15:00** Formula 1 Drivers (Group 1):
Gabriel Bortoleto (Audi),
Charles Leclerc (Ferrari),
Lando Norris (McLaren)
- **15:00 - 15:30** Formula 1 Drivers (Group 2):
Esteban Ocon (Haas),
Max Verstappen (Red Bull),
Alex Albon (Williams)

Friday, June 5, 2026

Media Centre Press Conference Room

- **15:00 - 16:00** Team Formula 1:
Pedro De La Rosa (Aston Martin),
Dan Towriss (Cadillac),
Flavio Briatore (Alpine)

Saturday, June 6, 2026

Media Centre Press Conference Room

- **15:30 - 15:50** **Formula 2 - Press Conference (Race Sprint)**
- **17:00 - 18:00** **Formula 1 - Post-Qualifying Press Conference**
TV Pen (as soon as Q1 ends) + Top 3 (Conference then TV pen)

Sunday, Jun 7, 2026

Media Centre Press Conference Room

- **11:05 - 11:35** **Formula 2 - Press Conference (Main Race)**
- **17:00 - 18:00** **Formula 1 - Press Conference (Grand Prix)**
TV Pen (as soon as GP starts) + Top 3 (TV Pen the Conference)

* * * * *

We remind you that during press conferences, TV crews and TV cameras are not allowed in the Media Center.



RESTRICTED AREAS

FORMULA 1 LOUIS VUITTON GRAND PRIX DE MONACO 2026 - 04-07 JUNE



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.



LE GRAND PRIX 2026 EN CHIFFRES 2026 KEY FIGURES

EQUIPMENTS & MEANS

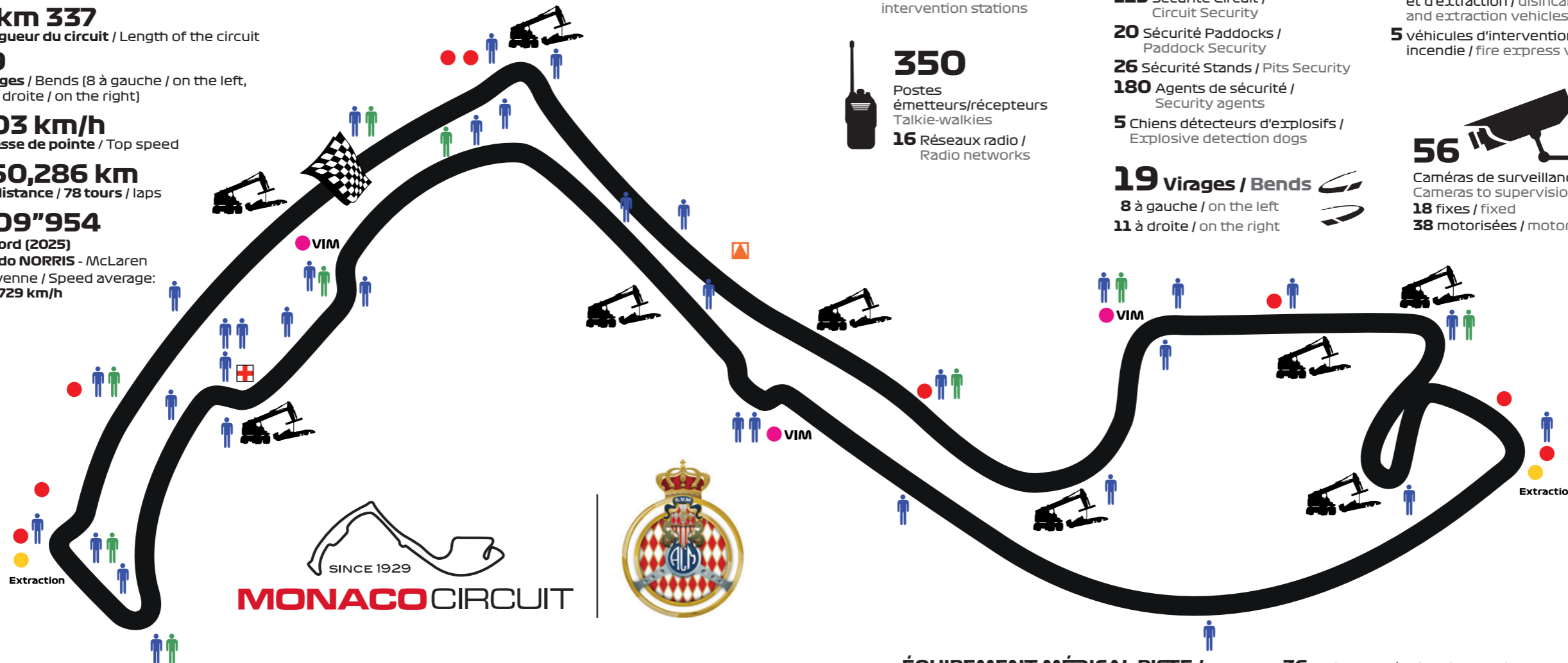
3 km 337
Longueur du circuit / Length of the circuit

19
Virages / Bends (8 à gauche / on the left, 11 à droite / on the right)

303 km/h
Vitesse de pointe / Top speed

260,286 km
de distance / 78 tours / laps

1'09"954
Record (2025)
Lando NORRIS - McLaren
Moyenne / Speed average:
171,729 km/h



720 Commissaires / Marshals



42 postes d'interventions / intervention stations

350
Postes émetteurs/récepteurs / Talkie-walkies
16 Réseaux radio / Radio networks

750 Contrôleurs / Controllers



125 Sécurité Circuit / Circuit Security

20 Sécurité Paddocks / Paddock Security

26 Sécurité Stands / Pits Security

180 Agents de sécurité / Security agents

5 Chiens détecteurs d'explosifs / Explosive detection dogs

19 Virages / Bends

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

110



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

56

Caméras de surveillance / Cameras to supervision

18 fixes / fixed

38 motorisées / motorised

1100 tonnes
de tribunes / grandstands



21 km
de rails de sécurité / safety rails



900 m
de barrières / barriers Tecpro®



20 000 m²
de grillage / wire netting



1000
Pneus de protection / Protection tyres



800
Extincteurs
1 tous les 15 mètres
Extinguishers
1 each 15 meters



12
Dépanneuses / Tow trucks



9
Grues / Cranes

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

ÉQUIPEMENT MÉDICAL PISTE / TRACK MEDICAL EQUIPMENT

- 1** Centre d'Accueil des Urgences Relatives (C.A.U.R.) / Relative Emergencies Reception Center
- 1** Antenne Médicale / Medical antenna
- 1** Structure hospitalière / hospital structure
- 35** Médecins-réanimateurs / resuscitators doctors
- 15** Médecins / doctors
- 31** 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 depression / depression mattress
- 6** appareils de contention K.E.D. / K.E.D. vertebral and spinal immobilizing plaster
- 11** ambulances / ambulances

ÉQUIPEMENT MÉDICAL PUBLIC / PUBLIC MEDICAL EQUIPMENT

- 8** Médecins CRM / CRM doctors
- 5** Médecins / doctors
- 4** Infirmiers / first aid nurses
- 10** Infirmiers CRM / Red Cross first aid nurses
- 230** Secouristes / first aid workers
- 13** ambulances / ambulances



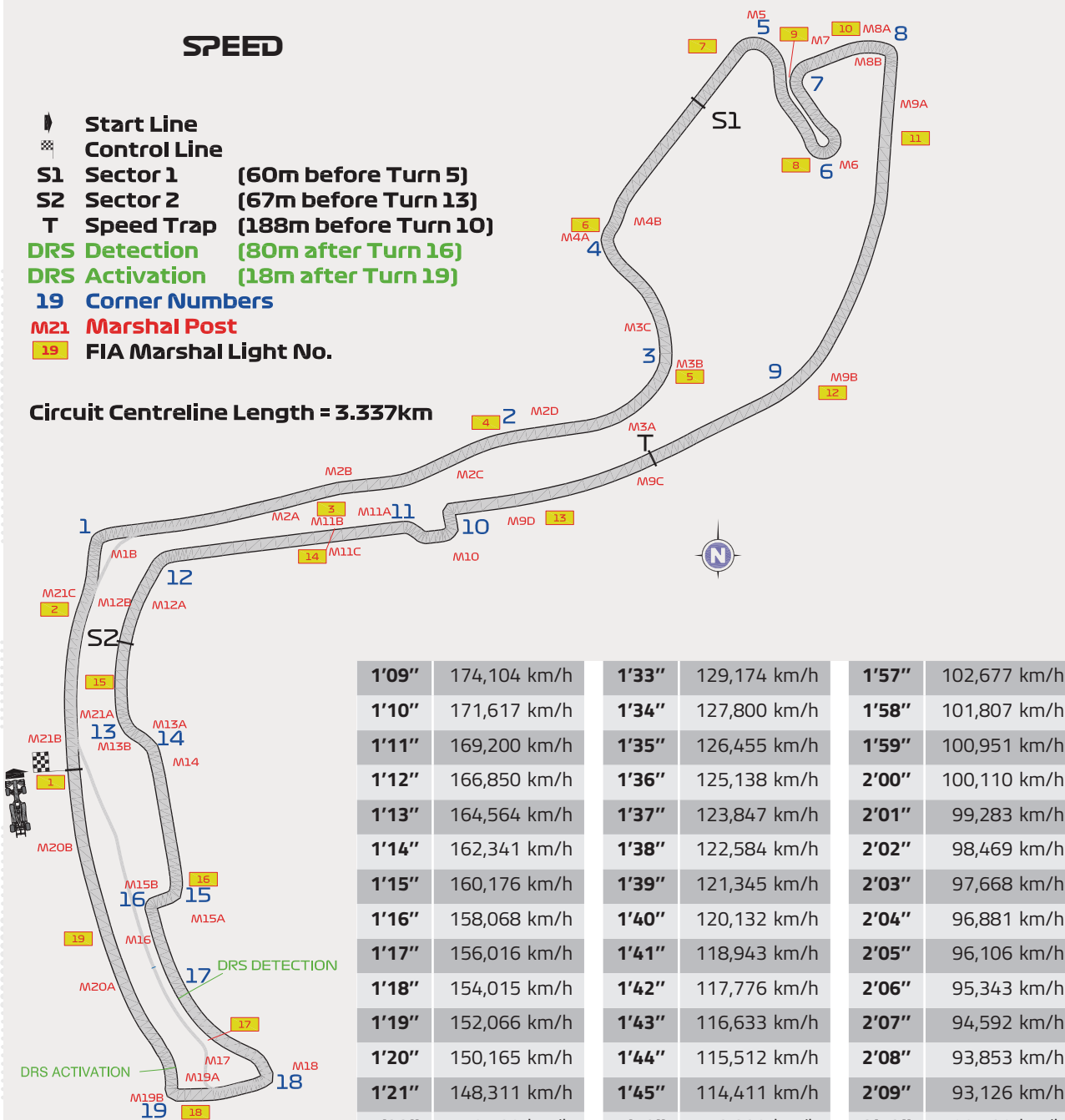
GRAND PRIX DE MONACO

2026

SPEED

- 🚩 Start Line
- 🚩 Control Line
- S1 Sector 1 (60m before Turn 5)
- S2 Sector 2 (67m before Turn 13)
- T Speed Trap (188m before Turn 10)
- DRS Detection (80m after Turn 16)
- DRS Activation (18m after Turn 19)
- 19 Corner Numbers
- M21 Marshal Post
- 19 FIA Marshal Light No.

