



FORMULA 1
GRAND PRIX
DE MONACO 2017



MONTE CARLO
25-26-27-28 MAY



formulaoneTMmedia

OFFICIAL MEDIA KIT



**FORMULA 1
GRAND PRIX
DE MONACO 2017**

**MONTE CARLO
25-26-27-28 MAY**

75th GRAND PRIX DE MONACO

25-28 MAY 2017

counting for the 2017 FIA Formula One
World Championship

Organised by the Automobile Club de Monaco

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

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



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



THE STORY OF AUTOMOBILE CLUB DE MONACO

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

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

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

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

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

Buoyed by this success, and to firmly instil in the hearts and minds of the club's members that their association would henceforth be predominantly focused upon motor vehicles rather than bicycles, a directory was published, containing members' names and addresses and itineraries for car excursions. The determination of those at the helm of the SAVM was already palpable: they were starting to write the future...

The consequences of the World War 1 would be devastating, however, temporarily putting a halt to all motorsport activity. In 1918, Monaco was left to mourn its losses from the battlefield, amongst whom were several dozen club members. For obvious reasons, during these four dreadful years of conflict, the SAVM did not organise a single sporting or even non-competitive event.

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

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



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

The idea of holding a race in the city was certainly a daunting one – perhaps even unachievable. Firstly, there were the steps between the Quai des Etats-Unis and Quai Albert I^{er} 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 McGregor collections boutique, the 'ACM Sport & Marketing' agency, a ticket office for events and several technical areas rented out to Maison de France.

All of this expansion has been necessary to ensure the ACM's efficient everyday functioning and effective communication at all times between the association's premises on Boulevard Albert 1er and those on Rue Grimaldi.

This is to the immediate benefit of the organisation and management of Monaco's motorsport events and the club's members-only services.

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

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



Formula 1 Monaco Grand Prix

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

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

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

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

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

ACM PRESIDENTS

1890: Théodore MULLER

1891: Frédéric BONNAUD

1892: Victorien ROQUES

1893: Ange MONTALDI

1894: Dr. UEIRARD

1895: M. E'TAINTURIER

1896 / 1899: Paul GALLERAND

1900 / 1902: Henri ROUSTAN

1903: P. GALLAND

1904 - 1909: Henri TAIRRAZ

1909 - 1940: Alexandre NOGHES

1940 - 1953: Antony NOGHES

1954 - 1960: Alexandre AUTTIER

1961 - 1964: Joseph FISSORE

1965 - 1968: Dr. Etienne BOERI

1970 - 1972 (Rally): Joseph FISSORE

Since the 1972 Grand Prix: Me Michel BOERI



TIMETABLE

THURSDAY 25.05	FRIDAY 26.05	SATURDAY 27.05	SUNDAY 28.05
06:00 Track closed	06:00 Track closed	07:00 Track closed	07:00 Track closed
08:15 - 09:00 Formula Renault 1 st Practice session	07:55 - 08:25 Formula Renault (Serie A) Qualifying session	09:10 - 09:40 Formula Renault 1 st race (25 mn + 1 lap)	09:45 - 10:20 Porsche Supercup Race start (16 laps or 30 mn)
10:00 - 11:30 Formula 1 1 st Practice session	08:33 - 09:03 Formula Renault (Serie B) Qualifying session	11:00 - 12:00 Formula 1 3 rd Practice session	11:10 - 11:40 Formula Renault 2 nd race (25 mn + 1 lap)
12:00 - 12:45 Formula 2 Practice session	10:00 - 10:30 Porsche Supercup Qualifying session	14:00 - 15:00 Formula 1 Qualifying session	12:30 Formula 1 Drivers track parade
14:00 - 15:30 Formula 1 2 nd Practice session	11:30 - 12:35 Formula 2 Start of Race 1 (42 laps or 60 mn)	16:10 - 17:00 Formula 2 Start of Race 2 (42 laps or 60 mn)	13:46 National Anthem*
16:15 - 16:31 Formula 2 (Group A) Qualifying session	13:00 - 13:30 Renault Celebration laps	18:30 Track open	14:00 Formula 1 Start of 75th Grand Prix Automobile de Monaco (78 laps or 2 h)
16:39 - 16:55 Formula 2 (Group B) Qualifying session	14:30 Track open		19:30 Track open
17:30 - 18:15 Porsche Supercup Practice session			
19:30 Track open			

* with the drivers in the Princely Lodge



MEDIA ACCREDITATION CENTRE OPENING HOURS

Wednesday 24 May 2017	from 08.00 am to 7.00 pm
Thursday 25 May 2017	from 08.00 am to 6.00 pm
Friday 26 May 2017	from 08.00 am to 1.00 pm
Saturday 27 May 2017	from 08.00 am to 12.00 am
Sunday 28 May 2017	from 08.00 am to 11.00 am

MEDIA CENTRE OPENING HOURS

Tuesday 23 May 2017	from 02.00 pm to 7.00 pm (Permanent Holders only)
Wednesday 24 May 2017	from 08.00 am to 9.00 pm
Thursday 25 May 2017	from 07.00 am to 10.00 pm
Friday 26 May 2017	from 08.00 am to 10.00 pm
Saturday 27 May 2017	from 07.00 am to 11.00 pm
Sunday 28 May 2017	from 07.00 am - until the last journalist leaves

MEDIA SHUTTLE SERVICE

	ACCREDITATION Start at 10 minutes intervals	PECHEURS Start at 10 minutes intervals	CENTRE MEDIA Start on request Ave de la Quarantaine Parking des Pêcheurs
Wednesday 24 May	08.00 am - 07.00 pm	07.50 am - 08.00 pm	06.00 pm - 09.15 pm
Thursday 25 May	08.00 am - 04.00 pm	06.50 am - 04.00 pm	04.00 pm - 10.15 pm
Friday 26 May	08.00 am - 01.00 pm	07.50 am - 01.00 pm	01.00 pm - 10.15 pm
Saturday 27 May	08.00 am - 12.00 pm	06.50 am - 12.00 pm	12.00 pm - 11.15 pm
Sunday 28 May	08.00 am - 11.00 pm	06.50 am - 11.00 pm	12.00 pm - 00.00 am





VARIOUS INFORMATIONS

CENTRE MEDIA

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

Access: From Monaco railway station

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

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

FIA MEDIA DELEGATE

F1 Head of Communications and FIA Media Delegate: **Matteo BONCIANI**

MEDIA STAFF

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

National Press Officer: **Richard MICOUD**

Assistants: **Alexandre BRUNEAU**

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

Responsibles of the Media Centre:

Richard MICOUD assisted by **Laurie AUGE**

Staff:

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

MEDIA CAR PARKING

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

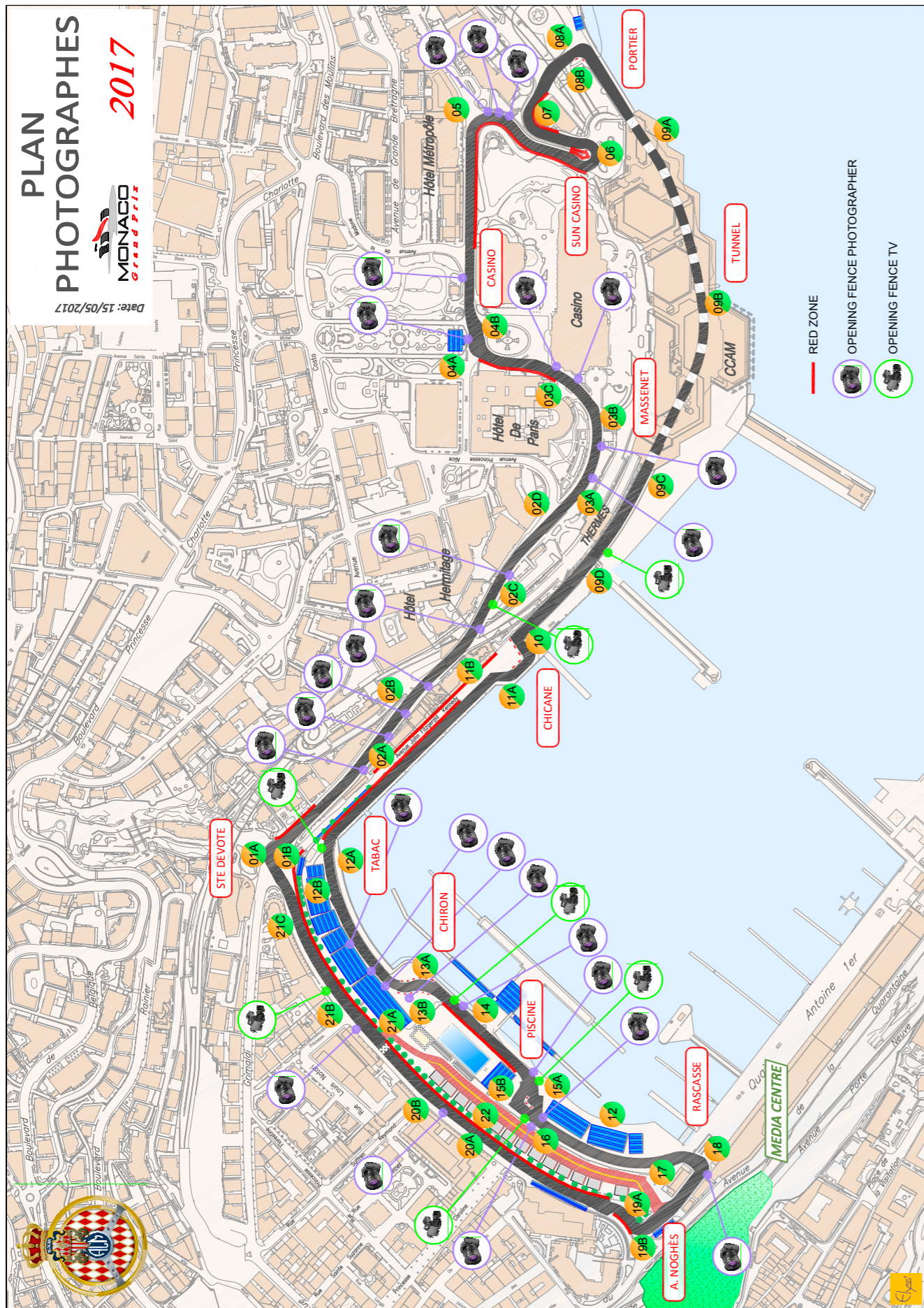
MEDIA INFORMATIONS

- Data acquisition from race headquarter of all informations concerning the practice sessions and races from the 22 marshal posts divided on the circuit as well as the pits area.
- Immediate transmission of this information in English and French.
- On 25 TV receivers installed at the Media Centre (TV n° 1).
- On 39 TV receivers installed on the 39 commentators positions Radio-TV.

* from left to right

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





LOCKERS

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

PODIUM PHOTOGRAPHER GRANDSTAND

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

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

PHOTOGRAPHER TOWER

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

CAMERA REPAIR SERVICE FOR PHOTOGRAPHER

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

INFORMATION

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

2017 MODIFICATIONS

- Safety netting will be placed over the low wall between the last garage and the exit of the Pit Lane
- The infamous Saint Devote bend which has seen many spectacular crashes in recent years has had a breaking surface applied for approximately 50 metres.
- Along the entire length of avenue d'Ostende, the supports for the barriers have been inserted every 2 metres as opposed to 4 metres as in previous years.
- In addition, the track on the descent between Spélugues and Citronniers has been enlarged as the security barriers have been moved onto the edge of the pavement.
- The Marshalls post situated at the Mirabeau will be protected by wire netting.
- The rumblestrip which precedes entry into the tunnel on the sea side has been extended by 5 metres.
- Entry into the Louis Chiron corner will be flanked on the left side by an extra security barrier and wire netting.
- An entry point 2 metres wide has been created in the Pit Lane wall to facilitate the evacuation of the Grid and the return of mechanics to their garages.
- Finally, an extra, approximately 100 metres of "Tecpro" barriers will be used in addition to what has already been used historically on five different bends located on the circuit.

