



**FORMULA 1
GRAND PRIX
DE MONACO 2015**

**MONTE CARLO
21-22-23-24 MAY**



2015

formulaoneTMmedia

OFFICIAL MEDIA KIT





**FORMULA 1
GRAND PRIX
DE MONACO 2015**

**MONTE CARLO
21-22-23-24 MAY**

A red-tinted, artistic background image of a Formula 1 car, showing the front wing, nose, and cockpit area.

**73rd
GRAND PRIX
DE MONACO**
21-24 MAY 2015

counting for the 2015 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





CONTENTS

125 years of Automobile Club de Monaco	4
73 rd Grand Prix Automobile de Monaco 2015	
Programme	8
Media Accreditation Centre and Media Centre Opening Hours	
Media Shuttle Service	9
Map	10
Various information	11
Press Conferences	13
Restricted Areas	14
Equipments and means	16
Speed on the Monaco circuit	18
The Monaco circuit	19
Monaco podium procedure	21
72 th Grand Prix Automobile de Monaco 2014	22
2013 FIA Formula One World Championship - Classification	26
73 rd Grand Prix Automobile de Monaco 2015	
Entry list	27
Helmets	28
Garage allocation in the pit lane	29
Teams and Drivers	31
2015 Formula One World Championship	
What's new in 2015	41
The Grands Prix	42
Classifications	47
Dates and places	48
Grand Prix Automobile de Monaco : 1929-2014	
Honors List	49
Records	51
1950 - 2014 - Formula One World Championship Winners	52
The Principality of Monaco	54
Various Informations	55

Photographs : archives AC de Monaco - Jean-François GALERON





125TH ANNIVERSARY CELEBRATIONS FOR THE ACM

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 I 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 Vélodipédique de la Principauté four decades earlier!

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

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

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

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

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

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

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

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

On Rue Grimaldi, meanwhile, the club purchased the Galerie Park Palace and rented its three adjoining





boutiques, before adding the SAMIPA building to its set of occupied premises.

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

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

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

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

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

Rallye Automobile Monte-Carlo

The 'Rallye Automobile Monte-Carlo' is the oldest rally in the world. It dates back to 1911, earning it a coveted place amongst motorsport's elite events. Historically, competitors began the rally from cities located in all four corners of Europe, going on to tackle treacherous and demanding road conditions before meeting at the finish and celebrating together in the unique surroundings of Monte-Carlo.

This iconic event – the 73rd edition of which was held in January, 2015 – takes place in the Alpes Maritimes, Alpes de Haute Provence, Hautes-Alpes, Isère regions of France and, of course, Monaco itself.

Since its debut, this rally has always been regarded as the one that every driver and manufacturer wants to win. The 'Rallye Automobile Monte-Carlo' has been a regular feature on the FIA World Rally Championship calendar

since the series' inception in 1973, its only absence being from 2009 to 2011 when it served as the opening round of the Intercontinental Rally Challenge instead.

Rallye Monte-Carlo Historique

Since its much-heralded inaugural edition in 1998, the popularity of the 'Rallye Monte-Carlo Historique' has continued to grow, routinely attracting an entry of at least 300 vehicles. For its 18th edition in 2015, the ACM's Organising Committee celebrated the 60th anniversary of Per Malling and Gunnar Fadum's victory in their Sunbeam Talbot Mk III in 1955. Accordingly, the rally was open to vehicles that participated in the original Rallye Automobile Monte-Carlo between 1955 and 1980.

Rallye Monte-Carlo des Energies Nouvelles (New and Renewable Energies) & Rallye Monte-Carlo ZENN (Zero Emission – No Noise)

This event has developed over the course of the last 20 years to the extent where it is now the most famous rally on the FIA Alternative Energies Cup calendar, with some 198 participants in 2015, drawn from 14 different countries and representing 26 different car manufacturers.

The route revolves around four starting cities (Annecy Le Vieux, Clermont-Ferrand, Lugano and Montauban) and two halts (Gap and Monte-Carlo). The event is divided into two distinct categories: the Rallye des Energies Nouvelles (New and Renewable Energies) for vehicles powered by electric, hybrid or alternative energies, and the Rallye 'ZENN (Zero Emission – No Noise) for fully electric vehicles. Both count towards the FIA Alternative Energies Cup drivers' and manufacturers' championships.

Monaco ePrix

The organisation of this new event in the Principality has seen the Automobile Club de Monaco commit its resources to the areas of New and Renewable Energies and Durable Development. The ACM has fashioned an abbreviated version of the famous Grand Prix circuit especially for Formula E, incorporating the start/finish straight, the tight Sainte-Dévote right-hander, the Boulevard Kennedy, the Chicane, the Quai des Etats Unis, the Swimming Pool section, the legendary La Rascasse corner and finally the Boulevard Albert 1er.

Formula E is a new FIA championship for drivers and teams, and has been created as a means of showcasing electric energy innovations within a motorsport environment. The objectives behind this new discipline are to attract a whole new generation of motorsport fans, provide a genuine





impetus to the electric vehicle market and convince people of its potential. Twenty drivers from ten teams will race around Monaco on May 9, behind the wheel of electric-powered single-seaters capable of exceeding speeds of 225kph.

Grand Prix de Monaco Historique

Created as part of the celebrations to commemorate the 700-year reign of the Grimaldi dynasty, the Grand Prix de Monaco Historique has become the jewel in the crown of the historic motorsport calendar for fans, competitors, spectators and classic racing aficionados all over the world. Since its inaugural edition in 1997, this event has taken place every other year, a fortnight before Formula 1's Monaco Grand Prix. Over the course of two-and-a-half days, the Principality is transformed into a veritable pantheon of single-seaters from throughout the sport's history.

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.

In conclusion, these 125 years of history have been built upon both successes and failures and, in particular, owe tremendous gratitude to the unstinting support of tens of thousands of volunteers over the decades – people who have always believed that friendship, group spirit, giving the best of oneself, serving the Automobile Club, the sport, competition and a little bit of risk all play a major role in what life is about.

In the same vein, the future can only be written with the unshakeable commitment to never stop progressing, in the knowledge that there is always room for improvement. It is through this approach that our events will continue to flourish.

ACM PRESIDENTS

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

Since the 1972 Grand Prix: Me Michel BOERI





PROGRAMME

THURSDAY 21.05	FRIDAY 22.05	SATURDAY 23.05	SUNDAY 24.05
7:00	6:00	7:00	7:00
Track closed	Track closed	Track closed	Track closed
10:00 - 11:30	8:00 - 8:45	9:00 - 9:25	9:45 - 10:20
Formula 1 1st Practice session	Formula Renault 3.5 Practice session	Formula Renault 3.5 Série A Qualifying session	Porsche Supercup Race start (16 laps or 30mn)
12:00 - 12:45	9:45 - 10:15	9:30 - 9:55	11:10 - 11:55
GP2 Practice session	Porsche Supercup Qualifying session	Formula Renault 3.5 Série B Qualifying session	Formula Renault 3.5 Race start (40mn + 1 lap)
14:00 - 15:30	11:15 - 12:20	11:00 - 12:00	12:30
Formula 1 2nd Practice session	GP2 Start of 1st race (42 laps or 60mn)	Formula 1 3rd Practice session	Formula 1 Drivers track parade
16:15 - 16:55	14:00	14:00 - 15:00	13:46
GP2 Qualifying session	Track open	Formula 1 Qualifying session	National Anthem with the drivers in the Princely Lodge
17:30 - 18:15		16:10 - 17:00	14:00
Porsche Supercup Practice session		GP2 Start of 2nd race (30 laps or 45mn)	Formula 1 Start of 73rd Grand Prix Automobile de Monaco (78 laps or 2h)
19:30		18:30	19:30
Track open		Track open	Track open





MEDIA ACCREDITATION CENTRE OPENING HOURS

Wednesday 20 May 2015	from 08.00 am to 7.00 pm
Thursday 21 May 2015	from 08.00 am to 6.00 pm
Friday 22 May 2015	from 08.00 am to 1.00 pm
Saturday 23 May 2015	from 08.00 am to 12.00 am
Sunday 24 May 2015	from 08.00 am to 11.00 am

MEDIA CENTRE OPENING HOURS

Wednesday 20 May 2015	from 08.00 am to 9.00 pm
Thursday 21 May 2015	from 07.00 am to 10.00 pm
Friday 22 May 2015	from 08.00 am to 10.00 pm
Saturday 23 May 2014	from 07.00 am to 11.00 pm
Sunday 24 May 2015	from 07.00 am - until the last journalist leaves

MEDIA SHUTTLE SERVICE

	ACCREDITATION Start at 10 minutes intervals	PECHEURS Start at 10 minutes intervals	CENTRE MEDIA Start on request Ave de la Quarantaine Parking des Pêcheurs
Wednesday 20 May	08.00 am - 07.00 pm	07.50 am - 08.00 pm	06.00 pm - 09.15 pm
Thursday 21 May	08.00 am - 04.00 pm	06.50 am - 04.00 pm	04.00 pm - 10.15 pm
Friday 22 May	08.00 am - 01.00 pm	07.50 am - 01.00 pm	01.00 pm - 10.15 pm
Saturday 23 May	08.00 am - 12.00 pm	06.50 am - 12.00 pm	12.00 pm - 11.15 pm
Sunday 24 May	08.00 am - 11.00 pm	06.50 am - 11.00 pm	12.00 pm - 00.00 am



VARIOUS INFORMATIONS

CENTRE MEDIA

Location: 4, Quai Antoine 1er, 1er étage

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**
assisted by **Pat BEHAR**

MEDIA STAFF

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

National Press Officer: **Richard MICOUD**

Assistants: **Benjamin LAURENS, Alexandre BRUNEAU**

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

Responsibles of the Media Centre:

Richard MICOUD assisted by **Laetitia GRANGE**

Staff:

Alain d'AYRAL DE SERIGNAC, Marc BERGHMANS, Alain BERNARDI, Anne HALIN-CAPPA, Aldo COLETTI, Marc DANIEL, Gérard de GREGORI, François GIANNETTINI, Bernard LATOUR, Fabrice LESNE, Christian MANE, Stéphane MULLER, Richard MULLER, Benoit REQUIER, Alain SACCO, Flavio VITALI et Jean ITURRALDE.

MEDIA CAR PARKING

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

MEDIA INFORMATIONS

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

* from left to right

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



LOCKERS

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

PHOTOGRAPHER GRANDSTAND

Installed at the level of starting-finishing line, between the track and the pits lane. Photographers with special credential printed on their tabard will be admitted.

Permanent credential photographers with FIA jacket will be authorized to access. Pods and tripods forbidden.

PHOTOGRAPHER TOWER

Installed on left side of Sainte-Dévote bend, access by underground passage. Photographers with special credential printed on their tabard will be admitted. permanent photographers with an 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 GP2 and all Support Races.

2015 MODIFICATIONS

- Note that the 3/5 of the circuit were resurfaced this year (Pitlane ; Boulevard Albert 1er ; Casino / Entry Tunnel ; Swimming Pool area), with a slight modification 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 remains unchanged, ie 3.340 km.

PRESS CONFERENCES

FORMULA 1 WORLD CHAMPIONSHIP

Wednesday 20th May 2015 - 03.pm

Press Conference for a maximum of six drivers chosen by the FIA F1 Head of Communications.