Circuit Centreline Length = 3.337km



1'09"	174,104 km/h	1'33"	129,174 km/h	1'57"	102,677 km/h
1'10"	171,617 km/h	1'34"	127,800 km/h	1'58"	101,807 km/h
1'11"	169,200 km/h	1'35"	126,455 km/h	1'59"	100,951 km/h
1'12"	166,850 km/h	1'36"	125,138 km/h	2'00"	100,110 km/h
1'13"	164,564 km/h	1'37"	123,847 km/h	2'01"	99,283 km/h
1'14"	162,341 km/h	1'38"	122,584 km/h	2'02"	98,469 km/h
1'15"	160,176 km/h	1'39"	121,345 km/h	2'03"	97,668 km/h
1'16"	158,068 km/h	1'40"	120,132 km/h	2'04"	96,881 km/h
1'17"	156,016 km/h	1'41"	118,943 km/h	2'05"	96,106 km/h
1'18"	154,015 km/h	1'42"	117,776 km/h	2'06"	95,343 km/h
1'19"	152,066 km/h	1'43"	116,633 km/h	2'07"	94,592 km/h
1'20"	150,165 km/h	1'44"	115,512 km/h	2'08"	93,853 km/h
1'21"	148,311 km/h	1'45"	114,411 km/h	2'09"	93,126 km/h
1'22"	146,502 km/h	1'46"	113,332 km/h	2'10"	92,409 km/h
1'23"	144,737 km/h	1'47"	112,273 km/h	2'11"	91,704 km/h
1'24"	143,014 km/h	1'48"	111,233 km/h	2'12"	91,009 km/h
1'25"	141,332 km/h	1'49"	110,213 km/h	2'13"	90,325 km/h
1'26"	139,688 km/h	1'50"	109,211 km/h	2'14"	89,651 km/h
1'27"	138,083 km/h	1'51"	108,227 km/h	2'15"	88,987 km/h
1'28"	136,514 km/h	1'52"	107,261 km/h	2'16"	88,332 km/h
1'29"	134,980 km/h	1'53"	106,312 km/h	2'17"	87,688 km/h
1'30"	133,480 km/h	1'54"	105,379 km/h	2'18"	87,052 km/h
1'31"	132,013 km/h	1'55"	104,463 km/h	2'19"	86,426 km/h
1'32"	130,578 km/h	1'56"	103,562 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 Dévotte 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 Dévotte, 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 Devotte 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.

In 2018, 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. It is also in this spirit that the new VIP areas were created **in 2019**, above the T Grandstand...

An other innovation is the brand new 3-sided "led" screen (12x7 m) installed for the **2023** edition located in front of the K grandstands.

In 2024, the Automobile Club of Monaco inaugurated the new Garage 1, a modern and sophisticated facility designed to meet the logistical and hospitality needs of the circuit. This five-story building includes storage areas, offices, and hospitality spaces offering breathtaking views of key track sections, such as the pit lane, the swimming pool exit, and part of the port straight.

What's new in 2026

Over the past two years (2025–2026), the circuit has undergone several logistical upgrades (electrical supply, camera placement, etc.) as well as safety improvements (replacement of guardrails, bolts, concrete blocks, fencing, and resurfacing of the track).



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MONACO 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.

Interviews of the top three drivers are immediately conducted for public, in front of the Princely Lodge.

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

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

Then 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.





















Champagne, interviews and press conference.























82nd FORMULA 1 GRAND PRIX DE MONACO 2025

Practice Sessions

1st Practice Session

NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	INT	KM/H	TIME OF DAY
1	16 Charles LECLERC		Scuderia Ferrari HP	1:11.964	33			166.933	14:05:32
2	1 Max VERSTAPPEN		Oracle Red Bull Racing	1:12.127	30	0.163	0.163	166.556	14:25:41
3	4 Lando NORRIS		McLaren Formula 1 Team	1:12.290	32	0.326	0.163	166.180	13:56:31
4	23 Alexander ALBON		Atlassian Williams Racing	1:12.314	33	0.350	0.024	166.125	14:21:01
5	81 Oscar PIASTRI		McLaren Formula 1 Team	1:12.342	28	0.378	0.028	166.061	14:09:31
6	63 George RUSSELL		Mercedes-AMG PETRONAS F1 Team	1:12.482	33	0.518	0.140	165.740	14:20:30
7	55 Carlos SAINZ		Atlassian Williams Racing	1:12.534	36	0.570	0.052	165.621	14:19:29
8	10 Pierre GASLY		BWT Alpine F1 Team	1:12.669	29	0.705	0.135	165.313	14:27:07
9	44 Lewis HAMILTON		Scuderia Ferrari HP	1:12.690	30	0.726	0.021	165.266	14:06:05
10	14 Fernando ALONSO		Aston Martin Aramco F1 Team	1:12.727	28	0.763	0.037	165.182	14:13:01
11	12 Kimi ANTONELLI		Mercedes-AMG PETRONAS F1 Team	1:12.765	34	0.801	0.038	165.095	14:28:10
12	27 Nico HULKENBERG		Stake F1 Team Kick Sauber	1:12.979	30	1.015	0.214	164.611	14:23:21
13	6 Isack HADJAR		Visa Cash App Racing Bulls F1 Team	1:13.187	35	1.223	0.208	164.143	14:24:45
14	22 Yuki TSUNODA		Oracle Red Bull Racing	1:13.232	32	1.268	0.045	164.043	14:26:04
15	87 Oliver BEARMAN		MoneyGram Haas F1 Team	1:13.329	34	1.365	0.097	163.826	14:14:20
16	31 Esteban OCON		MoneyGram Haas F1 Team	1:13.394	31	1.430	0.065	163.680	14:27:17
17	30 Liam LAWSON		Visa Cash App Racing Bulls F1 Team	1:13.429	37	1.465	0.035	163.602	14:25:55
18	5 Gabriel BORTOLETO		Stake F1 Team Kick Sauber	1:13.470	29	1.506	0.041	163.511	14:24:06
19	43 Franco COLAPINTO		BWT Alpine F1 Team	1:13.820	32	1.856	0.350	162.736	14:29:53
20	18 Lance STROLL		Aston Martin Aramco F1 Team	1:15.635	4	3.671	1.815	158.831	13:36:05

2nd Practice Session

NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	INT	KM/H	TIME OF DAY
1	16 Charles LECLERC		Scuderia Ferrari HP	1:11.355	32			168.358	17:35:52
2	81 Oscar PIASTRI		McLaren Formula 1 Team	1:11.393	28	0.038	0.038	168.268	17:48:26
3	44 Lewis HAMILTON		Scuderia Ferrari HP	1:11.460	30	0.105	0.067	168.110	17:43:25
4	4 Lando NORRIS		McLaren Formula 1 Team	1:11.677	32	0.322	0.217	167.601	17:38:53
5	30 Liam LAWSON		Visa Cash App Racing Bulls F1 Team	1:11.823	32	0.468	0.146	167.261	17:41:28
6	6 Isack HADJAR		Visa Cash App Racing Bulls F1 Team	1:11.842	17	0.487	0.019	167.216	17:47:45
7	14 Fernando ALONSO		Aston Martin Aramco F1 Team	1:11.890	30	0.535	0.048	167.105	17:30:43
8	23 Alexander ALBON		Atlassian Williams Racing	1:11.918	34	0.563	0.028	167.040	17:34:51
9	12 Kimi ANTONELLI		Mercedes-AMG PETRONAS F1 Team	1:12.002	32	0.647	0.084	166.845	17:41:21
10	1 Max VERSTAPPEN		Oracle Red Bull Racing	1:12.068	29	0.713	0.066	166.692	17:39:14
11	22 Yuki TSUNODA		Oracle Red Bull Racing	1:12.072	30	0.717	0.004	166.683	17:40:47
12	63 George RUSSELL		Mercedes-AMG PETRONAS F1 Team	1:12.092	32	0.737	0.020	166.637	17:39:56
13	55 Carlos SAINZ		Atlassian Williams Racing	1:12.151	32	0.796	0.059	166.500	17:32:27
14	5 Gabriel BORTOLETO		Stake F1 Team Kick Sauber	1:12.234	29	0.879	0.083	166.309	17:40:37
15	87 Oliver BEARMAN		MoneyGram Haas F1 Team	1:12.259	33	0.904	0.025	166.251	17:38:34
16	27 Nico HULKENBERG		Stake F1 Team Kick Sauber	1:12.262	32	0.907	0.003	166.245	17:30:36
17	10 Pierre GASLY		BWT Alpine F1 Team	1:12.404	34	1.049	0.142	165.919	17:39:05
18	18 Lance STROLL		Aston Martin Aramco F1 Team	1:12.512	30	1.157	0.108	165.671	17:41:07
19	31 Esteban OCON		MoneyGram Haas F1 Team	1:12.541	33	1.186	0.029	165.605	17:38:02
20	43 Franco COLAPINTO		BWT Alpine F1 Team	1:13.415	31	2.060	0.874	163.634	17:41:40



82nd FORMULA 1 GRAND PRIX DE MONACO 2025

3rd Practice Session

NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	INT	KM/H	TIME OF DAY
1	16 Charles LECLERC		Scuderia Ferrari HP	1:10.953	25			169.312	13:26:02
2	1 Max VERSTAPPEN		Oracle Red Bull Racing	1:11.233	23	0.280	0.280	168.646	13:00:35
3	4 Lando NORRIS		McLaren Formula 1 Team	1:11.247	23	0.294	0.014	168.613	13:24:01
4	81 Oscar PIASTRI		McLaren Formula 1 Team	1:11.398	21	0.445	0.151	168.256	13:26:44
5	44 Lewis HAMILTON		Scuderia Ferrari HP	1:11.516	26	0.563	0.118	167.979	13:18:35
6	23 Alexander ALBON		Atlassian Williams Racing	1:11.668	24	0.715	0.152	167.622	13:12:26
7	30 Liam LAWSON		Visa Cash App Racing Bulls F1 Team	1:11.814	33	0.861	0.146	167.282	13:22:31
8	55 Carlos SAINZ		Atlassian Williams Racing	1:11.893	24	0.940	0.079	167.098	13:14:00
9	22 Yuki TSUNODA		Oracle Red Bull Racing	1:11.952	21	0.999	0.059	166.961	13:17:35
10	12 Kimi ANTONELLI		Mercedes-AMG PETRONAS F1 Team	1:12.013	23	1.060	0.061	166.819	13:20:28
11	63 George RUSSELL		Mercedes-AMG PETRONAS F1 Team	1:12.066	22	1.113	0.053	166.697	13:19:46
12	14 Fernando ALONSO		Aston Martin Aramco F1 Team	1:12.101	22	1.148	0.035	166.616	13:22:15
13	27 Nico HULKENBERG		Stake F1 Team Kick Sauber	1:12.125	25	1.172	0.024	166.560	13:08:38
14	10 Pierre GASLY		BWT Alpine F1 Team	1:12.194	20	1.241	0.069	166.401	13:21:39
15	18 Lance STROLL		Aston Martin Aramco F1 Team	1:12.202	24	1.249	0.008	166.383	13:23:24
16	87 Oliver BEARMAN		MoneyGram Haas F1 Team	1:12.251	20	1.298	0.049	166.270	13:24:45
17	6 Isack HADJAR		Visa Cash App Racing Bulls F1 Team	1:12.271	30	1.318	0.020	166.224	13:23:14
18	31 Esteban OCON		MoneyGram Haas F1 Team	1:12.499	25	1.546	0.228	165.701	13:25:35
19	5 Gabriel BORTOLETO		Stake F1 Team Kick Sauber	1:12.601	28	1.648	0.102	165.468	13:19:02
20	43 Franco COLAPINTO		BWT Alpine F1 Team	1:12.851	32	1.898	0.250	164.900	13:23:07