PRESS CONFERENCES

FORMULA 1 WORLD CHAMPIONSHIP

Wednesday 24th May 2017 - 03.pm

Press Conference for a maximum of six drivers (2x3) chosen by the FIA F1 Head of Communications, in the Press Conference Room of the Media Centre.

Thursday 25th May 2017 - 04.pm

Press Conference for six team personalities (2x3) chosen by the FIA F1 Head of Communications, in the Press Conference Room of the Media Centre.

Saturday 27th May 2017 - after the qualifying session

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

Sunday 28th May 2017 - after the prize-giving ceremony

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

FIA FORMULA 2 CHAMPIONSHIP

Thursday 25th May 2017 - 06.pm

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

Friday 26th May 2017 - 01.pm

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

Saturday 27th May 2017 - 05.30 pm

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

* * * * *

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

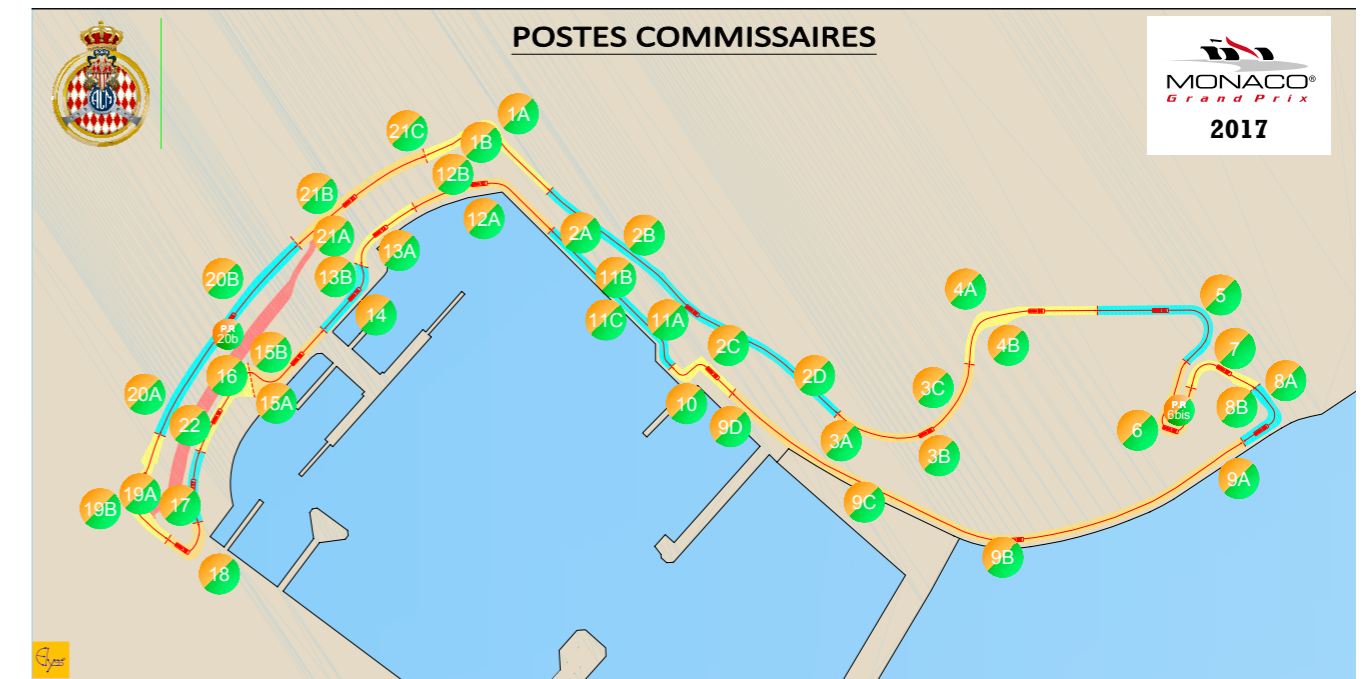




RESTRICTED AREAS

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

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



EQUIPMENTS AND MEANS

3km337

Lenght of the circuit

290km/h

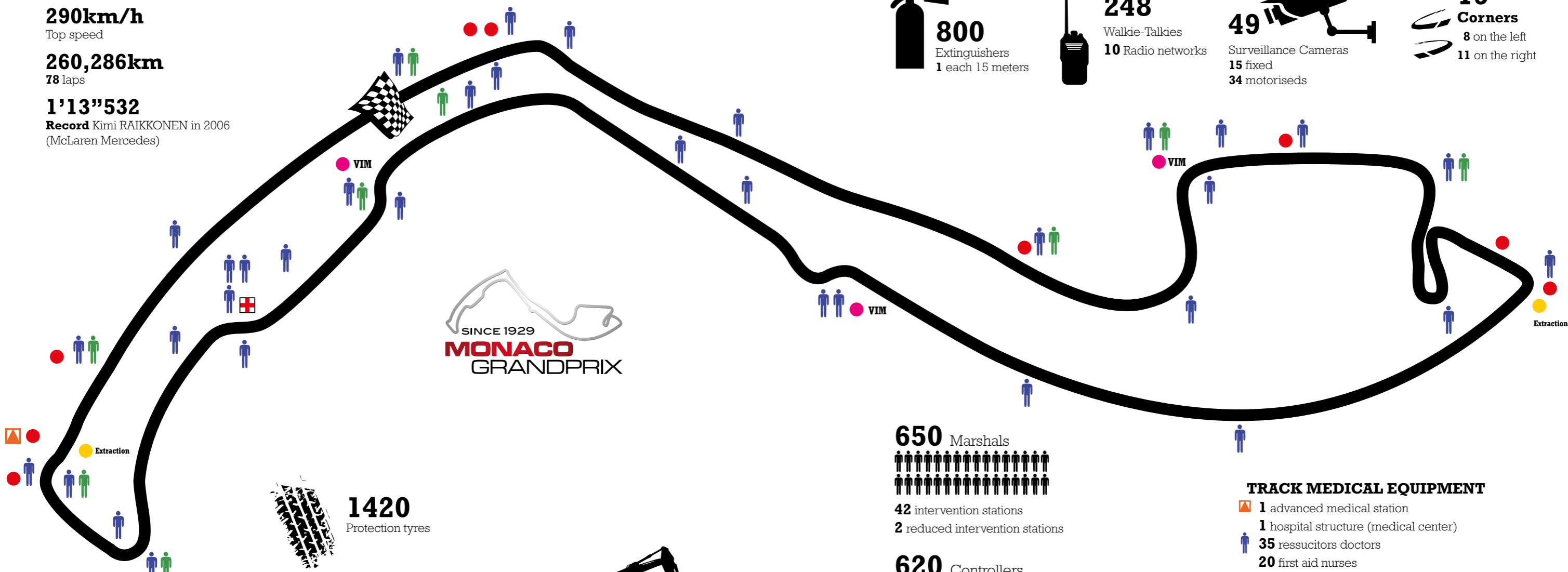
Top speed

260,286km

78 laps

1'13"532

Record Kimi RAIKKONEN in 2006
 (McLaren Mercedes)



800
 Extinguishers
 1 each 15 meters

248
 Walkie-Talkies
10 Radio networks

49
 Surveillance Cameras
15 fixed
34 motorised

19
 Corners
8 on the left
11 on the right

1420
 Protection tyres

1100 tonnes Grandstands

21 km Safety rails

880 m barriers Tecpro®

20 000 m² wire nettings

10
 Cranes
 Sainte Devote
 Haut avenue d'Ostende
 Square Massenet
 Avenue des Spélugues
 Echappatoire virage Mirabeau
 Virage Sun Casino
 Sortie Tunnel
 Sortie échappatoire Chicane
 Sortie "S" Piscine
 Rue Suffren Reymond

650 Marshals
 42 intervention stations
 2 reduced intervention stations

620 Controllers
 84 Circuit Security
 22 Paddock Security / 26 Pits Security

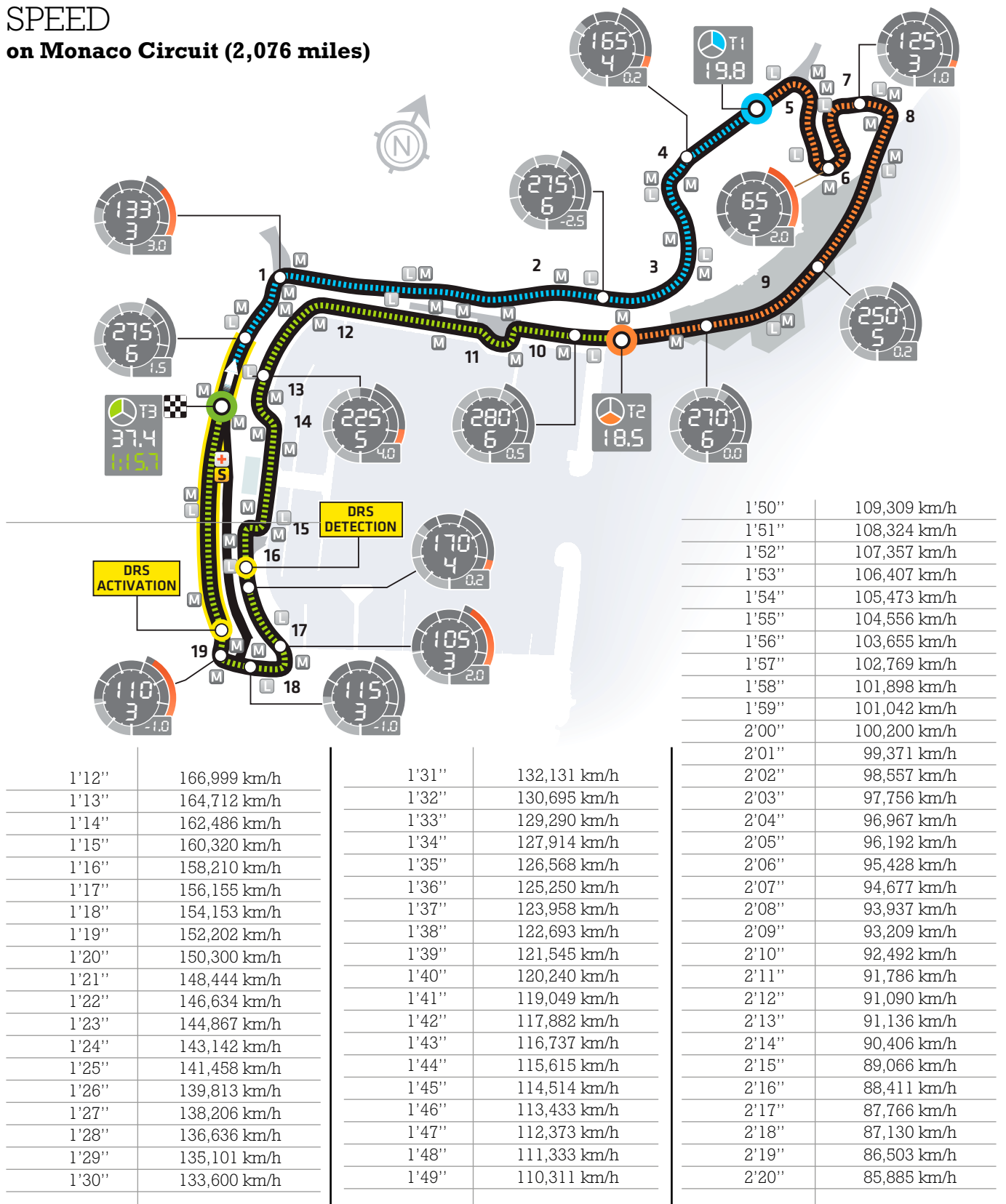
120
 Professional firemen
 2 disincarceration and extraction vehicles
 5 fire express vehicles