Thursday 21st May 2015 - 04.pm

Press Conference for six team personalities chosen by the FIA F1 Head of Communications.

Saturday 23rd May 2015 - after the qualifying session

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

Sunday 24th May 2015 – after the prize-giving ceremony

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

* * * * *

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.



73rd GRAND PRIX AUTOMOBILE DE MONACO - 21-24 MAY 2015

RESTRICTED AREAS



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 GP2 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

3km340

Lenght of the circuit

305km/h

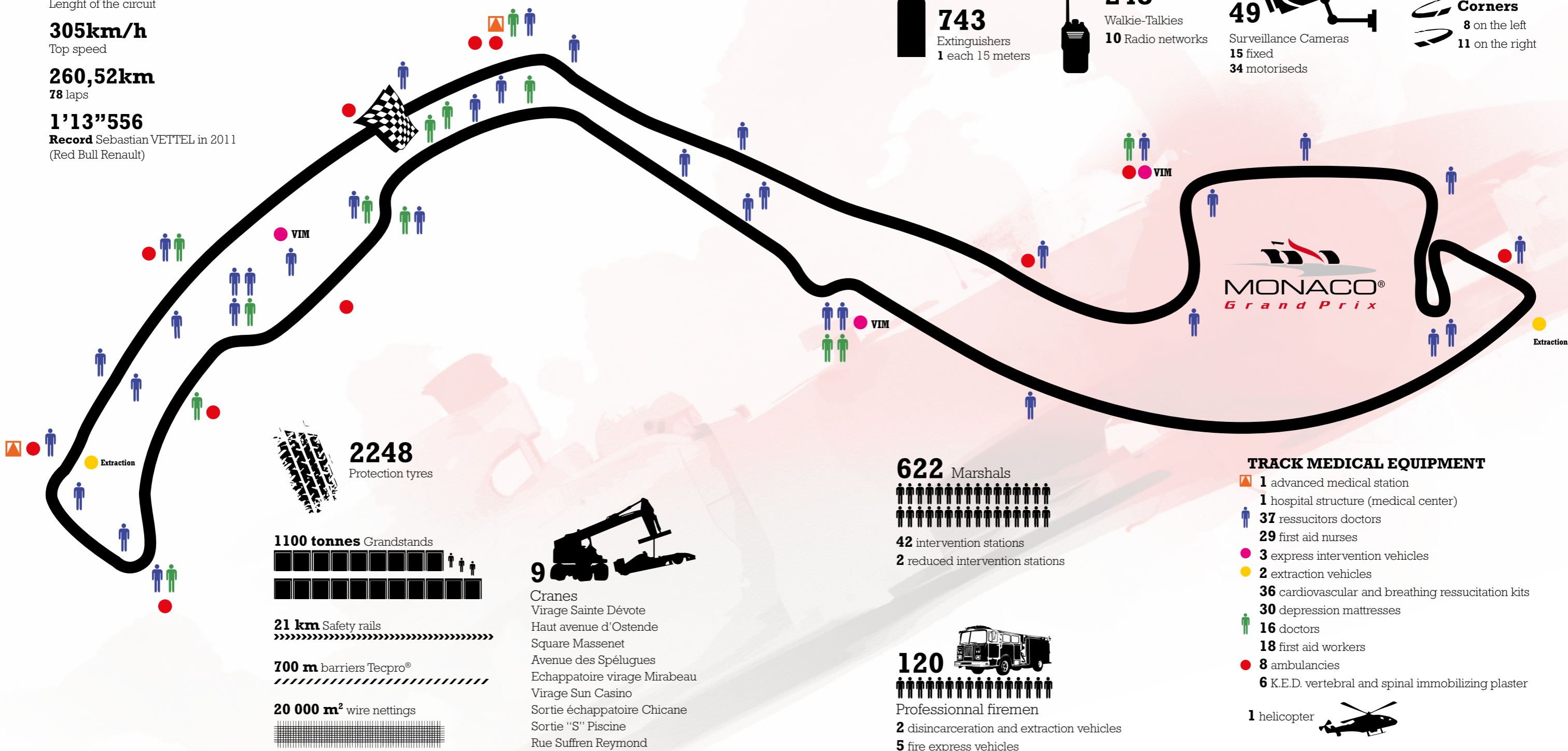
Top speed

260,52km

78 laps

1'13"556

Record Sebastian VETTEL in 2011
(Red Bull Renault)



743
Extinguishers
1 each 15 meters

248
Walkie-Talkies
10 Radio networks

49
Surveillance Cameras
15 fixed
34 motorised

19
Corners
8 on the left
11 on the right

2248
Protection tyres

1100 tonnes Grandstands

21 km Safety rails

700 m barriers Tecpro®

20 000 m² wire nettings

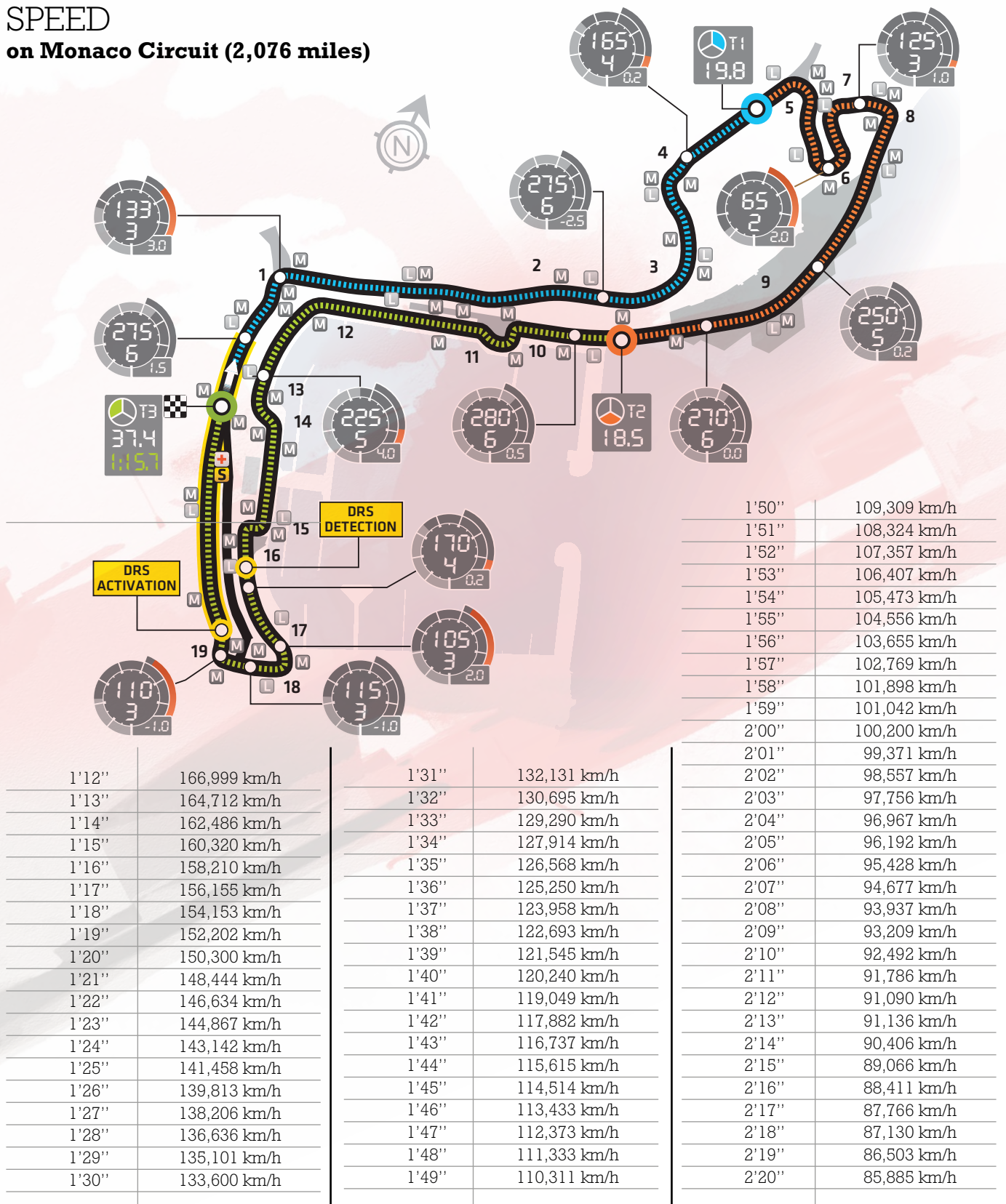
9 Cranes
Virage Sainte Devote
Haut avenue d'Ostende
Square Massenet
Avenue des Spélugues
Echappatoire virage Mirabeau
Virage Sun Casino
Sortie échappatoire Chicane
Sortie "S" Piscine
Rue Suffren Reymond

622 Marshals
42 intervention stations
2 reduced intervention stations

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

TRACK MEDICAL EQUIPMENT
1 advanced medical station
1 hospital structure (medical center)
37 resuscitators doctors
29 first aid nurses
3 express intervention vehicles
2 extraction vehicles
36 cardiovascular and breathing resuscitation kits
30 depression mattresses
16 doctors
18 first aid workers
8 ambulancies
6 K.E.D. vertebral and spinal immobilizing plaster
1 helicopter

**SPEED
on Monaco Circuit (2,076 miles)**





THE CIRCUIT

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

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

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

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

In the mass of the platform nearly 3 km 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 20 cm 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.



MONACO HARBOUR - CIRCUIT CONSTRUCTION IN 5 STEPS

**SUNDAY 14 MARCH 2015 - 8:00
MONACO - STEP 1
MELBOURNE, AUSTRALIAN GRAND PRIX**



**SUNDAY 28 MARCH 2015 - 9:30
MONACO - STEP 2
KUALA LUMPUR, MALAYSIAN GRAND PRIX**



**SUNDAY 12 APRIL 2015 - 9:30
MONACO - STEP 3
SHANGAI, CHINESE GRAND PRIX**



**SUNDAY 19 APRIL 2015 - 15:30
MONACO - STEP 4
BAHRAIN, GRAND PRIX OF BAHRAIN**



**SUNDAY 10 MAY 2015 - 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. When the constructor of the winning car has joined them, they enter the Princely Lodge. The winning driver's national anthem is played first, followed by that of the winning constructor. If the driver and constructor both share the same national anthem then it is played once only.

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

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

Then, immediately after the interviews, the three drivers will be driven to the Press Centre, on Quai Antoine Ier, where further unilateral interviews take place.

The latter will be televised and retransmitted as such in the Press Centre. The interviews will be followed by a press conference for the media.