Qualifying Session

NO	DRIVER	NAT	ENTRANT	Q1	LAPS	TIME	Q2	LAPS	TIME	Q3	LAPS	TIME
1	4 Lando NORRIS		McLaren Formula 1 Team	1:11.285	11	16:18:26	1:10.570	8	16:49:14	1:09.954	8	17:15:06
2	16 Charles LECLERC		Scuderia Ferrari HP	1:11.229	12	16:14:38	1:10.581	9	16:47:21	1:10.063	6	17:14:36
3	81 Oscar PIASTRI		McLaren Formula 1 Team	1:11.308	10	16:17:19	1:10.858	11	16:55:01	1:10.129	8	17:14:57
4	44 Lewis HAMILTON		Scuderia Ferrari HP	1:11.575	12	16:18:05	1:10.883	10	16:47:32	1:10.382	6	17:14:23
5	1 Max VERSTAPPEN		Oracle Red Bull Racing	1:11.431	9	16:18:00	1:10.875	6	16:52:07	1:10.669	6	17:07:55
6	6 Isack HADJAR		Visa Cash App Racing Bulls F1 Team	1:11.811	12	16:18:42	1:11.040	9	16:54:10	1:10.923	6	17:14:16
7	14 Fernando ALONSO		Aston Martin Aramco F1 Team	1:11.674	12	16:18:22	1:11.182	10	16:51:51	1:10.924	8	17:15:15
8	31 Esteban OCON		MoneyGram Haas F1 Team	1:11.839	13	16:14:25	1:11.262	11	16:53:56	1:10.942	8	17:14:41
9	30 Liam LAWSON		Visa Cash App Racing Bulls F1 Team	1:11.818	11	16:18:17	1:11.250	9	16:54:03	1:11.129	6	17:14:06
10	23 Alexander ALBON		Atlassian Williams Racing	1:11.629	13	16:15:53	1:10.732	12	16:54:15	1:11.213	9	17:08:59
11	55 Carlos SAINZ		Atlassian Williams Racing	1:11.707	13	16:16:16	1:11.362	12	16:48:18			
12	22 Yuki TSUNODA		Oracle Red Bull Racing	1:11.800	11	16:18:32	1:11.415	9	16:49:53			
13	27 Nico HULKENBERG		Stake F1 Team Kick Sauber	1:11.871	13	16:18:11	1:11.596	10	16:53:23			
14	63 George RUSSELL		Mercedes-AMG PETRONAS F1 Team	1:11.507	11	16:18:48	DNF	2				
15	12 Kimi ANTONELLI		Mercedes-AMG PETRONAS F1 Team	1:11.880	11	16:14:11						
16	5 Gabriel BORTOLETO		Stake F1 Team Kick Sauber	1:11.902	13	16:18:35						
17	87 Oliver BEARMAN		MoneyGram Haas F1 Team	1:11.979	13	16:17:41						
18	10 Pierre GASLY		BWT Alpine F1 Team	1:11.994	11	16:17:48						
19	18 Lance STROLL		Aston Martin Aramco F1 Team	1:12.563	11	16:10:40						
20	43 Franco COLAPINTO		BWT Alpine F1 Team	1:12.597	12	16:17:55						

POLE POSITION LAP

4	Lando NORRIS		McLaren Formula 1 Team	1:09.954	171.729 KM/H
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FASTEST LAP

4	Lando NORRIS		McLaren Formula 1 Team	1:09.954	171.729 KM/H
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82nd FORMULA 1 GRAND PRIX DE MONACO 2025
The starting grid

2	16 Charles LECLERC Scuderia Ferrari HP	1:10.063	1	4 Lando NORRIS McLaren Formula 1 Team	1:09.954
4	1 Max VERSTAPPEN Oracle Red Bull Racing	1:10.669	3	81 Oscar PIASTRI McLaren Formula 1 Team	1:10.129
6	14 Fernando ALONSO Aston Martin Aramco F1 Team	1:10.924	5	6 Isack HADJAR Visa Cash App Racing Bulls F1 Team	1:10.923
8	31 Esteban OCON MoneyGram Haas F1 Team	1:10.942	7	44 Lewis HAMILTON * Scuderia Ferrari HP	1:10.382
10	23 Alexander ALBON Atlassian Williams Racing	1:11.213	9	30 Liam LAWSON Visa Cash App Racing Bulls F1 Team	1:11.129
12	22 Yuki TSUNODA Oracle Red Bull Racing	1:11.415	11	55 Carlos SAINZ Atlassian Williams Racing	1:11.362
14	63 George RUSSELL Mercedes-AMG PETRONAS F1 Team		13	27 Nico HULKENBERG Stake F1 Team Kick Sauber	1:11.596
16	5 Gabriel BORTOLETO Stake F1 Team Kick Sauber	1:11.902	15	12 Kimi ANTONELLI Mercedes-AMG PETRONAS F1 Team	
18	43 Franco COLAPINTO BWT Alpine F1 Team	1:12.597	17	10 Pierre GASLY BWT Alpine F1 Team	1:11.994
20	87 Oliver BEARMAN * MoneyGram Haas F1 Team	1:11.979	19	18 Lance STROLL * Aston Martin Aramco F1 Team	1:12.563



82nd FORMULA 1 GRAND PRIX DE MONACO 2025
Official Classification after 78 laps - 260,520 km

NO	DRIVER	NAT	ENTRANT	LAPS	TIME	GAP	INT	KM/H	FASTEST	ON	PTS
1	4 Lando NORRIS		McLaren Formula 1 Team	78	1:40:33.843			155.295	1:13.221	78	25
2	16 Charles LECLERC		Scuderia Ferrari HP	78	1:40:36.974	3.131	3.131	155.215	1:14.055	36	18
3	81 Oscar PIASTRI		McLaren Formula 1 Team	78	1:40:37.501	3.658	0.527	155.201	1:13.745	60	15
4	1 Max VERSTAPPEN		Oracle Red Bull Racing	78	1:40:54.415	20.572	16.914	154.767	1:14.230	45	12
5	44 Lewis HAMILTON		Scuderia Ferrari HP	78	1:41:25.230	51.387	30.815	153.984	1:14.090	73	10
6	6 Isack HADJAR		Visa Cash App Racing Bulls F1 Team	77	1:41:38.925	1 LAP	1 LAP	151.668	1:15.981	16	8
7	31 Esteban OCON		MoneyGram Haas F1 Team	77	1:41:39.872	1 LAP	0.947	151.645	1:15.157	34	6
8	30 Liam LAWSON		Visa Cash App Racing Bulls F1 Team	77	1:41:40.589	1 LAP	0.717	151.627	1:15.321	54	4
9	23 Alexander ALBON		Atlassian Williams Racing	76	1:40:45.712	2 LAPS	1 LAP	151.016	1:14.597	74	2
10	55 Carlos SAINZ		Atlassian Williams Racing	76	1:40:49.075	2 LAPS	3.363	150.932	1:13.988	68	1
11	63 George RUSSELL		Mercedes-AMG PETRONAS F1 Team	76	1:41:07.687	2 LAPS	18.612	150.469	1:13.405	74	
12	87 Oliver BEARMAN		MoneyGram Haas F1 Team	76	1:41:28.536	2 LAPS	20.849	149.954	1:14.855	6	
13	43 Franco COLAPINTO		BWT Alpine F1 Team	76	1:41:30.957	2 LAPS	2.421	149.894	1:15.298	30	
14	5 Gabriel BORTOLETO		Stake F1 Team Kick Sauber	76	1:41:42.267	2 LAPS	11.310	149.617	1:14.884	37	
15	18 Lance STROLL		Aston Martin Aramco F1 Team	76	1:41:44.238	2 LAPS	1.971	149.568	1:14.877	67	
16	27 Nico HULKENBERG		Stake F1 Team Kick Sauber	76	1:41:45.387	2 LAPS	1.149	149.540	1:15.223	47	
17	22 Yuki TSUNODA		Oracle Red Bull Racing	76	1:41:45.692	2 LAPS	0.305	149.533	1:14.913	75	
18	12 Kimi ANTONELLI		Mercedes-AMG PETRONAS F1 Team	75	1:40:42.252	3 LAPS	1 LAP	149.114	1:13.518	74	
NOT CLASSIFIED											
14	Fernando ALONSO		Aston Martin Aramco F1 Team	36	48:27.102	DNF		148.765	1:15.593	15	
10	Pierre GASLY		BWT Alpine F1 Team	7	10:57.609	DNF		127.875	1:18.054	6	
FASTEST LAP											
4	Lando NORRIS		McLaren Formula 1 Team		1:13.221	on lap 78		164.067			



**2025 FORMULA 1 WORLD CHAMPIONSHIP
Drivers Classification**

DRIVER	TOTAL																								
1 L. NORRIS	423	25 1	19 2	18 2	15 3	12 4	26 2	18 2	25 1	18 2	18 18	25 1	25 1	24 2	25 1	18 18	18 2	6 7	15 3	18 2	25 1	33 1	DQ	18 4	15 3
2 M. VERSTAPPEN	421	18 2	18 4	25 1	8 6	18 2	12 4	25 1	12 4	1 10	18 2	NC	10 5	20 4	2 9	18 2	25 1	25 1	18 2	33 1	15 3	20 3	25 1	30 1	25 1
3 O. PIASTRI	410	2 9	32 1	15 3	25 1	25 1	32 1	15 3	15 3	25 1	12 4	18 2	18 2	32 1	18 2	25 1	15 3	NC	12 4	10 5	10 5	10 5	DQ	26 2	18 2
4 G. RUSSELL	319	15 3	20 3	10 5	18 2	10 5	20 3	6 7	11	12 4	25 1	10 5	1 10	10 5	15 3	12 4	10 5	18 2	25 1	15 6	6 7	18 4	18 2	15 6	10 5
5 C. LECLERC	242	4 8	4 DQ	12 4	12 4	15 3	6 7	8 6	18 2	15 3	10 5	15 3	14	20 3	12 4	NC	12 4	2 9	8 6	19 3	18 2	4 NC	12 4	4 8	12 4
6 L. HAMILTON	156	1 10	8 DQ	6 7	10 5	6 7	10 8	12 4	10 5	8 6	8 6	12 4	12 4	6 7	12 12	NC	8 6	4 8	4 8	17 4	4 8	2 NC	4 8	12 12	4 8
7 K. ANTONELLI	150	12 4	10 6	8 6	11	8 6	10 6	NC	18	NC	15 3	NC	NC	16	1 10	16	2 9	12 4	10 5	1 13	8 6	25 2	15 3	13 5	15 15
8 A. ALBON	73	10 5	6 7	2 9	12	2 9	10 5	10 5	2 9	NC	NC	NC	4 8	8 6	15	5	6 7	13	14	3 14	12	11	NC	11	16
9 C. SAINZ	64		1 10	14	NC	4 8	2 9	4 8	1 10	14	1 10	NC	12	3 18	14	13	11	15 3	1 10	6 NC	17	13	10 5	16 3	13
10 F. ALONSO	56			11	15	11	15	11	NC	2 9	6 7	6 7	2 9	17	10 5	4 8	NC	15	6 7	1 10	NC	3 14	8 11	16 7	8 6
11 N. HULKENBERG	51	6 7	15	16	DQ	15	14	12	16	10 5	4 8	2 9	15 3	12	13	14	NC	16	20	4 8	NC	2 9	6 7	NC	2 9
12 I. HADJAR	51			4 8	13	1 10	11	2 9	8 6	6 7	16	12	NC	1 20	11	15 3	1 10	1 10	11	16	13	4 8	8 6	18	17
13 O. BEARMAN	41	14	4 8	1 10	1 10	13	NC	17	12	17	11	11	11	2 11	NC	8 6	12	12	2 9	2 9	12 4	8 6	1 10	NC	12
14 L. LAWSON	38		12	17	16	12	NC	14	8	11	NC	8 6	NC	4 8	4 8	12	14	10	5	15	11	NC	14	2 9	18
15 E. OCON	38		10 5	18	4 8	14	12	NC	7	16	2 9	1 10	13	4 15	16	10	15	14	18	15	2 9	12	2 9	15	6 7
16 L. STROLL	33	8 6	2 9	20	17	16	4 16	15	15		17	14	6 7	14	6 7	6 7	18	17	13	12	14	16	NC	17	10
17 Y. TSUNODA	33	12	3 16	12	2 9	NC	4 10	1 10	17	13	12	16	15	13	17	2 9	13	8 6	12	8 7	11	17	12	5 10	14
18 P. GASLY	22	11	DQ	13	6 7	NC	1 13	13	NC	4 8	15	13	8 6	1 10	19	17	16	18	19	19	15	2 10	13	16	19
19 G. BORTOLETO	19		14	19	18	18	NC	18	14	12	14	8 8	NC	2 9	8 6	15	4 8	11	17	18	10	NC	NC	13	11
20 F. COLAPINTO	0							16	13	15	13	15	NC	19	18	11	17	19	16	17	16	15	15	14	20
21 J. DOOHAN	0		13	15	14	17	NC																		