TRACK MEDICAL EQUIPMENT

- 1** advanced medical station
- 1** hospital structure (medical center)
- 35** resuscitator doctors
- 20** first aid nurses
- 3** express intervention vehicles
- 2** extraction vehicles
- 36** cardiovascular and breathing resuscitation kits
- 30** depression mattresses
- 9** doctors
- 18** first aid workers
- 8** ambulances
- 6** K.E.D. vertebral and spinal immobilizing plaster
- 1** Medical Center
- 1** helicopter



SPEED
 on Monaco Circuit (2,076 miles)



THE CIRCUIT

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

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

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

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

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

On the surface of the platform, there are:

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

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

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

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

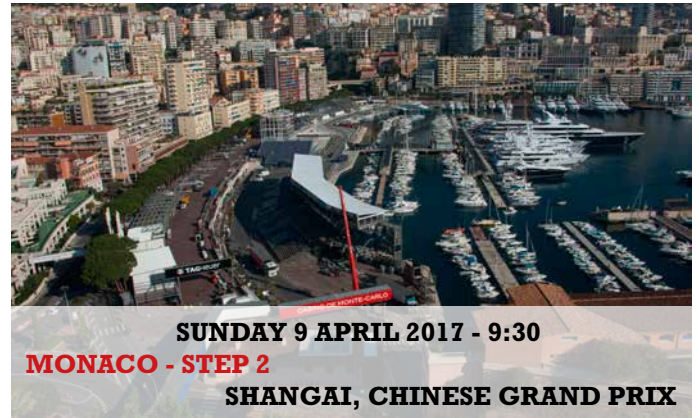
In 2014, a new pit wall was built. It consists of 90 steel blocks filled with concrete, each weighing 2.7 tonnes. A gateway was created along the pit wall in the middle of the pit lane, dedicated mainly to the persons who must work on the starting grid. To ensure a better overall view, the bridge located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

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

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



MONACO HARBOUR - CIRCUIT CONSTRUCTION IN 5 STEPS



THE NEW PRINCELY LODGE

The « Automobile Club de Monaco » displays yet again its innovative spirit using the latest technologies in modular construction and modern architecture.

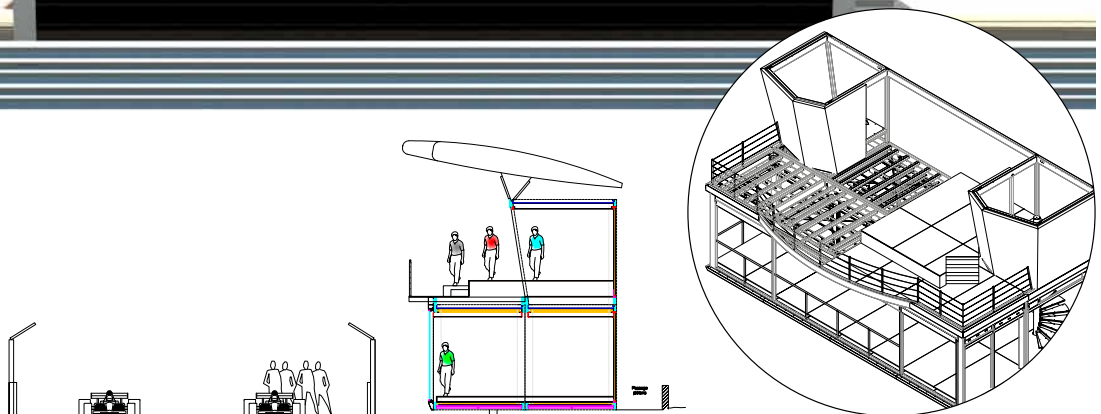
The new Royal Box embodies functionality, prestige and comfort as was the case for Race Control, also entirely redesigned for 2016. With a thoroughly contemporary design, this new construction takes its place where the old structure stood. Still a duplex, this new structure brings with it unrivalled comfort.

Slightly raised compared to the track itself, the lower floor reception area is equipped with soundproof glass and will host the Royal Family, Drivers and Race Officials.

The Prize giving ceremony will take place on the upper level, in keeping with the other F1 Grand Prix Championships Worldwide.

Situated opposite the "VIP Loge", where the photographers are based this facility will also facilitate the infamous photo sessions.

This new facility combines the latest in modern technology, the most high-tech in building materials and again, as was the case for Race Control the fruit of a strong collaboration between ACM and the Monaco based engineering company, Elyss.





**FORMULA 1
GRAND PRIX
DE MONACO 2017**

**MONTE CARLO
25-26-27-28 MAY**

PODIUM PROCEDURE IN MONACO

One lap after the finish line is crossed, the winner and second and third finishers stop below the Princely Lodge. When the constructor of the winning car has joined them, they enter the Princely Lodge. The winning driver's national anthem is played first, followed by that of the winning constructor. If the driver and constructor both share the same national anthem then it is played once only.

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

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

Then, immediately after the interviews, the three drivers will be driven to the Press Centre, on Quai Antoine 1^{er}, where a press conference for the media take place.



74th GRAND PRIX DE MONACO 2016 - PRACTICE SESSIONS

1st Free Practice Session

POS	NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	KPH	TIME OF DAY
1	44	L. HAMILTON	GBR	Mercedes AMG Petronas F1 Team	1:15.537	31		159.037	10:45:51
2	6	N. ROSBERG	GER	Mercedes AMG Petronas F1 Team	1:15.638	39	0.101	158.824	10:49:05
3	5	S. VETTEL	GER	Scuderia Ferrari	1:15.956	26	0.419	158.159	11:05:32
4	3	D. RICCIARDO	AUS	Red Bull Racing	1:16.308	29	0.771	157.430	11:04:46
5	33	M. VERSTAPPEN	NED	Red Bull Racing	1:16.371	30	0.834	157.300	10:54:17
6	26	D. KVYAT	RUS	Scuderia Toro Rosso	1:16.426	37	0.889	157.187	11:15:13
7	27	N. HULKENBERG	GER	Sahara Force India F1 Team	1:16.560	34	1.023	156.912	10:58:43
8	11	S. PEREZ	MEX	Sahara Force India F1 Team	1:16.697	28	1.160	156.631	10:58:54
9	7	K. RAIKKONEN	FIN	Scuderia Ferrari	1:16.912	24	1.375	156.194	11:06:08
10	55	C. SAINZ	ESP	Scuderia Toro Rosso	1:17.130	39	1.593	155.752	11:21:04
11	77	V. BOTTAS	FIN	Williams Martini Racing	1:17.562	44	2.025	154.885	11:14:55
12	8	R. GROSJEAN	FRA	Haas F1 Team	1:17.599	33	2.062	154.811	10:55:23
13	14	F. ALONSO	ESP	McLaren Honda	1:17.838	27	2.301	154.335	11:05:00
14	21	E. GUTIERREZ	MEX	Haas F1 Team	1:17.909	25	2.372	154.195	10:54:12
15	22	J. BUTTON	GBR	McLaren Honda	1:17.920	26	2.383	154.173	11:02:04
16	12	F. NASR	BRA	Sauber F1 Team	1:18.187	29	2.650	153.647	11:11:34
17	20	K. MAGNUSSEN	DEN	Renault Sport F1 Team	1:18.274	34	2.737	153.476	10:31:34
18	9	M. ERICSSON	SWE	Sauber F1 Team	1:18.301	33	2.764	153.423	11:18:31
19	19	F. MASSA	BRA	Williams Martini Racing	1:18.746	10	3.209	152.556	10:23:33
20	30	J. PALMER	GBR	Renault Sport F1 Team	1:18.871	22	3.334	152.314	10:36:23
21	88	R. HARYANTO	INA	Manor Racing MRT	1:20.528	28	4.991	149.180	10:56:40
22	94	P. WEHRLEIN	GER	Manor Racing MRT	1:20.868	25	5.331	148.553	11:14:04

2nd Free Practice Session

POS	NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	KPH	TIME OF DAY
1	3	D. RICCIARDO	AUS	Red Bull Racing	1:14.607	40		161.019	14:45:50
2	44	L. HAMILTON	GBR	Mercedes AMG Petronas F1 Team	1:15.213	36	0.606	159.722	14:42:18
3	6	N. ROSBERG	GER	Mercedes AMG Petronas F1 Team	1:15.506	48	0.899	159.102	14:44:18
4	33	M. VERSTAPPEN	NED	Red Bull Racing	1:15.571	42	0.964	158.965	14:20:23
5	26	D. KVYAT	RUS	Scuderia Toro Rosso	1:15.815	53	1.208	158.454	14:29:30
6	55	C. SAINZ	ESP	Scuderia Toro Rosso	1:15.981	54	1.374	158.107	14:35:50
7	7	K. RAIKKONEN	FIN	Scuderia Ferrari	1:16.040	38	1.433	157.985	14:37:55
8	11	S. PEREZ	MEX	Sahara Force India F1 Team	1:16.120	48	1.513	157.819	14:38:53
9	5	S. VETTEL	GER	Scuderia Ferrari	1:16.269	40	1.662	157.510	15:09:37
10	22	J. BUTTON	GBR	McLaren Honda	1:16.325	46	1.718	157.395	14:37:59
11	27	N. HULKENBERG	GER	Sahara Force India F1 Team	1:16.487	49	1.880	157.061	14:34:10
12	14	F. ALONSO	ESP	McLaren Honda	1:16.723	43	2.116	156.578	14:36:50
13	21	E. GUTIERREZ	MEX	Haas F1 Team	1:16.782	40	2.175	156.458	14:35:59
14	77	V. BOTTAS	FIN	Williams Martini Racing	1:16.849	47	2.242	156.322	14:29:35
15	8	R. GROSJEAN	FRA	Haas F1 Team	1:16.874	23	2.267	156.271	14:52:42
16	19	F. MASSA	BRA	Williams Martini Racing	1:17.286	42	2.679	155.438	14:42:26
17	20	K. MAGNUSSEN	DEN	Renault Sport F1 Team	1:17.530	29	2.923	154.949	14:34:15
18	9	M. ERICSSON	SWE	Sauber F1 Team	1:17.562	39	2.955	154.885	14:45:31
19	30	J. PALMER	GBR	Renault Sport F1 Team	1:17.761	24	3.154	154.488	15:23:54
20	12	F. NASR	BRA	Sauber F1 Team	1:17.999	49	3.392	154.017	14:30:32
21	88	R. HARYANTO	INA	Manor Racing MRT	1:18.647	10	4.040	152.748	14:20:33
22	94	P. WEHRLEIN	GER	Manor Racing MRT	1:18.814	46	4.207	152.424	14:38:28



