



TM

# FORMULA 1 GRAND PRIX DE MONACO

MONTE CARLO  
24-27 MAY



FIA Formula 1  
World Championship™



# 2018

OFFICIAL MEDIA KIT



# 76<sup>th</sup> GRAND PRIX DE MONACO

24-27 MAY 2018

counting for the 2018 FIA Formula One  
World Championship

Organised by the Automobile Club de Monaco

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

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





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





## THE STORY OF AUTOMOBILE CLUB DE MONACO

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

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

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

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

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

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

The consequences of the World War 1 would be devastating, however, temporarily putting a halt to all motorsport activity. In 1918, Monaco was left to mourn its losses from the battlefield, amongst whom were several dozen club members.

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

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

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





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

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

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

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

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

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

**On November 8, 1940** and with the Second World War in its infancy, Alexandre Noghès stepped down from the Presidency after 31 years, justifiably considering that he had accomplished his mission. Nine days later, **on November 17, his son Antony** was elected as his successor – and with cars having been requisitioned for the war effort, the bicycles reappeared! Alexandre Noghès died on **February 25, 1944**, at the age of 79.

After almost a decade of difficulties relating to the war and its aftermath, **on May 16, 1948**, the almost forgotten roar of single-seater engines was once more heard echoing through the streets of the Principality.

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





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

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

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

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

Since **March 7, 1972**, the current ACM team has been re-writing history on a daily basis, whilst at the same time preparing for the future. One of its first key actions was to create a Marshals Corps for road and track events.

These voluntary members must demonstrate an exemplary level of professionalism in order to carry out supervisory and safety functions during both the Rallye Monte-Carlo and the Monaco Grand Prix. This requires specific training that culminates in an internationally recognised licence which is re-evaluated on an annual basis. This small, 700-strong army benefits from a very clear hierarchy and organisation and is universally praised for its efficiency.

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

On Rue Grimaldi, meanwhile, the club purchased the Galerie Park Palace and rented its three adjoining boutiques, before adding the SAMIPA building to its set of occupied premises.

This meant that between 1972 and 2015, the ACM's owned and occupied premises increased five-fold.

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

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

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

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

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





### **Formula 1 Monaco Grand Prix**

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

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

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

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

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

### **ACM PRESIDENTS**

1890: Théodore MULLER

1891: Frédéric BONNAUD

1892: Victorien ROQUES

1893: Ange MONTALDI

1894: Dr. UEIRARD

1895: M. ETAINTURIER

1896 / 1899: Paul GALLERAND

1900 / 1902: Henri ROUSTAN

1903: P. GALLAND

1904 - 1909: Henri TAIRRAZ

1909 - 1940: Alexandre NOGHES

1940 - 1953: Antony NOGHES

1954 - 1960: Alexandre AUTTIER

1961 - 1964: Joseph FISSORE

1965 - 1968: Dr. Etienne BOERI

1970 - 1972 (Rally): Joseph FISSORE

**Since the 1972 Grand Prix: Me Michel BOERI**





## TIMETABLE

### THURSDAY 24.05

06:00	Track closed	
08:00 - 08:45	Formula Renault	Practice session
09:15 - 10:00	Formula 2	Practice session
11:00 - 12:30	Formula 1	1 <sup>st</sup> Practice session
13:20 - 13:36	Formula 2	Qualifying session (Group A)
13:44 - 14:00	Formula 2	Qualifying session (Group B)
15:00 - 16:30	Formula 1	2 <sup>nd</sup> Practice session
17:15 - 18:00	Porsche Supercup	Practice session
19:30	Track open	

### FRIDAY 25.05

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

### SATURDAY 26.05

08:00	Track closed	
10:00 - 10:30	Formula Renault	Race 1 (25 mn + 1 lap)
12:00 - 13:00	Formula 1	3 <sup>rd</sup> Practice session
15:00 - 16:00	Formula 1	Qualifying session (Q1-Q2-Q3)
17:20 - 18:10	Formula 2	Race 2 (30 laps or 45mn max.)
19:30	Track open	

### SUNDAY 27.05

08:00	Track closed	
10:30 - 11:05	Porsche Supercup	Race (16 laps or 30mn max.)
12:00 - 12:30	Formula Renault	Race 2 (25 mn + 1 lap)
13:40	Formula 1	Drivers' Parade
14:40 - 14:50	Formula 1	Starting grid set up
14:56	Formula 1	National Anthem *
15:10	Formula 1	76 <sup>e</sup> Grand Prix de Monaco (78 laps or 120mn max.)
20:30	Track open	

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







## TIMETABLE

### MEDIA ACCREDITATION CENTRE OPENING HOURS

<b>Wednesday 23 May 2018</b>	<b>from 08.00 am to 7.00 pm</b>
<b>Thursday 24 May 2018</b>	<b>from 08.00 am to 6.00 pm</b>
<b>Friday 25 May 2018</b>	<b>from 08.00 am to 1.00 pm</b>
<b>Saturday 26 May 2018</b>	<b>from 08.00 am to 12.00 am</b>
<b>Sunday 27 May 2018</b>	<b>from 08.00 am to 11.00 am</b>

### MEDIA CENTRE OPENING HOURS

<b>Tuesday 22 May 2018</b>	<b>from 02.00 pm to 7.00 pm</b> <b>(Permanent Holders only)</b>
<b>Wednesday 23 May 2018</b>	<b>from 08.00 am to 9.00 pm</b>
<b>Thursday 24 May 2018</b>	<b>from 07.00 am to 10.00 pm</b>
<b>Friday 25 May 2018</b>	<b>from 08.00 am to 10.00 pm</b>
<b>Saturday 26 May 2018</b>	<b>from 07.00 am to 11.00 pm</b>
<b>Sunday 27 May 2018</b>	<b>from 07.00 am - until the last journalist leaves</b>

### MEDIA SHUTTLE SERVICE

	<b>ACCREDITATION</b> Start at 10 minutes intervals	<b>PECHEURS</b> Start at 10 minutes intervals	<b>CENTRE MEDIA</b> Start on request Ave de la Quarantaine Parking des Pêcheurs
<b>Wed. 23 May</b>	<b>08.00 am - 07.00 pm</b>	<b>07.50 am - 08.00 pm</b>	<b>06.00 pm - 10.15 pm</b>
<b>Thu. 24 May</b>	<b>08.00 am - 06.00 pm</b>	<b>06.50 am - 04.00 pm</b>	<b>04.00 pm - 10.15 pm</b>
<b>Fri. 25 May</b>	<b>08.00 am - 01.00 pm</b>	<b>07.50 am - 01.00 pm</b>	<b>01.00 pm - 10.15 pm</b>
<b>Sat. 26 May</b>	<b>08.00 am - 12.00 pm</b>	<b>06.50 am - 12.00 pm</b>	<b>12.00 pm - 11.15 pm</b>
<b>Sun. 27 May</b>	<b>08.00 am - 11.00 pm</b>	<b>06.50 am - 11.00 pm</b>	<b>12.00 pm - 00.00 am</b>





## VARIOUS INFORMATIONS

### CENTRE MEDIA

**Location:** 4, Quai Antoine 1er, 1<sup>st</sup> 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**  
Deputy: **Pierre GUYONNET-DUPERAT**

### 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 AUGÉ** and **Majdi HAJJAR**

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

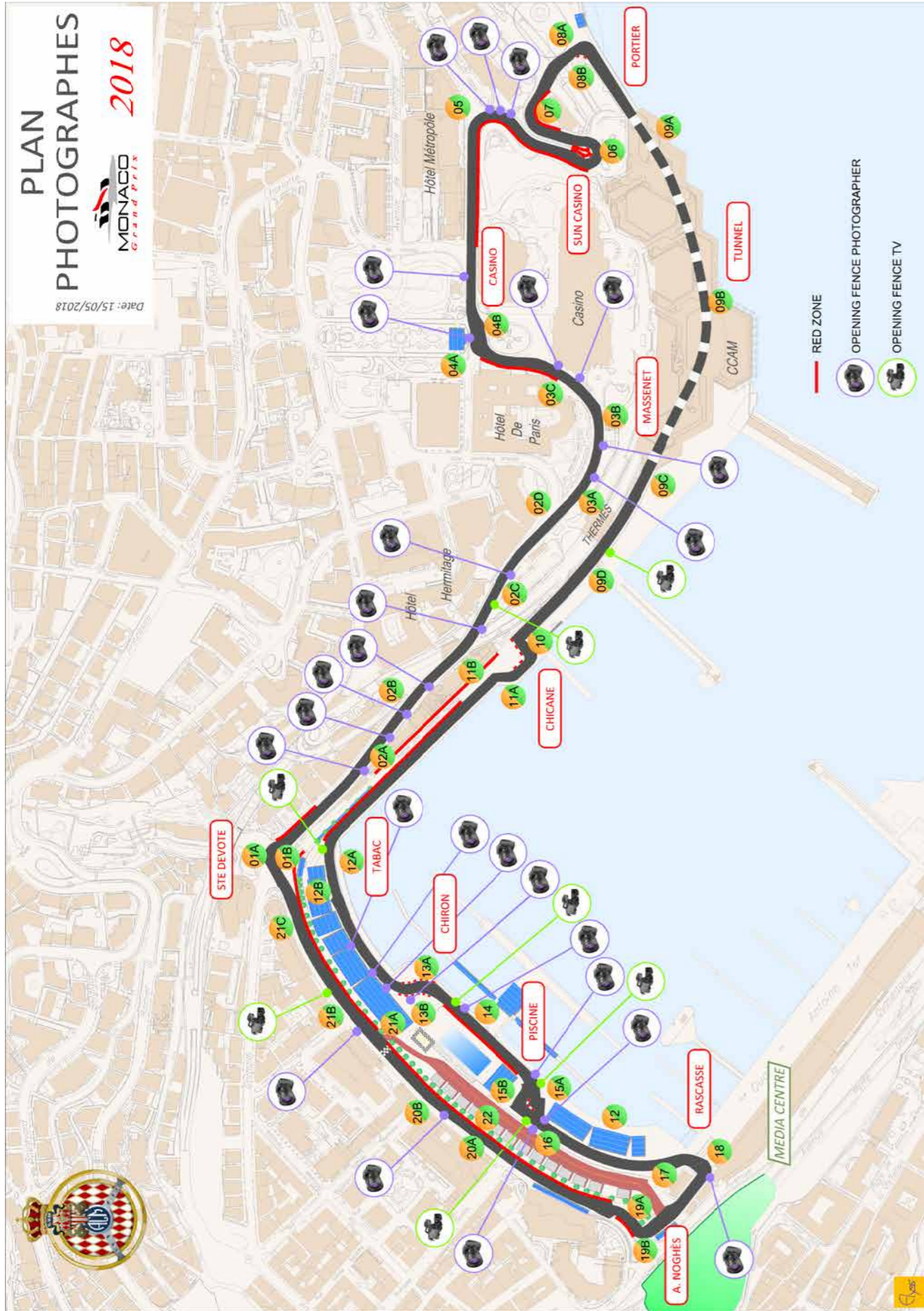
- TV1 : Host feed - TV2 : Timing - TV3 : Timing - TV 4 : International feed (only in the Media Centre - main room)



# PLAN PHOTOGRAPHES

MONACO GRAND PRIX 2018

Date: 15/05/2018



## 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.





## PRESS CONFERENCES

### **FORMULA 1 WORLD CHAMPIONSHIP**

#### **Wednesday 23rd May 2018 - 03.pm**

Press Conference for a maximum of 6 drivers chosen by the FIA F1 Head of Communications and Media Delegate, in the Press Conference Room of the Media Centre.