2025 FORMULA 1 WORLD CHAMPIONSHIP
Constructors Classification

ENTRANT	TOTAL	AUS	CHN	JPN	BHR	SAU	USA	ITA	MCO	ESP	CAN	AUT	GBR	BEL	HUN	NLD	ITA	AZE	SGP	USA	MEX	BRA	USA	QAT	UAE
1 McLaren Formula 1 Team	833	27 1 9	51 1 2	33 2 3	40 1 3	37 1 4	58 1 2	33 2 3	40 1 3	43 1 2	12 4 18	43 1 2	43 1 2	56 1 2	43 1 2	25 1 18	33 2 3	6 7 NC	27 3 4	28 2 5	35 1 5	43 1 5	DQ DQ	44 2 4	33 2 3
2 Mercedes-AMG PETRONAS F1 Team	469	27 3 4	30 3 6	18 5 6	18 2 11	18 5 6	30 3 6	6 7 NC	12 11 18	40 4 3	10 1 5	10 5 NC	1 10 NC	10 5 16	16 3 10	12 4 16	12 5 9	30 2 4	35 1 5	16 6 13	14 6 7	43 2 4	33 2 3	28 5 6	10 5 15
3 Oracle Red Bull Racing	451	18 2 NC	18 4 12	25 1 12	10 6 9	18 2 NC	16 4 10	26 1 10	12 4 17	1 10 13	18 2 12	10 16 NC	10 5 15	20 4 13	2 9 17	20 2 9	25 1 13	33 1 6	18 2 12	41 1 7	15 3 11	20 3 17	25 1 12	35 1 10	25 1 14
4 Scuderia Ferrari HP	398	5 8 10	12 DQ DQ	18 4 7	22 4 5	21 3 7	16 7 8	20 4 6	28 2 5	23 3 6	18 5 6	27 3 4	12 4 14	26 3 7	12 4 12	NC NC NC	20 4 6	6 8 9	12 6 8	36 3 4	22 2 8	6 NC NC	16 4 8	4 8 12	16 4 8
5 Atlassian Williams Racing	137	10 5 NC	7 7 10	2 9 14	6 12 NC	12 8 9	14 5 9	3 5 8	14 9 10	1 10 NC	1 10 NC	4 NC NC	11 6 18	10 5 13	6 14 15	10 7 13	6 7 11	15 3 13	1 10 14	9 14 NC	12 12 17	11 11 13	10 5 NC	16 3 11	13 13 16
6 Visa Cash App Racing Bulls F1 Team	92	12 NC	3 11 16	4 8 17	1 13 16	1 10 12	11 11 NC	2 9 14	12 6 8	6 7 11	16 16 NC	6 6 12	NC NC NC	5 8 20	4 8 11	15 3 12	1 10 14	11 5 10	11 11 15	11 11 16	13 13 NC	10 7 8	8 6 14	2 9 18	17 18 18
7 Aston Martin Aramco F1 Team	89	8 6 NC	2 9 NC	11 11 20	15 15 17	11 11 16	4 15 16	11 11 15	15 15 NC	2 9 9	6 7 17	6 7 14	8 7 9	16 14 17	10 5 7	10 7 8	18 15 NC	15 15 17	6 7 13	1 10 12	14 14 NC	3 14 16	11 11 NC	8 7 17	9 6 10
8 MoneyGram Haas F1 Team	79	13 14	14 5 8	1 10 18	5 8 10	13 13 14	12 12 NC	17 17 NC	6 7 12	10 16 17	2 9 11	1 10 11	6 11 13	6 11 15	9 16 NC	9 6 10	12 12 15	12 12 14	9 9 18	2 9 15	14 4 9	8 6 12	3 9 10	15 15 NC	6 7 12
9 Kick Sauber F1 Team	70	6 7 NC	14 14 15	16 16 19	18 18 DQ	15 15 18	14 14 NC	12 12 18	14 14 16	10 5 12	4 8 14	6 8 9	15 3 NC	2 9 12	8 6 13	14 14 15	4 8 NC	11 11 16	17 17 20	4 8 18	1 10 NC	2 9 NC	6 7 NC	13 13 NC	9 9 11
10 BWT Alpine F1 Team	22	11 NC	13 DQ	13 15	6 7 14	17 17 NC	13 13 NC	13 13 16	13 13 NC	4 8 15	13 13 15	13 13 15	8 6 NC	1 10 19	18 18 19	11 11 17	16 16 17	18 18 19	16 16 19	17 17 19	15 15 16	10 10 15	13 13 15	14 14 16	19 20 20



FORMULA 1 TAG HEUER GRAND PRIX DE MONACO 2026
ENTRY LIST

N°	Driver	Nat.	Team	Car / Engine
1	Lando NORRIS	GBR	McLaren Mastercard F1 Team	MCL40 MERCEDES
81	Oscar PIASTRI	AUS		
63	George RUSSELL	GBR	Mercedes-AMG Petronas F1 Team	W17 MERCEDES
12	Kimi ANTONELLI	ITA		
3	Max VERSTAPPEN	NED	Oracle Red Bull Racing	RB22 RED BULL FORD
6	Isack HADJAR	FRA		
16	Charles LECLERC	MCO	Scuderia Ferrari HP	SF-26 FERRARI
44	Lewis HAMILTON	GBR		
55	Carlos SAINZ	ESP	Atlassian Williams F1 Team	FW48 MERCEDES
23	Alexander ALBON	THA		
30	Liam LAWSON	NZL	Visa Cash App Racing Bulls F1 Team	VCARB03 RED BULL FORD
41	Arvid LINDBLAD	GBR		
14	Fernando ALONSO	ESP	Aston Martin Aramco F1 Team	AMR26 HONDA
18	Lance STROLL	CAN		
31	Esteban OCON	FRA	TGR Haas F1 Team	VF-26 FERRARI
87	Oliver BEARMAN	GBR		
27	Nico HÜLKENBERG	DEU	Audi Revolut F1 Team	R26 AUDI
5	Gabriel BORTOLETO	BRA		
10	Pierre GASLY	FRA	BWT Alpine F1 Team	A526 MERCEDES
43	Franco COLAPINTO	ARG		
11	Sergio PÉREZ	MEX	Cadillac F1 Team	MAC-26 FERRARI
77	Valtteri BOTTAS	FIN		



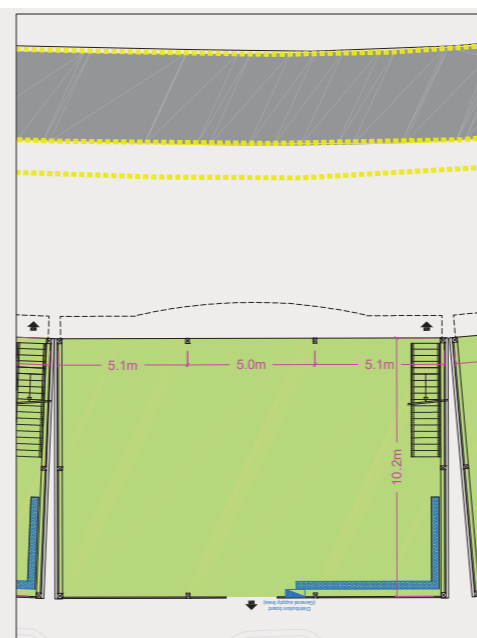
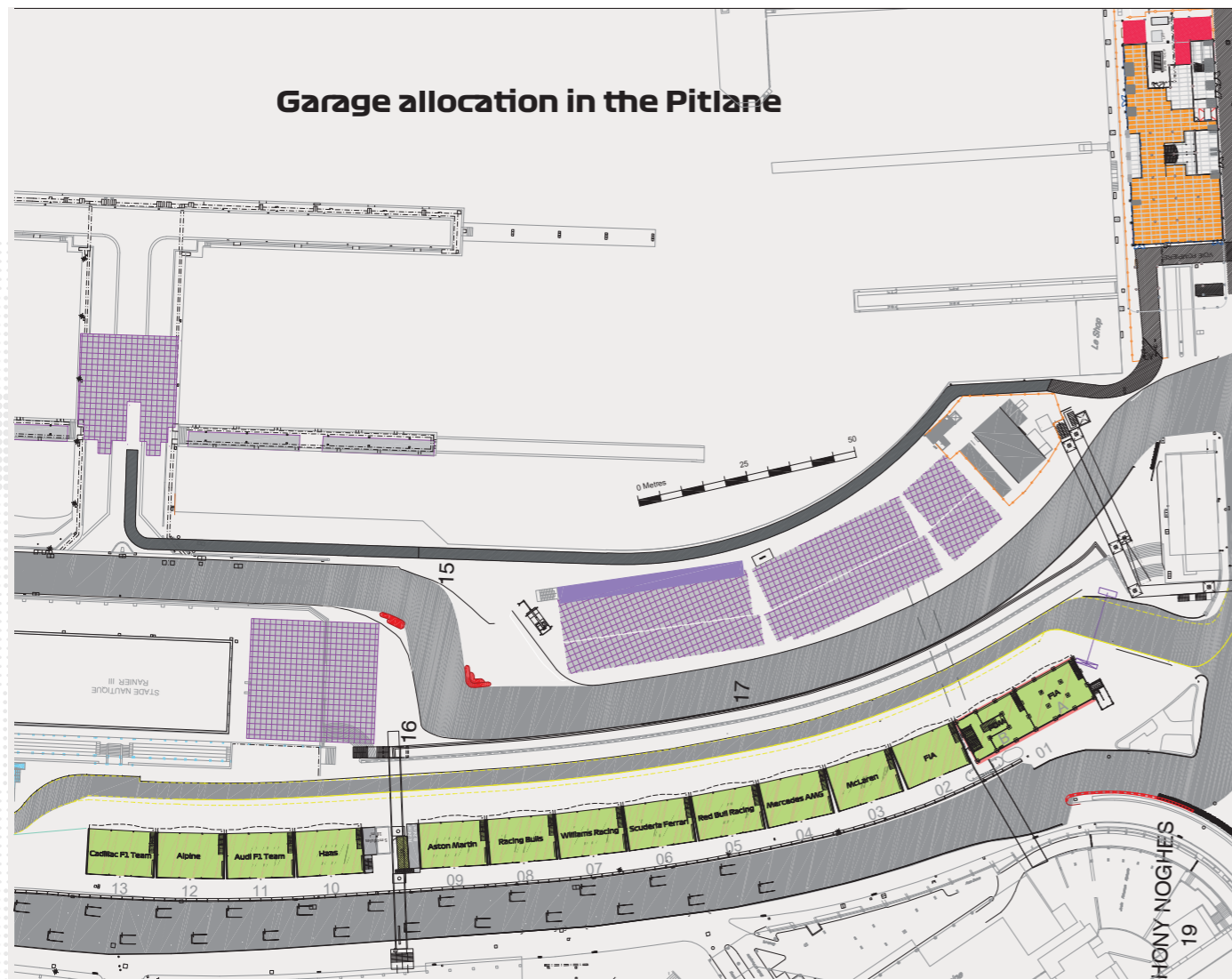
**GRAND PRIX
DE MONACO**