74th GRAND PRIX DE MONACO 2016 - PRACTICE SESSIONS

3th Free Practice Session

POS	NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	KPH	TIME OF DAY
1	5	S. VETTEL	GER	Scuderia Ferrari	1:14.650	25		160.926	11:46:14
2	44	L. HAMILTON	GBR	Mercedes AMG Petronas F1 Team	1:14.668	24	0.018	160.888	11:52:09
3	6	N. ROSBERG	GER	Mercedes AMG Petronas F1 Team	1:14.772	29	0.122	160.664	11:52:44
4	3	D. RICCIARDO	AUS	Red Bull Racing	1:14.807	22	0.157	160.589	11:23:58
5	33	M. VERSTAPPEN	NED	Red Bull Racing	1:15.081	17	0.431	160.003	11:25:38
6	26	D. KVYAT	RUS	Scuderia Toro Rosso	1:15.259	23	0.609	159.624	11:52:23
7	55	C. SAINZ	ESP	Scuderia Toro Rosso	1:15.324	26	0.674	159.487	11:50:42
8	11	S. PEREZ	MEX	Sahara Force India F1 Team	1:15.368	21	0.718	159.393	11:14:14
9	7	K. RAIKKONEN	FIN	Scuderia Ferrari	1:15.555	22	0.905	158.999	11:46:26
10	27	N. HULKENBERG	GER	Sahara Force India F1 Team	1:15.666	20	1.016	158.766	11:18:10
11	19	F. MASSA	BRA	Williams Martini Racing	1:16.068	29	1.418	157.927	11:57:00
12	14	F. ALONSO	ESP	McLaren Honda	1:16.257	24	1.607	157.535	11:53:00
13	22	J. BUTTON	GBR	McLaren Honda	1:16.298	23	1.648	157.451	11:52:20
14	77	V. BOTTAS	FIN	Williams Martini Racing	1:16.347	21	1.697	157.349	11:57:06
15	21	E. GUTIERREZ	MEX	Haas F1 Team	1:16.406	23	1.756	157.228	11:16:20
16	20	K. MAGNUSSEN	DEN	Renault Sport F1 Team	1:16.412	13	1.762	157.216	11:52:36
17	8	R. GROSJEAN	FRA	Haas F1 Team	1:16.527	27	1.877	156.979	11:52:14
18	12	F. NASR	BRA	Sauber F1 Team	1:16.867	23	2.217	156.285	11:31:24
19	9	M. ERICSSON	SWE	Sauber F1 Team	1:17.038	32	2.388	155.938	12:00:24
20	30	J. PALMER	GBR	Renault Sport F1 Team	1:17.482	17	2.832	155.045	11:57:17
21	94	P. WEHRLEIN	GER	Manor Racing MRT	1:17.595	32	2.945	154.819	11:44:21
22	88	R. HARYANTO	INA	Manor Racing MRT	1:18.180	34	3.530	153.660	11:41:38

Qualifying Sessions

POS	NO	NAME	ENTRANT	Q1	LAPS	PERCENT	TIME OF DAY	Q2	LAPS	TIME OF DAY	Q3	LAPS	TIME OF DAY	
1	3	D. RICCIARDO	Red Bull Racing	1:14.912	5	100.404	14:13:58	1:14.357	8	14:47:32	1:13.622	8	15:02:12	
2	6	N. ROSBERG	Mercedes AMG Petronas F1 Team	1:14.873	8	100.352	14:10:34	1:14.043	8	14:50:34	1:13.791	8	15:10:30	
3	44	L. HAMILTON	Mercedes AMG Petronas F1 Team	1:14.826	8	100.289	14:13:07	1:14.056	7	14:39:33	1:13.942	6	15:10:20	
4	5	S. VETTEL	Scuderia Ferrari	1:14.610	7	100.000	14:13:15	1:14.318	8	14:48:45	1:14.552	8	15:02:32	
5	27	N. HULKENBERG	Sahara Force India F1 Team	1:15.333	11	100.969	14:25:30	1:14.989	7	14:40:07	1:14.726	7	15:08:48	
6	7	K. RAIKKONEN	Scuderia Ferrari	1:15.499	8	101.191	14:13:11	1:14.789	9	14:50:13	1:14.732	8	15:02:37	
7	55	C. SAINZ	Scuderia Toro Rosso	1:15.467	6	101.148	14:14:13	1:14.805	9	14:39:23	1:14.749	8	15:09:55	
8	11	S. PEREZ	Sahara Force India F1 Team	1:15.328	11	100.962	14:26:58	1:14.937	9	14:50:44	1:14.902	8	15:10:36	
9	26	D. KVYAT	Scuderia Toro Rosso	1:15.384	6	101.037	14:11:18	1:14.794	9	14:41:56	1:15.273	8	15:09:43	
10	14	F. ALONSO	McLaren Honda	1:15.504	8	101.198	14:27:45	1:15.107	10	14:40:00	1:15.363	8	15:10:41	
11	77	V. BOTTAS	Williams Martini Racing	1:15.521	10	101.221	14:24:21	1:15.273	5	14:47:09				
12	21	E. GUTIERREZ	Haas F1 Team	1:15.592	12	101.316	14:25:09	1:15.293	10	14:50:26				
13	22	J. BUTTON	McLaren Honda	1:15.554	5	101.265	14:11:01	1:15.352	10	14:50:38				
14	19	F. MASSA	Williams Martini Racing	1:15.710	13	101.474	14:25:33	1:15.385	6	14:45:58				
15	8	R. GROSJEAN	Haas F1 Team	1:15.465	12	101.145	14:27:55	1:15.571	10	14:39:56				
16	20	K. MAGNUSSEN	Renault Sport F1 Team	1:16.253	12	102.202	14:25:16	1:16.058	10	14:50:52				
17	9	M. ERICSSON	Sauber F1 Team	1:16.299	12	102.263	14:24:53							
18	30	J. PALMER	Renault Sport F1 Team	1:16.586	12	102.648	14:25:28							
19	88	R. HARYANTO	Manor Racing MRT	1:17.295	12	103.598	14:25:21							
20	94	P. WEHRLEIN	Manor Racing MRT	1:17.452	12	103.809	14:10:52							
	33	M. VERSTAPPEN	Red Bull Racing	1:22.467	3	110.530	14:14:22							
	12	F. NASR	Sauber F1 Team	DNS	1									
QUALIFYING CRITERIA														
				1:19.832	107.000									
POLE POSITION LAP														
3	D. RICCIARDO	Red Bull Racing		1:13.622										163.174 KPH
FASTEST LAP OVERALL														
3	D. RICCIARDO	Red Bull Racing		1:13.622										163.174 KPH



74th GRAND PRIX DE MONACO 2016
THE STARTING GRID

		POLE POSITION
6	N. ROSBERG Mercedes AMG Petronas F1 Team	1:13.791
5	S. VETTEL Scuderia Ferrari	1:14.552
55	C. SAINZ Scuderia Toro Rosso	1:14.749
26	D. KVYAT Scuderia Toro Rosso	1:15.273
77	V. BOTTAS Williams Martini Racing	1:15.273
21	E. GUTIERREZ Haas F1 Team	1:15.293
19	F. MASSA Williams Martini Racing	1:15.385
20	K. MAGNUSSEN Renault Sport F1 Team	1:16.058
30	J. PALMER Renault Sport F1 Team	1:16.586
94	P. WEHRLEIN Manor Racing MRT	1:17.452
12	F. NASR Sauber F1 Team	
3	D. RICCIARDO Red Bull Racing	1:13.622
44	L. HAMILTON Mercedes AMG Petronas F1 Team	1:13.942
27	N. HULKENBERG Sahara Force India F1 Team	1:14.726
11	S. PEREZ Sahara Force India F1 Team	1:14.902
14	F. ALONSO McLaren Honda	1:15.363
7	K. RAIKKONEN * Scuderia Ferrari	1:14.732
22	J. BUTTON McLaren Honda	1:15.352
8	R. GROSJEAN Haas F1 Team	1:15.571
9	M. ERICSSON Sauber F1 Team	1:16.299
88	R. HARYANTO Manor Racing MRT	1:17.295
33	M. VERSTAPPEN Red Bull Racing	1:22.467

Cars 33 & 12 - Permitted to start - Stewards' document nos. 24 & 26

*** PENALTIES**

Car 7 - 5 place grid penalty - Replacement Gearbox - Stewards' document no. 20



74th GRAND PRIX DE MONACO 2016
OFFICIAL CLASSIFICATION

POS	NO	DRIVER	NAT	ENTRANT	LAPS	TIME	GAP	KPH	BEST	LAP	
1	44	L. HAMILTON	GBR	Mercedes AMG Petronas F1 Team	78	1:59:29.133		130.703	1:17.939	71	
2	3	D. RICCIARDO	AUS	Red Bull Racing	78	1:59:36.385	7.252	6.573	130.571	1:18.294	67
3	11	S. PEREZ	MEX	Sahara Force India F1 Team	78	1:59:42.958	13.825	2.021	130.451	1:18.446	64
4	5	S. VETTEL	GER	Scuderia Ferrari	78	1:59:44.979	15.846	69.230	130.415	1:18.005	62
5	14	F. ALONSO	ESP	McLaren Honda	78	2:00:54.209	85.076	7.923	129.170	1:19.170	72
6	27	N. HULKENBERG	GER	Sahara Force India F1 Team	78	2:01:02.132	92.999	0.291	129.029	1:19.232	74
7	6	N. ROSBERG	GER	Mercedes AMG Petronas F1 Team	78	2:01:02.423	93.290	1 LAP	129.024	1:18.763	74
8	55	C. SAINZ	ESP	Scuderia Toro Rosso	77	1:59:30.797	1 LAP	17.386	128.997	1:18.519	70
9	22	J. BUTTON	GBR	McLaren Honda	77	1:59:48.183	1 LAP	3.636	128.685	1:19.670	66
10	19	F. MASSA	BRA	Williams Martini Racing	77	1:59:51.819	1 LAP	54.701	128.620	1:19.213	69
11	21	E. GUTIERREZ	MEX	Haas F1 Team	77	2:00:46.520	1 LAP	9.075	127.649	1:19.131	69
12	77	V. BOTTAS *	FIN	Williams Martini Racing	77	2:00:55.595	1 LAP	1 LAP	127.490	1:19.223	66
13	8	R. GROSJEAN	FRA	Haas F1 Team	76	2:00:47.073	2 LAPS	17.731	125.982	1:20.219	65
14	94	P. WEHRLEIN *	GER	Manor Racing MRT	76	2:01:04.804	2 LAPS	2 LAPS	125.674	1:20.372	60
15	88	R. HARYANTO	INA	Manor Racing MRT	74	1:59:41.780	4 LAPS		123.782	1:19.868	70
NOT CLASSIFIED											
9		M. ERICSSON	SWE	Sauber F1 Team	51	1:26:41.143	DNF	117.795	1:21.342	51	
12		F. NASR	BRA	Sauber F1 Team	48	1:22:30.289	DNF	116.484	1:21.889	46	
33		M. VERSTAPPEN	NED	Red Bull Racing	34	59:42.672	DNF	114.006	1:26.563	34	
20		K. MAGNUSSEN	DEN	Renault Sport F1 Team	32	59:18.315	DNF	108.034	1:29.802	27	
26		D. KVIAT	RUS	Scuderia Toro Rosso	18	36:32.192	DNF	98.639	1:37.895	14	
7		K. RAIKKONEN	FIN	Scuderia Ferrari	10	21:12.395	DNF	94.414	1:47.149	10	
30		J. PALMER	GBR	Renault Sport F1 Team	7	15:38.240	DNF	89.627	1:58.474	2	
FASTEST LAP											
44		L. HAMILTON	GBR	Mercedes AMG Petronas F1 Team		1:17.939 on lap 71		154.135			