72^e GRAND PRIX DE MONACO 2014 - PRACTICE SESSIONS
**1st Free
Practice Session**

POS	NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	KPH	TIME OF DAY
1	44	L. HAMILTON	GBR	Mercedes AMG Petronas F1 Team	1:18.271	32		153.620	10:42:06
2	6	N. ROSBERG	GER	Mercedes AMG Petronas F1 Team	1:18.303	31	0.032	153.557	11:06:53
3	3	D. RICCIARDO	AUS	Infiniti Red Bull Racing	1:18.506	37	0.235	153.160	10:58:57
4	14	F. ALONSO	ESP	Scuderia Ferrari	1:18.930	31	0.659	152.337	11:20:09
5	1	S. VETTEL	GER	Infiniti Red Bull Racing	1:19.043	33	0.772	152.119	11:26:31
6	7	K. RAIKKONEN	FIN	Scuderia Ferrari	1:19.467	31	1.196	151.308	11:22:46
7	77	V. BOTTAS	FIN	Williams Martini Racing	1:19.494	31	1.223	151.256	10:59:06
8	11	S. PEREZ	MEX	Sahara Force India F1 Team	1:19.666	29	1.395	150.930	11:00:11
9	20	K. MAGNUSSEN	DEN	McLaren Mercedes	1:19.789	29	1.518	150.697	10:48:47
10	27	N. HULKENBERG	GER	Sahara Force India F1 Team	1:19.856	38	1.585	150.571	10:54:50
11	22	J. BUTTON	GBR	McLaren Mercedes	1:20.033	35	1.762	150.238	10:48:33
12	21	E. GUTIERREZ	MEX	Sauber F1 Team	1:20.118	33	1.847	150.078	11:26:27
13	8	R. GROSJEAN	FRA	Lotus F1 Team	1:20.207	33	1.936	149.912	11:06:05
14	13	P. MALDONADO	VEN	Lotus F1 Team	1:20.241	38	1.970	149.848	10:50:11
15	25	J. VERGNE	FRA	Scuderia Toro Rosso	1:20.260	36	1.989	149.813	11:25:54
16	19	F. MASSA	BRA	Williams Martini Racing	1:20.517	25	2.246	149.334	10:54:42
17	99	A. SUTIL	GER	Sauber F1 Team	1:20.736	18	2.465	148.929	10:51:28
18	26	D. KVYAT	RUS	Scuderia Toro Rosso	1:20.914	37	2.643	148.602	10:58:21
19	17	J. BIANCHI	FRA	Marussia F1 Team	1:21.310	27	3.039	147.878	11:23:24
20	9	M. ERICSSON	SWE	Caterham F1 Team	1:22.063	40	3.792	146.521	11:21:56
21	10	K. KOBAYASHI	JPN	Caterham F1 Team	1:22.492	38	4.221	145.759	11:24:15
22	4	M. CHILTON	GBR	Marussia F1 Team	1:25.817	7	7.546	140.112	10:24:27

**2nd Free
Practice Session**

POS	NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	KPH	TIME OF DAY
1	14	F. ALONSO	ESP	Scuderia Ferrari	1:18.482	15		153.207	15:30:43
2	44	L. HAMILTON	GBR	Mercedes AMG Petronas F1 Team	1:18.901	12	0.419	152.393	15:31:15
3	1	S. VETTEL	GER	Infiniti Red Bull Racing	1:19.017	15	0.535	152.169	15:31:08
4	25	J. VERGNE	FRA	Scuderia Toro Rosso	1:19.351	14	0.869	151.529	15:31:00
5	77	V. BOTTAS	FIN	Williams Martini Racing	1:19.421	9	0.939	151.395	15:30:50
6	11	S. PEREZ	MEX	Sahara Force India F1 Team	1:19.668	9	1.186	150.926	15:31:04
7	27	N. HULKENBERG	GER	Sahara Force India F1 Team	1:19.712	10	1.230	150.843	15:31:13
8	22	J. BUTTON	GBR	McLaren Mercedes	1:19.721	16	1.239	150.826	15:30:33
9	3	D. RICCIARDO	AUS	Infiniti Red Bull Racing	1:19.779	11	1.297	150.716	15:30:15
10	20	K. MAGNUSSEN	DEN	McLaren Mercedes	1:20.230	16	1.748	149.869	15:30:11
11	19	F. MASSA	BRA	Williams Martini Racing	1:20.394	8	1.912	149.563	15:30:30
12	26	D. KVYAT	RUS	Scuderia Toro Rosso	1:20.622	13	2.140	149.140	15:28:30
13	99	A. SUTIL	GER	Sauber F1 Team	1:20.811	8	2.329	148.791	15:30:14
14	13	P. MALDONADO	VEN	Lotus F1 Team	1:20.977	7	2.495	148.486	15:30:36
15	21	E. GUTIERREZ	MEX	Sauber F1 Team	1:21.467	8	2.985	147.593	15:28:57
16	8	R. GROSJEAN	FRA	Lotus F1 Team	1:21.700	6	3.218	147.172	15:28:45
17	10	K. KOBAYASHI	JPN	Caterham F1 Team	1:21.924	6	3.442	146.770	15:28:40
18	17	J. BIANCHI	FRA	Marussia F1 Team	1:21.937	13	3.455	146.746	15:30:18
19	4	M. CHILTON	GBR	Marussia F1 Team	1:22.683	13	4.201	145.422	15:30:54
20	6	N. ROSBERG	GER	Mercedes AMG Petronas F1 Team	1:22.862	11	4.380	145.108	15:30:29
21	9	M. ERICSSON	SWE	Caterham F1 Team	1:23.164	6	4.682	144.581	15:31:21
22	7	K. RAIKKONEN	FIN	Scuderia Ferrari	1:45.509	4	27.027	113.961	14:46:54


72^e GRAND PRIX DE MONACO 2014 - PRACTICE SESSIONS
**3th Free
Practice Session**

POS	NO	DRIVER	NAT	ENTRANT	TIME	LAPS	GAP	KPH	TIME OF DAY
1	44	L. HAMILTON	GBR	Mercedes AMG Petronas F1 Team	1:16.758	27		156.648	11:53:45
2	3	D. RICCIARDO	AUS	Infiniti Red Bull Racing	1:16.808	26	0.050	156.546	11:43:23
3	6	N. ROSBERG	GER	Mercedes AMG Petronas F1 Team	1:16.874	24	0.116	156.411	11:58:40
4	1	S. VETTEL	GER	Infiniti Red Bull Racing	1:17.184	23	0.426	155.783	12:00:33
5	14	F. ALONSO	ESP	Scuderia Ferrari	1:17.428	22	0.670	155.292	11:55:09
6	7	K. RAIKKONEN	FIN	Scuderia Ferrari	1:17.448	24	0.690	155.252	12:00:43
7	11	S. PEREZ	MEX	Sahara Force India F1 Team	1:17.725	23	0.967	154.699	11:47:45
8	27	N. HULKENBERG	GER	Sahara Force India F1 Team	1:18.074	21	1.316	154.007	11:49:50
9	25	J. VERGNE	FRA	Scuderia Toro Rosso	1:18.136	19	1.378	153.885	11:53:08
10	26	D. KVYAT	RUS	Scuderia Toro Rosso	1:18.166	26	1.408	153.826	11:56:13
11	20	K. MAGNUSSEN	DEN	McLaren Mercedes	1:18.249	28	1.491	153.663	11:52:33
12	22	J. BUTTON	GBR	McLaren Mercedes	1:18.262	21	1.504	153.637	11:52:29
13	77	V. BOTTAS	FIN	Williams Martini Racing	1:18.430	31	1.672	153.308	11:56:58
14	19	F. MASSA	BRA	Williams Martini Racing	1:18.542	30	1.784	153.090	12:00:17
15	99	A. SUTIL	GER	Sauber F1 Team	1:18.598	24	1.840	152.980	11:55:54
16	8	R. GROSJEAN	FRA	Lotus F1 Team	1:18.776	26	2.018	152.635	11:32:24
17	17	J. BIANCHI	FRA	Marussia F1 Team	1:18.872	23	2.114	152.449	11:55:41
18	13	P. MALDONADO	VEN	Lotus F1 Team	1:19.118	28	2.360	151.975	11:50:22
19	21	E. GUTIERREZ	MEX	Sauber F1 Team	1:19.149	28	2.391	151.916	11:56:48
20	10	K. KOBAYASHI	JPN	Caterham F1 Team	1:20.271	32	3.513	149.792	11:24:50
21	4	M. CHILTON	GBR	Marussia F1 Team	1:20.394	25	3.636	149.563	11:42:33
22	9	M. ERICSSON	SWE	Caterham F1 Team	1:20.589	30	3.831	149.201	11:24:03

**Qualifying
Sessions**

POS	NO	NAME	ENTRANT	Q1	LAPS	PERCENT	TIME OF DAY	Q2	LAPS	TIME OF DAY	Q3	LAPS	TIME OF DAY
1	6	N. ROSBERG	Mercedes AMG Petronas F1 Team	1:17.678	11	100.156	14:05:42	1:16.465	8	14:38:40	1:15.989	7	14:53:08
2	44	L. HAMILTON	Mercedes AMG Petronas F1 Team	1:17.823	12	100.342	14:09:59	1:16.354	8	14:39:13	1:16.048	7	14:53:18
3	3	D. RICCIARDO	Infiniti Red Bull Racing	1:17.900	7	100.442	14:13:51	1:17.233	7	14:30:05	1:16.384	8	14:53:02
4	1	S. VETTEL	Infiniti Red Bull Racing	1:18.383	9	101.065	14:11:29	1:17.074	8	14:40:56	1:16.547	8	14:53:39
5	14	F. ALONSO	Scuderia Ferrari	1:17.853	10	100.381	14:16:47	1:17.200	9	14:39:43	1:16.686	8	15:00:05
6	7	K. RAIKKONEN	Scuderia Ferrari	1:17.902	9	100.444	14:15:26	1:17.398	10	14:31:13	1:17.389	8	14:58:41
7	25	J. VERGNE	Scuderia Toro Rosso	1:17.557	11	100.000	14:16:30	1:17.657	8	14:40:15	1:17.540	7	14:59:01
8	20	K. MAGNUSSEN	McLaren Mercedes	1:17.978	9	100.542	14:13:26	1:17.609	8	14:30:24	1:17.555	8	14:59:47
9	26	D. KVYAT	Scuderia Toro Rosso	1:18.616	8	101.365	14:16:19	1:17.594	8	14:40:25	1:18.090	7	15:00:37
10	11	S. PEREZ	Sahara Force India F1 Team	1:18.108	10	100.710	14:16:08	1:17.755	10	14:37:49	1:18.327	6	14:51:25
11	27	N. HULKENBERG	Sahara Force India F1 Team	1:18.432	10	101.128	14:15:43	1:17.846	10	14:37:29			
12	22	J. BUTTON	McLaren Mercedes	1:17.890	10	100.429	14:13:56	1:17.988	10	14:32:00			
13	77	V. BOTTAS	Williams Martini Racing	1:18.407	11	101.095	14:16:13	1:18.082	9	14:39:30			
14	8	R. GROSJEAN	Lotus F1 Team	1:18.335	12	101.003	14:08:10	1:18.196	11	14:35:10			
15	13	P. MALDONADO	Lotus F1 Team	1:18.585	11	101.325	14:06:20	1:18.356	10	14:39:32			
16	19	F. MASSA	Williams Martini Racing	1:18.209	10	100.840	14:15:56						
17	21	E. GUTIERREZ	Sauber F1 Team	1:18.741	11	101.526	14:16:11						
18	99	A. SUTIL	Sauber F1 Team	1:18.745	11	101.531	14:15:51						
19	17	J. BIANCHI	Marussia F1 Team	1:19.332	10	102.288	14:08:05						
20	4	M. CHILTON	Marussia F1 Team	1:19.928	9	103.057	14:17:14						
21	10	K. KOBAYASHI	Caterham F1 Team	1:20.133	9	103.321	14:15:33						
22	9	M. ERICSSON	Caterham F1 Team	1:21.732	9	105.383	14:05:22						
POLE POSITION LAP													
6	N. ROSBERG	Mercedes AMG Petronas F1 Team	1:15.989					158.233	KPH				
FASTEST LAP OVERALL													
6	N. ROSBERG	Mercedes AMG Petronas F1 Team	1:15.989					158.233	KPH				