2026

HELMETS

McLAREN MASTERCARD F1 TEAM			MCL40 / MERCEDES		
	1	Lando NORRIS GBR	Oscar PIASTRI AUS	81	
MERCEDES AMG PETRONAS F1 TEAM			W17 / MERCEDES		
	63	George RUSSELL GBR	Kimi ANTONELLI ITA	12	
ORACLE RED BULL RACING			RB22 / RED BULL FORD		
	3	Max VERSTAPPEN NLD	Isack HADJAR FRA	6	
SCUDERIA FERRARI HP			SF-26 / FERRARI		
	16	Charles LECLERC MCO	Lewis HAMILTON GBR	44	
ATLASSIAN WILLIAMS F1 TEAM			FW48 / MERCEDES		
	55	Carlos SAINZ ESP	Alexander ALBON THA	23	
VISA CASH APP RACING BULLS F1 TEAM			VCARB 03 / RED BULL FORD		
	30	Liam LAWSON NZL	Arvid LINDBLAD GBR	41	
ASTON MARTIN ARAMCO F1 TEAM			AMR26 / HONDA		
	14	Fernando ALONSO ESP	Lance STROLL CAN	18	
TGR HAAS F1 TEAM			VF-26 / FERRARI		
	31	Esteban OCON FRA	Oliver BEARMAN GBR	87	
AUDI REVOLUT F1 TEAM			R26 / AUDI		
	27	Nico HÜLKENBERG GER	Gabriel BORTOLETO BRA	5	
BWT ALPINE F1 TEAM			A526 / MERCEDES		
	10	Pierre GASLY FRA	Franco COLAPINTO ARG	43	
CADILLAC F1 TEAM			MAC-26 / FERRARI		
	11	Sergio PÉREZ MEX	Valtteri BOTTAS FIN	77	





GARAGE ALLOCATION

The following garage allocation has been made for the sixth round of the 2026 Formula One World Championship

Venue: Monte Carlo, Monaco
Dates: 05 - 07 Jun

Starting from first garage in race direction:-

FOM	Half of 01
FIA	Half of 01 and all of 02
McLaren	03
Mercedes AMG	04
Red Bull Racing	05
Scuderia Ferrari	06
Williams Racing	07
Racing Bulls	08
Aston Martin	09
Haas	10
Audi F1 Team	11
Alpine	12
Cadillac F1 Team	13

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



MCLAREN MASTERCARD F1 TEAM

MCLAREN MCL40

ENGINE MERCEDES



	1st start Monaco 1966
998	GP started
203	Victories
561	Podiums
177	Pole positions
185	Fastest laps
10	Championship titles 1974, 1984, 1985, 1988, 1989, 1990, 1991, 1998, 2024, 2025

#1 Lando NORRIS

Thanks in particular to a blistering first half of the season, the 26-year-old Briton clinched his first World Championship title. Now sporting the number 1 on his car, the Bristol native will fight tooth and nail to defend his crown.



	British
	13.11.1999
	Bristol, England
	1st start in F1 Australia 2019
	World Champion 2025
156	GP started
11	Victories
45	Podiums
16	Pole positions
19	Fastest laps
	Best result in Monaco 1 ^{er} (2025)

#81 Oscar PIASTRI

Extremely consistent for much of last season, the Australian lacked the edge at the end of the year to win the title battle. The 25-year-old will be keen to do even better in 2026.



	Australian
	06.04.2001
	Melbourne, Australia
	1st start in F1 Bahrain 2023
	Best classification 3 rd (2025)
73	GP started
9	Victories
28	Podiums
6	Pole positions
9	Fastest laps
	Best result in Monaco 2 nd (2024)



MERCEDES AMG PETRONAS F1 TEAM

MERCEDES W17

ENGINE MERCEDES



	1st start France 1954
346*	GP started *including 1954 and 1955 seasons
136	Victories
317	Podiums
148	Pole positions
118	Fastest laps
8	Championship titles 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021

#63
George RUSSELL

The new responsibilities, taken on following Lewis Hamilton's departure, have not fazed him. The Briton has stood on the podium nine times in 2025, including twice on the top step. If he wants to fight for the title, he will need to be even more decisive.



	British
	15.02.1998
	King's Lynn Place, England
	1st start in F1 Australia 2019
	Best classification 4 th (2022, 2025)
157	GP started
6	Victories
26	Podiums
9	Pole positions
11	Fastest laps
	Best result in Monaco 5 th (2022, 2023, 2024)

#12
Kimi ANTONELLI

He is no longer the youngest on the grid, despite being just 19. After a debut season of discovery last year, the Italian is continuing his rapid learning curve in the sport by scoring big points for his team in the quest for the world title.



	Italian
	25.08.2006
	Bologne, Italy
	1st start in F1 Australia 2025
	Best classification 7 th (2025)
29	GP started
4	Victory
8	Podiums
3	Pole positions
6	Fastest lap
	Best result in Monaco 18 th (2025)



ORACLE RED BULL RACING

RED BULL RB22

ENGINE RED BULL FORD



	1st start Australia 2005
422	GP started
130	Victories
298	Podiums
111	Pole positions
103	Fastest laps
6	Championship titles 2010, 2011, 2012, 2013, 2022, 2023

#3 Max VERSTAPPEN

The streak ended at four consecutive titles for 'Super Max'. The Dutchman provided some drama at the end of last season, but the gap he had fallen behind was too great; he returns in 2026 with a knife between his teeth, determined to reclaim the 'number one' spot on the grid.



	Dutch
	30.09.1997
	Hasselt, Belgium
	1st start in F1 Australia 2015
	Champion du Monde 2021, 2022, 2023, 2024
238	GP started
71	Victories
128	Podiums
48	Pole positions
37	Fastest laps
	Best result in Monaco 1 st (2021, 2023)

#6 Isack HADJAR

On the back of his excellent results in his debut F1 season, the Frenchman has been promoted to the main team. With a first podium in 2025, we could expect to see him fighting for the win as early as this season.



	French
	28.09.2004
	Paris, France
	1st start in F1 Australia 2025
	Best classification 12 th (2025)
28	GP started
-	Victories
1	Podium
-	Pole positions
-	Fastest lap
	Best result in Monaco 6 th (2025)



SCUDERIA FERRARI HP

FERRARI SF-26

ENGINE FERRARI



	1st start Monaco 1950
1127	GP started
248	Victories
840	Podiums
254	Pole positions
265	Fastest laps
16	Championship titles 1961, 1964, 1975, 1976, 1977, 1979, 1982, 1983, 1999, 2000, 2001, 2002, 2003, 2004, 2007, 2008

#16 Charles LECLERC

Fifth in the drivers' standings, the Monegasque driver oscillated between frustration and bewilderment in 2025. At 28, he is undoubtedly aiming for much better this season, for which the cards have been reshuffled.



	Monegasque
	16.10.1997
	Monaco
	1st start in F1 Australia 2018
	Best classification 2 nd (2022)
176	GP started
8	Victories
52	Podiums
27	Pole positions
11	Fastest laps
	Best result in Monaco 1 st (2024)

#44 Lewis HAMILTON

His high-profile move turned into a nightmare year. The Briton completely missed the mark last season. Not enough to put him off; at 41, he's off for a 20th season!



	British
	07.01.1985
	Stevenage, England
	1st start in F1 Australia 2007
	Champion du Monde 2008, 2014, 2015, 2017, 2018, 2019, 2020
385	GP started
105	Victories
204	Podiums
104	Pole positions
68	Fastest laps
	Best result in Monaco 1 st (2008, 2016, 2019)



ATLASSIAN WILLIAMS RACING

WILLIAMS FW48

ENGINE MERCEDES



	1st start Argentina 1975
880	GP started
114	Victories
315	Podiums
128	Pole positions
134	Fastest laps
9	Championship titles 1980, 1981, 1986, 1987, 1992, 1993, 1994, 1996, 1997

#55 Carlos SAINZ

The Spaniard helped Williams return to the podium last year, after a four-year drought. Will he manage to do it again in 2026? He's probably making it a goal.



	Spanish
	01.09.1994
	Madrid, Spain
	1st start en F1 Australia 2015
	Best classification 5 th (2021, 2022, 2023)
234	GP started
4	Victories
29	Podiums
6	Pole positions
4	Fastest laps
	Best result in Monaco 2 nd (2021, 2022)

#23 Alexander ALBON

The arrival of a new team-mate last season gave him a boost; he finished the season with more points (73 compared to 64 for Sainz). The Thai driver is still missing a podium finish to cement his fine performances with Williams.



	Thai
	23.03.1996
	London, England
	1st start en F1 Australia 2019
	Best classification 7 th (2020)
132	GP started
-	Victories
2	Podiums
-	Pole positions
1	Fastest lap
	Best result in Monaco 8 th (2019)



VISA CASH APP RACING BULLS F1 TEAM

VCARB 03

ENGINE RED BULL FORD



	1st start Bahrain 2006*
404	GP started * including Toro Rosso, Alpha Tauri
2	Victories
6	Podiums
1	Pole position
2	Fastest laps
	Best classification 6 th (2021, 2025)

**#30
Liam
LAWSON**

2025 has been a year full of twists and turns for him. Now firmly established in his team, the New Zealander can look forward to the season with greater confidence, aiming to score good points for his team.



	New-Zelander
	11.02.2002
	Hastings, New-Zeland
	1st start in F1 Netherlands 2023
	Best classification 14 th (2025)
40	GP started
-	Victories
-	Podiums
-	Pole positions
-	Fastest laps
	Best result in Monaco 8 th (2025)

**#41
Arvid
LINDBLAD**

He is the only rookie of the season and, incidentally, the youngest driver on the grid. A pure Red Bull product, the Englishman of Swedish origin arrives from Formula 2, where he finished 6th last season.



	British
	08.08.2007
	Virginia Water, United Kingdom
	1st start in F1 Australia 2026
	Best classification -
4	GP started
-	Victories
-	Podiums
-	Pole positions
-	Fastest laps
	Best result in Monaco -



ASTON MARTIN ARAMCO F1 TEAM

ASTON MARTIN AMR26

ENGINE HONDA



1st start Australia 2019*

162 GP started
*including Racing Point

1 Victory

13 Podiums

1 Pole position

3 Fastest laps

 Best classification
4th (2020)

#14 Fernando ALONSO

The 44-year-old Spaniard shows no sign of losing his passion - quite the opposite. The two-time world champion (2005 and 2006) is embarking on his 23rd season in the premier class and hopes to bring home some valuable points for his team.



Spanish

29.07.1981

Oviedo, Spain

1st start in F1 Australia 2001

Champion du Monde
2005, 2006

430 GP started

32 Victories

106 Podiums

22 Pole positions

26 Fastest laps

 Best result in Monaco
1st (2006, 2007)

#18 Lance STROLL

The seasons come and go, much the same for the Canadian, who is in his 10th year in F1. Despite his performances falling short of his team-mate's, the 27-year-old driver retains the confidence of the team, which is majority-owned by his father.