FORMULA 1 WORLD CHAMPIONSHIP 2016

CLASSIFICATIONS

DRIVERS

Pos.	Pilotes	Nat.	Ecuries	Points
1	NICO ROSBERG	GER	MERCEDES	385
2	LEWIS HAMILTON	GBR	MERCEDES	380
3	DANIEL RICCIARDO	AUS	RED BULL RACING TAG HEUER	256
4	SEBASTIAN VETTEL	GER	FERRARI	212
5	MAX VERSTAPPEN	NED	RED BULL RACING TAG HEUER	204
6	KIMI RÄIKÖNEN	FIN	FERRARI	186
7	SERGIO PEREZ	MEX	FORCE INDIA MERCEDES	101
8	VALTTERI BOTTAS	FIN	WILLIAMS MERCEDES	85
9	NICO HULKENBERG	GER	FORCE INDIA MERCEDES	72
10	FERNANDO ALONSO	ESP	MCLAREN HONDA	54
11	FELIPE MASSA	BRA	WILLIAMS MERCEDES	53
12	CARLOS SAINZ	ESP	TORO ROSSO FERRARI	46
13	ROMAIN GROSJEAN	FRA	HAAS FERRARI	29
14	DANIIL KVYAT	RUS	TORO ROSSO FERRARI	25
15	JENSON BUTTON	GBR	MCLAREN HONDA	21
16	KEVIN MAGNUSSEN	DEN	RENAULT	7
17	FELIPE NASR	BRA	SAUBER FERRARI	2
18	JOLYON PALMER	GBR	RENAULT	1
19	PASCAL WEHRLEIN	GER	MRT MERCEDES	1
20	STOFFEL VANDOOORNE	BEL	MCLAREN HONDA	1
21	ESTEBAN GUTIERREZ	MEX	HAAS FERRARI	0
22	MARCUS ERICSSON	SWE	SAUBER FERRARI	0
23	ESTEBAN OCON	FRA	MRT MERCEDES	0
24	RIO HARYANTO	INA	MRT MERCEDES	0

MANUFACTURERS

Pos.	Ecuries	Points
1	MERCEDES	765
2	RED BULL RACING TAG HEUER	468
3	FERRARI	398
4	FORCE INDIA MERCEDES	173
5	WILLIAMS MERCEDES	138
6	MCLAREN HONDA	76
7	TORO ROSSO FERRARI	63
8	HAAS FERRARI	29
9	RENAULT	8
10	SAUBER FERRARI	2
11	MRT MERCEDES	1



75th GRAND PRIX AUTOMOBILE DE MONACO F1 2017
ENTRY LIST

N°	DRIVER	NAT.	TEAM	CAR ENGINE
44	Lewis HAMILTON	GBR	MERCEDES AMG	MERCEDES F1 W08
77	Valtteri BOTTAS	FIN	PETRONAS F1 TEAM	MERCEDES
5	Sebastian VETTEL	DEU	SCUDERIA FERRARI	FERRARI SF70H
7	Kimi RÄIKKÖNEN	FIN		FERRARI
3	Daniel RICCIARDO	AUS	RED BULL RACING	RED BULL RB13
33	Max VERSTAPPEN	HOL		TAG HEUER
11	Sergio PÉREZ	MEX	SAHARA FORCE INDIA	FORCE INDIA VJM10
31	Esteban OCON	FRA	F1 TEAM	MERCEDES
19	Felipe MASSA	BRA	WILLIAMS	WILLIAMS FW40
18	Lance STROLL	CAN	MARTINI RACING	MERCEDES
22	Jenson BUTTON	GBR	McLAREN HONDA	McLAREN MCL32
2	Stoffel VANDOORNE	BEL	F1 TEAM	HONDA
26	Daniil KVYAT	RUS	SCUDERIA TORO ROSSO	TORO ROSSO STR12
55	Carlos SAINZ JR	ESP		RENAULT
8	Romain GROSJEAN	FRA	HAAS F1 TEAM	HAAS VF-17
20	Kevin MAGNUSSEN	DNK		FERRARI
27	Nico HÜLKENBERG	DEU	RENAULT SPORT	RENAULT R.S.17
30	Jolyon PALMER	GBR	F1 TEAM	RENAULT
9	Marcus ERICSSON	SWE	SAUBER F1 TEAM	SAUBER C36
94	Pascal WEHRLEIN	DEU		FERRARI



2017 FORMULA 1 SEASON / HELMETS

MERCEDES AMG PETRONAS F1 TEAM



RED BULL RACING



SCUDERIA FERRARI



SAHARA FORCE INDIA F1 TEAM



WILLIAMS MARTINI RACING



McLAREN HONDA F1 TEAM



SCUDERIA TORO ROSSO



HAAS F1 TEAM



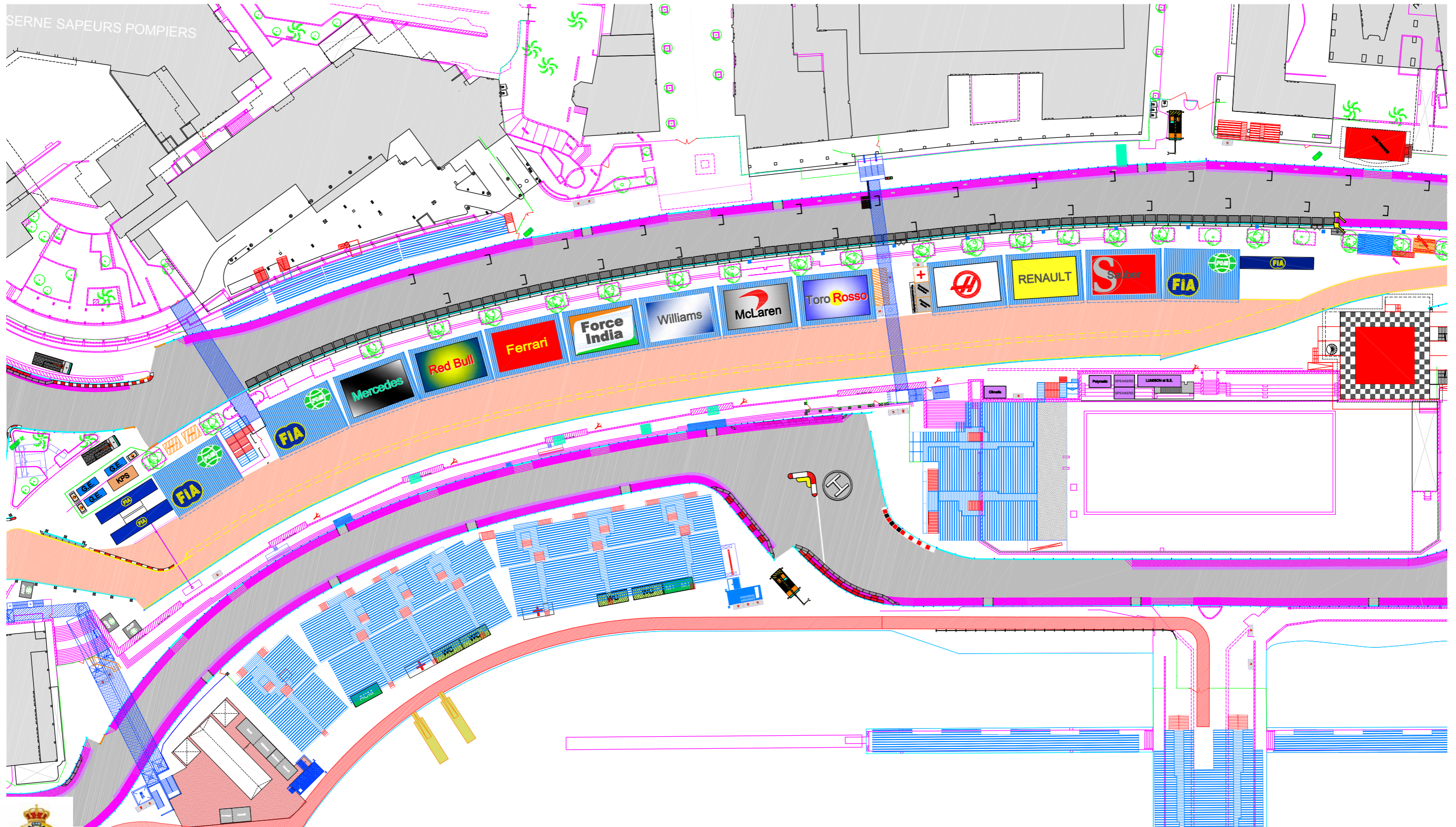
RENAULT SPORT F1 TEAM



SAUBER F1 TEAM



GARAGE ALLOCATION IN THE PITLANE



MERCEDES AMG PETRONAS F1 TEAM



mercedes-amg-fl.com

1st start	France 1954
153* GP starts	*includes 1954 and 1955 seasons
67 Wins	
77 Pole positions	
50 Best laps	
3 Constructors' titles	2014, 2015 et 2016

#44 LEWIS HAMILTON (GBR)

07/01/85 - Stevenage (GBR)
lewishamilton.com

Hamilton won the last four races of 2016 but did not manage to secure a 4th world crown. According to his bosses, Toto Wolff and Niki Lauda, this relative failure has boosted his motivation even more. Last year, he won his first Monaco GP since 2009.



1st start	Australia 2007
193 GP starts	
55 Wins	
64 Pole positions	
34 Best laps	
108 Podiums	
3 World Champions	2008, 2014, 2015
Teams	McLaren (2007-2012), Mercedes (2013-)

#77 VALTTERI BOTTAS (FIN)

28/08/1989 - Nastola (Fin)
valtteribottas.com

He was in the drivers Top 8 last year. Then the quiet Finn took over from freshly retired World Champion Nico Rosberg and claimed his 1st pole position, in Bahrain, before winning his 1st F1 GP on his favourite track, Sochi. During his apprenticeship, Bottas spent four seasons at Williams, finishing 4th in 2014 and 5th in 2015.



1st start	Australie 2013
82 GP starts	
1 Win	
1 Pole position	
1 Best lap	
12 Podiums	
8 th Best classification	2016
Teams	Williams (2013-2016), Mercedes (2017-)



SCUDERIA FERRARI



	1st start Monaco 1950
934	GP starts
226	Wins
209	Pole positions
239	Best laps
16	Constructors titles 1961, 1964, 1975, 1976, 1977, 1979, 1982, 1983, 1999, 2000, 2001, 2002, 2003, 2004, 2007, 2008

#5 **SEBASTIAN VETTEL (DEU)**

03/07/87 - Heppenheim (Deu)
sebastianvettel.de

After a long drought (last win in Singapore, September 2015), Vettel started 2017 with a (double) bang, winning in Australia and Bahrain. For the first time since he joined Ferrari in 2015, he looks like a serious candidate for a 5th World Title, just like Juan Manuel Fangio.



	1st start USA 2007
183	GP starts
44	Wins
47	Pole positions
28	Best laps
91	Podiums
4	World Champion 2010, 2011, 2012, 2013
	Teams BMW-Sauber (2007), Toro Rosso (2007-2008), Red Bull (2009-2014), Ferrari (2015-)

#7 **KIMI RAIKKONEN (FIN)**

17/10/79 - Espoo (Fin)
kimiraikkonen.com

Kimi was crowned in 2007, in a Ferrari, but his come-back to the Scuderia, since 2014, is now a matter for criticism. However, « Iceman » climbed on the podium in Sochi. Last year in Monaco, Räikkönen retired on Lap 11 after hitting the barriers in the Fairmont hairpin.



	1st start Australia 2001
257	GP starts
20	Wins
16	Pole positions
45	Best laps
85	Podiums
1	World Champion 2007
	Teams Sauber (2001), McLaren (2002-2006), Ferrari (2007-2009), Lotus (2012-2013), Ferrari (2014-)



RED BULL RACING



1st start	Australia 2005
229	GP starts
52	Wins
58	Pole positions
52	Best laps
4	Constructors' titles 2010, 2011, 2012, 2013

#3 DANIEL RICCIARDO (AUS)

01/07/89 - Perth (Aus)
danielricciardo.com

Perth-born Aussie racer, a fine successor to Mark Webber, finished 3rd of the Drivers Championship last year, but he has not enjoyed the best start to 2017, in the shadow of young Dutch team-mate Max Verstappen and behind the Mercedes and Ferrari drivers. However, he was 3rd in Spain two weeks ago and finished 2nd, last year, of a Monaco GP that he should have won...