72nd GRAND PRIX DE MONACO 2014

THE STARTING GRID

44	L. HAMILTON Mercedes AMG Petronas F1 Team	1:16.048
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1	S. VETTEL Infiniti Red Bull Racing	1:16.547
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7	K. RAIKKONEN Scuderia Ferrari	1:17.389
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20	K. MAGNUSSEN McLaren Mercedes	1:17.555
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11	S. PEREZ Sahara Force India F1 Team	1:18.327
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22	J. BUTTON McLaren Mercedes	1:17.988
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8	R. GROSJEAN Lotus F1 Team	1:18.196
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19	F. MASSA Williams Martini Racing	
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99	A. SUTIL Sauber F1 Team	1:18.745
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4	M. CHILTON Marussia F1 Team	1:19.928
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DRIVERS ELIGIBLE TO START FROM THE PIT LANE

9	M. ERICSSON * Caterham F1 Team	1:21.732
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POLE POSITION

6	N. ROSBERG Mercedes AMG Petronas F1 Team	1:15.989
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3	D. RICCIARDO Infiniti Red Bull Racing	1:16.384
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14	F. ALONSO Scuderia Ferrari	1:16.686
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25	J. VERGNE Scuderia Toro Rosso	1:17.540
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26	D. KVYAT Scuderia Toro Rosso	1:18.090
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27	N. HULKENBERG Sahara Force India F1 Team	1:17.846
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77	V. BOTTAS Williams Martini Racing	1:18.082
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13	P. MALDONADO Lotus F1 Team	1:18.356
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21	E. GUTIERREZ Sauber F1 Team	1:18.741
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17	J. BIANCHI Marussia F1 Team	1:19.332
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10	K. KOBAYASHI Caterham F1 Team	1:20.133
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72nd GRAND PRIX DE MONACO 2014

OFFICIAL CLASSIFICATION

POS	NO	DRIVER	NAT	ENTRANT	LAPS	TIME	GAP	KPH	BEST	LAP
1	6	N. ROSBERG	GER	Mercedes AMG Petronas F1 Team	78	1:49:27.661		142.801	1:19.425	33
2	44	L. HAMILTON	GBR	Mercedes AMG Petronas F1 Team	78	1:49:36.871	9.210	142.601	1:19.361	34
3	3	D. RICCIARDO	AUS	Infiniti Red Bull Racing	78	1:49:37.275	9.614	142.592	1:19.252	70
4	14	F. ALONSO	ESP	Scuderia Ferrari	78	1:50:00.113	32.452	142.099	1:19.727	54
5	27	N. HULKENBERG	GER	Sahara Force India F1 Team	77	1:49:48.580	1 LAP	140.523	1:20.767	38
6	22	J. BUTTON	GBR	McLaren Mercedes	77	1:49:48.772	1 LAP	140.519	1:21.047	42
7	19	F. MASSA	BRA	Williams Martini Racing	77	1:49:49.482	1 LAP	140.503	1:20.314	48
8	8	R. GROSJEAN	FRA	Lotus F1 Team	77	1:50:06.594	1 LAP	140.139	1:20.979	53
9	17	J. BIANCHI *	FRA	Marussia F1 Team	77	1:50:10.135	1 LAP	140.064	1:21.254	42
10	20	K. MAGNUSSEN	DEN	McLaren Mercedes	77	1:50:15.783	1 LAP	139.945	1:20.657	75
11	9	M. ERICSSON	SWE	Caterham F1 Team	77	1:50:26.405	1 LAP	139.721	1:20.911	53
12	7	K. RAIKKONEN	FIN	Scuderia Ferrari	77	1:50:27.015	1 LAP	139.708	1:18.479	75
13	10	K. KOBAYASHI	JPN	Caterham F1 Team	75	1:49:46.283	3 LAPS	136.920	1:22.425	16
14	4	M. CHILTON	GBR	Marussia F1 Team	75	1:50:35.832	3 LAPS	135.898	1:20.579	69
NOT CLASSIFIED										
21		E. GUTIERREZ *	MEX	Sauber F1 Team	59	1:25:11.761	DNF	138.917	1:21.146	41
77		V. BOTTAS	FIN	Williams Martini Racing	55	1:19:38.327	DNF	138.399	1:21.105	50
25		J. VERGNE	FRA	Scuderia Toro Rosso	50	1:12:57.113	DNF	137.350	1:21.083	35
99		A. SUTIL	GER	Sauber F1 Team	23	33:47.324	DNF	136.412	1:21.761	23
26		D. KVYAT	RUS	Scuderia Toro Rosso	10	15:41.144	DNF	127.759	1:22.011	8
1		S. VETTEL	GER	Infiniti Red Bull Racing	5	10:02.212	DNF	99.831	1:59.505	3
11		S. PEREZ	MEX	Sahara Force India F1 Team	0		DNF			
13		P. MALDONADO	VEN	Lotus F1 Team	0		DNS			
FASTEST LAP										
7		K. RAIKKONEN	FIN	Scuderia Ferrari		1:18.479 on lap 75		153.212		

CHAMPIONNAT DU MONDE DE FORMULE UN 2014
CLASSIFICATIONS
DRIVERS

Pos.	Drivers	Teams	Points
1	Lewis HAMILTON	Mercedes	384
2	Nico ROSBERG	Mercedes	317
3	Daniel RICCIARDO	Red Bull Racing	238
4	Valtteri BOTTAS	Williams	186
5	Sebastian VETTEL	Red Bull Racing	167
6	Fernando ALONSO	Ferrari	161
7	Felipe MASSA	Williams	134
8	Jenson BUTTON	McLaren	126
9	Nico HULKENBERG	Force India	96
10	Sergio PEREZ	Force India	59
11	Kevin MAGNUSSEN	McLaren	55
12	Kimi RAIKKONEN	Ferrari	55
13	Jean-Eric VERGNE	Toro Rosso	22
14	Romain GROSJEAN	Lotus	8
15	Daniil KVIAT	Toro Rosso	8
16	Pastor MALDONADO	Lotus	2
17	Jules BIANCHI	Marussia	2
18	Adrian SUTIL	Sauber	0
19	Marcus ERICSSON	Caterham	0
20	Esteban GUTIERREZ	Sauber	0
21	Max CHILTON	Marussia	0
22	Kamui KOBAYASHI	Caterham	0
23	Will STEVENS	Caterham	0

MANUFACTURERS

Pos.	Teams	Points
1	MERCEDES	701
2	RED BULL RACING	405
3	WILLIAMS	320
4	FERRARI	216
5	MCLAREN	181
6	FORCE INDIA	155
7	TORO ROSSO	30
8	LOTUS	10
9	MARUSSIA	2
10	SAUBER	0
11	CATERHAM	0


**73rd GRAND PRIX AUTOMOBILE DE MONACO F1
ENTRY LIST**

N°	DRIVER	NAT.	TEAM	CAR ENGINE
44	Lewis HAMILTON	GBR	MERCEDES AMG	MERCEDES F1 W06
6	Nico ROSBERG	DEU	PETRONAS F1 TEAM	MERCEDES
3	Daniel RICCIARDO	AUS	INFINITI	RED BULL RB11
26	Daniil KVIAT	RUS	RED BULL RACING	RENAULT
19	Felipe MASSA	BRA	WILLIAMS	WILLIAMS FW37
77	Valtteri BOTTAS	FIN	MARTINI RACING	MERCEDES
5	Sebastian VETTEL	DEU	SCUDERIA FERRARI	FERRARI SF15-T
7	Kimi RAIKKONEN	FIN		FERRARI
14	Fernando ALONSO	ESP	McLAREN HONDA	McLAREN MP4-30
22	Jenson BUTTON	GBR		HONDA
27	Nico HULKENBERG	DEU	SAHARA FORCE INDIA	FORCE INDIA VJM08
11	Sergio PEREZ	MEX	F1 TEAM	MERCEDES
33	Max VERSTAPPEN	NLD	SCUDERIA TORO ROSSO	TORO ROSSO STR10
55	Carlos SAINZ Jr	ESP		RENAULT
8	Romain GROSJEAN	FRA	LOTUS F1 TEAM	LOTUS E23 HYBRID
13	Pastor MALDONADO	VEN		MERCEDES
28	Will STEVENS	GBR	MANOR	MARUSSIA MR04
98	Roberto MERHI	ESP	MARUSSIA F1 TEAM	FERRARI
9	Marcus ERICSSON	SWE	SAUBER F1 TEAM	SAUBER C34
12	Felipe NASR	BRA		FERRARI



2015 FORMULA 1 SEASON / HELMETS

MERCEDES AMG PETRONAS F1 TEAM



44 LEWIS HAMILTON
(GBR)

NICO ROSBERG
(GER)

INFINITI RED BULL RACING



3 DANIEL RICCIARDO
(AUS)

DANIIL KVYAT
(RUS)

WILLIAMS MARTINI RACING



19 FELIPE MASSA
(BRA)

VALTTERI BOTTAS
(FIN)

SCUDERIA FERRARI



5 SEBASTIAN VETTEL
(GER)

KIMI RAIKKONEN
(FIN)

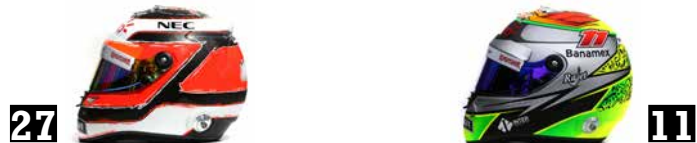
McLAREN HONDA



14 FERNANDO ALONSO
(ESP)

JENSON BUTTON
(GBR)

SAHARA FORCE INDIA F1 TEAM



27 NICO HULKENBERG
(GER)

SERGIO PEREZ
(MEX)

SCUDERIA TORO ROSSO



33 MAX VERSTAPPEN
(NLD)

CARLOS SAINZ JR
(ESP)

LOTUS F1 TEAM



8 ROMAIN GROSJEAN
(FRA)

PASTOR MALDONADO
(VEN)

MANOR MARUSSIA F1 TEAM



28 WILL STEVENS
(GBR)

ROBERTO MERHI
(ESP)