#### **Thursday 24th May 2018 - 01.pm**

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

#### **Saturday 26th May 2018 - after the qualifying session**

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

#### **Sunday 27th May 2018 - 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 24th May 2018 - 02.20 pm**

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

#### **Friday 25th May 2018 - 01 pm**

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

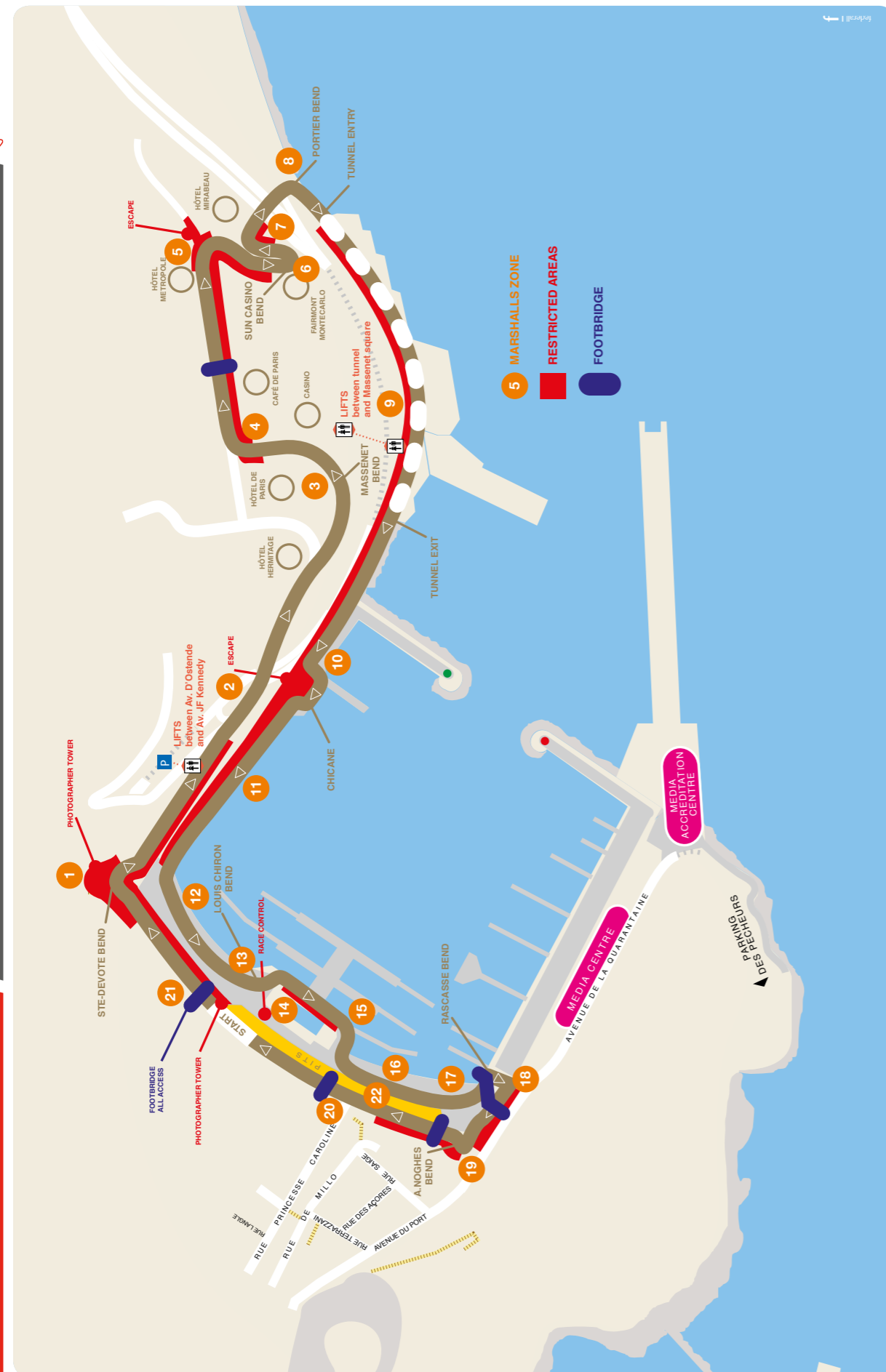
#### **Saturday 26th May 2018 - 06.30 pm**

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.**



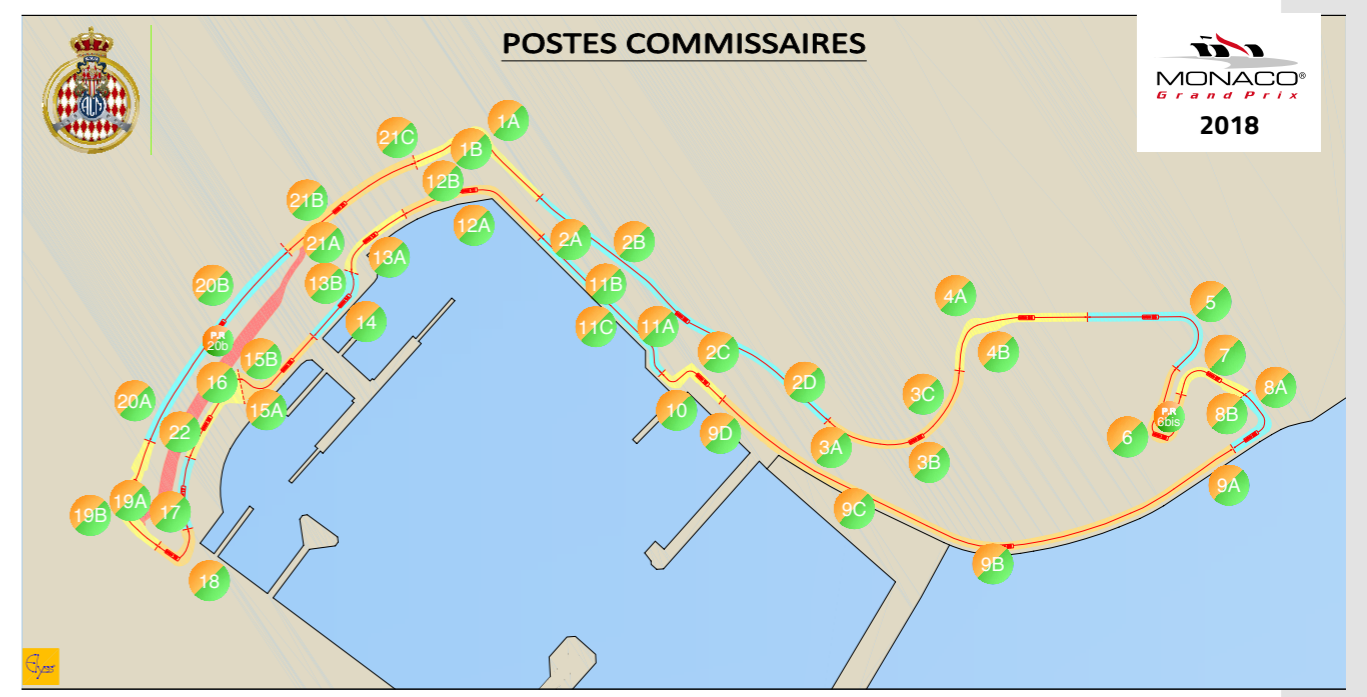


### RESTRICTED AREAS

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.

### TAKE CARE

5 laps before the end of the FIA Formula 2 on Saturday, and 5 laps before the end of the F1 Grand Prix on Sunday, some gates will be closed.  
These gates have been clearly marked.  
Please pay attention to this when you circulate between the pits, lane and Media Room.





# EQUIPMENTS AND MEANS

**3km337**

Length of the circuit

**290km/h**

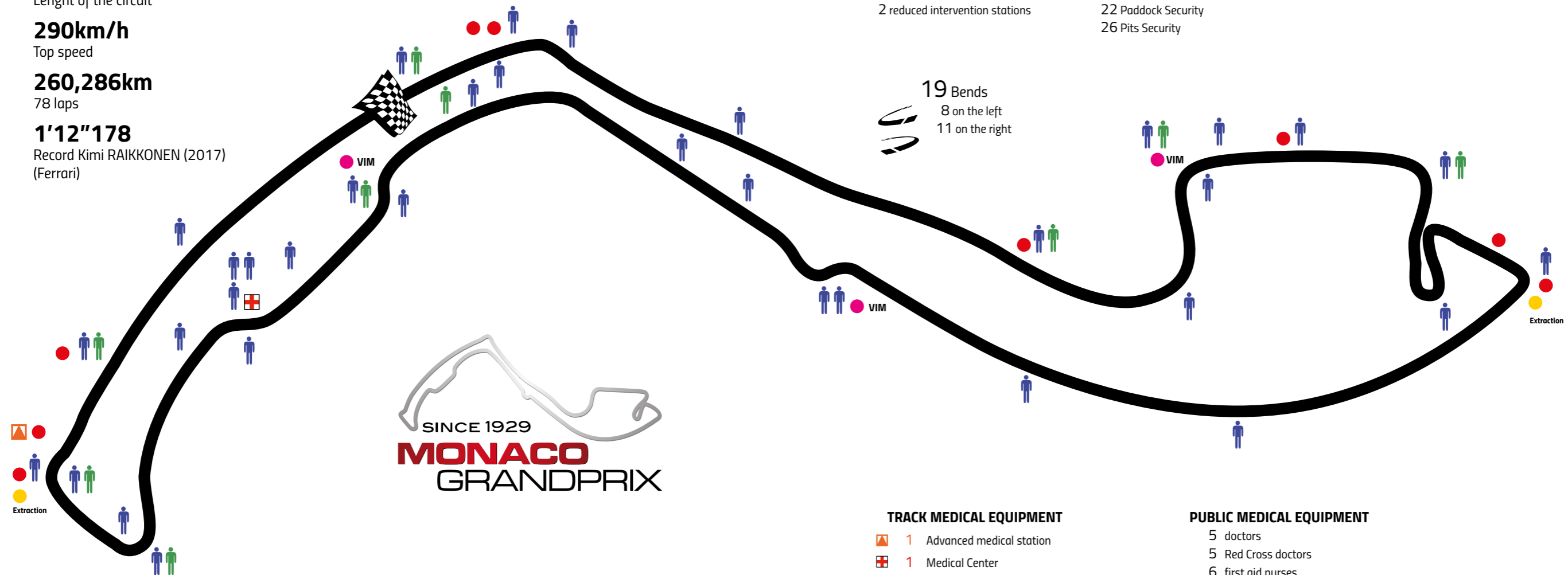
Top speed

**260,286km**

78 laps

**1'12"178**

Record Kimi RAIKKONEN (2017)  
(Ferrari)



SINCE 1929  
**MONACO**  
GRANDPRIX

1100 tonnes grandstands



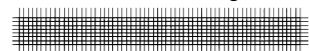
21 km safety rails



880 m barriers Tecpro®



20 000 m2 wire netting



1420  
Protection tyres



800  
Extinguishers / 1 each 15 meters



12  
Tow trucks

10

Cranes



- Virage Sainte Dévôte
- 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 fire men



2 disincarceration and extraction vehicles  
5 fire express vehicles

19 Bends

8 on the left  
11 on the right



## TRACK MEDICAL EQUIPMENT

- 1 Advanced medical station
- 1 Medical Center
- 1 Hospital structure
- 29 Resuscitators doctors
- 8 Doctors
- 22 First aid nurses
- 18 First aid workers
- 3 Medical intervention cars (MIC)
- 2 Disincarceration and extraction vehicles
- 1 Helicopter
- 36 Cardiovascular and breathing resuscitation kits
- 30 Depression mattress
- 6 K.E.D. vertebral and spinal immobilizing plaster
- 8 Ambulancies

## PUBLIC MEDICAL EQUIPMENT

- 5 doctors
- 5 Red Cross doctors
- 6 first aid nurses
- 12 Red Cross first aid nurses
- 210 first aid workers
- 15 ambulancies