1st start	Great Britain 2011
114	GP starts
4	Wins
1	Pole position
8	Best laps
18	Podiums
3 th	Best classification 2016
Teams HRT (2011), Toro Rosso (2011-2013), Red Bull (2014-)	

#33 MAX VERSTAPPEN (HOL)

30/09/97 - Hasselt (Bel)
verstappen.nl

The youngest ever F1 GP winner (last year in Spain) has not been so lucky in Monaco, until now. In 2015 he crashed at Sainte-Dévote, then last year he achieved a disappointing hat-trick of crashes: one at La Piscine during qualifications, and two at Massenet, against the safety barriers at free practice and in the race.



1st start	Australia 2015
45	GP starts
1	Win
0	Pole position
1	Best lap
8	Podiums
5 th	Best classification 2016
Teams Toro Rosso (2015-2016), Red Bull (2016-)	



SAHARA FORCE INDIA F1 TEAM



#11 SERGIO PEREZ (MEX)

26/01/90 - Guadalajara (Mex)

sergioperez.mx

“Checo” finished 3rd in Monaco last year and then concluded a very solid season with a 7th place in the Drivers Championship. He is much wiser than when he started F1, in 2011, and suffered a disappointing season at McLaren, in 2013. He currently enjoys his best ever season start in F1.



#31 ESTEBAN OCON (FRA)

17/09/1996 - Evreux (Fra)

estebanocon.com

European F3 Champion in 2014 and GP3 Champion in 2015, the young Frenchman entered the last nine F1 races of 2016 in a Manor, a team now in liquidation. For his first five races at Force India, in 2017, he scored points every time, the best result (5th) coming in Spain as a well-deserved reward for his efforts and commitment.



1st start	Australia 2008
176 GP starts	
0 Win	
1 Pole position	
4 Best laps	
173 Points 2016 (4 th)	

1st start	Australia 2011
119 GP starts	
0 Win	
0 Pole position	
3 Best laps	
7 Podiums	
7 th Best classification	2016
Teams	Sauber (2011-2012), McLaren (2013), Force India (2014-)

1st start	Belgium 2016
14 GP starts	
0 Win	
0 Pole position	
0 Best lap	
0 Podium	
Teams	MRT (2016), Force India (2017-)



WILLIAMS MARTINI RACING



williamsf1.com

1st start	Argentina 1978
687 GP starts	
114 Wins	
128 Pole positions	
133 Best laps	
9 Constructors' titles	1980, 1981, 1986, 1987, 1992, 1993, 1994, 1996, 1997

#19

FELIPE MASSA (BRA)

25/04/81 - Sao Paulo (Bra)

felipemassa.com

Following the departure of former team-mate Valtteri Bottas for Mercedes, the Brazilian veteran gave up on retiring and started his 15th season in F1. He was vice-champion in 2008 and intends to build, with his very young team-mate, a relationship similar to the one he had with Michael Schumacher at Ferrari.



1st start	Australia 2002
255 GP starts	
11 Wins	
16 Pole positions	
15 Best laps	
41 Podiums	
2 nd Best classification	2008
Teams	Sauber (2002-2005), Ferrari (2006-2013), Williams (2014-)

#18

LANCE STROLL (CAN)

29/10/1998 - Montreal (Can)

lancestroll.com

A former member of Ferrari Drivers Academy, since the age of 9, the Canadian driver was crowned Italian F4 Champion in 2014 and European F3 Champion in 2016. This year's start was tough for the Williams rookie, who retired three times in a row. He then passed his first two chequered flag in Russia and Spain.



1st start	Australia 2016
5 GP starts	
0 Win	
0 Pole position	
0 Best lap	
0 Podiums	
Teams	Williams (2017-)



McLAREN HONDA



mclaren.com

1st start	Monaco 1966
806	GP starts
182	Wins
155	Pole positions
154	Best laps
8	Constructors' titles 1974, 1984, 1985, 1988, 1989, 1990, 1991, 1998

#22

JENSON BUTTON (GBR)

19/01/80 - Frome (GBR)

jensonbutton.com

The British gentleman is enjoying a sabbatical year but when McLaren asked him to take Alonso's seat in Monaco, for a one-off, without any prior testing, he jumped on the opportunity: "Coming back for the most glamorous GP of the season is very exciting", Button said.



1st start	Australia 2000
305	GP starts
15	Wins
8	Pole positions
8	Best laps
50	Podiums
1	World Champion 2009
	Teams Williams (2000), Benetton (2001), Renault (2002), BAR (2003-2005), Honda (2006-2008), Brawn GP (2009), McLaren (2010-)

#2

STOFFEL VANDOORNE (BEL)

26/03/1992 - Kortrijk (Bel)

stoffelvandoorne.com

The love story between McLaren and the best ever Belgian GP2 driver started at Bahrain GP 2016 when he subbed for an injured Fernando Alonso and scored his first ever F1 point. After Ron Dennis's departure, he remained a priority for the new bosses at McLaren.



1st start	Bahrain 2016
5	GP starts
0	Win
0	Pole positions
0	Best lap
0	Podiums
	Teams McLaren (2017-)



SCUDERIA TORO ROSSO



scuderiatororosso.com

1st start	Bahrain 2006
211 GP starts	
1 Win	
1 Pole position	
1 Best lap	
63 Points 2016 (7 th)	

#26 DANIL KVIAT (RUS)

26/04/94 - Oufa (Rus)
 daniilkvyat.me

The year 2016 was tough for the one and only Russian F1 driver, especially when he was dropped by Red Bull, in the spring, to allow for promotion of Max Verstappen. He recovered but could only manage a 9th place for Toro Rosso and his future with the team is still in question. Last year in Monaco, he retired after colliding with Kevin Magnussen at La Rascasse.



1st start	Australia 2014
62 GP starts	
0 Win	
0 Pole position	
1 Best lap	
2 Podiums	
7 th Best classification	2015
Teams	Toro Rosso (2015-), Red Bull (2015-2016), Toro Rosso (2016-)

#55 CARLOS SAINZ Jr (ESP)

01/09/94 - Madrid (Esp)
 carlossainz.es

Since he joined F1, the son of double rally world champion never made it to the Top 5, but he was constant in 2016 and finished 10 races in the Top 10. The trend continues this year, as Sainz Jr took points in Melbourne, Shanghai, Sochi and Barcelona. Last year in Monaco, the young Spaniard finished 8th.



1st start	Australia 2015
45 GP starts	
0 Win	
0 Pole position	
0 Best lap	
0 Podium	
12 th Best classification	2016
Teams	Toro Rosso (2015-)



HAAS F1 TEAM



1st start	Australie 2016
26 GP starts	
0 Win	
0 Pole position	
0 Best lap	
29 Points 2016 (8 th)	

#8 ROMAIN GROSJEAN (FRA)

17/04/86 - Genève (Sui)
romaingrosjean.com

The Franco-Swiss driver is now one of the Directors of the Grand Prix Drivers Association (GPDA), along with Sebastian Vettel, following Jenson Button's "retirement". He is still in search of his first F1 win and finished 8th in Monaco 2014.



1st start	Europe 2009
107 GP starts	
0 Win	
0 Pole position	
1 Best lap	
10 Podiums	
7 th Best classification	2013
Teams	Renault (2009), Lotus (2012-2015), Haas (2016-)

#20 KEVIN MAGNUSSEN (DNK)

05/10/1992 - Roskilde (Dnk)
kevinmagnussen.com

After a frustrating year at Renault, Jan Magnussen's older son joined Gene Haas's team this winter and finished 8th in Shanghai. His best result in Monaco is a 10th place in 2014.



1st start	Australia 2014
45 GP starts	
0 Win	
0 Pole position	
0 Best lap	
1 Podium	
11 th Best classification	2014
Teams	McLaren (2014), Renault (2016), Haas (2017-)



RENAULT SPORT F1 TEAM

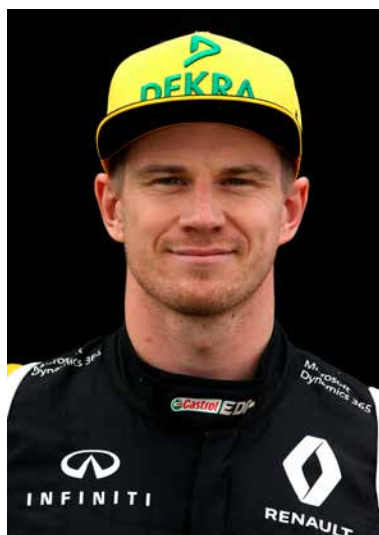


1st start	Great-Britain 1977
326	GP starts
35	Wins
51	Pole positions
31	Best laps
2	Constructors' titles 2005, 2006

#27 NICO HÜLKENBERG (DEU)

19/08/1987 - Emmerich am Rhein (All)
nicohulkenberg.net

A regular customer in the Top 10 of F1 drivers (9th in 2016), "Hulk" managed to qualify for Q3 in China, a first for Renault since its come-back last year. Coming from Force India, and winner of Le Mans 24 Hours in 2015, Hülkenberg is the current driver with the biggest number of starts... for no win and no podium.



1st start	Bahrain 2010
120	GP starts
0	Win
1	Pole position
2	Best laps
0	Podium
9 th	Best classification 2016
Teams Williams (2010), Force India (2011-2012), Sauber (2013), Force India (2014-2016), Renault (2017-)	

#30 JOLYON PALMER (GBR)

20/01/91 - Horsham (GBR)
jolyonpalmer.com

Last year in Monaco, Palmer stuck his car in a safety barrier, in a straight line, during a safety car period. Jonathan Palmer's son was also the victim of a spectacular crash during the first GP of 2017, in Melbourne.



1st start	Australia 2016
25	GP starts
0	Win
0	Pole position
0	Best lap
0	Podium
Teams Renault (2016-)	



SAUBER F1 TEAM



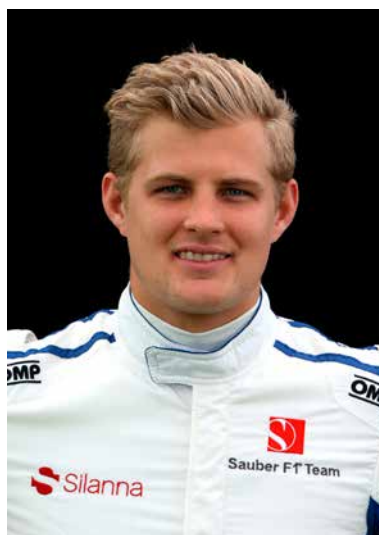
sauberf1team.com

1st start	South Africa 1993
426	GP starts
1	Win
1	Pole position
5	Best laps
36	Points 2015 (8 th)

#9 MARCUS ERICSSON (SWE)

02/09/90 - Kumla (Sue)
 marcusericsson.com

Ross Brawn, the new F1 Sporting Director, does not want to see paying drivers in the paddock any more. Ericsson, one of his former test drivers, is one of them. In Monaco last year, the Swede hit team-mate Felipe Nasr at La Rascasse. Since five Top 10 finishes in 2015, he has not scored a single point.



1st start	Australia 2014
61	GP starts
0	Win
0	Pole position
0	Best lap
0	Podium
18 th	Best classification 2015
Teams Caterham (2014), Sauber (2015-)	

#94 PASCAL WEHRLEIN (DEU)

18/10/94 - Sigmaringen (Deu)
 pascal-wehrlein.de

Driving a modest Manor, the German racer managed to score a point in Austria last year. Following a bad crash during the Race of Champions, in Miami, Wehrlein missed the first two races of 2017, leaving his seat to Italian reserve driver Antonio Giovinazzi. He came back and scored four points in Spain.



1st start	Australia 2016
24	GP starts
0	Win
0	Pole position
0	Best lap
0	Podium
19 th	Best classification 2015
Teams Manor (2016), Sauber (2017-)	



2017 FORMULA 1 WORLD CHAMPIONSHIP

WHAT'S NEW IN 2017?



WHY NEW RULES?