SAUBER F1 TEAM



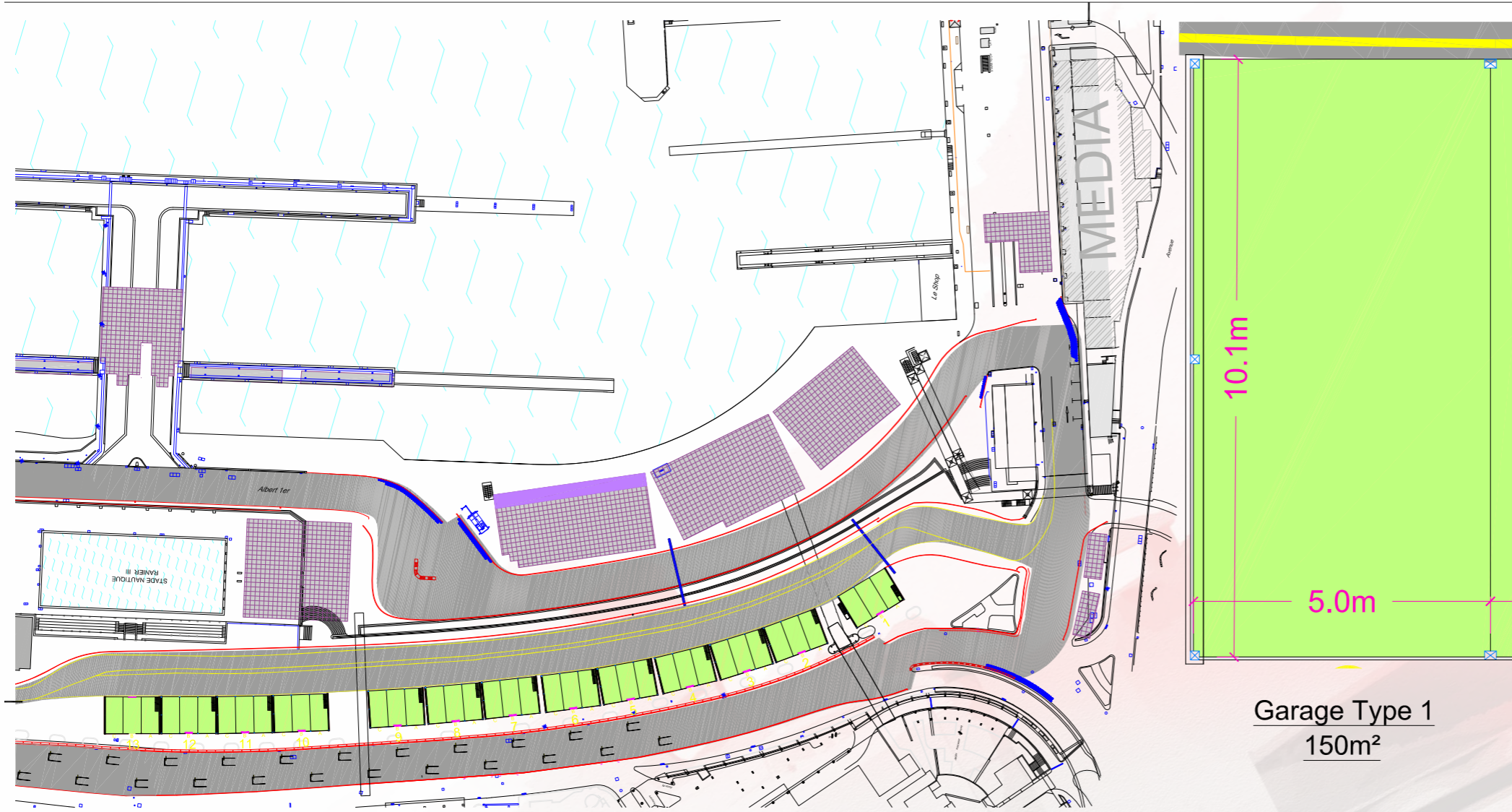
9 MARCUS ERICSSON
(SWE)

FELIPE NASR
(BRA)



GARAGE ALLOCATION IN THE PITLANE

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Garage Type 1
 150m²

GARAGE ALLOCATION

The following garage allocation has been made for the sixth round of the 2015 Formula One World Championship

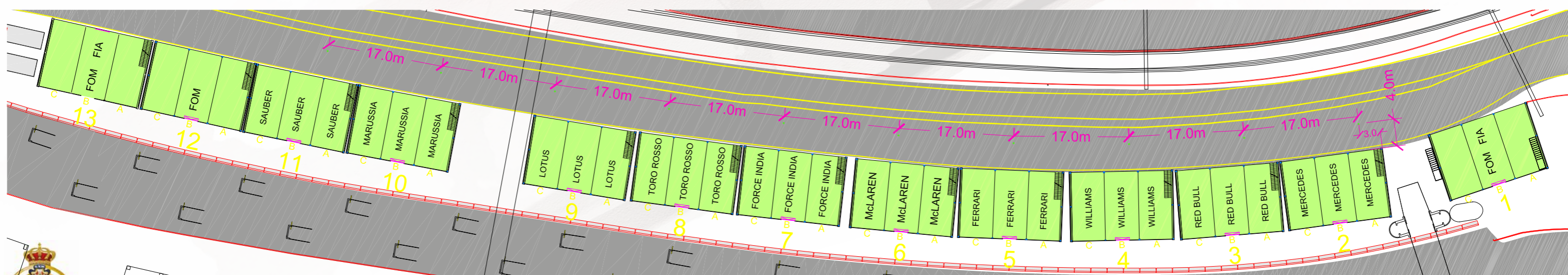
Venue: Monte-Carlo, Monaco
Dates: 21st, 22nd, 23rd and 24th May 2015

Starting from first garage in race direction:-

FOM	1 Upstairs, 13 Upstairs
FIA	1 Downstairs, 13 Downstairs
Mercedes AMG Petronas F1 Team	2
Infiniti Red Bull Racing	3
Williams Martini Racing	4
Scuderia Ferrari	5
McLaren Honda	6
Sahara Force India F1 Team	7
Scuderia Toro Rosso	8
Lotus F1 Team	9
Manor Marussia F1 Team	10
Sauber F1 Team	11
FOM	12

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 F1 TEAM



mercedes-amg-fl.com

1st start	France 1954
113	GP starts
33	Wins
40	Pole positions
1	Constructors' title 2014

#44 LEWIS HAMILTON (GBR)

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

The British driver left Switzerland to settle in Monaco three years ago. With four victories across all categories, he has always been a successful driver. In 2015, he is logically at the top of the leader board in the Formula 1 world championship after winning the Australian, Chinese, and then the Bahrain Grand Prix.



1st start	Australia 2007
153	GP starts
36	Wins
42	Pole positions
23	Best laps
75	Podiums
2	World Champion 2008, 2014
Teams McLaren (2007-2012), Mercedes (2013-)	

#6 NICO ROSBERG (ALL)

27/06/85 - Wiesbaden (Deu)
nicorosberg.com

Hat-trick? Keke Rosberg's son won the last two Monaco Grand Prix and is hoping to repeat this performance. Each year, this amateur footballer plays at the Louis II stadium in a charity match. Runner up in last year's world championship, the German has had four podium finishes this season but is looking for a better placing than that of runner up.



1st start	Bahrain 2006
171	GP starts
9	Wins
16	Pole positions
10	Best laps
31	Podiums
317	Points 2014 (2 nd)
Teams Williams (2006-2009), Mercedes (2010-)	





INFINITI RED BULL RACING



infiniti-redbullracing.com

1st start	Australia 2005
189 GP starts	
50 Wins	
57 Pole positions	
4 Constructors' titles	2010, 2011, 2012, 2013

#3 DANIEL RICCIARDO (AUS)

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

Winner in Hungary, Canada and Belgium in 2014, the Australian was the only non-Mercedes driver to win a Grand Prix last year. Last year, he also achieved his first Formula 1 podium finish in Monaco. Promoted to team leader in 2015 after the departure of Sebastian Vettel to Ferrari, he finished 6th in his home Grand Prix in Australia.



1st start	Great-Britain 2011
74 GP starts	
3 Wins	
0 Pole positions	
1 Best laps	
8 Podiums	
238 Points 2014 (3 rd)	
Teams	HRT (2011), Toro Rosso (2011-2013), Red Bull (2014-)

#26 DANIIL KVIYAT (RUS)

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

Winner of the Formula Renault ALPS championship in 2012 and then the GP3 the following year, the Russian has proven his maturity, much to the delight of his bosses. Before Max Verstappen broke his record this season, he was the youngest driver in history to have scored points in Formula 1. This season, he was in the points in Malaysia and Bahrain.



1st start	Australie 2014
24 GP starts	
0 Wins	
0 Pole positions	
0 Best laps	
0 Podiums	
8 Points 2014 (15 th)	
Teams	Toro Rosso (2014), Red Bull (2015-)





WILLIAMS MARTINI RACING



williamsf1.com

1st start
Argentina 1975

635 GP starts

114 Wins

128 Pole positions

9 Constructors' titles
**1980, 1981, 1986, 1987,
1992, 1993, 1994, 1996,
1997**

#19 FELIPE MASSA (BRE)

25/04/81 - Sao Paulo (Bra)
felipemassa.com

After eight seasons of loyal service at Ferrari, the Brazilian could have turned to the German Touring Car Masters (DTM), in which Mercedes was willing to offer him a place, but he preferred to continue the adventure in Formula 1. Massa took a podium place in Monaco in 2007 and 2008.



1st start
Australia 2002

215 GP starts

11 Wins

16 Pole positions

15 Best laps

39 Podiums

97 Points **2008** (2^e)

Teams
**Sauber (2002-2005),
Ferrari (2006-2013),
Williams (2014-)**

#77 VALTTERI BOTTAS (FIN)

28/08/89 - Nastola (Fin)
valtteribottas.com

With six podiums and finishing in fourth place overall in the Championship, the Finn was the revelation of the 2014 Formula 1 season. Injured during the qualifications for the Australian Grand Prix, he pulled out of the opening round of the 2015 world championship. For his return in Malaysia, he finished in the top 5, attacking the season on solid foundations, before finish 4th in Sakhir.



1st start
Australia 2013

42 GP starts

0 Wins

0 Pole positions

1 Best laps

6 Podiums

186 Points **2014** (4^e)

Teams
Williams (2013-)





SCUDERIA FERRARI



scuderiaferrari.com

1st start	Monaco 1950
894	GP starts
222	Wins
207	Pole positions
16	Constructors' titles 1961, 1964, 1975, 1976, 1977, 1979, 1982, 1983, 1999, 2000, 2001, 2002, 2003, 2004, 2007, 2008

#5 SEBASTIAN VETTEL (ALL)

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

In 2014, the quadruple world champion did not win a single race and only achieved fifth place in the world championship. Now dressed in red, the German got off to a flying start in 2015 with a victory at Sepang and podium finishes in Melbourne and Shanghai. He is now among the best placed drivers to rival Lewis Hamilton.



1st start	USA 2007
144	GP starts
40	Wins
45	Pole positions
24	Best laps
70	Podiums
4	World Champion 2010, 2011, 2012, 2013
	Teams BMW-Sauber (2007), Toro Rosso (2007-2008), Red Bull (2009-2014), Ferrari (2015-)

#7 KIMI RAIKKONEN (FIN)

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

The Finn has only won once in Monaco: it was in 2005, with McLaren. 2014 was his worst ever season, appearing only on the second page of the driver's leader board, in 12th place. In 2015, with a 2nd place in Bahrain, he's back on form and is currently in fourth place behind the Mercedes drivers and his team-mate.



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





McLAREN MERCEDES



mclaren.com

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

#14 FERNANDO ALONSO (ESP)

29/07/81 - Oviedo (Esp)
fernandoalonso.com

The Spanish driver dominated in the streets of Monaco in 2006 and 2007. Victim of an accident in Barcelona on 22 February, he was unable to take part in the first meeting of the season in Melbourne. Back behind the wheel in Sepang, Alonso qualified in 18th position before retiring with an ERS problem. The double world champion finished 11th in Sakhir, just out of the points.