Canadian

29.10.1998

Montreal, Canada

1st start in F1 Australia 2017

 Best classification
10th (2023)

194 GP started

- Victories

3 Podiums

1 Pole position

- Fastest laps

 Best result in Monaco
8th (2021)

TGR HAAS F1 TEAM

HAAS VF-26

ENGINE FERRARI



	1st start Australia 2016
219	GP started
-	Victories
-	Podiums
1	Pole positions
3	Fastest laps
	Best classification 5 th (2018)

#31 Esteban OCON

This new chapter, which began last year, has been anything but easy for the Frenchman. The Normandy-born driver was beaten by his young team-mate, who was new to the sport. Will he have a chance for revenge in 2026?



	French
	17.09.1996
	Evreux, France
	1st start in F1 Belgium 2016
	Best classification 8 th (2017, 2022)
185	GP started
1	Victory
4	Podiums
-	Pole position
1	Fastest lap
	Best result in Monaco 3 rd (2023)

#87 Oliver BEARMAN

In 2025, the Briton had the chance to showcase his full talent. He was more than just a bit-part player, finishing just off the podium in Mexico City. His team's best result since 2018!



	British
	08.05.2005
	Chelmsford, England
	1st start in F1 Jeddah 2024
	Best classification 13 rd (2025)
32	GP started
-	Victories
-	Podiums
-	Pole position
-	Fastest laps
	Best result in Monaco 12 th (2025)



AUDI REVOLUT F1 TEAM

AUDI R26

ENGINE AUDI



1st start	Australia 2026
5	GP started
-	Victories
-	Podiums
-	Pole positions
-	Fastest laps
Best classification	-

#27 Nico HÜLKENBERG

At the age of 37, the German has stepped onto the podium for the first time in his career, finishing third at Silverstone. It is now up to him to prove that Audi has made the right choice in relying on his experience to kick off its F1 journey.



German	
19.08.1987	
Emmerich am Rhein, Germany	
1st start in F1 Bahrain 2010	
Best classification	7 th (2018)
254	GP started
-	Victories
1	Podium
1	Pole position
2	Fastest laps
Best result in Monaco	5 th (2014)

#5 Gabriel BORTOLETO

In his first season in F1, the 21-year-old Brazilian scored some important points. Whilst his learning curve will naturally continue in 2026, he will need to live up to the high hopes placed in him.



Brazilian	
14.10.2004	
Sao Paulo, Brazil	
1st start in F1 Australia 2025	
Best classification	19 th (2025)
28	GP started
-	Victories
-	Podiums
-	Pole positions
-	Fastest laps
Best result in Monaco	14 th (2025)



BWT ALPINE F1 TEAM

ALPINE A526

ENGINE MERCEDES



1st start Great-Britain 1977*

519 GP started
*including Renault

36 Victories

109 Podiums

51 Pole positions

34 Fastest laps

2 Championship titles
2005, 2006

#10 Pierre GASLY

After a season to forget, the 30-year-old Frenchman is hoping for a fresh start with the new regulations. His last podium finish dates back to 2024, in São Paulo, Brazil, on the home turf of his idol.



French

07.02.1996

Rouen, France

1st start in F1 Malaysia 2017

Best classification
7th (2019)

182 GP started

1 Victory

5 Podiums

- Pole positions

3 Fastest laps

Best result in Monaco
5th (2019)

#43 Franco COLAPINTO

Called up to replace Jack Doohan at the start of last season, the Argentine scored his first F1 point this year in China. 2026 should be, barring any surprises, his first full season in F1.



Argentine

27.05.2003

Pilar, Argentina

1st start in F1 Monza 2024

Best classification
19th (2024)

31 GP started

- Victories

- Podiums

- Pole positions

- Fastest laps

Best result in Monaco
13rd (2025)



CADILLAC F1 TEAM

MAC-26

ENGINE FERRARI



1st start Australia 2026

- 5** GP started
- Victories
- Podiums
- Pole positions
- Fastest laps
- Best classification -

#11 Sergio PÉREZ

At 36, the Mexican is experiencing his 14th season in the pinnacle of motorsport. After a year without a seat, the 2023 World Championship runner-up is set to bring his experience to a brand-new team.



Mexican

26.01.1990

Guadalajara, Mexico

1st start in F1 Australia 2011

Best classification 2nd (2023)

- 286** GP started
- 6** Victories
- 39** Podiums
- 3** Pole positions
- 12** Fastest laps

Best result in Monaco 1^{er} (2022)

#77 Valtteri BOTTAS

After a season without a drive, one of the crowd favourites is back. Like his team-mate, the Finn will need to draw on his wealth of Formula 1 experience if he is to continue his adventure with the American team.



Finnish

28.08.1989

Nastola, Finland

1st start in F1 Australia 2013

Best classification 2nd (2019, 2020)

- 251** GP started
- 10** Victories
- 67** Podiums
- 20** Pole positions
- 19** Fastest laps

Best result in Monaco 3rd (2019)



2026 FORMULA 1 WORLD CHAMPIONSHIP

RULES CHANGES

DIMENSIONS

The cars this year are lighter and smaller and therefore give less drag: overall width has been cut by 100mm and the wheelbase by 200mm. Cars should weigh 768kg which is 30kg less than last year. That's been difficult, because the powertrains are heavier, as described later. The floor width of the cars has been reduced by 150mm with the reversion to flat floors keeping downforce in check.

Pirelli has also produced a narrower range of tyres, reducing the tread surface by around 25mm at the front and 30mm at the rear with a small reduction in the total diameter in order to meet the target of cutting weight and drag.

The FIA predicted that the changes should lead to a cut in downforce by up to 30% versus 2025 and a reduction in drag by more than 50%, again, faster on the straights (see also power units) and slower in the corners.

Safety features have also been improved: new front and side impact structures are devised to suit the new dimensions, and roll hoop test loads have been increased so that they can withstand 20G load, up from 16G.

AERODYNAMICS

Aerodynamics these days are as important as the power unit. So there are major changes. The drag reduction system (DRS) no longer exists, the FIA have tried to eliminate actively aggressive aerodynamics which upset other cars' aero efficiency. There is no longer any ground effect, which eliminates bouncing at high speeds, what everybody in the paddock branded "porpoising". Air flow is encouraged to be in-wash rather than counterproductive out-wash. The floor is now flat, with a slightly longer but shallower diffuser at the back.

Instead of DRS, both the front and rear wings can be adjusted by the driver. Front wings look more like 2008 models with endplates used to in-wash rather than out-wash air flow and consist of a maximum of three elements. Rear wings also have three elements, but in each case the top two profiles can be actuated as part of the new aero package, to lessen drag.

So there are two modes: straight mode and corner mode. Cars automatically engage straight mode on the defined straights, where the wings open up or pull back to a lower angle to reduce drag. Alpine and Ferrari have both produced interesting rear wing solutions to this. Under braking, corner mode will come into operation to reinstate the required downforce

Active aero has been partially introduced due to power train concerns. By ensuring that cars have less drag on the straights, concerns regarding the lack of available electric power are alleviated. In order to help front wing operation, partially raised noses return, replacing nose-mounted wings from before.

Front wheel deflectors are redundant but there is some allowance for wheel wake management with the return of barge-boards either side of the cockpit. These are strictly regulated, particularly to ensure that the airflow remains inboard rather than outboard.

The previous regulations focused on lifting the airflow over the following car; the new regulations want to totally eliminate that air flow. Consequently, the rear wing endplates are more conventional and the beam wing is gone.

There may be some development in the diffuser which has always been a vein of performance, as will the change from straight line to cornering modes and vice versa.



2026 FORMULA 1 WORLD CHAMPIONSHIP

RULES CHANGES

POWER UNITS

The 1.6 litre V6 turbocharged internal combustion engine (ICE) is still used with an energy recovery system operated by the back axle but that is all that remains from the previous set of regulations.

In an effort to increase the hybrid identity requested by engine manufacturers and teams, there is greater emphasis on electrical components. Looking back, KERS (kinetic energy recovery system) gave an extra 80bhp for a short period over a lap from 2009-2013. That was developed into MGU-K (motor generator unit, kinetic), a fully integrated recovery system which gave 160bhp. The new MGU-K gives around treble that at 470bhp, with the ICE responsible for the remaining 530bhp, giving a total of 1000 bhp. To maintain parity, an energy flow restriction governs the output, replacing the previous fuel flow.

Part of the challenge for the drivers is managing the electrical system, when to re-charge the battery (which is in a constant state of flux) and when to use its considerable power and torque which has caught out more than one driver so far.

The overall weight of the PU has increased from 151kg to 185kg to account for the larger MGU-K, although the unpopular and irrelevant MGU-H (motor generator unit – heat) has now been removed, another nod to the new engine manufacturers.

There is an electrical power drop-off from 290kph, reducing to zero at 345kph. However, the new overtake function which replaces DRS, allows prolonged use of the full 350kW when within a second of the car in front, up to 370kph. Extra energy is allowed to facilitate this.

Teams also have to use fully sustainable fuel for the ICE. It must conform to second generation categorisation which means it mustn't come from food crops or arable land but instead from non-edible biomass (anything highly cellulosic that cannot be digested by humans). They produce much of the volume by chemical process. Fuel suppliers have invested in their own synthetic fuel technology

OTHER CHANGES

Cadillac's entry, after a difficult and rigorous application process, brings the number of cars to 22, so six are now be eliminated in the first two stages (Q1, Q2) of qualifying for sprint and Grand Prix qualifying.

Driver line-ups are very similar to 2025, except Yuki Tsunoda is no longer a full-time driver, his place at Red Bull taken by Isack Hadjar who moves up from Racing Bulls where he is replaced by Arvid Lindblad.

The calendar has been bit different too: neither the Bahrain nor Saudi Arabian Grands Prix took place in April due to the ongoing conflict in the Middle East. Canada moved into the slot vacated by the departed Imola, which meant that freight costs could be shared with Miami. The opening European GP is now Monaco and there are two GPs in Spain, one in Barcelona and the other on the new semi-street circuit of Madrid which becomes the Spanish Grand Prix; Barcelona is now branded the Barcelona-Catalunya GP.

The cost cap has risen to \$215m to include research and development for the new cars. Audi, being principally based at Sauber in Switzerland, also has concessions due to the average wage being twice as much as in UK.

Stewards have been granted new powers to review race incidents; the cost of the right of review, protests and appealing FIA decisions has gone up to €20k to reduce frivolous contentions.



2026 FORMULA 1 WORLD CHAMPIONSHIP

RULES CHANGES

Cars must now be 55% painted or wrapped following the trend to save weight and leave vast areas of the cars in carbon.

Finally, due to the new nature of the power units, the start procedure has been slightly changed to give more time for batteries to charge, prior to the lights going out.

After the first three GPs of the season, the FIA, together with FOM, the drivers, teams and power unit manufacturers agreed a raft of changes in order to address concerns regarding the time spent re-charging in both qualifying and races, speed differentials and slow starts and to increase flat out racing. There were also changes to increase safety in wet races. The majority of these came into effect for race four in Miami.