Lap times were being compared to GP2 times, cars were not spectacular, too slow, not challenging enough to drive and drivers under the limit to conserve tyres. Cars now look more aggressive.

AEROS

Ever decreasing envelope of aero development has been enlarged. Rear end squished. Front wings 150mm wider. Rear wings 200mm wider, 150mm lower, swept endplates. Diffuser 50mm higher, 50mm wider, 175mm longer. Width is increased by 200mm to 2000mm limit.

WEIGHT LIMIT

Increased by 26kg due to bigger cars and tyres. Cars must now weigh a minimum of 728kg.

TYRES

Now 60mm wider at the front, 80mm at the rear, providing more mechanical grip. Drivers need to push harder for longer without fear of degrading their tyres. Change of philosophy: fewer pit stops, less degradation. **Extra** set of intermediates if high chance of rain expected in FP3. **Tyre choice** mandated and frozen for first five races.

NON-LISTED PARTS

The regulations regarding parts that may be outsourced have been tightened as has the aero testing of those parts, in order to tighten a loophole in preventing teams from gaining extra CFD and windtunnel time by using third parties to conduct the manufacture and sharing of data.

FUEL LIMITATIONS

Capacity has been increased by 5kg to 105kg to take into account extra drag created by this year's tyres. Only five different formulations allowed in the year, and only two allowed at each race.



ENGINE DEVELOPMENT TOKEN SYSTEM REPLACED BY OTHER RESTRICTIONS

Instead of limiting engine development by the use of tokens in order to allow more freedom for manufacturers to develop their engines, there are now limits on the weight, dimensions and material make-up for certain components. There is a minimum weight for the engine crank assembly, MGU-H and MGU-K ancillaries and a total weight for the energy recovery system, which may not be reduced in volume in season to allow for easier packaging. There is also a maximum compression ratio for each cylinder head.

AVAILABLE ENGINES

Last year, because there were 21 races, five of each of the individual power unit elements were permitted, but now with 20 races, only four are permitted. Furthermore, teams can no longer stockpile fresh elements by making several changes at one event.

ENGINE PARITY

Manufacturers must now supply identical engines to customers to those that they use themselves. Furthermore, the supply cost must be €m cheaper than last year. However, as before, teams may run engine spec from a previous year, as Manor and Toro Rosso have in the past, and as Sauber is doing this year.

STANDING STARTS IN WET WEATHER

Tough regulations have come into force regarding starts on a wet track. Races will no longer restart behind the safety car but instead, after lapping to clear the track, the field will then take up their positions for a conventional grid start. However, that doesn't apply to a race that is stopped which will then restart behind a safety car.

CLUTCH STARTING PROCEDURE

It is now the responsibility of the driver rather than his engineer to find the bite point of the clutch, and the map setting that point is no longer as flat as it was. In the past, it was effective to be within 80 percent of the ideal bite point set by their engineers. Now drivers have to find the right bite point themselves. Furthermore, the clutch pedal behind the steering wheel is now isolated, preventing double pedals.

NAMES AND NUMBERS

FIA regulations are now be more strictly enforced to ensure greater clarity of names and numbers on cars.

PRE-GRID

The time allowed to exit the pits prior to taking up grid positions for the start has been reduced from 15 minutes to ten. The pit lane closes 20 minutes before the race.



2017 FORMULA 1 WORLD CHAMPIONSHIP GRANDS PRIX SO FAR...

ROLEX AUSTRALIAN GRAND PRIX 26.03.2017 / ALBERT PARK CIRCUIT / MELBOURNE



Qualifying Front Row

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

Podium

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

Fastest Lap

Kimi Räikkönen (Ferrari)

Best driver of the GP

Sebastian Vettel

Best team of the GP

Ferrari turn tables on Mercedes

Up & Down



- Hamilton for sixth Australian pole and podium but not tyre management;
- Ferrari confirm their promise, reverse 2016;
- Toro Rosso for two in top ten;
- Giovinazzi's spectacular debut;
- Ricciardo nightmare; same for Palmer and Stroll

Top stories

- First GP of non-Ecclestone era;
- Overtaking concerns but new cars are quick;
- Wehrlein steps down, Giovinazzi talented replacement;
- Massa makes return;
- Ocon scores first point;
- McLaren-Honda continue to disappoint;
- FOM and FIA brief media.

Quotes

- Mercedes engineer: You are still safe to Vettel. We need to get past Verstappen. Hamilton: No, I don't know how you expect me to do that right now.
- Toro Rosso to Carlos Sainz: I will leave you alone, push like a man, animal. We can reach Perez.
- Max Verstappen: How much faster is the fastest lap? Engineer: Too fast.
- RBR engineer: OK, Daniel. P0. Sorry mate, the car's done. Daniel Ricciardo: Ok, I guess when you say that we need to get the XXXX out of here.



HEINEKEN CHINESE GRAND PRIX

09.04.2017 / SHANGAI INTERNATIONAL CIRCUIT



Qualifications

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

Podium

- 1/ Lewis Hamilton (Mercedes)
- 2/ Sebastian Vettel (Ferrari)
- 3/ Max Verstappen (Red Bull)

Fastest Lap

Lewis Hamilton (Mercedes)

Best driver of the GP


Verstappen, 16th on the grid to third.

Best team of the GP

Ferrari would have won but for safety car

Up & Down



- Hamilton and Vettel for perfect performances;
 - Red Bull Racing in the mix;
- 
- Sainz's brave slick choice at the start, seventh place;
 - Point again for Ocon;
 - Renault reliable;
 - Williams lack performance;
 - McLaren's fears realized, double retirement but Alonso says promise shown.

Top stories

- FP2 cancelled due to grounded medical helicopter;
- Hamilton entertains crowd;
- Maximum of seven laps in FP1;
- Giovinazzi's two accidents;
- Hamilton and Vettel tie for championship lead;
- Ferrari president wants talks on Raikkonen form.

Quotes

- Hamilton: "a great job done by this young dude here (Verstappen)".
- Vettel: "Wheel-to-wheel racing; I touched wheels with Daniel as well. I got my elbows out a bit".
- Verstappen: "I think on lap one I passed nine cars, so not too bad. Later: I think we're a bit in a lonely competition, because in front of us they're too quick and behind us they are too slow".
- Hamilton: "I hope that Red Bull can improve through the season because I think a third element in the fight would be even more exciting".
- Engineer to Bottas: So we still have the potential for P4 here Nico... er, Valtteri, so just keep pushing.
- Alonso: And drinks. I don't need XXXXXX drinks, you know there is a race. Just enough concentration to keep the car on the track, you know.



GULF AIR SAUDI GRAND PRIX

16.04.2017 / SAUDI INTERNATIONAL CIRCUIT / SAHJAH



Qualifications

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

Podium

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

Fastest Lap

Lewis Hamilton (Mercedes)

Best driver of the GP

Vettel, overtaking both Mercedes

Best team of the GP

Force India for two points scores

Up & Down



- Great pole for Bottas, hobbled in race;
- Tiny mistakes for Hamilton cost him win;
- Raikkonen 22s behind teammate;



- Red Bull more competitive;
- Both Force Indias in points;
- Haas too.
- Renault show promise.

Top stories

- Wehrlein returns for 11th;
- McLaren announce Alonso to Indy;
- Button to substitute at Monaco;
- Vandoorne fails to start after fine tenth on debut last year;
- Sainz gets Sochi grid penalty for Stroll collision.

Quotes

- Esteban Ocon: "I don't know what Wehrlein's doing. Engineer: Wehrlein doesn't know what Wehrlein's doing so don't worry about him".
- Christian Horner: "I thought it was great to see Bernie doing a Facebook Live from the paddock earlier today".
- Alonso: "How the hell did the car overtake me? 300 meters behind me at the beginning of the straight. I've never raced with less power in my life".
- Horner on Zak Brown allowing Alonso to do Indy: (He, Zak) must be barking mad, it's the nuttiest race I've ever seen. No testing, he's just going to jump in the car. I think he needs to see a psychiatrist personally.
- Recently arrived Mercedes technical director James Allison: I can only really be held responsible for the state of my garden at the moment which is looking very fine as a result of all the effort I've put into it in the last six months or so.



VTB RUSSIAN GRAND PRIX 30.04.2017 / SOCHI AUTODROM



Qualifications

- 1/ Sebastian Vettel (Ferrari)
- 2/ Kimi Räikkönen (Ferrari)
- 3/ Valtteri Bottas (Mercedes)

Podium

- 1/ Valtteri Bottas (Mercedes)
- 2/ Sebastian Vettel (Ferrari)
- 3/ Kimi Räikkönen (Ferrari)

Fastest Lap

Kimi Räikkönen (Ferrari)

Best driver of the GP

Bottas for almost faultless debut win

Best team of the GP

Ferrari for outright pace, claim front row

Up & Down



- Double points score again for Force India - Ocon's best result;



- Hulkenberg confirms Renault promise though more bad luck for Palmer;
- Hamilton 36s behind teammate;
- Red Bull disappoint;
- Two slow punctures for Massa; incurs Vettel wrath on last lap.
- Alonso fails to start.
- Palmer and Grosjean collide lap one.

Top stories

- FIA's claim that three out of the four power units covered by 0.3s disputed;
- Vandoorne is first driver to be penalised for use of more than four power unit elements;
- Shield becomes head protection favourite over halo;
- Honda confirm 2018 engine supply to Sauber.

Quotes

- Räikkönen in the pit lane in qualifying: Hey, there's a bloke standing in front of me. Move!
- McLaren engineer to Alonso on formation lap: Try three times please Fernando. Fernando: I've tried already, so you try yourself.
- Vettel on the start: The straight was a bit too long so maybe we can move the grid further up.
- Räikkönen: "Je pensais que c'était l'inverse" / What do you mean, we are behind Bottas? How did we end up behind him when we didn't stop earlier? Ferrari engineer: he was leading the race, Kimi. Kimi: I thought they were the other way around.
- Bottas: The remaining laps, I want less talking.
- Vettel on future races: I was just thinking whether I should buy a crystal ball. So many times we get questions looking into the future.



PIRELLI SPANISH GRAND PRIX

14.05.2017 / BARCELONA-CATALUNYA CIRCUIT



Qualifications

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

Podium

- 1/ Lewis Hamilton (Mercedes)
- 2/ Sebastian Vettel (Ferrari)
- 3/ Daniel Ricciardo (Red Bull)

Fastest Lap

Lewis Hamilton (Mercedes)

Best driver of the GP

Lewis Hamilton (Mercedes)

Best team of the GP

Force India, both cars in the top six

Up & Down



- Mercedes defeat Ferrari in straight fight;
- Verstappen and Raikkonen collide on lap one;
- Bottas retires with mechanical failure;
- Ricciardo lonely third, 72s down;
- Superb 4th/5th for Force India;
- Wehrlein's one-stop earns first points for Sauber;
- Vettel leads World Championship by six points;
- Williams and Palmer disappoint.

Top stories

- Jean Todt announces bid for third term as FIA president;
- Fernando Alonso bounces back from disastrous F1 to qualify 7th;
- Honda and Renault engine upgrades in doubt for Canada;
- FOM trials new fan friendly attractions.

Quotes

- Hamilton on bringing his dog Roscoe to the FIA press conference: I don't think anyone in the whole of history has probably brought their dog to the press conference so I thought I'd try and do something new.
- Hamilton on Vettel wheel-to-wheel: I felt like I ran out road but I was alongside. It was definitely close but that's how racing should be and I loved it and I wouldn't change it for the world.
- Vettel: He (Hamilton) just flew past down the straight, which was a shame"
- Ricciardo on the podium: Really happy to spray some champagne again.
- Hamilton: I think it was the rawest fight I can remember having for some real time, which I loved.