49

Cameras to supervision  
15 fixed  
34 motorised



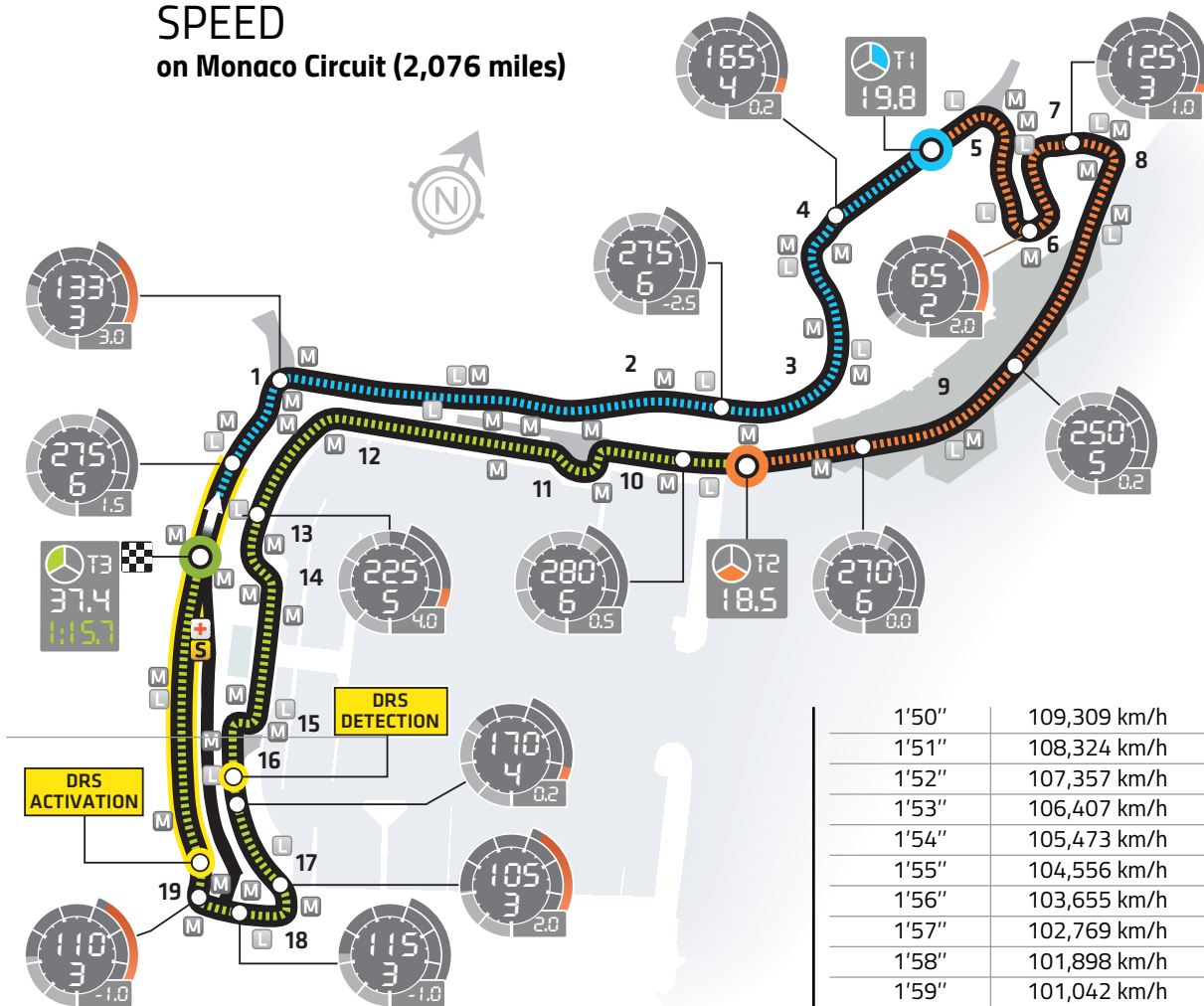
256

Talkie-walkies  
10 Radio networks





# SPEED on Monaco Circuit (2,076 miles)



1'12"	166,999 km/h
1'13"	164,712 km/h
1'14"	162,486 km/h
1'15"	160,320 km/h
1'16"	158,210 km/h
1'17"	156,155 km/h
1'18"	154,153 km/h
1'19"	152,202 km/h
1'20"	150,300 km/h
1'21"	148,444 km/h
1'22"	146,634 km/h
1'23"	144,867 km/h
1'24"	143,142 km/h
1'25"	141,458 km/h
1'26"	139,813 km/h
1'27"	138,206 km/h
1'28"	136,636 km/h
1'29"	135,101 km/h
1'30"	133,600 km/h

1'31"	132,131 km/h
1'32"	130,695 km/h
1'33"	129,290 km/h
1'34"	127,914 km/h
1'35"	126,568 km/h
1'36"	125,250 km/h
1'37"	123,958 km/h
1'38"	122,693 km/h
1'39"	121,545 km/h
1'40"	120,240 km/h
1'41"	119,049 km/h
1'42"	117,882 km/h
1'43"	116,737 km/h
1'44"	115,615 km/h
1'45"	114,514 km/h
1'46"	113,433 km/h
1'47"	112,373 km/h
1'48"	111,333 km/h
1'49"	110,311 km/h

1'50"	109,309 km/h
1'51"	108,324 km/h
1'52"	107,357 km/h
1'53"	106,407 km/h
1'54"	105,473 km/h
1'55"	104,556 km/h
1'56"	103,655 km/h
1'57"	102,769 km/h
1'58"	101,898 km/h
1'59"	101,042 km/h
2'00"	100,200 km/h
2'01"	99,371 km/h
2'02"	98,557 km/h
2'03"	97,756 km/h
2'04"	96,967 km/h
2'05"	96,192 km/h
2'06"	95,428 km/h
2'07"	94,677 km/h
2'08"	93,937 km/h
2'09"	93,209 km/h
2'10"	92,492 km/h
2'11"	91,786 km/h
2'12"	91,090 km/h
2'13"	91,136 km/h
2'14"	90,406 km/h
2'15"	89,066 km/h
2'16"	88,411 km/h
2'17"	87,766 km/h
2'18"	87,130 km/h
2'19"	86,503 km/h
2'20"	85,885 km/h





## THE CIRCUIT

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

Between 2002 and 2003 Grand Prix: construction of a platform of about 5000 m<sup>2</sup> 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 25,000m<sup>3</sup> of calibrated backfill used for reclaiming the land to create a new platform of about 5000m<sup>2</sup> 1.20 m above sea-level.

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

On the surface of the platform, there are:

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

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

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

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





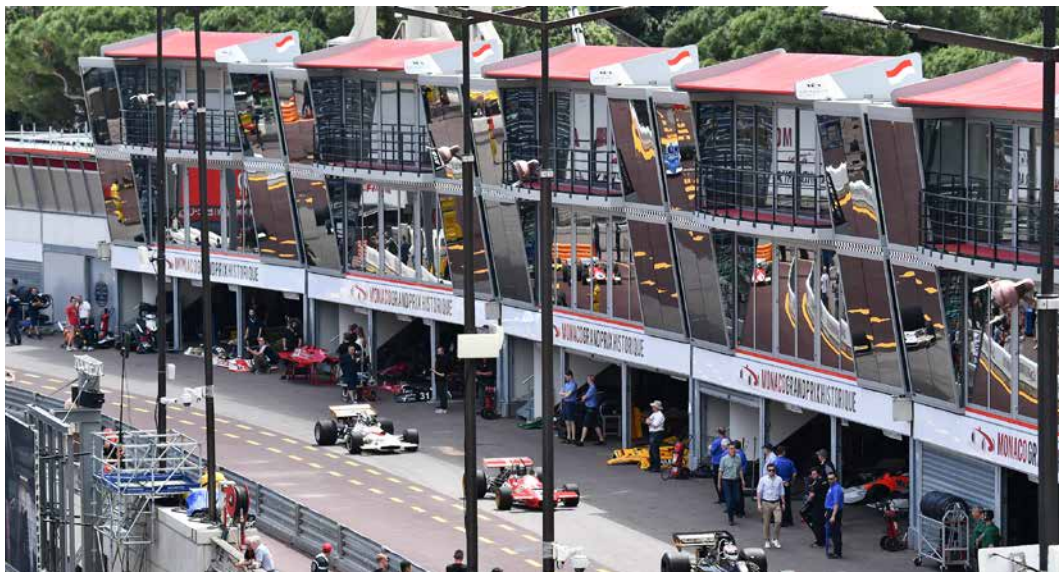


In 2014, a new pit wall was built. It consists of 90 steel blocks filled with concrete, each weighing 2.7 tonnes. A gateway was created along the pit wall in the middle of the pit lane, dedicated mainly to the persons who must work on the starting grid. To ensure a better overall view, the bridge located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

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

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

## **2018: NEW HIGH TECH PITS**



**After the introduction of the new race control building two years ago and the Royal Box in 2017, it was vital to maintain that coherent style and harmony to ensure that it fitted in with the whole location. It was with this in mind that the architectural themes of these buildings have been retained.**

These new pits show that the Automobile Club of Monaco is committed to the future in its will to continually innovate and move forward and modernise the circuit. After nearly 15 years of efficient and loyal service with the old pits, it was time for change, time to build something new. Over the last few years, Formula One has visited a lot more permanent circuits and indeed has seen many new technological developments. So it's with the total agreement with the Formula One teams and thanks to the experience gained since 2004 that these new pits have been designed and built.





First of all in order to gain space, the basic structures have been modified with the introduction of a second floor. This has increased available space by a third but it still has to meet a fundamental requirement of a temporary street circuit: the ability to be built and pulled down quickly. Consequently, the manufacturer was set a target in order to ensure that it would take less than a day to construct each pit. There being 12 in total, two weeks would be sufficient.

Each pit has a total floor space of 450 square meters, comprising three floors of 150 square meters each:

- The ground floor is for the mechanical equipment
- The first floor is shared between the IT infrastructure, track monitors, meeting rooms and engineers' offices
- The second floor comprises the drivers' rest rooms and hospitality for sponsors and VIP guests. It has a fantastic view of the lower part of the circuit and the pit lane.

At the front of the building on the pit lane side are two sloping columns of mirrored glass. They frame the facade of the whole structure, which comprises the vertical bays including, on the second floor, a panoramic balcony. This balcony is protected by a roof which resembles the rear wing of a Formula One car.

As in 2004, the historic Formula One cars were the first to benefit from these new pits at the 11th Grand Prix Historique on May, 11, 12, 13. They will be home to the Formula One cars taking part in the FIA's Formula One World Championship from May 24, to 27, 2018.

## NUMBERS

> Number of modules.....	120
> Hours taken in construction.....	21000
> Time taken to install on circuit.....	14 days
> Area .....	18000 m <sup>2</sup>
> Weight of winged roof.....	less than 3 tons
> Weight of the basic steel framework.....	18 tons
> Total weight of the steel structure.....	400 tons
> Total length of the steel girders, uprights and beams.....	30 km
> Number of rivets in the winged roof.....	48000
> Length of electric cabling.....	6,3 km
> Number of lights.....	1488
> Number of electrical connectors.....	1220
> Maximum area required (storage, workshop)	more than 10000m <sup>3</sup>





## MONACO HARBOUR - CIRCUIT CONSTRUCTION IN 5 STEPS



**SUNDAY 25 MARCH 2018 - 8:30 / MONACO - STEP 1**  
MELBOURNE, AUSTRALIAN GRAND PRIX



**SUNDAY 8 APRIL 2018 - 9:30 / MONACO - STEP 2**  
BAHRAIN, BAHRAIN GRAND PRIX



**SUNDAY 15 APRIL 2018 - 20:00 / MONACO - STEP 3**  
SHANGAI, CHINESE GRAND PRIX



**SUNDAY 29 APRIL 2018 - 15:30 / MONACO - STEP 4**  
BAKU, GRAND PRIX OF AZERBAIJAN



**SUNDAY 13 MAY 2018 - 14:00 / MONACO - STEP 5 / BARCELONA, SPANISH GRAND PRIX**





## PODIUM PROCEDURE IN MONACO

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

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

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

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

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

Then, immediately after, the three drivers will be driven to the Press Centre, on Quai Antoine 1<sup>er</sup>, to attend the press conference.





75<sup>th</sup> GRAND PRIX DE MONACO 2017

**PRACTICE SESSIONS**

**1<sup>st</sup> Free Practice Session**

POS	NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	KPH	TIME OF DAY
1	44	<b>L. HAMILTON</b>	GBR	Mercedes AMG Petronas F1 Team	<b>1:13.425</b>	40		163.611	10:48:37
2	5	<b>S. VETTEL</b>	GER	Scuderia Ferrari	<b>1:13.621</b>	34	0.196	163.176	10:58:15
3	33	<b>M. VERSTAPPEN</b>	NED	Red Bull Racing	<b>1:13.771</b>	32	0.346	162.844	11:21:27
4	77	<b>V. BOTTAS</b>	FIN	Mercedes AMG Petronas F1 Team	<b>1:13.791</b>	40	0.366	162.800	10:49:22
5	3	<b>D. RICCIARDO</b>	AUS	Red Bull Racing	<b>1:13.854</b>	45	0.429	162.661	11:03:02
6	26	<b>D. KVYAT</b>	RUS	Scuderia Toro Rosso	<b>1:14.111</b>	42	0.686	162.097	11:14:15
7	7	<b>K. RAIKKONEN</b>	FIN	Scuderia Ferrari	<b>1:14.164</b>	37	0.739	161.981	11:06:35
8	11	<b>S. PEREZ</b>	MEX	Sahara Force India F1 Team	<b>1:14.201</b>	32	0.776	161.900	11:02:20
9	55	<b>C. SAINZ</b>	ESP	Scuderia Toro Rosso	<b>1:14.333</b>	39	0.908	161.613	11:08:52
10	31	<b>E. OCON</b>	FRA	Sahara Force India F1 Team	<b>1:14.425</b>	39	1.000	161.413	11:06:53
11	19	<b>F. MASSA</b>	BRA	Williams Martini Racing	<b>1:14.617</b>	37	1.192	160.998	10:45:00
12	2	<b>S. VANDORNE</b>	BEL	McLaren Honda	<b>1:14.813</b>	38	1.388	160.576	11:15:43
13	20	<b>K. MAGNUSSEN</b>	DEN	Haas F1 Team	<b>1:14.870</b>	34	1.445	160.454	10:51:46
14	22	<b>J. BUTTON</b>	GBR	McLaren Honda	<b>1:14.954</b>	35	1.529	160.274	11:16:34
15	8	<b>R. GROSJEAN</b>	FRA	Haas F1 Team	<b>1:15.321</b>	33	1.896	159.493	10:49:31
16	18	<b>L. STROLL</b>	CAN	Williams Martini Racing	<b>1:15.595</b>	44	2.170	158.915	10:56:41
17	30	<b>J. PALMER</b>	GBR	Renault Sport F1 Team	<b>1:15.949</b>	42	2.524	158.174	11:05:25
18	94	<b>P. WEHRLEIN</b>	GER	Sauber F1 Team	<b>1:16.258</b>	33	2.833	157.533	11:00:35
19	27	<b>N. HULKENBERG</b>	GER	Renault Sport F1 Team		3			
20	9	<b>M. ERICSSON</b>	SWE	Sauber F1 Team		3			