2026 FORMULA 1 WORLD CHAMPIONSHIP
CALENDAR

	DATE	GRAND PRIX	since
	06-08 MARCH	AUSTRALIA , Albert Park Circuit 5,278 km - 58 laps	1996
	13-15 MARCH	CHINA , Shanghai International Circuit 5,451 km - 56 laps	2004
	27-29 MARCH	JAPAN , Suzuka International Racing Course 5,807 km - 53 laps	1987
	01-03 MAY	MIAMI , Miami International Autodrome 5,412 km - 57 laps	2022
	13-15 JUNE	CANADA , Gilles Villeneuve Circuit 4,361 km - 70 laps	1978
	05-07 JUNE	MONACO , Monaco Circuit 3,337 km - 78 laps	1950
	12-14 JUNE	SPAIN , Barcelona-Catalunya Circuit 4,657 km - 66 laps	1991
	26-28 JUNE	AUSTRIA , Red Bull Ring 4,318 km - 71 laps	1970
	03-05 JULY	GREAT BRITAIN , Silverstone Circuit 5,891 km - 52 laps	1950
	17-19 JULY	BELGIUM , Spa-Francorchamps Circuit 7,004 km - 44 laps	1950
	24-26 JULY	HUNGARY , Hungaroring 4,381 km - 70 laps	1986
	21-23 AUGUST	NETHERLANDS , Zandvoort Circuit 4,259 km - 72 laps	1952
	04-06 SEPTEMBRE	ITALIA , Autodroma Nazionale Monza 5,793 km - 53 laps	1950
	11-13 SEPTEMBRE	SPAIN , Madring - Madrid Circuit 5,416 km - 57 laps	2026
	24-26 SEPTEMBRE	AZERBAIJAN , Baku City Circuit 6,003 km - 51 laps	2016
	09-11 OCTOBRE	SINGAPUR , Marina Bay Street Circuit 5,063 km - 61 laps	2008
	23-25 OCTOBRE	USA , Circuit of the Americas 5,513 km - 56 laps	2012
	30 OCTOBRE 01 NOVEMBRE	MEXICO , Autodromo Hermanos Rodriguez 4,304 km - 71 laps	1963
	06-08 NOVEMBRE	BRASIL , Autodromo Jose Carlos Pace 4,309 km - 71 laps	1973
	19-21 NOVEMBRE	LAS VEGAS , Las Vegas Strip Circuit 6,12 km - 50 laps	2023
	27-29 NOVEMBRE	QATAR , Lusail International Circuit 5,418 km - 57 laps	2021
	04-06 DECEMBRE	ABU DHABI , UAE, Yas Marina Circuit 5,554 km - 55 laps	2009

2026 FORMULA 1 WORLD CHAMPIONSHIP

SEASON SO FAR...

08.03.2026 - ALBERT PARK CIRCUIT

FORMULA 1 QATAR AIRWAYS AUSTRALIAN GRAND PRIX



RACE

- 1/ George Russell (Mercedes)
- 2/ Kimi Antonelli (Mercedes)
- 3/ Charles Leclerc (Ferrari)

FASTEST LAP

Max Verstappen (Red Bull)

QUALIFYING

- 1/ George Russell (Mercedes) - Pole Position
- 2/ Kimi Antonelli (Mercedes)
- 3/ Isack Hadjar (Red Bull)

BEST DRIVER

George Russell, pole and 6th win in F1.

BEST TEAM

Mercedes, drivers optimised the best car.

UP AND DOWN

- Ferrari: reliable but didn't make the right call (again);
- Piastri fails to start; sympathy for home race;
- Disappointing: Aston Martin although better than feared;
- Lindblad: what a debut!
- Audi: scored points on debut.

TOP STORIES

- Racing begins after nine testing days;
- Mixed reaction to new regulations;
- Record crowd of 483,934 over 3 days;
- Lindblad only newcomer, fourth youngest of all time;
- Leclerc third on honeymoon;
- Lift-and-coast returns; clipping and superclipping debut;
- Perez and Bottas return as Cadillac becomes 11th team;
- Mercedes send Powertrains boss Hywel Thomas to podium; recognition of engine significance?

QUOTES

- Verstappen crashes in Q1: "The car just locked the rear axle. Fantastic";
- Antonelli to mechanics after qualifying P2 following FP3 accident: "Thank you guys, you're the best";
- Hamilton disputes strategy: "At least one of us should have come in".
- Then: "My tyres are OK, do not box me at the same time";
- Russell: "OK, I think the one stop is viable";
- Teammate Antonelli isn't so sure: "Go to the end on these tyres? That's going to be brave."

2026 FORMULA 1 WORLD CHAMPIONSHIP

SEASON SO FAR...

15.03.2026 - SHANGAI INTERNATIONAL CIRCUIT

FORMULA 1 HEINEKEN CHINESE GRAND PRIX



SPRINT RACE

- 1/ George Russell (Mercedes)
- 2/ Charles Leclerc (Ferrari)
- 3/ Lewis Hamilton (Ferrari)

RACE

- 1/ Kimi Antonelli (Mercedes)
- 2/ George Russell (Mercedes)
- 3/ Lewis Hamilton (Ferrari)

FASTEST LAP

Kimi Antonelli (Mercedes)

QUALIFYING

- 1/ Kimi Antonelli (Mercedes) - Pole Position
- 2/ George Russell (Mercedes)
- 3/ Lewis Hamilton (Ferrari)

BEST DRIVER

Kimi Antonelli, for his first Formula 1 win.

BEST TEAM

Mercedes, you can't better a one-two.

UP AND DOWN ↑↓

- Ferrari show promise and entertain with inter-team battle;

- McLaren don't start due to unrelated electrical problems;
- Albon and Bortoleto also fail to start;
- Haas and Alpine dispute 'best of the rest';
- Red Bull disappoints.

TOP STORIES

- Bahrain and Saudi Arabia GPs deferred due to Middle East conflict;
- Freight delays cause six teams to break curfew;
- Ferrari decides against using "roisserie" rear wing;
- Mercedes score 1-2 in sprint, Ferrari challenge again;
- Antonelli becomes youngest ever F1 pole-sitter;
- Verstappen plans race series in GT3 Mercedes.

QUOTES

- Hadjar finds similarities on track to off it: "The traffic is unbearable";
- Verstappen not enjoying F1: "Can you double check driveability? It's horrendous";
- Gasly s overtaken by Verstappen: "That wasn't fair. He ran me off";
- Russell complains about the Ferraris: "They're just fast in all the right places";
- Ocon contacts Colapinto: "Yeah, that was my fault";
- Leclerc battles teammate Hamilton: "That is actually quite a fun battle".

2026 FORMULA 1 WORLD CHAMPIONSHIP

SEASON SO FAR...

29.03.2026 - SUZUKA CIRCUIT

FORMULA 1 ARAMCO JAPANESE GRAND PRIX



RACE

- 1/ Kimi Antonelli (Mercedes)
- 2/ Oscar Piastri (McLaren)
- 3/ Charles Leclerc (Ferrari)

FASTEST LAP

Kimi Antonelli (Mercedes)

QUALIFYING

- 1/ Kimi Antonelli (Mercedes) - Pole Position
- 2/ George Russell (Mercedes)
- 3/ Oscar Piastri (McLaren)

BEST DRIVER

Oscar Piastri, second in his first race of the year.

BEST TEAM

Mercedes, still the best, in spite of wrong turnings.

UP AND DOWN ↑↓

- McLaren and Ferrari took fight to Mercedes on occasions;
- Gasly maintains 100% points record;
- Lawson points again;
- Red Bull searching for answers;
- Williams went backwards.

TOP STORIES

- Bearman accident rings alarm bells over regulations;
- Drivers demand changes;
- Safety car timing crucial to eventual classification;
- Antonelli's win and championship lead breaks records;
- Jonathan Wheatley quits as Audi team principal;
- Former colleague Adrian Newey relinquishes his team principal role at Aston Martin;
- Bradley Lord becomes deputy team principal at Mercedes;
- Jak Crawford makes 11 lap official Aston Martin deputising for... Fernando Alonso, who arrived late after becoming a father;
- Max Verstappen cold shoulders British journalist over 2025 press conference question; hints at quitting F1;
- Energy re-charge limit reduced by one megajoule in qualifying.

QUOTES

- Russell spots Bearman's spin out of Spoon: "Ooh, that was a good save";
- Verstappen in qualifying: "It's completely undrivable suddenly, in this session";
- Behind Hamilton, Leclerc hints: "We are losing a bit of time, for info";
- Russell, after early pit stop: "Unbelievable, our luck in these last two races".

2026 FORMULA 1 WORLD CHAMPIONSHIP

SEASON SO FAR...

03.05.2026 - MIAMI INTERNATIONAL AUTODROME

FORMULA 1 CRYPTO.COM MIAMI GRAND PRIX



SPRINT RACE

- 1/ Lando Norris (McLaren)
- 2/ Oscar Piastri (McLaren)
- 3/ Charles Leclerc (Ferrari)

RACE

- 1/ Kimi Antonelli (Mercedes)
- 2/ Lando Norris (McLaren)
- 3/ Oscar Piastri (McLaren)

FASTEST LAP

Lando Norris (McLaren)

QUALIFYING

- 1/ Kimi Antonelli (Mercedes) - Pole Position
- 2/ Max Verstappen (Red Bull)
- 3/ Charles Leclerc (Ferrari)

BEST DRIVER

Kimi Antonelli withstood huge pressure from the World Champion.

BEST TEAM

McLaren bounced back with Sprint 1-2, then second and third in the Grand Prix.

UP AND DOWN

- Verstappen qualifying second;
- Ferrari promise unfulfilled;
- Russell struggling;
- Colapinto competitive weekend;
- Williams weekend progress to double points score;
- Audi tough weekend.

TOP STORIES

- Allan McNish becomes Audi's race director;
- Turkish Grand Prix to return next year with five-year deal;
- FIA adjusts the power unit settings to Miami circuit characteristics;
- Formula 2 makes North American debut;
- Verstappen's race engineer Gianpiero Lambiase to McLaren in 2028;
- Technical staff changes at Red Bull;
- F1 Academy driver Doriane Pin tests 2021 Mercedes F1 car at Silverstone;
- Norris heads McLaren 1-2 in Sprint;
- Only free practice session extended to 90 minutes due to power unit changes;
- All teams but Aston Martin declare updates for Miami;
- Red Bull debut new rear wing set-up;
- Audi suffers power unit problems in Sprint;
- Race start brought forward three hours due to weather threat;
- Formula 1 pays tribute to Alex Zanardi.

QUOTES

- Perez: "Tell Stroll to look in his mirrors";
- Piastri: "I've got smoke in my cockpit, smells like brake fluid";
- Leclerc: "Kimi is so bad on wheel-to-wheel";
- Carlos Sainz: ""We are three steps behind where we should be, every lap".

2026 FORMULA 1 WORLD CHAMPIONSHIP

SEASON SO FAR...

24.05.2026 - CIRCUIT GILLES VILLENEUVE, MONTREAL
FORMULA 1 LENOVO GRAND PRIX DU CANADA



SPRINT RACE

- 1/ George Russell (Mercedes)
- 2/ Lando Norris (McLaren)
- 3/ Kimi Antonelli (Mercedes)

RACE

- 1/ Kimi Antonelli (Mercedes)
- 2/ Lewis Hamilton (Ferrari)
- 3/ Max Verstappen (Red Bull)

FASTEST LAP

Kimi Antonelli (Mercedes)

QUALIFYING

- 1/ George Russell (Mercedes) - Pole Position
- 2/ Kimi Antonelli (Mercedes)
- 3/ Lando Norris (McLaren)

BEST DRIVER

Lewis Hamilton seemed rejuvenated with best ever finish for Ferrari.

BEST TEAM

Mercedes, for giving us thirty laps of thrilling racing.

UP AND DOWN ↑↓

- Ferrari and Red Bull for getting both cars to the finish where their rivals didn't;
- Alpine - particularly Colapinto's best result - for both cars in the points;
- Hadjar, up for result, down for penalties;

- McLaren, having an uncharacteristic 'off' weekend, zero point (in the GP);
- Audi, for their double finish.

TOP STORIES

- Horner in talks with BYD over possible F1 entry;
- V8s discussed as future power unit plus PU hardware changes for 2027;
- Williams hires three team leaders, with more to come;
- Russell and Antonelli clash in one-three sprint result;
- Alain Prost injured in home raid;
- New rear light colours trialled.
- Former F1 driver Mika Salo receives 28 stitches after being stabbed in Bangkok.