1st start	Australia 2001
239	GP starts
32	Wins
22	Pole positions
21	Best laps
97	Podiums
2	World Champion 2005, 2006
	Teams Minardi (2001), Renault (2003-2006), McLaren (2007), Renault (2008-2009), Ferrari (2010- 2014), McLaren (2015-)

#22 JENSON BUTTON (GBR)

19/01/80 - Frome (GBR)
jensonbutton.com

World Champion in 2009, the Briton has earned the trust of his team managers for the sixth season in a row. Reconfirmed for 2015, the start of the season has been disastrous. In Bahrain, given a second chance by the race officials after failing to set a time in qualifications, Button failed to start the race because of electrical problems.



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





SAHARA FORCE INDIA F1 TEAM



forceindiaf1.com

1st start	Australia 2008
136 GP starts	
0 Wins	
1 Pole positions	
155 Points 2014 (6 th)	

#27 NICO HULKENBERG (ALL)

19/08/87 - Emmerich (Ger)
nicohulkenberg.net

Former champion of Formula BMW, A1 GP, Formula 3 and GP2, the German has found it difficult to find his form in Formula 1. With a beautiful fifth place, he achieved his best result last year in Monaco. This season, Hülkenberg finished 7th in the Australian Grand Prix. On 13th and 14th June, he will take part in the 24 Hours of Le Mans for Porsche.



1st start	Bahrain 2010
82 GP starts	
0 Wins	
1 Pole positions	
1 Best laps	
0 Podiums	
96 Points 2014 (9 th)	
Teams	Williams (2010), Force India (2011-2012), Sauber (2013), Force India (2014-)

#11 SERGIO PEREZ (MEX)

26/01/90 - Guadalajara (Mex)
sergioperez.mx

After a season without points at McLaren in 2013, the Mexican once again achieved a podium in 2014. Known for being an aggressive driver, he often pays for his irregularity. In Monaco, in 2011, he gave himself a scare exiting the tunnel by hitting the safety rail and then the curb at high speed. In 2015, Perez finished 8th in the Bahrain Grand Prix.



1st start	Australia 2011
80 GP starts	
0 Wins	
0 Pole positions	
3 Best laps	
4 Podiums	
66 Points 2012 (10 th)	
Teams	Sauber (2011-2012), McLaren (2013), Force India (2014-)





SCUDERIA TORO ROSSO



scuderiatororosso.com

1st start	Bahrain 2006
171 GP starts	
1 Win	
1 Pole position	
30 Points 2014 (7 th)	

#33 MAX VERSTAPPEN (HOL)

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

The son of former Formula 1 driver Jos, he was Karting world champion in 2013. In 2014, Verstappen finished third in the European Formula 3 Championship. During the 2015 Australian Grand Prix, at the age of 17 and a half, he became the youngest driver in the history of the Formula 1. The Belgian scored his first points in his second Grand Prix, in Malaysia.



1st start	Australia 2015
5 GP starts	
0 Wins	
0 Pole positions	
0 Best laps	
0 Podiums	
Teams	Toro Rosso (2015-)

#55 CARLOS SAINZ Jr (ESP)

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

The career of the Spaniard was launched in Monaco in 2009 when he won the Kart Cup. In 2014, driving for the French team DAMS, Sainz became the youngest champion in Formula Renault 3.5 Series, which opened the doors of Formula 1 to him this season. He was among the points in Australia.



1st start	Australia 2015
5 GP starts	
0 Wins	
0 Pole positions	
0 Best laps	
0 Podiums	
Teams	Toro Rosso (2015-)





LOTUS F1 TEAM



lotusf1team.com

1st start	Australia 2012
63 GP starts	
2 Wins	
0 Pole position	
315 Points 2013 (4 th)	

#8 ROMAIN GROSJEAN (FRA)

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

The Franco-Swiss driver has earned nine podiums in his career but has yet to mount the highest step. Grosjean has nothing but lasting memories of the Principality: in 2013, he crashed into the back of Daniel Ricciardo's Toro Rosso exiting the tunnel, just before the chicane. He finished that season 7th overall in China and Bahrain.



1st start	Europe 2009
69 GP starts	
0 Wins	
0 Pole positions	
1 Best laps	
9 Podiums	
132 Points 2013 (7 th)	
Teams	Renault (2009), Lotus (2012-)

#13 PASTOR MALDONADO (VEN)

09/03/85 - Maracay (Ven)
pastormaldonado.com

The Venezuelan is sponsored by one of the largest oil exporters in the world: PDVSA. Winner of the Spanish Grand Prix in 2012, he has never made it to the finishing line in the Monaco Formula 1. In 2014, Maldonado could not even start due to a fuel pump problem. He has already retired from the race three times this season.



1st start	Australia 2011
82 GP starts	
1 Wins	
1 Pole positions	
0 Best laps	
1 Podiums	
45 Points 2012 (15 th)	
Teams	Williams (2011-2013), Lotus (2014-)





MANOR MARUSSIA F1 TEAM



manorflteam.com

1st start	Bahrain 2010
97 GP starts	
0 Win	
0 Pole position	
2 Points 2014 (9 th)	

#28 WILL STEVENS (GBR)

28/06/91 - Rochford (Eng)
willstevens.co.uk

Bouyed eight podiums in Formula Renault 3.5 Series over the past three years, the Briton benefited from the crowdfunding campaign launched by Caterham to participate in the final Grand Prix of the 2014 season in Abu Dhabi. The former protégé of Brawn GP was the first driver to be recruited by Manor. He finished that season 15th in China.



1st start	Abu Dhabi 2014
4 GP starts	
0 Wins	
0 Pole positions	
0 Best laps	
0 Podiums	
0 Points 2013 (19 th)	
Teams	Caterham (2014), Manor (2015-)

#98 ROBERTO MERHI (ESP)

22/03/91 - Castellon de la Plana (Esp)
robertomerhi.es

Formula 3 European Champion in 2011, the Spaniard spent two seasons in DTM before returning to the single-seater car in 2014, for the Formula Renault 3.5 Series. In 2015, Merhi is continuing with Formula Renault 3.5 Series, and must therefore juggle between the calendars of the two championships. His best result was eighth place in Malaysia.



1st start	Malaysia 2015
4 GP starts	
0 Wins	
0 Pole positions	
0 Best laps	
0 Podiums	
0 Points 2013 (23 th)	
Teams	Manor (2015-)



SAUBER F1 TEAM



1st start	South Africa 1993
316 GP starts	
0 Win	
1 Pole position	
57 Points 2013 (7 th)	

#9 MARCUS ERICSSON (SUE)

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

The Swede is one of the few drivers who pays to have a bucket seat. In 2014, at the wheel of a modest Caterham, he finished eleventh in the Monaco Grand Prix. An active social networker, the blond driver has more than a hundred thousand followers. This season, in Australia, Ericsson was in the points for first time in his career.



1st start	Australia 2014
21 GP starts	
0 Wins	
0 Pole positions	
0 Best laps	
0 Podiums	
0 Points 2014	
Teams	Caterham (2014), Sauber (2015-)

#12 FELIPE NASR (BRE)

21/08/92 - Brasilia (Bra)
felipenasr.com

European Champion of Formula BMW in 2009 and then the British Formula 3 in 2011, the Brazilian finished third in the GP2 Series in 2014. He is the nephew of Amir Nasr, who owns teams in the South American F3 championship. In 2015, in Melbourne, for his very first Grand Prix, Nasr surprised everyone by his ease of adaptation, finishing in fifth position.



1st start	Australia 2015
5 GP starts	
0 Wins	
0 Pole positions	
0 Best laps	
0 Podiums	
Teams	Sauber (2015-)

2015 FORMULA 1 WORLD CHAMPIONSHIP

WHAT'S NEW IN 2015?

- In the continuing drive to control costs, teams are restricted to the use of **four** – rather than five last year – of each of the six elements that go to make up **the power unit**. Use of more than four will incur a penalty. There are moves to reverse this change back to five units again.
- Engines may be developed during the season. Previously engine specification was frozen between the start and the end of the season. Engine is divided into 42 components and each is awarded a token value between one and three. **A total of 32 tokens can be spent.**
- Tough new crash structure regulations means **new requirements for nose sections**. Two cross sections, 100mm, apart results in more attractive nose sections than last year's.
- In the event of an incident which isn't serious enough to require a safety car, cars' speed past the incident will be controlled by **a virtual safety car**. This is using the same technology as that which limits speed in the pit lane.
- **The minimum weight limit of car and driver** has been raised 11 kilos to 702 kilos, meaning that some of the taller drivers no longer has to diet to get under the limit. One kilo of this takes into account new construction of Pirelli tyres.
- Neither the Korean GP nor the German Grand Prix will take place **this year** but Mexico returns in November for the first time since 1992.
- There is **a new safety car procedure** in that lapped cars will still be allowed to unlap themselves **under the safety car** but it will no longer wait until they have caught up to the back of the field.
- Double **points** will no longer be awarded at the final race of the year.
- There are **two in-season tests**: the first is after the Spanish Grand Prix and the second after the Austrian. Teams have to run rookie drivers on at least two of those days.
- In order for drivers to be easily distinguishable from one another on track, helmet designs have been restricted. The rules state **'the crash helmet of each drivers must be presented in substantially the same livery at every event during a championship season.'**



2015 FORMULA 1 WORLD CHAMPIONSHIP

THE GRANDS PRIX

ROLEX AUSTRALIAN GRAND PRIX

15.03.2015 / ALBERT PARK CIRCUIT / MELBOURNE

Qualifying Front Row

- 1/ Lewis Hamilton (Mercedes)
- 2/ Nico Rosberg (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

Podium

- 1/ Lewis Hamilton (Mercedes)
- 2/ Nico Rosberg (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

Fastest Lap

Lewis Hamilton (Mercedes)

Best driver of the GP

Hamilton and Nasr, fifth on Sauber debut

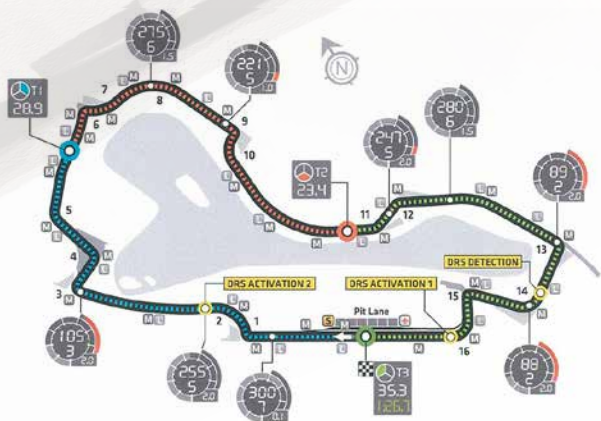
Best team of the GP

Mercedes

Up & Down



- Mercedes impress, 33s to Ferrari;
- Saubers fifth and eighth;
- Toro Rosso drivers impress;
- 15 start, eleven classified.
- Poor pit stops for five teams.
- Magnussen replaces Alonso in McLaren-Honda;



Top stories

- Sauber and van der Garde go to court;
- Red Bull threaten to quit; no-show Manor escape penalty;
- Bottas back problem results in non-start;
- Verstappen youngest ever GP starter aged 17 yrs 164 days.