**2<sup>nd</sup> Free Practice Session**

POS	NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	KPH	TIME OF DAY
1	5	<b>S. VETTEL</b>	GER	Scuderia Ferrari	<b>1:12.720</b>	38		165.198	14:51:42
2	3	<b>D. RICCIARDO</b>	AUS	Red Bull Racing	<b>1:13.207</b>	35	0.487	164.099	14:51:50
3	7	<b>K. RAIKKONEN</b>	FIN	Scuderia Ferrari	<b>1:13.283</b>	46	0.563	163.928	14:43:02
4	26	<b>D. KVYAT</b>	RUS	Scuderia Toro Rosso	<b>1:13.331</b>	41	0.611	163.821	14:15:09
5	55	<b>C. SAINZ</b>	ESP	Scuderia Toro Rosso	<b>1:13.400</b>	43	0.680	163.667	14:40:42
6	33	<b>M. VERSTAPPEN</b>	NED	Red Bull Racing	<b>1:13.486</b>	36	0.766	163.476	14:20:47
7	11	<b>S. PEREZ</b>	MEX	Sahara Force India F1 Team	<b>1:13.799</b>	45	1.079	162.782	14:34:16
8	44	<b>L. HAMILTON</b>	GBR	Mercedes AMG Petronas F1 Team	<b>1:13.873</b>	31	1.153	162.619	14:42:49
9	20	<b>K. MAGNUSSEN</b>	DEN	Haas F1 Team	<b>1:13.890</b>	46	1.170	162.582	14:45:13
10	77	<b>V. BOTTAS</b>	FIN	Mercedes AMG Petronas F1 Team	<b>1:13.902</b>	39	1.182	162.555	14:44:01
11	2	<b>S. VANDORNE</b>	BEL	McLaren Honda	<b>1:13.946</b>	42	1.226	162.459	14:51:03
12	22	<b>J. BUTTON</b>	GBR	McLaren Honda	<b>1:13.981</b>	37	1.261	162.382	14:51:54
13	19	<b>F. MASSA</b>	BRA	Williams Martini Racing	<b>1:14.003</b>	46	1.283	162.333	14:47:18
14	8	<b>R. GROSJEAN</b>	FRA	Haas F1 Team	<b>1:14.022</b>	44	1.302	162.292	14:42:30
15	31	<b>E. OCON</b>	FRA	Sahara Force India F1 Team	<b>1:14.093</b>	47	1.373	162.136	14:46:10
16	18	<b>L. STROLL</b>	CAN	Williams Martini Racing	<b>1:14.474</b>	27	1.754	161.307	14:31:08
17	27	<b>N. HULKENBERG</b>	GER	Renault Sport F1 Team	<b>1:14.870</b>	41	2.150	160.454	15:02:54
18	30	<b>J. PALMER</b>	GBR	Renault Sport F1 Team	<b>1:15.616</b>	8	2.896	158.871	14:10:09
19	9	<b>M. ERICSSON</b>	SWE	Sauber F1 Team	<b>1:15.691</b>	32	2.971	158.713	14:48:13
20	94	<b>P. WEHRLEIN</b>	GER	Sauber F1 Team	<b>1:15.695</b>	37	2.975	158.705	14:52:44





75<sup>th</sup> GRAND PRIX DE MONACO 2017

**PRACTICE SESSIONS**

**3<sup>rd</sup> Free Practice Session**

POS	NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	KPH	TIME OF DAY
1	5	<b>S. VETTEL</b>	GER	Scuderia Ferrari	<b>1:12.395</b>	23		165.939	11:42:37
2	7	<b>K. RAIKKONEN</b>	FIN	Scuderia Ferrari	<b>1:12.740</b>	26	0.345	165.152	11:45:07
3	77	<b>V. BOTTAS</b>	FIN	Mercedes AMG Petronas F1 Team	<b>1:12.830</b>	29	0.435	164.948	11:46:52
4	33	<b>M. VERSTAPPEN</b>	NED	Red Bull Racing	<b>1:12.940</b>	27	0.545	164.699	11:32:52
5	44	<b>L. HAMILTON</b>	GBR	Mercedes AMG Petronas F1 Team	<b>1:13.230</b>	27	0.835	164.047	11:19:37
6	3	<b>D. RICCIARDO</b>	AUS	Red Bull Racing	<b>1:13.392</b>	24	0.997	163.685	11:33:01
7	55	<b>C. SAINZ</b>	ESP	Scuderia Toro Rosso	<b>1:13.400</b>	27	1.005	163.667	12:00:00
8	26	<b>D. KVYAT</b>	RUS	Scuderia Toro Rosso	<b>1:13.563</b>	23	1.168	163.304	11:24:37
9	20	<b>K. MAGNUSSEN</b>	DEN	Haas F1 Team	<b>1:13.596</b>	21	1.201	163.231	11:50:55
10	2	<b>S. VANDOORNE</b>	BEL	McLaren Honda	<b>1:13.805</b>	21	1.410	162.769	11:26:28
11	11	<b>S. PEREZ</b>	MEX	Sahara Force India F1 Team	<b>1:13.936</b>	23	1.541	162.481	12:00:07
12	22	<b>J. BUTTON</b>	GBR	McLaren Honda	<b>1:13.976</b>	26	1.581	162.393	11:48:28
13	31	<b>E. OCON</b>	FRA	Sahara Force India F1 Team	<b>1:14.072</b>	21	1.677	162.182	11:21:53
14	19	<b>F. MASSA</b>	BRA	Williams Martini Racing	<b>1:14.072</b>	28	1.677	162.182	11:58:54
15	27	<b>N. HULKENBERG</b>	GER	Renault Sport F1 Team	<b>1:14.283</b>	24	1.888	161.722	11:58:16
16	8	<b>R. GROSJEAN</b>	FRA	Haas F1 Team	<b>1:14.547</b>	23	2.152	161.149	11:25:00
17	18	<b>L. STROLL</b>	CAN	Williams Martini Racing	<b>1:14.675</b>	35	2.280	160.873	11:51:18
18	30	<b>J. PALMER</b>	GBR	Renault Sport F1 Team	<b>1:15.164</b>	25	2.769	159.826	11:38:25
19	94	<b>P. WEHRLEIN</b>	GER	Sauber F1 Team	<b>1:15.291</b>	29	2.896	159.556	11:59:41
20	9	<b>M. ERICSSON</b>	SWE	Sauber F1 Team	<b>1:15.863</b>	26	3.468	158.353	11:59:38

**Qualifying session**

POS	NO	NAME	ENTRANT	Q1	LAPS	PERCENT	TIME OF DAY	Q2	LAPS	TIME OF DAY	Q3	LAPS	TIME OF DAY
1	7	<b>K. RAIKKONEN</b>	Scuderia Ferrari	1:13.117	8	100.053	14:09:12	1:12.231	7	14:35:00	<b>1:12.178</b>	8	14:58:39
2	5	<b>S. VETTEL</b>	Scuderia Ferrari	1:13.090	8	100.016	14:09:23	1:12.449	7	14:36:52	<b>1:12.221</b>	8	15:00:14
3	77	<b>V. BOTTAS</b>	Mercedes AMG Petronas F1 Team	1:13.325	10	100.337	14:12:33	1:12.901	10	14:30:17	<b>1:12.223</b>	10	15:00:29
4	33	<b>M. VERSTAPPEN</b>	Red Bull Racing	1:13.078	8	100.000	14:09:17	1:12.697	9	14:38:58	<b>1:12.496</b>	7	15:00:35
5	3	<b>D. RICCIARDO</b>	Red Bull Racing	1:13.219	6	100.192	14:08:14	1:13.011	9	14:30:12	<b>1:12.998</b>	6	14:51:43
6	55	<b>C. SAINZ</b>	Scuderia Toro Rosso	1:13.526	9	100.613	14:14:45	1:13.397	11	14:39:13	<b>1:13.162</b>	10	15:00:10
7	11	<b>S. PEREZ</b>	Sahara Force India F1 Team	1:13.530	6	100.618	14:07:42	1:13.430	9	14:39:30	<b>1:13.329</b>	8	15:01:01
8	8	<b>R. GROSJEAN</b>	Haas F1 Team	1:13.786	13	100.968	14:19:00	1:13.203	10	14:35:25	<b>1:13.349</b>	6	14:57:00
9	22	<b>J. BUTTON</b>	McLaren Honda	1:13.723	12	100.882	14:16:29	1:13.453	9	14:32:34	<b>1:13.613</b>	6	15:00:40
10	2	<b>S. VANDOORNE</b>	McLaren Honda	1:13.476	11	100.544	14:16:21	1:13.249	9	14:32:12			
11	26	<b>D. KVYAT</b>	Scuderia Toro Rosso	1:13.899	10	101.123	14:08:05	<b>1:13.516</b>	9	14:31:59			
12	27	<b>N. HULKENBERG</b>	Renault Sport F1 Team	1:13.787	12	100.970	14:18:31	<b>1:13.628</b>	9	14:30:01			
13	20	<b>K. MAGNUSSEN</b>	Haas F1 Team	1:13.531	11	100.619	14:11:42	<b>1:13.959</b>	9	14:38:41			
14	44	<b>L. HAMILTON</b>	Mercedes AMG Petronas F1 Team	1:13.640	9	100.769	14:11:34	<b>1:14.106</b>	9	14:30:34			
15	19	<b>F. MASSA</b>	Williams Martini Racing	1:13.796	14	100.982	14:14:17	<b>1:20.529</b>	6	14:38:56			
16	31	<b>E. OCON</b>	Sahara Force India F1 Team	<b>1:14.101</b>	7	101.399	14:14:59						
17	30	<b>J. PALMER</b>	Renault Sport F1 Team	<b>1:14.696</b>	11	102.214	14:18:08						
18	18	<b>L. STROLL</b>	Williams Martini Racing	<b>1:14.893</b>	7	102.483	14:08:56						
19	94	<b>P. WEHRLEIN</b>	Sauber F1 Team	<b>1:15.159</b>	11	102.847	14:14:52						
20	9	<b>M. ERICSSON</b>	Sauber F1 Team	<b>1:15.276</b>	11	103.007	14:14:50						
POLE POSITION LAP													
	7	<b>K. RAIKKONEN</b>	Scuderia Ferrari	1:12.178				166.438	KPH				
FASTEST LAP OVERALL													
	7	<b>K. RAIKKONEN</b>	Scuderia Ferrari	1:12.178				166.438	KPH				





75<sup>th</sup> GRAND PRIX DE MONACO 2017

**THE STARTING GRID**

5	<b>S. VETTEL</b> Scuderia Ferrari	1:12.221	7	<b>K. RAIKKONEN</b> Scuderia Ferrari	1:12.178
33	<b>M. VERSTAPPEN</b> Red Bull Racing	1:12.496	77	<b>V. BOTTAS</b> Mercedes AMG Petronas F1 Team	1:12.223
55	<b>C. SAINZ</b> Scuderia Toro Rosso	1:13.162	3	<b>D. RICCIARDO</b> Red Bull Racing	1:12.998
8	<b>R. GROSJEAN</b> Haas F1 Team	1:13.349	11	<b>S. PEREZ</b> Sahara Force India F1 Team	1:13.329
27	<b>N. HULKENBERG</b> Renault Sport F1 Team	1:13.628	26	<b>D. KVYAT</b> Scuderia Toro Rosso	1:13.516
2	<b>S. VANDOORNE *</b> McLaren Honda		20	<b>K. MAGNUSSEN</b> Haas F1 Team	1:13.959
19	<b>F. MASSA</b> Williams Martini Racing	1:20.529	44	<b>L. HAMILTON</b> Mercedes AMG Petronas F1 Team	1:14.106
30	<b>J. PALMER</b> Renault Sport F1 Team	1:14.696	31	<b>E. OCON</b> Sahara Force India F1 Team	1:14.101
94	<b>P. WEHRLEIN</b> Sauber F1 Team	1:15.159	18	<b>L. STROLL</b> Williams Martini Racing	1:14.893
			9	<b>M. ERICSSON *</b> Sauber F1 Team	1:15.276

**DRIVERS REQUIRED TO START FROM THE PIT LANE**

22	<b>J. BUTTON *</b> McLaren Honda	1:13.613
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**\* PENALTIES**

Car 2 - 3 place grid penalty - Causing a collision - Stewards' document no. 45 (2017 Spanish Grand Prix)

Car 22 - 15 place grid penalty - Additional power unit elements have been used - Stewards' document no. 22