QUOTES



- Antonelli on clash with Russell: "That was very naughty. That should be a penalty. I was alongside his mirror";
- Toto Wolff replies: "Concentrate on the driving please, not On the radio moaning";
- Hamilton: "I've got no power man, guys, come on (finishes second)";
- Leclerc: "Let's stop talking until the last lap";
- Russell on pole: "It's the most exhilarating experience in the world, when it comes out of nowhere".

2026 FORMULA 1 WORLD CHAMPIONSHIP
CLASSIFICATIONS & STATS

Drivers	AUS	CHN	JPN	USA	CAN	Pts
Kimi ANTONELLI	18	25+4	25	25+3	25+6	131
George RUSSELL	25	18+8	12	12+5	0+8	88
Charles LECLERC	15	12+7	15	4+6	12+4	75
Lewis HAMILTON	12	15+6	8	8+2	18+3	72
Lando NORRIS	10	0+5	10	18+8	0+7	58
Oscar PIASTRI	0	0+3	18	15+7	0+5	48
Max VERSTAPPEN	8	0	4	10+4	15+2	43
Pierre GASLY	1	8	6	0+1	4	20
Oliver BEARMAN	6	10+1	0	0	1	18
Liam LAWSON	0	6+2	2	0	6	16
Franco COLAPINTO	0	1	0	6	8	15
Isack HADJAR	0	4	0	0	10	14
Carlos SAINZ	0	2	0	2	2	6
Arvin LINDBLAD	4	0	0	0	0+1	5
Gabriel BORTOLETO	2	0	0	0	0	2
Esteban OCON	0	0	1	0	0	1
Alex ALBON	0	0	0	1	0	1
Nico HÜLKENBERG	0	0	0	0	0	0
Valtteri BOTTAS	0	0	0	0	0	0
Sergio PEREZ	0	0	0	0	0	0
Fernando ALONSO	0	0	0	0	0	0
Lance STROLL	0	0	0	0	0	0

Constructors	AUS	CHN	JPN	USA	CAN	Pts
MERCEDES	43	43+12	37	37+8	25+14	219
FERRARI	27	27+13	23	12+8	30+7	147
McLAREN	10	8	28	33+15	0+12	106
RED BULL	8	4	4	10+4	25+2	57
ALPINE	1	9	6	6+1	12	35
RACING BULLS	4	6+2	2	0	6+1	21
HAAS	6	10+1	1	0	1	19
WILLIAMS	0	2	0	3	2	7
AUDI	2	0	0	0	0	2
CADILLAC	0	0	0	0	0	0
ASTON MARTIN	0	0	0	0	0	0



VICTORIES

-  x4 **Kimi ANTONELLI** (Mercedes)
China, Japan, Miami, Canada
-  x1 **George RUSSELL** (Mercedes)
Australia

PODIUMS

-  x5 **Kimi ANTONELLI** (Mercedes)
Australia, China, Japan, Miami, Canada
-  x2 **George RUSSELL** (Mercedes)
Australia, China
-  x2 **Charles LECLERC** (Ferrari)
Australia, Japan
-  x2 **Oscar PIASTRI** (McLaren)
Japan, Miami
-  x2 **Lewis HAMILTON** (Ferrari)
China, Canada
-  x1 **Lando NORRIS** (McLaren)
Miami
-  x1 **Max VERSTAPPEN** (Red Bull)
Canada

POLE POSITIONS

-  x3 **Kimi ANTONELLI** (Mercedes)
China, Japan, Miami
-  x2 **George RUSSELL** (Mercedes)
Australia, Canada

FASTEST LAPS

-  x3 **Kimi ANTONELLI** (Mercedes)
China, Japan, Canada
-  x1 **Max VERSTAPPEN** (Red Bull)
Australia
-  x1 **Lando NORRIS** (McLaren)
Miami

SPRINT RACES

-  x2 **George RUSSELL** (Mercedes)
China, Canada
-  x1 **Lando NORRIS** (Mercedes)
Miami



GRAND PRIX AUTOMOBILE DE MONACO
1929-2025 / 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	Brabbham 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
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



GRAND PRIX AUTOMOBILE DE MONACO

1929-2025 / HONOUR LIST

YEAR	LAPS	DISTANCE KM	STARTING	CLASS.	WINNER	CAR	TIME	& SPEED en KM/H
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
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



GRAND PRIX AUTOMOBILE DE MONACO
1929-2025 / HONOUR LIST

YEAR	LAPS	DISTANCE KM	STARTING	CLASS.	WINNER	CAR	TIME	& SPEED en KM/H
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
2019	78	260.52	20	19	Lewis HAMILTON	Mercedes AMG Petronas	1h43'28"437	150.928
2020	Edition cancelled							
2021	78	260.52	20	18	Max VERSTAPPEN	Red Bull Racing Honda	1h38'56"820	157.833
2022	78	260.52	20	17	Sergio PÉREZ	Red Bull Racing Honda	1h56'30"265	109.987
2023	78	260.52	20	19	Max VERSTAPPEN	Red Bull Racing Honda	1h48'51"980	143.452
2024	78	260.52	20	16	Charles LECLERC	Ferrari	2h23'15"554	109.013
2025	78	260.52	20	18	Lando NORRIS	McLaren	1h40'33"843	155.295



GRAND PRIX AUTOMOBILE DE MONACO

RECORDS

Victories

- 6 Ayrton SENNA (1987-89-90-91-92-93)
- 5 Graham HILL (1963-64-65-68-69), Michael SCHUMACHER (1994-95-97-99-2001)
- 4 Alain PROST (1984-85-86-88)
- 3 Stirling MOSS (1956-60-61), Jackie STEWART (1966-71-73), Nico ROSBERG (2013-14-15), Lewis HAMILTON (2008-16-19)
- 2 Jean-Manuel FANGIO (1950-57), Maurice TRINTIGNANT (1955-58), Niki LAUDA (1975-76), Jody SCHEKTER (1977-79), David COULTHARD (2000-02), Fernando ALONSO (2006-07), Mark WEBBER (2010-12), Sebastian VETTEL (2011-17), Max VERSTAPPEN (2021-23)

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 :
Pierre GASLY / Aston Martin Red Bull Racing : 161.730 km/h, 1'14"279 in 2019

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 track

Lando NORRIS - 1'09"954 - McLaren in 2025

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	-
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



YEAR	CONSTRUCTOR/ENGINE	DRIVER	CAR	VICTORIES	POLE POSITIONS	FASTEST LAPS
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
2019	Mercedes AMG	L. HAMILTON (GBR)	Mercedes	11	5	6
2020	Mercedes AMG	L. HAMILTON (GBR)	Mercedes	11	10	6
2021	Red Bull Racing	M. VERSTAPPEN (NED)	Red Bull	10	10	6
2022	Red Bull Racing	M. VERSTAPPEN (NED)	Red Bull	15	7	5
2023	Red Bull Racing	M. VERSTAPPEN (NED)	Red Bull	19	12	9
2024	Red Bull Racing	M. VERSTAPPEN (NED)	Red Bull	9	8	3
2025	McLaren	L. NORRIS (GBR)	McLaren	7	7	6



THE PRINCIPALITY OF MONACO

An independent and sovereign state, the Principality of Monaco shares its land borders with several municipalities in the Alpes-Maritimes department: from west to east, Cap d'Ail, La Turbie, Beausoleil, and Roquebrune-Cap-Martin. It also has a coastline along the Mediterranean Sea.

The population of the Principality is approximately 36,000, including about 9,000 nationals.

Its total area is 195 hectares, of which nearly 40 have been reclaimed from the sea over the past 20 years.

It stretches along a narrow coastal strip, which in places rises almost vertically and reaches an elevation of 163 meters.

Its width varies from 1,050 meters to just 350 meters, and it extends 4,100 meters along the coastline.

The Principality consists of a single municipality, Monaco, whose boundaries are identical to those of the state.

It is divided into six districts:

- Monaco-Ville, on the Rock, the old fortified city with the Prince's Palace, ramparts, gardens, the Cathedral, and the Oceanographic Museum;
- La Condamine, the Port district;
- Monte-Carlo, founded in 1866 during the reign of Prince Charles III, who gave it his name, known for its world-famous casino, luxury hotels, and modern leisure facilities such as Larvotto Beach, the Monte-Carlo Sporting Club, and the Boulingrins Gardens;
- Fontvieille, a major engineering achievement, built on a 40-meter-deep seabed using rockfill to create a 22-hectare platform supporting an urban, tourist, and sports complex, adjacent to a marina and a non-polluting industrial area;
- Moneghetti, including Les Révoires and the Exotic Garden (on the western border with Cap-d'Ail).
- Mareterra is Monaco's latest eco-friendly district, inaugurated on December 4, 2024, by H.S.H. Prince Albert II of Monaco. This ambitious project has expanded the Principality by 6 hectares into the Mediterranean. Located near the Louis-II Tunnel and the Fairmont Hotel, Mareterra represents a perfect blend of modernity, luxury, and environmental responsibility.

The climate is mild in winter and warm, but not excessively so, in summer. The average annual temperature is 16.31 °C, and the Principality enjoys exceptional sunshine.



VARIOUS INFORMATIONS

Nice Côte d'Azur Airport	Standard	+33 (0) 820 42 33 33
Helicopter Service	Héli Air Monaco Fontvieille	92.05.00.50
Taxis		93.15.01.01
Railway Station Vallon Sainte Dévote	Enquiries and reservations Informations	93 10 60 05 www.sncf.fr
Car Rental self drive		
	ADA	93 50 18 78
	Avis	93 30 17 53
	Elite Rent a Car	97 77 17 37
	Europcar	93 50 74 95
	First GT Location	93 50 62 10
	GT Rental	97 70 54 53
	Hertz	93 50 79 60
	MC Luxury Rental	06 19 57 60 53
	Roadster'z Monaco	93 30 30 14
Monaco Hospital	Centre Hospitalier Princesse Grace EMERGENCIES	97 98 99 00
Ambulance and Fire Services	EMERGENCIES	93 15 66 99 or 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, boulevard des Moulins	92 16 61 66

Travel Agencies

Aeromar Voyages	23, rue Terrazzani	97 98 63 79
Cruise'n Fly	13, boulevard Princesse Charlotte	97 70 25 60
Havas Voyages	6, boulevard des Moulins	93 25 73 73
Jet Travel	20, avenue de Fontvieille	97 70 08 00
Mercury Travel Agency	1, boulevard de Suisse	97 97 47 98
Monaco Voyages	22, boulevard d'Italie	97 97 82 50
Monaco Top Voyages	41, avenue Hector Otto	97 97 79 90

Post Offices

Main Post Office	Palais de la Scala, Monte-Carlo	97 97 25 25
Monaco Condamine	17, rue Grimaldi	99 99 80 40
Monaco Fontvieille	3 Place du Campanin	99 99 80 30
Monaco-Ville	Place de la Mayrie	99 99 80 28
Monte-Carlo	1, avenue Henri Dunant	99 99 80 80
Monte-Carlo Moulins	Place des Moulins	99 99 80 26

Exchange

Compagnie Monégasque de Change	Parking des Pêcheurs	93 25 02 50
Monafinances	17, avenue des Spélugues	93 50 06 80

Currency Machine

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

Parkings

Standard	98 98 41 95 / 98 98 85 53
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 30 00
Hôtel Hermitage	Square Beaumarchais	98 06 40 00
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, avenue J.F Kennedy	97 97 90 00
Monte-Carlo Bay Hotel & Resort	Avenue Princesse Grace	98 06 02 00
Monte-Carlo Beach Hotel	Avenue Princesse Grace 06190 Roquebrune Cap-Martin	93 28 66 66
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, avenue J.F Kennedy	92 00 21 00
Hôtel de France	6, rue de la Turbie	93 30 24 64

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