Quotes

- Maurizio Arrivabene (new Ferrari team principal): 'you know the engineers, they are talking a very special language. They are able to use 1000 words to tell you what normally they are going to say in 10 words.'
- Ricciardo (after first two sessions): 'I've got to get these ants out of my pants now – I'm hanging out to drive. It's been a bit of a tease all week, talking about driving, and now I've just got to get out there.' The longest I ever had before was 35 minutes or so.'
- Vettel (after first two sessions, about his new team, Ferrari... pretty back-handed about his old team!) 'I can't think of such a troublefree Friday session in a long time.'
- Hamilton to podium interviewer Arnold Schwarzenegger : I thought you were taller ! You were taller in the terminator'





PETRONAS MALAYSIAN GRAND PRIX

29.03.2015 / SEPANG CIRCUIT / KUALA LUMPUR

Qualifications

- 1/ Lewis Hamilton (Mercedes)
- 2/ Sebastian Vettel (Ferrari)
- 3/ Nico Rosberg (Mercedes)

Podium

- 1/ Sebastian Vettel (Ferrari)
- 2/ Lewis Hamilton (Mercedes)
- 3/ Nico Rosberg (Mercedes)

Fastest Lap

Nico Rosberg (Mercedes)

Best driver of the GP

Vettel ends Ferrari's 34 race drought

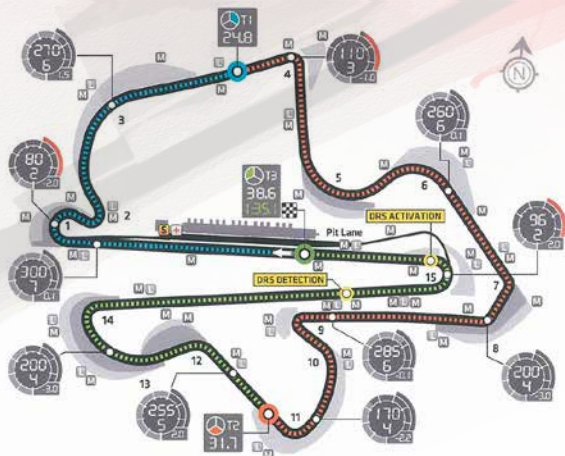
Best team of the GP

Ferrari, first and fourth

Up & Down



- Vettel's Ferrari beats Mercedes with two stopper;
- Williams best of the rest;
- Toro Rosso beat Red Bull;
- Both McLarens retire.
- Both Force Indias penalized after poor wetqualifying for both Williams.



Top stories

- Sutil becomes Williams third driver;
- Renault consider future;
- Alonso returns and explains testing accident;
- Merhi makes debut;
- Record track temperatures help Ferrari;

Quotes

- Toro Rosso technical director James Key on his drivers: 'it doesn't feel like they're rookies in many respects.'
- Kimi Raikkonen after a puncture: 'we've had a very poor weekend in the sense of things going wrong.'
- Vettel on Mercedes: 'when they pulled in I think we were a bit surprised. They probably struggled a bit with the heat more than expected.'





UBS CHINESE GRAND PRIX

12.04.2015 / SHANGAI INTERNATIONAL CIRCUIT

Qualifications

- 1/ Lewis Hamilton (Mercedes)
- 2/ Nico Rosberg (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

Podium

- 1/ Lewis Hamilton (Mercedes)
- 2/ Nico Rosberg (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

Fastest Lap

Lewis Hamilton (Mercedes)

Best driver of the GP

Hamilton, fifth win in China

Best team of the GP

Mercedes

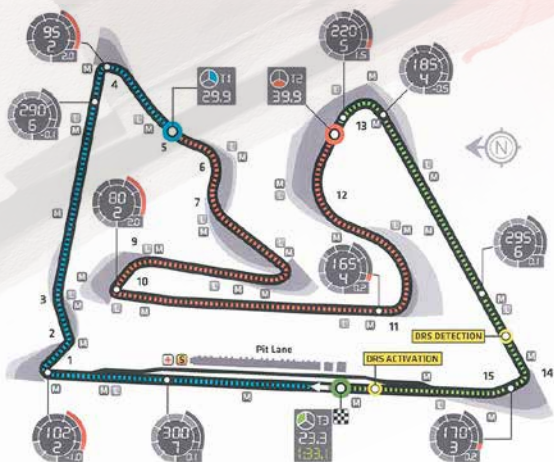
Up & Down



- Mercedes dominate again;
- Ferrari less competitive this time;
- Williams unable to find tyre performance;



- Sauber beat Red Bull;
- Grosjean opens Lotus account;



Top stories

- Rosberg unhappy with Hamilton's race pace;
- Spectator runs across track in practice;
- Red Bull owner threatens to quit over power unit;

Quotes

- A frustrated Kimi Raikkonen: 'come on, get that McLaren out of the way.'
- Rosberg, equally frustrated with his teammate 'get him to speed up.'
- Hamilton replies 'I wasn't controlling his race, I was controlling my race.'





GULF AIR SAUDI ARABIA GRAND PRIX

19.04.2015 / SAUDI INTERNATIONAL CIRCUIT / YEMEN

Qualifications

- 1/ Lewis Hamilton (Mercedes)
- 2/ Sebastian Vettel (Ferrari)
- 3/ Nico Rosberg (Mercedes)

Podium

- 1/ Lewis Hamilton (Mercedes)
- 2/ Kimi Raikkonen (Ferrari)
- 3/ Nico Rosberg (Mercedes)

Fastest Lap

Kimi Raikkonen (Ferrari)

Best driver of the GP

Hamilton but Raikkonen stars

Best team of the GP

Mercedes but Ferrari close for strategy

Quotes

- Rosberg, being closed on by Raikkonen: 'don't tell me the gap any more.'
- Vettel goes off at 130kph final corner 'I have front wing damage. I've no idea why.'
- Rosberg: 'the overtaking was enjoyable, to overtake the red cars, I like that a lot.'

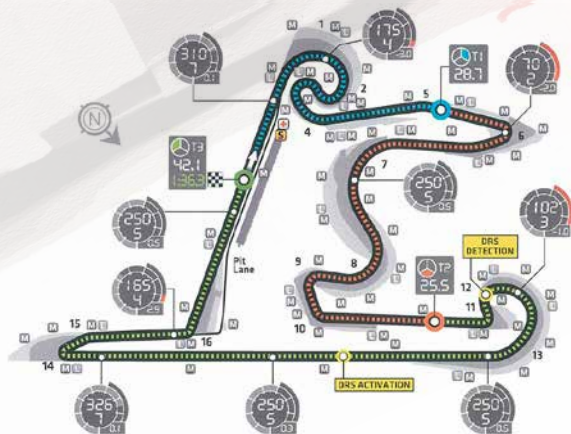
Up & Down



- Hamilton on top with first Bahrain pole;
- Ferrari closing in again;
- Great tyre strategy for Raikkonen;
- Pain-free Bottas holds off Vettel for 17 laps;
- Button non-starts after endless electrical problems;
- Both Toro Rossos retire;
- Brake problems persist.

Top stories

- Azerbaijan expected on calendar next year;
- Useable power units could be raised from four to five;
- Ricciardo now on fourth engine;
- Threat remains over 2016 Monza;
- New Manor expected for Belgium;
- Vandoorne opens GP2 season with win.





PIRELLI SPANISH GRAND PRIX

10.05.2015 / CATALUNYA CIRCUIT / BARCELONA

Qualifications

- 1/ Nico Rosberg (Mercedes)
- 2/ Lewis Hamilton (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

Podium

- 1/ Nico Rosberg (Mercedes)
- 2/ Lewis Hamilton (Mercedes)
- 3/ Sebastian Vettel (Ferrari)

Fastest Lap

Lewis Hamilton (Mercedes)

Best driver of the GP

Nico Rosberg

Best team of the GP

Mercedes

Up & Down



- Mercedes - as expected - impress, still a big gap to Ferrari



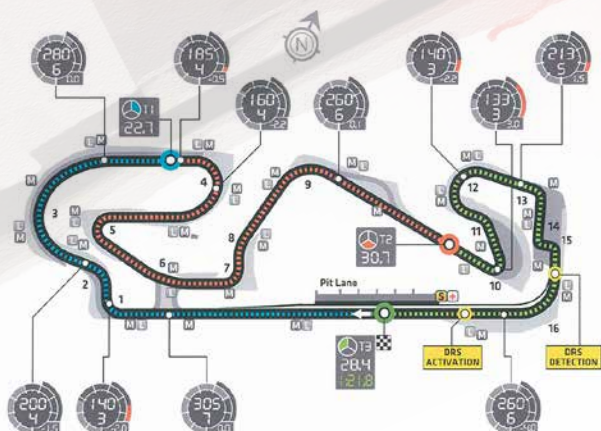
- Williams more competitive
- Force India disappoint
- Ricciardo salvages seventh
- Grosjean in the points again
- Sainz pips Kyvat on last lap

Top stories

- Spain's GP contract extended to 2019
- GPDA vow to bring drivers closer to fans
- Hopes of unpenalised fifth engine fade
- McLaren show chromeless livery

Quotes

- Ferrari apologises for bringing Raikkonen out in traffic in qualifying. Raikkonen : 'excellent, excellent, excellent.'
- Hamilton behind Vettel : 'I can't get close.' Hamilton replies to tactics : 'come up with another solution.'
- Lotus engineer to lift after Grosjean lost gear : 'if you don't do that you'll blow the engine. You have to do that.'
- Vettel : 'we lost too much time in traffic.' Vettel frustrated behind another car : 'come on, move back otherwise I'll get stuck.' Vettel explains it : 'I think as a racing driver you always complain about something, especially if you're German.'
- What do you particularly look forward to in Monaco ? Hamilton : 'The girls.' Vettel : 'he stole my answer.'









2015 FORMULA 1 WORLD CHAMPIONSHIP CLASSIFICATIONS

Drivers	AUSTRALIA	MALAYSIA	CHINA	BAHRAIN	SPAIN	TOTAL PTS	MONACO	TOTAL PTS	Manufacturers	AUSTRALIA	MALAYSIA	CHINA	BAHRAIN	SPAIN	TOTAL PTS	MONACO	TOTAL PTS
L. HAMILTON	25	18	25	25	18	111		MERCEDES	43	33	43	40	43	202			
N. ROSBERG	18	15	18	15	25	91		FERRARI	15	37	27	28	25	132			
S. VETTEL	15	25	15	10	15	80		WILLIAMS	12	18	18	13	20	81			
K. RAIKKONEN	0	12	12	18	10	52		RED BULL	8	3	2	10	7	30			
V. BOTTAS	-	10	8	12	12	42		SAUBER	14	0	5	0	0	19			
F. MASSA	12	8	10	1	8	39		LOTUS	0	0	6	6	4	16			
D. RICCIARDO	8	1	2	8	6	25		TORO ROSSO	2	10	0	0	2	14			
R. GROSJEAN	0	0	6	6	4	16		FORCE INDIA	7	0	0	4	0	11			
F. NASR	10	0	4	0	0	14		MCLAREN	0	0	0	0	0	0			
C. SAINZ JR	2	4	0	0	2	8		MARUSSIA	0	0	0	0	0	0			
N. HULKENBERG	6	0	0	0	0	6											
M. VERSTAPPEN	0	6	0	0	0	6											
D. KVYAT	0	2	0	2	1	5											
S. PEREZ	1	0	0	4	0	5											
M. ERICSSON	4	0	1	0	0	5											
J. BUTTON	0	0	0	-	0	0											
R. MERHI	0	0	0	0	0	0											
W. STEVENS	0	-	0	0	0	0											
P. MALDONADO	0	0	0	0	-	0											
F. ALONSO	-	0	0	0	-	0											