Car 9 - 5 place grid penalty - Replacement Gearbox - Stewards' document no. 36

Car 22 - Required to start from the Pit Lane - Car modified whilst under Parc Fermé conditions - Stewards' document no. 37





75<sup>th</sup> GRAND PRIX DE MONACO 2017  
**OFFICIAL CLASSIFICATION**

POS	NO	DRIVER	NAT	ENTRANT	LAPS	TIME	GAP	KPH	BEST	LAP
1	5	<b>S. VETTEL</b>	GER	Scuderia Ferrari	78	1:44:44.340		149.105	1:15.238	38
2	7	<b>K. RAIKKONEN</b>	FIN	Scuderia Ferrari	78	1:44:47.485	3.145	149.030	1:15.527	39
3	3	<b>D. RICCIARDO</b>	AUS	Red Bull Racing	78	1:44:48.085	3.745	149.016	1:15.756	51
4	77	<b>V. BOTTAS</b>	FIN	Mercedes AMG Petronas F1 Team	78	1:44:49.857	5.517	148.974	1:16.439	22
5	33	<b>M. VERSTAPPEN</b>	NED	Red Bull Racing	78	1:44:50.539	6.199	148.958	1:16.329	56
6	55	<b>C. SAINZ</b>	ESP	Scuderia Toro Rosso	78	1:44:56.378	12.038	148.820	1:16.649	39
7	44	<b>L. HAMILTON</b>	GBR	Mercedes AMG Petronas F1 Team	78	1:45:00.141	15.801	148.731	1:15.825	54
8	8	<b>R. GROSJEAN</b>	FRA	Haas F1 Team	78	1:45:02.490	18.150	148.676	1:17.095	45
9	19	<b>F. MASSA</b>	BRA	Williams Martini Racing	78	1:45:03.785	19.445	148.645	1:16.543	50
10	20	<b>K. MAGNUSSEN</b>	DEN	Haas F1 Team	78	1:45:05.783	21.443	148.598	1:16.313	44
11	30	<b>J. PALMER</b>	GBR	Renault Sport F1 Team	78	1:45:07.077	22.737	148.567	1:16.614	55
12	31	<b>E. OCON</b>	FRA	Sahara Force India F1 Team	78	1:45:08.065	23.725	148.544	1:16.482	52
13	11	<b>S. PEREZ *</b>	MEX	Sahara Force India F1 Team	78	1:45:33.429	49.089	147.949	1:14.820	76
14	26	<b>D. KVYAT</b>	RUS	Scuderia Toro Rosso	71	1:35:56.482	DNF	148.169	1:16.539	43
15	18	<b>L. STROLL</b>	CAN	Williams Martini Racing	71	1:36:22.014	DNF	147.515	1:16.075	71
<b>NOT CLASSIFIED</b>										
	2	<b>S. VANDOORNE</b>	BEL	McLaren Honda	66	1:29:11.317	DNF	148.163	1:16.665	45
	9	<b>M. ERICSSON</b>	SWE	Sauber F1 Team	63	1:25:09.966	DNF	148.108	1:16.829	39
	22	<b>J. BUTTON</b>	GBR	McLaren Honda	57	1:15:53.814	DNF	150.368	1:16.912	47
	94	<b>P. WEHRLEIN *</b>	GER	Sauber F1 Team	57	1:15:56.744	DNF	150.272	1:18.034	25
	27	<b>N. HULKENBERG</b>	GER	Renault Sport F1 Team	15	19:50.068	DNF	151.418	1:17.885	13
<b>FASTEST LAP</b>										
	11	<b>S. PEREZ</b>	MEX	Sahara Force India F1 Team		1:14.820 on lap 76		160.561		







2017 FORMULA 1 WORLD CHAMPIONSHIP

## CLASSIFICATIONS

### DRIVERS

Pos.	Driver	Nat.	Team	Points
1	LEWIS HAMILTON	GBR	MERCEDES	363
2	SEBASTIAN VETTEL	GER	FERRARI	317
3	VALTTERI BOTTAS	FIN	MERCEDES	305
4	KIMI RÄIKKÖNEN	FIN	FERRARI	205
5	DANIEL RICCIARDO	AUS	RED BULL RACING TAG HEUER	200
6	MAX VERSTAPPEN	NED	RED BULL RACING TAG HEUER	168
7	SERGIO PEREZ	MEX	FORCE INDIA MERCEDES	100
8	ESTEBAN OCON	FRA	FORCE INDIA MERCEDES	87
9	CARLOS SAINZ	ESP	RENAULT	54
10	NICO HULKENBERG	GER	RENAULT	43
11	FELIPE MASSA	BRA	WILLIAMS MERCEDES	43
12	LANCE STROLL	CAN	WILLIAMS MERCEDES	40
13	ROMAIN GROSJEAN	FRA	HAAS FERRARI	28
14	KEVIN MAGNUSSEN	DEN	HAAS FERRARI	19
15	FERNANDO ALONSO	ESP	MCLAREN HONDA	17
16	STOFFEL VANDOOORNE	BEL	MCLAREN HONDA	13
17	JOLYON PALMER	GBR	RENAULT	8
18	PASCAL WEHRLEIN	GER	SAUBER FERRARI	5
19	DANIIL KVIAT	RUS	TORO ROSSO	5
20	MARCUS ERICSSON	SWE	SAUBER FERRARI	0
21	PIERRE GASLY	FRA	TORO ROSSO	0
22	ANTONIO GIOVINAZZI	ITA	SAUBER FERRARI	0
23	BRENDON HARTLEY	NZL	TORO ROSSO	0

### CONSTRUCTORS

Pos.	Team	Points
1	MERCEDES	668
2	FERRARI	522
3	RED BULL RACING TAG HEUER	368
4	FORCE INDIA MERCEDES	187
5	WILLIAMS MERCEDES	83
6	RENAULT	57
7	TORO ROSSO	53
8	HAAS FERRARI	47
9	MCLAREN HONDA	30
10	SAUBER FERRARI	5





76° GRAND PRIX AUTOMOBILE DE MONACO F1 2018

**ENTRY LIST**

N°	Driver	Nat.	Team	Car / Engine
<b>44</b>	<b>Lewis HAMILTON</b>	GBR	<b>MERCEDES AMG</b>	MERCEDES F1 W09
<b>77</b>	<b>Valtteri BOTTAS</b>	FIN	<b>PETRONAS MOTORSPORT</b>	MERCEDES
<b>5</b>	<b>Sebastian VETTEL</b>	DEU	<b>SCUDERIA FERRARI</b>	FERRARI SF71H
<b>7</b>	<b>Kimi RÄIKKÖNEN</b>	FIN		FERRARI
<b>3</b>	<b>Daniel RICCIARDO</b>	AUS	<b>ASTON MARTIN</b>	ASTON MARTIN
<b>33</b>	<b>Max VERSTAPPEN</b>	HOL	<b>RED BULL RACING</b>	RED BULL RB14 TAG HEUER
<b>27</b>	<b>Nico HÜLKENBERG</b>	DEU	<b>RENAULT SPORT</b>	RENAULT R18
<b>55</b>	<b>Carlos SAINZ Jr</b>	ESP	<b>FORMULA ONE TEAM</b>	RENAULT
<b>14</b>	<b>Fernando ALONSO</b>	ESP	<b>McLAREN F1 TEAM</b>	McLAREN MCL33
<b>2</b>	<b>Stoffel VANDOORNE</b>	BEL		RENAULT
<b>8</b>	<b>Romain GROSJEAN</b>	FRA	<b>HAAS F1 TEAM</b>	HAAS VF-18
<b>20</b>	<b>Kevin MAGNUSSEN</b>	DNK		FERRARI
<b>11</b>	<b>Sergio PÉREZ</b>	MEX	<b>SAHARA FORCE INDIA</b>	FORCE INDIA VJM11
<b>31</b>	<b>Esteban OCON</b>	FRA	<b>F1 TEAM</b>	MERCEDES
<b>10</b>	<b>Pierre GASLY</b>	FRA	<b>RED BULL</b>	TORO ROSSO STR13
<b>28</b>	<b>Brendon HARTLEY</b>	NZL	<b>TORO ROSSO HONDA</b>	HONDA
<b>9</b>	<b>Marcus ERICSSON</b>	SWE	<b>ALFA ROMEO</b>	SAUBER C37
<b>16</b>	<b>Charles LECLERC</b>	MCO	<b>SAUBER F1 TEAM</b>	FERRARI
<b>18</b>	<b>Lance STROLL</b>	CAN	<b>WILLIAMS</b>	WILLIAMS FW41
<b>35</b>	<b>Sergey SIROTKIN</b>	RUS	<b>MARTINI RACING</b>	MERCEDES





## 2018 FORMULA 1 SEASON / HELMETS

### MERCEDES AMG PETRONAS MOTORSPORT



### SCUDERIA FERRARI



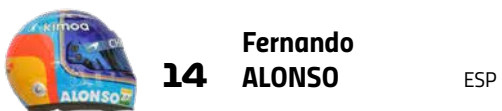
### ASTON MARTIN RED BULL RACING



### RENAULT SPORT FORMULA ONE TEAM



### McLAREN F1 TEAM



### HAAS F1 TEAM



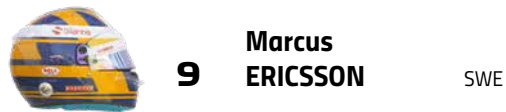
### SAHARA FORCE INDIA F1 TEAM



### RED BULL TORO ROSSO HONDA



### ALFA ROMEO SAUBER F1 TEAM

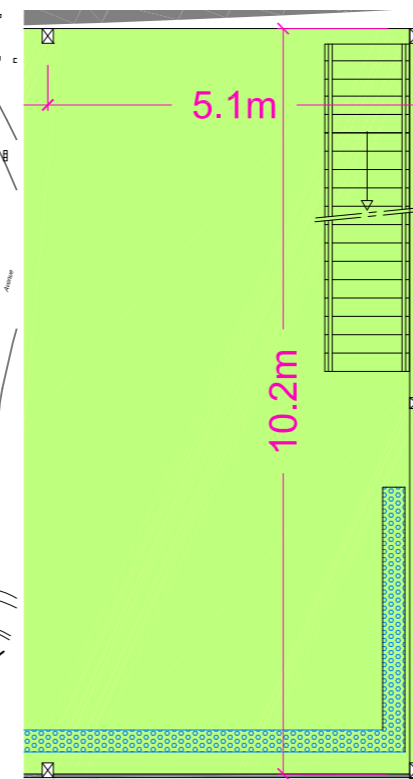
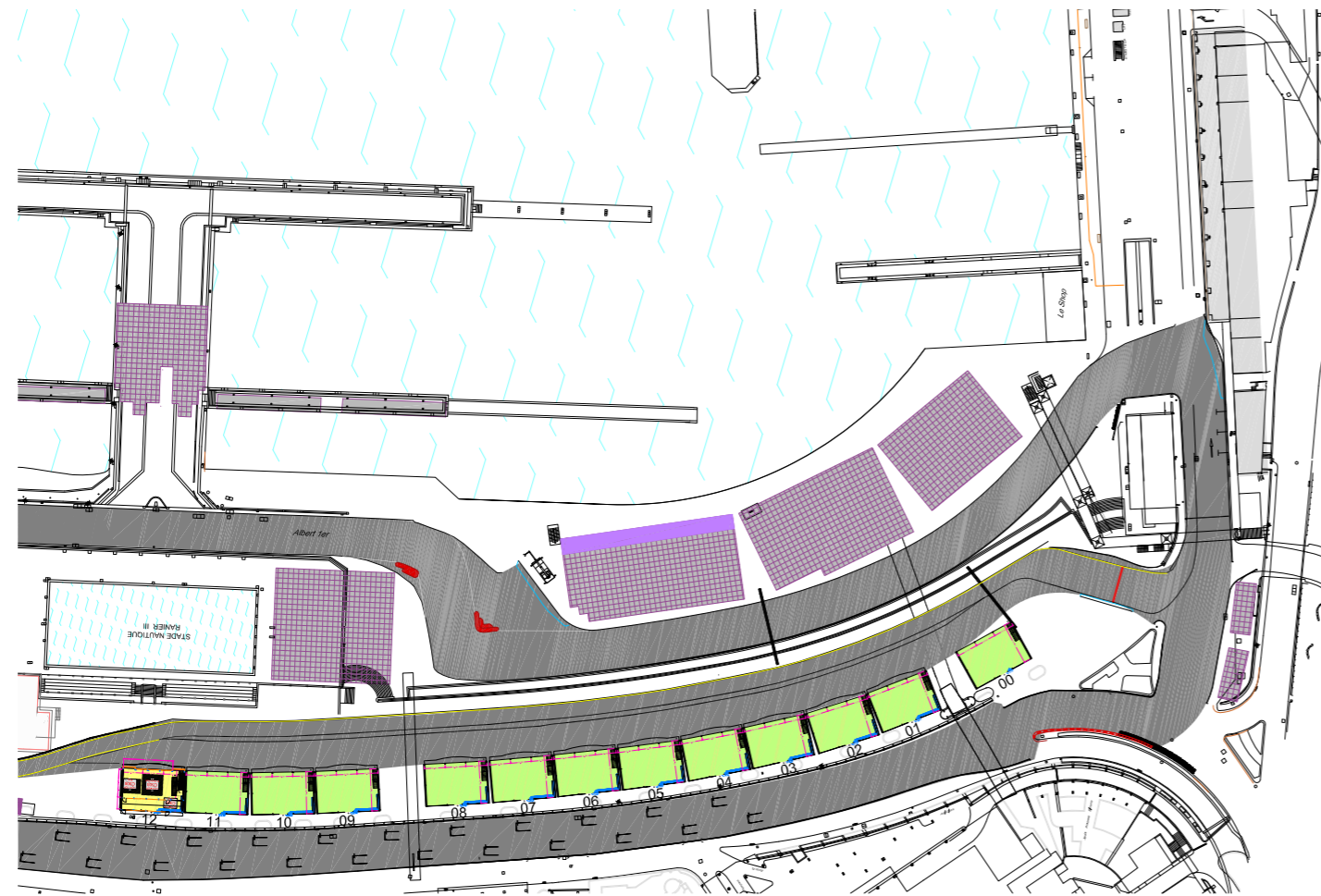