2017 FORMULA 1 WORLD CHAMPIONSHIP

CLASSIFICATIONS

Drivers	AUSTRALIA	BAHRAIN	CHINA	RUSSIA	SPAIN	TOTAL PTS	MONACO	TOTAL PTS
	S. VETTEL	25	18	25	18	18	104	
L. HAMILTON	18	25	18	18	25	98		
V. BOTTAS	15	8	15	25	-	63		
K. RÄIKKÖNEN	12	10	12	15	-	49		
D. RICCIARDO	-	12	10	-	15	37		
M. VERSTAPPEN	10	15	-	10	-	35		
S. PÉREZ	6	2	6	8	12	34		
E. OCON	1	1	1	6	10	19		
F. MASSA	8	-	8	2	-	18		
C. SAINZ Jr	4	6	-	1	6	17		
N. HÜLKENBERG	-	-	2	4	8	14		
R. GROSJEAN	-	-	4	-	1	5		
D. KVYAT	2	-	-	-	2	4		
K. MAGNUSSEN	-	4	-	-	-	4		
P. WEHRLEIN	-	-	-	-	4	4		
F. ALONSO	-	-	-	-	-	0		
M. ERICSSON	-	-	-	-	-	0		
A. GIOVINAZZI	-	-	-	-	-	0		
J. PALMER	-	-	-	-	-	0		
L. STROLL	-	-	-	-	-	0		
S. VANDOORNE	-	-	-	-	-	0		

Manufacturers	AUSTRALIA	BAHRAIN	CHINA	RUSSIA	SPAIN	TOTAL PTS	MONACO	TOTAL PTS
	MERCEDES	33	33	33	37	25	161	
FERRARI	37	28	37	33	18	153		
RED BULL	10	27	10	10	15	72		
FORCE INDIA	7	3	7	14	22	53		
TORO ROSSO	6	6	-	1	8	21		
WILLIAMS	8	-	8	2	-	18		
RENAULT	-	-	2	4	8	14		
HAAS	-	4	4	-	1	9		
SAUBER	-	-	-	-	4	4		
McLAREN	-	-	-	-	-	0		



2017 FORMULA 1 WORLD CHAMPIONSHIP

DATES AND PLACES

		11 JUNE CANADA / MONTREAL - CIRCUIT GILLES VILLENEUVE 4,361 km - 70 Laps
		25 JUNE AZERBAIJAN / BAKU - BAKU CITY CIRCUIT 6,006 - 51 Laps
		09 JULY AUSTRIA / SPIELBERG - RED BULL RING 4,319 km - 71 Laps
		16 JULY GREAT BRITAIN / SILVERSTONE 5,891 km - 52 Laps
		30 JULY HUNGARY / BUDAPEST - HUNGARORING 4,381 km - 70 Laps
		27 AUGUST BELGIUM / FRANCORCHAMPS - CIRCUIT SPA-FRANCORCHAMPS 7,004 km - 44 Laps
		03 SEPTEMBER ITALY / MONZA - AUTODROMA NAZIONALE MONZA 5,793 km - 53 Laps
		17 SEPTEMBER SINGAPOUR / MARINA BAY - MARINA BAY STREET CIRCUIT 5,073 km - 61 Laps
		01 OCTOBER MALAYSIA / KUALA LUMPUR - SEPANG INTERNATIONAL CIRCUIT 5,553 km - 56 Laps
		08 OCTOBER JAPAN / SUZUKA 5,807 km - 53 Laps
		22 OCTOBER USA / AUSTIN - CIRCUIT OF THE AMERICAS 5,513 km - 56 Laps
		29 OCTOBER MEXIQUE / MEXICO - HERMANOS RODRIGUEZ 4,484 km
		12 NOVEMBER BRASIL / SAO PAULO - AUTODROMO JOSE CARLOS PACE 4,309 km - 71 Laps
		26 NOVEMBER ABU DHABI / UAE - YAS MARINA CIRCUIT 5,554 km - 55 Laps

GRAND PRIX AUTOMOBILE DE MONACO

1929-2016 - HONOUR LIST

ANNÉE	NOMBRE DE TOURS	DISTANCE KM	NOMBRE AU DÉPART	CLASSÉS	VAINQUEUR	MARQUE & TYPES	TEMPS & VITESSE 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-Bens W 125	3h07'23»9	101,815
1948	100	318,000	19	08	Guiseppe ("Nino") FARINA	Maserati 4 CLT	3h18'26»9	96,145
1950	100	318,000	19	07	Juan Manuel FANGIO	Alfa Roméo « 158 »	3h13'18»7	98,700
1952	100	314,5000	18	08	Vittorio MARZOTTO	Ferrari 225 S	3h21'28»7	93,660
1955	100	314,5000	20	09	Maurice TRINTIGNANT	Ferrari « 625 »	2h58'09»7	105,914
1956	100	314,5000	14	08	Stirling MOSS	Maserati 250 F	3h00'32»9	104,514
1957	100	314,5000	16	06	Juan Manuel FANGIO	Maserati 250 F	3h10'12»8	104,160
1958	100	314,5000	16	06	Maurice TRINTIGNANT	Cooper Climax T45	2h52'27»9	109,413
1959	100	314,5000	16	06	Jack BRABHAM	Cooper Climax T51	2h55'51»3	107,361
1960	100	314,5000	16	09	Stirling MOSS	Lotus Climax 18	2h53'45»5	108,599
1961	100	314,5000	16	13	Stirling MOSS	Lotus Climax 18	2h45'50»1	113,787
1962	100	314,5000	16	08	Bruce Mc LAREN	Cooper Climax T60	2h46'29»7	113,396
1963	100	314,5000	15	09	Graham HILL	BRM P57	2h41'45»7	116,555
1964	100	314,5000	16	10	Graham HILL	BRM P261	2h41'19»5	116,910
1965	100	314,5000	16	10	Graham HILL	BRM P261	2h37'39»6	119,637
1966	100	314,5000	16	04	Jackie STEWART	BRM P261	2h33'10»5	123,139
1967	100	314,5000	16	06	Dennis HULME	Brabham Repco BT 20	2h34'34»3	122,143
1968	80	251,6000	16	05	Graham HILL	Lotus Cosworth 49	2h00'32»3	125,238
1969	80	251,6000	16	07	Graham HILL	Lotus Cosworth 49 B	1h56'59»4	129,036



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



ANNÉE	NOMBRE DE TOURS	DISTANCE KM	NOMBRE AU DÉPART	CLASSÉS	VAINQUEUR	MARQUE & TYPES	TEMPS & VITESSE en KM/H
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
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	44	Lewis HAMILTON	Mercedes AMG Petronas	1h59'29"133 130.703



RECORDS

VICTORIES

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

RECORDS OF THE LAP

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

TOTAL RECORD FOR THE RACE

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

RECORD OF THE CIRCUIT

Kimi RAIKKONEN - 1'13"532 - McLaren Mercedes in 2006

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 ONE WORLD CHAMPIONSHIP WINNERS

Year	Manufacturer/Engine	Driver	Car	Wins	Pole Positions	Best lap GP
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 (GB)	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 (GB)	BRM	4	1	3
1963	Lotus /Climax	J. CLARK (GB)	Lotus	7	7	6
1964	Ferrari /Ferrari	J. SURTEES (GB)	Ferrari	2	2	2
1965	Lotus /Climax	J. CLARK (GB)	Lotus	6	6	6
1966	Brabham /Repco	J. BRABHAM (AUS)	Brabham	4	3	1
1967	Brabham /Repco	D. HULME (NZ)	Brabham	2	-	2
1968	Lotus /Ford	G. HILL (GB)	Lotus	3	2	-
1969	Matra /Ford	J. STEWART (GB)	Matra	6	2	5
1970	Lotus /Ford	J. RINDT (AUT)	Lotus	5	3	1
1971	Tyrrell /Ford	J. STEWART (GB)	Tyrrell	6	6	3
1972	Lotus /Ford	E. FITTIPALDI (BRA)	Lotus	5	3	-
1973	Tyrrell /Ford	J. STEWART (GB)	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 (GB)	McLaren	6	8	2
1977	Ferrari /Ferrari	N. LAUDA (AUT)	Ferrari	3	2	3
1978	Lotus /Ford	M. ANDRETTI (USA)	Lotus	6	8	3
1979	Ferrari /Ferrari	J. SCHECKTER (SA)	Ferrari	3	1	1
1980	Williams /Ford	A. JONES (AUS)	Williams	5	3	5
1981	Brabham /Ford	N. PIQUET (BRA)	Brabham	3	4	1
1982	Williams /Ford	K. ROSBERG (FIN)	Williams	1	1	-



Year	Manufacturer/Engine	Driver	Car	Wins	Pole Positions	Best lap GP
1983	Brabham /BMW	N. PIQUET (BRA)	Brabham	3	1	4
1984	McLaren /Tag Porsche	N. LAUDA (AUT)	McLaren	5	-	5
1985	McLaren /Tag Porsche	A. PROST (F)	McLaren	5	2	5
1986	McLaren /Tag Porsche	A. PROST (F)	McLaren	4	1	2
1987	Williams /Honda	N. PIQUET (BRA)	Williams	3	4	4
1988	McLaren /Honda	A. SENNA (BRA)	McLaren	8	13	3
1989	McLaren /Honda	A. PROST (F)	McLaren	4	2	5
1990	McLaren /Honda	A. SENNA (BRA)	McLaren	6	10	2
1991	McLaren /Honda	A. SENNA (BRA)	McLaren	7	8	2
1992	Williams /Renault	N. MANSELL (GB)	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 (GB)	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	FALONSO (E)	Renault	7	8	4
2006	Renault	FALONSO (E)	Renault	7	6	5
2007	Ferrari	K.RAIKKONEN (FIN)	Ferrari	6	3	6
2008	McLaren /Mercedes	L.HAMILTON (GB)	McLaren	9	13	3
2009	Brawn GP	J.BUTTON (GB)	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 (GB)	Mercedes	11	7	7
2015	Mercedes AMG	L. HAMILTON (GB)	Mercedes	10	11	8
2016	Mercedes AMG	N. ROSBERG (GER)	Mercedes	9	8	6



THE PRINCIPALITY OF MONACO

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

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

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

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

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

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

It is divided into five districts :

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

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



VARIOUS INFORMATIONS

Nice Airport	Standard	0820 423 333
Helicopter Service	Héli Air Monaco Fontvieille	92.05.00.50
Taxi ranks (24h phone service)		0820.209.898
Railway Station Gare SNCF - Vallon Sainte Dévote	Enquiries and reservations Informations	36.35 www.sncf.fr
Car Rental self drive		
	ADA	93.50.18.18
	Avis	93.30.17.53
	Elite Rent a Car	97.77.33.11
	Europcar	93 50 74 95
	First GT Location	93 50 62 10
	GT Rental	97 70 54 53
	Hertz	93.50.79.60
	MC ECO Rental	06 80 86 54 09
	Roadster'z Monaco	98 80 01 10
Monaco Hospital	Centre Hospitalier Princesse Grace EMERGENCIES	97.98.99.00
Ambulance and Fire Services	EMERGENCIES	93.30.19.45 ou 18
Doctor, Chemist & nurse on duty	EMERGENCIES	141
Police	Rue Suffren Reymond	93.15.30.15
	EMERGENCIES	17
	Lost property	93.15.30.18
Monaco Government Tourist and Convention Authority	2a, bld des Moulins	92.16.61.66
Radio Monte-Carlo	10, Quai Antoine 1er	97.70.17.01
Télé Monte-Carlo	6, Quai Antoine 1er	93.15.14.15



TRAVEL AGENCIES

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

POST OFFICES

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

EXCHANGE

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

CURRENCY MACHINE

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

PARKINGS

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



HOTELS OF THE PRINCIPALITY

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

TELEPHONES

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

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

Calls from Monaco to a number in France:

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

Calls from Monaco to foreign countries:

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