2015 FORMULA 1 WORLD CHAMPIONSHIP

DATES AND PLACES

		07 JUNE CANADA / MONTREAL - CIRCUIT GILLES VILLENEUVE 4,361 km - 70 Laps
		21 JUNE AUSTRIA / SPIELBERG - RED BULL RING 4,319 km - 71 Laps
		05 JULY GREAT BRITAIN / SILVERSTONE - SILVERSTONE 5,891 km - 52 Laps
		26 JULY HUNGARY / BUDAPEST - HUNGARORING 4,381 km - 70 Laps
		23 AUGUST BELGIUM / FRANCORCHAMPS - CIRCUIT SPA-FRANCORCHAMPS 7,004 km - 44 Laps
		06 SEPTEMBER ITALY / MONZA - AUTODROMA NAZIONALE MONZA 5,793 km - 53 Laps
		20 SEPTEMBER SINGAPOUR / MARINA BAY - MARINA BAY STREET CIRCUIT 5,073 km - 61 Laps
		27 SEPTEMBER JAPAN / SUZUKA - SUZUKA CIRCUIT 5,807 km - 53 Laps
		11 OCTOBER RUSSIA / SOCHI - SOCHI OLYMPIC PARK CIRCUIT 5,853 km - 53 Laps
		25 OCTOBER USA / AUSTIN - CIRCUIT OF THE AMERICAS 5,513 km - 56 Laps
		01 NOVEMBER MEXICO / MEXICO - HERMANOS RODRIGUEZ 4,484 km
		15 NOVEMBER BRASIL / SAO PAULO - AUTODROMO JOSE CARLOS PACE 4,309 km - 71 Laps
		29 NOVEMBER ABU DHABI / UAE - YAS MARINA CIRCUIT 5,554 km - 55 Laps


GRAND PRIX AUTOMOBILE DE MONACO
1929-2014 - HONOUR LIST

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



ANNÉE	NOMBRE DE TOURS	DISTANCE KM	NOMBRE AU DÉPART	CLASSÉS	VAINQUEUR	MARQUE & TYPES	TEMPS & VITESSE en KM/H
1985	78	258,336	20	11	Alain PROST	McLaren Tag MP4/2B	1h51'58»034 138,434
1986	78	259,5840	20	12	Alain PROST	McLaren Tag MP4/2C	1h55'41»060 134,634
1987	78	259,5840	24	13	Ayrton SENNA	Lotus Honda 99T	1h57'54»085 132,102
1988	78	259,5840	26	21	Alain PROST	McLaren Honda MP4/4	1h57'17»077 132,797
1989	77	259,5840	26	15	Ayrton SENNA	McLaren Honda MP4/5	1h53'33»251 135,401
1990	78	259,5840	25	15	Ayrton SENNA	McLaren Honda MP4/5B	1h52'46»982 138,097
1991	78	259,5840	25	15	Ayrton SENNA	McLaren Honda MP4/6	1h53'02»334 137,785
1992	78	259,5840	26	12	Ayrton SENNA	McLaren Honda MP4/6B	1h50'59»372 140,329
1993	78	259,5840	26	14	Ayrton SENNA	McLaren Ford MP4/8	1h52'10'947 138,837
1994	78	259,5840	24	11	Michael SCHUMACHER	Benetton Ford B194	1h49'55'372 141,690
1995	78	259,5840	26	10	Michael SCHUMACHER	Benetton Renault B195	1h53'11'258 137,603
1996	75	249.6000	22	7	Olivier PANIS	Ligier Mugen Honda JS43	2h00'45'629 124,011
1997	62	208.6920	22	10	Michael SCHUMACHER	Ferrari F310B	2h00'05'654 104,264
1998	78	262.6260	21	12	Mika HAKKINEN	McLaren Mercedes Mp4/13	1h51'23'595 141,458
1999	78	262.6260	22	9	Michael SCHUMACHER	Ferrari F393	1h49'31'812 143,864
2000	78	262.6260	22	10	David COULTHARD	McLaren Mercedes MP4/15	1h49'28'213 144,072
2001	78	262.860	22	10	Michael SCHUMACHER	Ferrari F2001	1h47'22'561 146,881
2002	78	262.860	22	12	David COULTHARD	McLaren Mercedes MP4/17	1h45'39'055 149,280
2003	78	260.520	20	13	Juan Pablo MONTOYA	BMW Williams FW25	1h42'19'010 152,772
2004	78	257.180	20	10	Jarno TRULLI	Renault R24	1h45'46'601 145,880
2005	78	257.180	18	14	Kimi RAIKKONEN	West McLaren Mercedes	1h45'15'556 148,501
2006	78	260.520	22	17	Fernando ALONSO	Renault R26	1h43'43'116 150,707
2007	78	155.551	22	19	Fernando ALONSO	McLaren Mercedes MP4/22	1h40'29'329 155,551
2008	76	253.840	20	14	Lewis HAMILTON	McLaren Mercedes 108T	2h00'42'742 126,170
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





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
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 Nico ROSBERG	2013-14

RECORDS OF THE LAP

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

TOTAL RECORD FOR THE RACE

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

RECORD OF THE CIRCUIT

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

POLE POSITIONS

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





FORMULA ONE WORLD CHAMPIONSHIP WINNERS

Year	Manufacturer/Engine	Driver	Car	Wins	Pole Positions	Best lap GP
1950	Alfa Romeo	G.FARINA (I)	Alfa Romeo	3	2	3
1951	Alfa Romeo	J.M. FANGIO (ARG)	Alfa Romeo	3	4	5
1952	Ferrari	A. ASCARI (I)	Ferrari	6	5	6
1953	Ferrari	A. ASCARI (I)	Ferrari	5	6	4
1954	Mercedes /Maserati	J.M FANGIO (ARG)	Mercedes	6	5	3
1955	Mercedes	J.M FANGIO (ARG)	Mercedes	4	3	3
1956	Ferrari	J.M FANGIO (ARG)	Ferrari	3	5	4
1957	Maserati	J.M FANGIO (ARG)	Maserati	4	4	2
1958	Vanwall /Vanwall	M. HAWTHORN (GB)	Ferrari	1	4	5
1959	Cooper /Climax	J. BRABHAM (AUS)	Cooper Climax	2	1	1
1960	Cooper /Climax	J. BRABHAM (AUS)	Cooper Climax	5	3	3
1961	Ferrari /Ferrari	P HILL (USA)	Ferrari	2	5	2
1962	Brm /Brm	G. HILL (GB)	BRM	4	1	3
1963	Lotus /Climax	J. CLARK (GB)	Lotus	7	7	6
1964	Ferrari /Ferrari	J. SURTEES (GB)	Ferrari	2	2	2
1965	Lotus /Climax	J. CLARK (GB)	Lotus	6	6	6
1966	Brabham /Repco	J. BRABHAM (AUS)	Brabham	4	3	1
1967	Brabham /Repco	D. HULME (NZ)	Brabham	2	-	2
1968	Lotus /Ford	G. HILL (GB)	Lotus	3	2	-
1969	Matra /Ford	J. STEWART (GB)	Matra	6	2	5
1970	Lotus /Ford	J. RINDT (AUT)	Lotus	5	3	1
1971	Tyrrell /Ford	J. STEWART (GB)	Tyrrell	6	6	3
1972	Lotus /Ford	E. FITTIPALDI (BRA)	Lotus	5	3	-
1973	Tyrrell /Ford	J. STEWART (GB)	Tyrrell	5	3	1
1974	McLaren /Ford	E. FITTIPALDI (BRA)	McLaren	3	2	-
1975	Ferrari /Ferrari	N. LAUDA (AUT)	Ferrari	5	9	2
1976	McLaren / Ford	J. HUNT (GB)	McLaren	6	8	2
1977	Ferrari /Ferrari	N. LAUDA (AUT)	Ferrari	3	2	3
1978	Lotus /Ford	M. ANDRETTI (USA)	Lotus	6	8	3
1979	Ferrari /Ferrari	J. SCHECKTER (SA)	Ferrari	3	1	1



Year	Manufacturer/Engine	Driver	Car	Wins	Pole Positions	Best lap GP
1980	Williams /Ford	A. JONES (AUS)	Williams	5	3	5
1981	Brabham /Ford	N. PIQUET (BRA)	Brabham	3	4	1
1982	Williams /Ford	K. ROSBERG (FIN)	Williams	1	1	-
1983	Brabham /BMW	N. PIQUET (BRA)	Brabham	3	1	4
1984	McLaren /Tag Porsche	N. LAUDA (AUT)	McLaren	5	-	5
1985	McLaren /Tag Porsche	A. PROST (F)	McLaren	5	2	5
1986	McLaren /Tag Porsche	A. PROST (F)	McLaren	4	1	2
1987	Williams /Honda	N. PIQUET (BRA)	Williams	3	4	4
1988	McLaren /Honda	A. SENNA (BRA)	McLaren	8	13	3
1989	McLaren /Honda	A. PROST (F)	McLaren	4	2	5
1990	McLaren /Honda	A. SENNA (BRA)	McLaren	6	10	2
1991	McLaren /Honda	A. SENNA (BRA)	McLaren	7	8	2
1992	Williams /Renault	N. MANSELL (GB)	Williams	9	14	8
1993	Williams /Renault	A. PROST (F)	Williams	7	13	6
1994	Benetton /Ford	M. SCHUMACHER (G)	Benetton	8	6	8
1995	Benetton /Renault	M. SCHUMACHER (G)	Benetton	9	4	8
1996	Williams /Renault	D. HILL (GB)	Williams	8	9	5
1997	Williams /Renault	J.VILLENEUVE (CDN)	Williams	7	10	3
1998	McLaren /Mercedes	M.HAKKINEN (FIN)	McLaren	8	9	6
1999	McLaren /Mercedes	M.HAKKINEN (FIN)	McLaren	5	9	7
2000	Ferrari	M.SCHUMACHER (G)	Ferrari	9	9	2
2001	Ferrari	M.SCHUMACHER (G)	Ferrari	9	11	3
2002	Ferrari	M.SCHUMACHER (G)	Ferrari	11	7	7
2003	Ferrari	M.SCHUMACHER (G)	Ferrari	6	5	5
2004	Ferrari	M.SCHUMACHER (G)	Ferrari	13	8	10
2005	Renault	FALONSO (E)	Renault	7	8	4
2006	Renault	FALONSO (E)	Renault	7	6	5
2007	Ferrari	K.RAIKKONEN (FIN)	Ferrari	6	3	6
2008	McLaren /Mercedes	L.HAMILTON (GB)	McLaren	9	13	3
2009	Brawn GP	J.BUTTON (GB)	Brawn	6	4	3
2010	Red Bull Racing	S.VETTEL (GER)	Red Bull	5	10	3
2011	Red Bull Racing	S.VETTEL (GER)	Red Bull	11	15	3
2012	Red Bull Racing	S.VETTEL (GER)	Red Bull	5	5	2
2013	Red Bull Racing	S.VETTEL (GER)	Red Bull	13	9	7
2014	Mercedes AMG	L. HAMILTON (GB)	Mercedes	11	7	7



THE PRINCIPALITY OF MONACO

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

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

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

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

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

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

It is divided into five districts :

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

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





VARIOUS INFORMATIONS

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


TRAVEL AGENCIES

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

POST OFFICES

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

EXCHANGE

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

CURRENCY MACHINE

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