### WILLIAMS MARTINI RACING





**GARAGE ALLOCATION IN THE PITLANE**



**Garage Type 1**  
150m<sup>2</sup>

**GARAGE ALLOCATION**

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

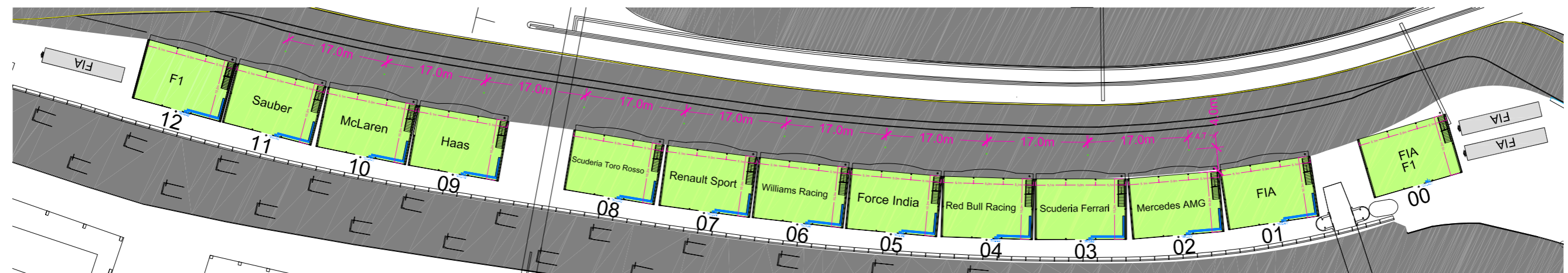
**Venue:** Monte-Carlo, Monaco  
**Dates:** 24th, 25th, 26th and 27th May 2018

Starting from first garage in race direction:-

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

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

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





# MERCEDES AMG PETRONAS MOTORSPORT



mercedes-amg-f1.com

1st start France 1954

**173\*** GP started\* 1954 et 1955  
inclus

**78** Victories

**162** Podiums

**90** Pole positions

**57** Fastest laps

**4** Championships  
2014, 2015, 2016, 2017

**#44**

## LEWIS HAMILTON

The world title-holder and four-times World Champion (just like Prost and Vettel) is able to reach Fangio and his five titles, but he has to make sure that Vettel is not achieving this before him...



British

07.01.85

Stevenage, England

1st start in F1 Australia 2007

World Champion  
2008, 2014, 2015, 2017

**213** GP started

**64** Victories

**121** Podiums

**74** Pole positions

**38** Fastest laps

**#77**

## VALTTERI BOTTAS

Very quick, able to claim pole positions and wins, the "other" Finnish driver in F1 needs to be more constant at the highest level. This year, he needs to fight for wins on a regular basis, or at least to score lots of points for Mercedes as well as finishing between Hamilton and his closest rivals.



Finnish

28.08.89

Nastola, Finland

1st start in F1 Australia 2013

Best classification  
3<sup>e</sup> en 2017

**102** GP started

**3** Victories

**25** Podiums

**4** Pole positions

**5** Fastest laps





# SCUDERIA FERRARI



formula1ferrari.com

1st start Monaco 1950
<b>954</b> GP started
<b>231</b> Victories
<b>732</b> Podiums
<b>216</b> Pole positions
<b>244</b> Fastest laps
<b>16</b> Championships 1961, 1964, 1975, 1976, 1977, 1979, 1982, 1983, 1999, 2000, 2001, 2002, 2003, 2004, 2007, 2008

## #5 SEBASTIAN VETTEL

Four times a Formula 1 World Champion, Vettel is still hungry for wins after four seasons at Ferrari. He has all the assets in hand for aiming at another title and equalling Fangio, in a more competitive and reliable car.



German
03.07.87
Heppenheim, Germany
1st start in F1 USA 2007
World Champion 2010, 2011, 2012, 2013
<b>203</b> GP started
<b>49</b> Victories
<b>101</b> Podiums
<b>53</b> Pole positions
<b>33</b> Fastest laps

## #7 KIMI RAÄKKÖNEN

Crowned in 2007 with Ferrari, 4th in the 2017 Championship, Iceman did a good job despite various misfortunes. Often overshadowed by his team mate, Kimi has not won a GP since 2013, but he still holds what it takes to win in Monaco, where he finished 2nd last year...



Finnish
17.10.79
Espoo, Finland
1st start in F1 Australia 2001
World Champion 2007
<b>276</b> GP started
<b>20</b> Victories
<b>94</b> Podiums
<b>17</b> Pole positions
<b>45</b> Fastest laps





# ASTON MARTIN RED BULL RACING



redbullracing.com

1st start	Australia 2005
<b>249</b>	GP started
<b>56</b>	Victories
<b>150</b>	Podiums
<b>58</b>	Pole positions
<b>57</b>	Fastest laps
<b>4</b>	Championships 2010, 2011, 2012, 2013

## #3 DANIEL RICCIARDO

In 2017, Ricciardo had to retire from six races, for various reasons, and he is now at the end of his contract with Red Bull Racing. He has no other choice than scoring as many points as possible to keep his job at RBR... or to find another top team. He finished third in Monaco last year and is still one of the quickest drivers around. And he won his 6th F1 race in China.



Australian	
01.07.89	
Perth, Australia	
1st start in F1	Great Britain 2011
Best classification	3 <sup>rd</sup> (2014, 2016)
<b>134</b>	GP started
<b>6</b>	Victories
<b>28</b>	Podiums
<b>1</b>	Pole positions
<b>12</b>	Fastest laps

## #33 MAX VERSTAPPEN

In 2017, Max had his ups and downs, scoring two wins (Malaysia, Mexico) and climbing on four podiums. He needs to control his temper and "calm down" a bit, as most of his rivals advise him to do. Especially if he wants to aim at a world title in the near future. He has the talent...



Dutch	
30.09.97	
Hasselt, Belgium	
1st start in F1	Australia 2015
Best classification	5 <sup>th</sup> in 2016
<b>65</b>	GP started
<b>3</b>	Victories
<b>12</b>	Podiums
-	Pole positions
<b>2</b>	Fastest laps





# RENAULT SPORT FORMULA ONE TEAM



renaultsport.com

1st start Great Britain 1977

**346** GP started

**35** Victories

**100** Podiums

**51** Pole positions

**31** Fastest laps

**2** Championships  
2005, 2006

## #27 NICO HÜLKENBERG

Nico was 10th at the end of the 2017 championship, he knows how to score points (43 out of 57 claimed by Renault F1 last year). The German driver continued to score in 2018, at the first three Grands Prix of the season. More than ever, Renault counts on his huge experience to climb in the Top 5 of the F1 Teams.



German

19.08.87

Emmerich, Germany

1st start in F1 Bahrain 2010

Best classification  
9<sup>th</sup> (2014, 2016)

**140** GP started

- Victories

- Podiums

**1** Pole positions

**2** Fastest laps

## #55 CARLOS SAINZ Jr

On loan in 2018, from Red Bull Racing, Carlos Sainz, after three seasons in F1, needs to claim great results and to beat a very experienced team-mate. The son of a two-time rally world champion, he has all the tools in hand.



Spanish

01.09.94

Madrid, Spain

1st start in F1 Australia 2015

Best classification  
9<sup>th</sup> in 2017

**65** GP started

- Victories

- Podiums

- Pole positions

- Fastest laps







# McLAREN F1 TEAM



mclaren.com

1st start Monaco 1966
<b>826</b> GP started
<b>182</b> Victories
<b>485</b> Podiums
<b>155</b> Pole positions
<b>155</b> Fastest laps
<b>8</b> Championships 1974, 1984, 1985, 1988, 1989, 1990, 1991, 1998

## #14 FERNANDO ALONSO

Fernando is one of the most experienced drivers around. He was crowned World Champion twice (2005-2006) but in his last three seasons at McLaren, he only managed to score points 15 times (in 56 GPs). The popular Spaniard, still very fast, hopes to be back on the podium soon.



Spanish
29.07.81
Oviedo, Spain
1st start in F1 Australia 2001
World Champion 2005, 2006
<b>295</b> GP started
<b>32</b> Victories
<b>97</b> Podiums
<b>22</b> Pole positions
<b>23</b> Fastest laps

## #2 STOFFEL VANDOORNE

In 2017, the Belgian driver only managed to score points three times, and he retired five times. In 2018, Stoffel already managed to finish three times in the Top 10, in the first four races. So we are likely to see his true worth this year, if only his car shows more reliable and efficient.

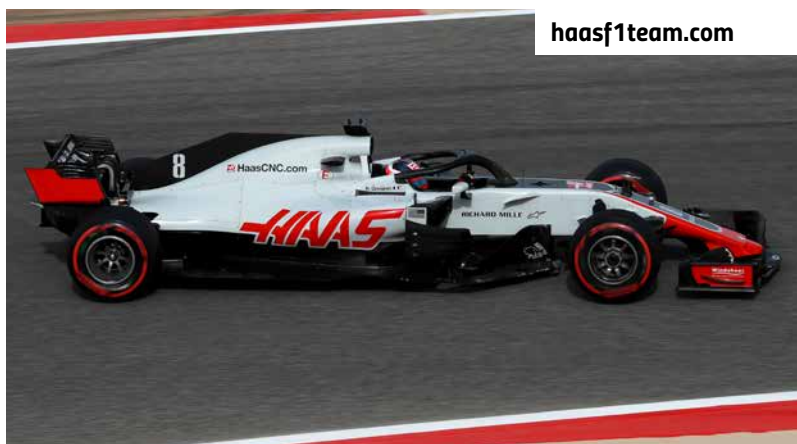


Belgian
26.03.92
Kortrijk, Belgium
1st start in F1 Bahrain 2016
Best classification 16 <sup>th</sup> in 2017
<b>25</b> GP started
- Victories
- Podiums
- Pole positions
- Fastest laps





# HAAS F1 TEAM



1st start Australia 2016

**46** GP started

- Victories
- Podiums
- Pole positions
- Fastest laps

**47** Points en 2017

## #8 ROMAIN GROSJEAN

The Franco-Swiss driver has over 120 GP behind his belt but victory still eludes him. His ten podiums date back to his Lotus years, but with Haas he only managed to finish eight races in the Top 10 last year. With a brand new car, supposed to be more efficient, he needs to be more consistent and to beat his ruthless team-mate often.



French

17.04.86

Geneva, Switzerland

1st start in F1 Europe 2009

Best classification  
7<sup>th</sup> in 2013

**127** GP started

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

## #20 KEVIN MAGNUSSEN

In his second season with Haas F1, the Dane needs to improve on his 2017 record (5 times in the Top 10, 5 retirements). His fighting spirit, on track, and his high tempers sometimes provoke a flood of criticism from his rivals. He needs to change a bit, and to score points more often.



Danish

05.10.92

Roskilde, Denmark

1st start in F1 Australia 2014

Best classification  
11<sup>th</sup> in 2014

**65** GP started

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





# SAHARA FORCE INDIA F1 TEAM



1st start Australia 2008

- 196** GP started
- Victories
- 6** Podiums
- 1** Pole positions
- 5** Fastest laps
- 187** Points en 2017

## #11 SERGIO PEREZ

The one and only Mexican F1 driver is well into his 8th F1 season. In 2018, Pérez first mission is to beat his young and gifted team-mate, Esteban Ocon, as often as possible. It was not always the case last year...



Mexican

26.01.90  
Guadalajara, Mexico  
1st start in F1 Australia 2011

Best classification  
7<sup>th</sup> (2016, 2017)

- 139** GP started
- Victories
- 8** Podiums
- Pole positions
- 4** Fastest laps

## #31 ESTEBAN OCON

The Frenchman of the Mercedes galaxy showed the extent of his talent last year at Force India, scoring points at 18 races, one more than team-mate Sergio Pérez. He will have to confirm in 2018, but Pérez is warned...



French

17.09.96  
Evreux, France  
1st start in F1 Belgium 2016

Best classification  
8<sup>th</sup> in 2017

- 34** GP started
- Victories
- Podiums
- Pole positions
- Fastest laps





# RED BULL TORO ROSSO HONDA



scuderiatorosso.redbull.com

1st start Bahrain 2006

**231** GP started

**1** Victories

**1** Podiums

**1** Pole positions

**1** Fastest laps

**53** Points en 2017

## #10 PIERRE GASLY

The 2016 GP2 Champion (and Super Formula vice-champion in 2017) needs to prove his worth to Red Bull Racing, scoring as many points as possible, and to remain consistent all season, on all tracks. His outstanding performance in Bahrain (4th) was very promising.



French

07.02.96

Rouen, France

1st start in F1 Malaysia 2017

Best classification

21<sup>st</sup> in 2017

**10** GP started

- Victories
- Podiums
- Pole positions
- Fastest laps

## #28 BRENDON HARTLEY

Thanks to Red Bull, Brendon discovered F1 in 2008 when testing a Toro Rosso, but nothing serious followed, so he found a job at Porsche, in the endurance team. He won WEC twice and Le Mans 24 Hours once. Back to Toro Rosso at the end of 2017, he raced alongside very fast Pierre Gasly, which put extra pressure on his shoulders. Both drivers managed it well.



New-Zelander

10.11.89

Palmerston North, NZ

1st start in F1 USA 2017

Best classification

23<sup>th</sup> in 2017

**9** GP started

- Victories
- Podiums
- Pole positions
- Fastest laps





# ALFA ROMEO SAUBER F1 TEAM



sauberf1team.com

1st start South Africa 1993

**357** GP started

- Victories

**10** Podiums

- Pole positions

**3** Fastest laps

**5** Points en 2017

**#9**

## MARCUS ERICSSON

This year, for his 5th F1 season, in a more competitive car, alongside a rookie team-mate, Ericsson has no excuse: he needs to be ahead, often.



Swedish

02.09.90

Kumla, Sweden

1st start in F1 Australia 2014

Best classification  
18<sup>th</sup> in 2015

**62** GP started

- Victories

- Podiums

- Pole positions

- Fastest laps

**#16**

## CHARLES LECLERC

At the age of 20, Leclerc starts in F1 after winning two consecutive titles: GP3 in 2016, F2 in 2017. Ferrari believes that he can become a F1 star, but the Monégasque needs to be consistent and "to learn how not to win". He will surely be in the limelight for his national Grand Prix, with extra pressure and expectations. Especially after finishing 6th in Baku.



Monegasque

16.10.97

Monaco

1st start in F1 Australia 2018

Best classification  
6<sup>th</sup> in Baku 2018

**5** GP started

- Victories

- Podiums

- Pole positions

- Fastest laps





# WILLIAMS MARTINI RACING



williamsf1.com

1st start Spain 1977

- **707** GP started

---
- 114** Victories

---
- 312** Podiums

---
- 128** Pole positions

---
- 133** Fastest laps

---
- 9** Championships  
1980, 1981, 1986, 1987,  
1992, 1993, 1994, 1996,  
1997

## #18 LANCE STROLL

A former member of the Ferrari Driver Academy, which scouted him at the age of 9, the Canadian hopeful was crowned Italian F4 Champion in 2014 and European F3 Champion in 2016. Last year, he climbed on his first ever F1 podium, in Baku, and scored almost as many points as veteran team-mate Felipe Massa (40 points to 43). In 2018, he needs to confirm, but beating is rookie team-mate will not be enough.



Canadian

29.10.98

Montreal, Canada

1st start in F1 Australia 2017

Best classification  
12<sup>th</sup> in 2017

- **25** GP started

---
- Victories

---
- 1** Podiums

---
- Pole positions

---
- Fastest laps

## #35 SERGEY SIROTKIN

The Russian rookie is now a race driver in a mid-table team, where a lot is expected from him, so he feels the pressure. His team-mate only has a bit more F1 experience, so he will not be able to help him a lot regarding technical and tactical choices. Hopefully, Williams can count on a brilliant and very experienced developer: Robert Kubica.



Russian

27.08.95

Moscow, Russia

1st start in F1 Australia 2018

- **5** GP started

---
- Victories

---
- Podiums

---
- Pole positions

---
- Fastest laps





## 2017 FORMULA 1 WORLD CHAMPIONSHIP

### WHAT'S NEW?

#### HALO

Frontal cockpit protection safety cage to protect drivers from flying debris or in case of accident. Made of titanium, the T-shaped structure is built to withstand the weight of a double decker bus for five seconds. It weighs nine kilos but the mountings can weigh a further six. They are not all identical, being offered by three different manufacturers in Britain, Germany and Italy at a cost starting at €15,000. Mandatory exit time from the cockpit has been increased by two seconds to seven.



#### THREE ENGINES

This year each driver is limited to a maximum of three power unit elements whereas it was four last year. This is in spite of there being one more race than in 2017. In fact it's three combustion engines, three turbochargers, three MGU-Hs, two MGU-Ks, two energy stores and two control electronic units for 21 races. Reducing power will help reliability. Some teams factoring four.

#### T-WINGS AND SHARK FINS OUTLAWED

The long, shark-finned engine covers have been banned and so have both the monkey seats and the little T-wings that were mounted behind them, intended to channel air flow to the rear wing. This is on aesthetic grounds. Teams have tried to reprofile the sharks fins.





### **SEVEN DIFFERENT SLICKS**

There is now a wider range of Pirellis, up from five last year with the addition of a new hypersoft, pink side-walled Pirelli at the softest end of the range, and now the orange side-wall being a superhard tyre at the other end of the scale - which may never be used. Last year's relatively untested range was thought to be too hard but this year they are all a step softer. The ice blue is now the hard tyre.



### **CLAMPDOWN ON OIL BURN**

FIA has banned oil injection into the air intake for 2018. Teams have to supply data on engine oil mass and oil tank levels. Oil sensors of temperature and pressure are now much tighter.

### **HYBRID SYSTEM**

Weight and volume of certain electrical elements in the hybrid systems have been standardised, while the FIA will monitor engine plenum air temperature to ensure it remains above 10c.

### **GRID PENALTIES**

These have been simplified. Anyone who earns more than 15 penalty positions for taking power unit elements outside prescribed limits will start from the back of the grid. These will be prioritised by the timing of taking these elements.

### **JUMP STARTS**

There is now greater monitoring of starts and moving before the start with the addition of a transponder programme. A 10s stop/go penalty would be imposed in the event of transgression.

### **SUSPENSION ANGLE**

The FIA wants to prevent teams using steering angle to gain an aerodynamic advantage by using trick front suspension systems. Ride height change under steering lock cannot exceed 5mm.

### **SAFETY CAR STANDING STARTS**

Races will feature standing starts after safety car periods following red flags, unless conditions rule against it.

### **21 RACE CALENDAR**

With the return of the French Grand Prix at Circuit Paul Ricard, and the German Grand Prix at Hockenheim, and the loss of the Malaysian Grand Prix, this year's championship will feature 21 races. The French Grand Prix heads the first ever triple header of the French, Austrian and British Grands Prix in late June/July.

### **ENGINE PARITY**

The FIA have issued a technical directive reminding engine suppliers that they must supply identical engine specifications to customer teams as those used by the factory teams. This includes software, fuel and lubricants, where that supplier is the same.







2018 FORMULA 1 WORLD CHAMPIONSHIP

## THE SEASON 2018 SO FAR...



### ROLEX AUSTRALIAN GRAND PRIX

**25.03.2018**

ALBERT PARK CIRCUIT  
MELBOURNE

#### Qualifying

- 1/ Lewis Hamilton (Mercedes)
- 2/ Kimi Räikkönen (Ferrari)
- 3/ Sebastian Vettel (Ferrari)

#### Race

- 1/ Sebastian Vettel (Ferrari)
- 2/ Lewis Hamilton (Mercedes)
- 3/ Kimi Räikkönen (Ferrari)

#### Fastest lap

Daniel Ricciardo (Red Bull-Renault)

#### Best driver

Sebastian Vettel (Ferrari)

#### Best team

Ferrari turn tables on Mercedes again

#### Up and Down

- Hamilton's seventh pole but suffers costly race strategy glitch;
- Vettel's 100th podium with 2nd successive Australian win for Ferrari;
- Qualifying accident setback for Bottas;
- Raikkonen third;
- Wheels come off Haas' impressive form;
- Force India and Williams disappoint.

#### Top stories

- Hamilton's party mode;
- Little overtaking leads to suggested circuit changes;
- Haas accused of building a Ferrari clone;
- Wolff warns Ferrari serious about possible pull-out.

#### Quotes

- Räikkönen: "Where is my pit board, it can't be too difficult to put it out". Later: "OK, my pit board is missing again".
- Engineer to Alonso (lap 13): "Fernando, Verstappen's spun. He's now the car in front of Sainz". Alonso: "OK, speak up a little bit because it's a long race and you are losing the energy already". Engineer: "Mate, I'm racing with you, the energy's high. Come on, let's do this".
- Hamilton (lap 28): "What just happened guys, why didn't you tell me Vettel was in the pits? What happened guys?".
- Engineer to Ricciardo (lap 45): "Have a think how you want to approach the last part of the race? Do you want to attack every lap or chill out and go again. Have a think". Ricciardo: "I don't want to let him breathe!"
- Sainz (lap 49): Yeah, I'm struggling with my stomach. I have a lot of nausea from the water.
- Alonso: "Well done guys, very proud of you. Long winter, long seasons in past but now we can fight, we can fight".





2018 FORMULA 1 WORLD CHAMPIONSHIP  
**THE SEASON 2018 SO FAR...**



**GULF AIR BAHRAIN  
GRAND PRIX**

**08.04.2018**

BAHRAIN INTERNATIONAL CIRCUIT  
SAKHIR

**Qualifying**

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

**Race**

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

**Fastest lap**

Sebastian Vettel (Ferrari)

**Best driver**

Gasly competitive all weekend

**Best team**

Both McLarens score points, third in Constructors

**Up and Down** ↑ ↓

- Vettel wins in Bahrain again;
- Bottas's late charge;
- Penalized Hamilton in third;
- Ferrari lose second podium with agonizing pit stop blunder;
- 8 teams score points, including Toro Rosso and Sauber;
- Penalties for Perez and Hartley;
- Williams disappoint again.

**Top stories**

- Liberty outline 2021 plans to teams; few details revealed;
- Hamilton slams Verstappen after T1 collision;
- Ferrari mechanic suffers broken leg in pit stop;
- Hamilton gets gearbox penalty.

**Quotes**

- Leclerc after Q1 accident: "I'm stupid, I am so stupid. My bad."
- Engineer to Vettel: "Yes, P1, pole position, that was a lion lap, lion lap".
- Hamilton on Verstappen collision: "I had a coming together with Max and it was an unnecessary collision. There needs to be a certain respect between drivers. It didn't feel like a respectful manoeuvre and it was a silly manoeuvre for himself because he didn't finish the race".
- Verstappen: "In my opinion there was plenty of room for the both of us to go around that corner and to say no action by the stewards is a bit harsh".
- Hamilton: "You guys aren't giving me much of a picture. I don't know what the XXXX going on".
- Vettel: "I came on the radio with 10 laps to go and said I had everything under control, but that was a lie as I had nothing under control. When they told me the pace of Valtteri at that time I thought that there is no way I could do that".
- Vettel at the flag: "Woooooo, woohooo. These tyres were done. They were done for the last ten laps. Should Bottas have tried to overtake at the end?"
- Ricciardo afterwards: "I definitely would have sent it, 100%. I would have gone."





2018 FORMULA 1 WORLD CHAMPIONSHIP  
**THE SEASON 2018 SO FAR...**



## HEINEKEN CHINESE GRAND PRIX

15.04.2018

SHANGAI INTERNATIONAL CIRCUIT

### Qualifying

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

### Race

- 1/ Daniel Ricciardo (Red Bull)
- 2/ Valtteri Bottas (Mercedes)
- 3/ Kimi Räikkönen (Ferrari)

### Fastest lap

Daniel Ricciardo (Red Bull-Renault)

### Best driver

Ricciardo from sixth on the grid

### Best team

Red Bull, great engine change and pit work

### Up and Down ↑↓

- Vettel steals pole from Raikkonen;
- Ferrari, Mercedes and Red Bull all lead thrilling GP;
- Red Bull twice double stack in pits;
- Tyre strategy wins for Red Bull;
- Toro Rosso cause safety car with collision;
- Verstappen in the wars again.

### Top stories

- Safety car timing draws criticism;
- Haas reject "dumbing down";
- Cost cap to end two tier F1;
- Fuel limit to be raised to promote flat out F1;
- John Booth leaves Toro Rosso;
- Rosberg expands racing interests.

### Quotes

- Perez after qualifying 8th: "Oh ho ho, that was magic, man".
- Vettel after pole: "Grazie ragazzi, machina grande, machina rossa. Thank you guys, great qualifying, great car, really enjoyed that one. What an amazing car".
- Hamilton: "Fronts are super cold. Shoot, why didn't we stop for new tyres?" Engineer: "because then they'd be in front of you".
- Vettel after Verstappen collision: "in that situation, he has to change his style, otherwise it will happen again. I gave him room; I wasn't planning on resisting but he had a big lock-up and that is why we crashed. We are not happy because we had the car to win".
- Verstappen: "He(Vettel) locked up and then turned in very sharp".
- Engineer to Ricciardo after win: "clinical moves, cut throat, scary. Nice job, absolutely brilliant mate". Ricciardo: "I'm speechless, what a turnaround. I don't seem to win boring races".





2018 FORMULA 1 WORLD CHAMPIONSHIP  
**THE SEASON 2018 SO FAR...**



## AZERBAIJAN GRAND PRIX

**29.04.2018**  
BAKU CITY CIRCUIT

### Qualifying

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

### Race

- 1/ Lewis Hamilton (Mercedes)
- 2/ Kimi Räikkönen (Ferrari)
- 3/ Sergio Pérez (Force India)

### Fastest lap

Valtteri Bottas (Mercedes)

### Best driver

Bottas, deserved win; Leclerc's first points

### Best team

Mercedes turn tables on Ferrari

### Up and Down

- Perez's second third here;
- Competitive Renault close the gap;
- Vandoorne's points-winning strategy;
- Räikkönen takes out Ocon;
- Red Bulls collide;
- Magnussen penalized;
- Two safety cars.

### Top stories

- Gasly's near miss;
- F1 commission votes through overtaking changes;
- New venues in Denmark, Vietnam gain strength;
- Red Bull starts formal Honda talks;
- DRS problems;
- Red Bull drivers ordered to apologise to factory.

### Quotes

- Vandoorne (practice): "The smell of the car is horrendous."
- Stroll: "I can't really see where I'm going".
- Gasly: "It was probably the scariest moment of my career! I was sure I was going to crash into Brendon because it's the part of the track where we're going at 320kph".
- Ricciardo (Qualifying): "I brushed the wall at T15. I wouldn't go again on this set".
- Alonso (Lap 1): "He closed the door, we were side by side".
- Ocon: "The Ferrari crashed me totally into the wall".
- Räikkönen: "He just turned into me".
- Verstappen behind Hamilton: "I'm just stuck now".
- Hamilton after winning: "It doesn't feel like justice or relief. If my normal level is eagle and birdie, then today I was shooting pars and bogeys".
- Horner on Red Bull drivers: "The most important thing is that they both recognize that what happened was unacceptable. They are both in the doghouse".
- Lauda: "If I was a member of the Red Bull team I would go home and cry".





2018 FORMULA 1 WORLD CHAMPIONSHIP  
**THE SEASON 2018 SO FAR...**



**GRAN PREMIO DE ESPAÑA EMIRATES**

**13.05.2018**

CATALUNYA CIRCUIT - BARCELONA

**Qualifying**

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

**Race**

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

**Fastest lap**

Daniel Ricciardo (Red Bull)

**Best driver**

Lewis Hamilton

**Best team**

Mercedes's first one-two

**Up and Down** ↑ ↓

- Mercedes defeat allcomers to score first 2018 one-two;
- Verstappen third despite wing damage;
- Magnussen lonely 6<sup>th</sup>;
- Spaniards in points at home;
- Leclerc scores again;
- Grosjean penalized for first lap pile-up;
- Vettel loses third;
- Six retirements.

**Top stories**

- Liberty introduce new fan initiatives;
- Miami gets a step closer to a GP;
- Bottas receives Trofeo Bandini;
- One more crash and it's team orders, says Red Bull's Marko;
- Alonso helps Toyota to WEC win;
- Ferrari's Marchionne steps back from pull-out threat;
- Sauber's technical boss Zander quits;
- Ferrari's halo winglets banned;
- Pirelli tyres changed.

**Quotes**

- Hartley after FP1 excursion: "Any damage ? Don't think so but we have a lot of stones".
- Kubica after FP1 outing: "I can't say it was fun".
- Alonso: "I think if we recover six places on the first lap we will be very happy".
- Ricciardo: "I'm going to shine bright like a diamond".
- Vettel on second tyre stop: "We were going through the tyres too quickly. We couldn't make the tyres last, so for us it was clear we had to come in again".
- Romain Grosjean: "I had wanted to avoid contact with my teammate. Kevin had a bit of a wobble".
- Leclerc after scoring another point: "It is a great feeling to finish in the points again. We have made considerable progress since the beginning of the season, and the whole team is eager to continue working hard in this direction".
- Hamilton: "I was surprised that nobody had the pace to keep up with me. I found a synergy with the car that I hadn't felt before".





2018 FORMULA 1 WORLD CHAMPIONSHIP  
**CLASSIFICATIONS**


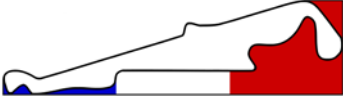













Drivers	Pts	AUS	BRN	CHN	AZE	ESP	MON
Lewis Hamilton	<b>95</b>	18	15	12	25	25	
Sebastian Vettel	<b>78</b>	25	25	4	12	12	
Valtteri Bottas	<b>58</b>	4	18	18	-	18	
Kimi Räikkönen	<b>48</b>	15	-	15	18	-	
Daniel Ricciardo	<b>47</b>	12	-	25	-	10	
Max Verstappen	<b>33</b>	8	-	10	-	15	
Fernando Alonso	<b>32</b>	10	6	6	6	4	
Nico Hülkenberg	<b>22</b>	6	8	8	-	-	
Carlos Sainz Jr	<b>19</b>	1	-	2	10	6	
Kevin Magnussen	<b>19</b>	-	10	1	-	8	
Sergio Perez	<b>17</b>	-	-	-	15	2	
Pierre Gasly	<b>12</b>	-	12	-	-	-	
Charles Leclerc	<b>9</b>	-	-	-	8	1	
Stoffel Vandoorne	<b>8</b>	2	4	-	2	-	
Lance Stroll	<b>4</b>	-	-	-	4	-	
Marcus Ericsson	<b>2</b>	-	2	-	-	-	
Brendon Hartley	<b>1</b>	-	-	-	1	-	
Esteban Ocon	<b>1</b>	-	1	-	-	-	
Romain Grosjean	<b>0</b>	-	-	-	-	-	
Sergey Sirotkin	<b>0</b>	-	-	-	-	-	

Constructors	Pts	AUS	BRN	CHN	AZE	ESP	MON
Mercedes	<b>153</b>	22	33	30	25	43	
Ferrari	<b>126</b>	40	25	19	30	12	
Red Bull	<b>80</b>	20	0	35	0	25	
Renault	<b>41</b>	7	8	10	10	6	
McLaren	<b>40</b>	12	10	6	8	4	
Haas	<b>19</b>	0	10	1	0	8	
Force India	<b>18</b>	0	1	0	15	2	
Toro Rosso	<b>13</b>	0	12	0	1	0	
Sauber	<b>11</b>	0	2	0	8	1	
Williams	<b>4</b>	0	0	0	4	0	





2018 FORMULA 1 WORLD CHAMPIONSHIP  
**DATES AND PLACES**

	<b>10.06</b> Canada, Montréal, Circuit Gilles-Villeneuve 4,361 km - 70 tours / laps
	<b>24.06</b> France, Le Castellet, Circuit Paul Ricard 5,842 km - 52 tours / laps
	<b>01.07</b> Austria, Spielberg, Red Bull Ring 4,318 km - 71 tours / laps
	<b>08.07</b> Great-Britain, Silverstone Circuit 5,891 km - 52 tours / laps
	<b>22.07</b> Germany, Hockenheim, Hockenheimring 4,574 km - 67 tours / laps
	<b>29.07</b> Hungary, Budapest, Hungaroring 4,381 km - 70 tours / laps
	<b>26.08</b> Belgium, Circuit de Spa-Francorchamps 7,004 km - 44 tours / laps
	<b>02.09</b> Italy, Monza, Autodroma Nazionale Monza 5,793 km - 53 tours / laps
	<b>16.09</b> Singapour, Marina Bay Street Circuit 5,065 km - 61 tours / laps
	<b>30.09</b> Russia, Sochi, Sochi Autodrom 5,848 km - 53 tours / laps
	<b>07.10</b> Japan, Suzuka International Racing Course 5,807 km - 53 tours / laps
	<b>21.10</b> USA, Austin, Circuit of the Americas 5,513 km - 56 tours / laps
	<b>28.10</b> Mexico, Mexico, Autod. Hermanos Rodriguez 4,304 km - 71 tours / laps
	<b>11.11</b> Brasil, Sao Paulo, Autodromo Jose Carlos Pace 4,309 km - 71 tours / laps
	<b>25.11</b> Abu Dhabi, UAE, Yas Marina Circuit 5,554 km - 55 tours / laps





**GRAND PRIX AUTOMOBILE DE MONACO**  
**1929-2017 - 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







## Formula 1 Grand Prix de Monaco 2018 Monte Carlo 24-27 May

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





## Formula 1 Grand Prix de Monaco 2018 Monte Carlo 24-27 May

YEAR	LAPS	DISTANCE KM	STARTING	CLASS.	WINNER	CAR	TIME & SPEED en KM/H
2000	78	262.6260	22	10	David COULTHARD	McLaren Mercedes MP4/15	1h49'28"213 144.072
2001	78	262.860	22	10	Michael SCHUMACHER	Ferrari F2001	1h47'22"561 146.881
2002	78	262.860	22	12	David COULTHARD	McLaren Mercedes MP4/17	1h45'39"055 149.280
2003	78	260.520	20	13	Juan Pablo MONTOYA	BMW Williams FW25	1h42'19"010 152.772
2004	78	257.180	20	10	Jarno TRULLI	Renault R24	1h45'46"601 145.880
2005	78	257.180	18	14	Kimi RAIKKONEN	West McLaren Mercedes	1h45'15"556 148,501
2006	78	260.520	22	17	Fernando ALONSO	Renault R26	1h43'43"116 150,707
2007	78	155.551	22	19	Fernando ALONSO	McLaren Mercedes MP4/22	1h40'29"329 155.551
2008	76	253.840	20	14	Lewis HAMILTON	McLaren Mercedes 108T	2h00'42"742 126.170
2009	78	260.520	20	15	Jenson BUTTON	Brawn GP Formula 1 Team	1h40'44"282 155.166
2010	78	260.520	24	15	Mark WEBBER	Red Bull Renault	1h50'13"355 141.814
2011	78	260.520	23	18	Sebastian VETTEL	Red Bull Racing	2h09'38"373 120.574
2012	78	260.520	24	16	Mark WEBBER	Red Bull Racing	1h46'06"557 147.312
2013	78	260.520	22	16	Nico ROSBERG	Mercedes AMG Petronas	2h17'52"056 113.378
2014	78	260.520	22	14	Nico ROSBERG	Mercedes AMG Petronas	1h49'27"661 142.801
2015	78	260.286	20	17	Nico ROSBERG	Mercedes AMG Petronas	1h49'18"420 142.874
2016	78	260.52	22	15	Lewis HAMILTON	Mercedes AMG Petronas	1h59'29"133 130.703
<b>2017</b>	<b>78</b>	<b>260.52</b>	<b>20</b>	<b>15</b>	<b>Sebastian VETTEL</b>	<b>Ferrari</b>	<b>1h44'44"340</b> <b>149.105</b>





**GRAND PRIX AUTOMOBILE DE MONACO**

**RECORDS**

**VICTORIES**

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

**RECORDS OF THE LAP**

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

**TOTAL RECORD FOR THE RACE**

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

**RECORD OF THE CIRCUIT**

Kimi RAIKKONEN - 1'12"178 - Ferrari in 2017

**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 /Repco	J. BRABHAM (AUS)	Brabham	4	3	1
1967	Brabham /Repco	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	-





## Formula 1 Grand Prix de Monaco 2018 Monte Carlo 24-27 May

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





## 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 <b>EMERGENCIES</b>	97.98.99.00
Ambulance and Fire Services	<b>EMERGENCIES</b>	93.30.19.45 ou <b>18</b>
Doctor, Chemist & nurse on duty	<b>EMERGENCIES</b>	<b>141</b>
Police	Rue Suffren Reymond	93.15.30.15
	<b>EMERGENCIES</b>	<b>17</b>
	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

