



# Race Preview

## 2015 MONACO GRAND PRIX 21-24 May 2015

Round six of the 2015 FIA Formula One Championships sees teams journey to the tight and twisting streets of Monaco for a race that, for fans, represents the sport at its most glittering and glamorous but which for race drivers represents one of the season's sternest tests.

While the 3.34km circuit sees the lowest average speeds of the year, the close confines and looming barriers make it one of the most demanding in terms of focus, risk and reward.

Monaco's demands, which put a heavy focus on superior aerodynamic and mechanical grip – mean that teams will bring their highest downforce packages of the season to this race. Tyre supplier Pirelli will, meanwhile, bring the softest tyres in its range, with the red-banded supersoft compound making its first appearance of the year.

Monaco, however, isn't purely a technical challenge. More than any other circuit it places the emphasis firmly on the skill and commitment of the drivers. The track surface is slippery and lacking grip early in the weekend and thus the key for any driver is to gradually wind up pace, targeting Saturday's crucial qualifying session.

Over the past two Monaco weekends it's been Mercedes' Nico Rosberg who has judged it just right. On pole and victorious here last year and in 2013, the German comes to his home town fresh from a first win of the season in Spain.

However, while the momentum might be with him currently, team-mate, chief rival and championship leader Lewis Hamilton will be determined to get back to winning ways as soon as possible. Last year's duel between the two here provided one of the season's most absorbing contests and no doubt this year will provide more of the same.



### CIRCUIT DE MONACO

**Length of lap:**

3.340km

**Lap record:**

1:14.439 (Michael Schumacher, Ferrari, 2004)

**Start line/finish line offset:**

0.000km

**Total number of race laps:**

78

**Total race distance:** 260.520km

**Pitlane speed limits:**

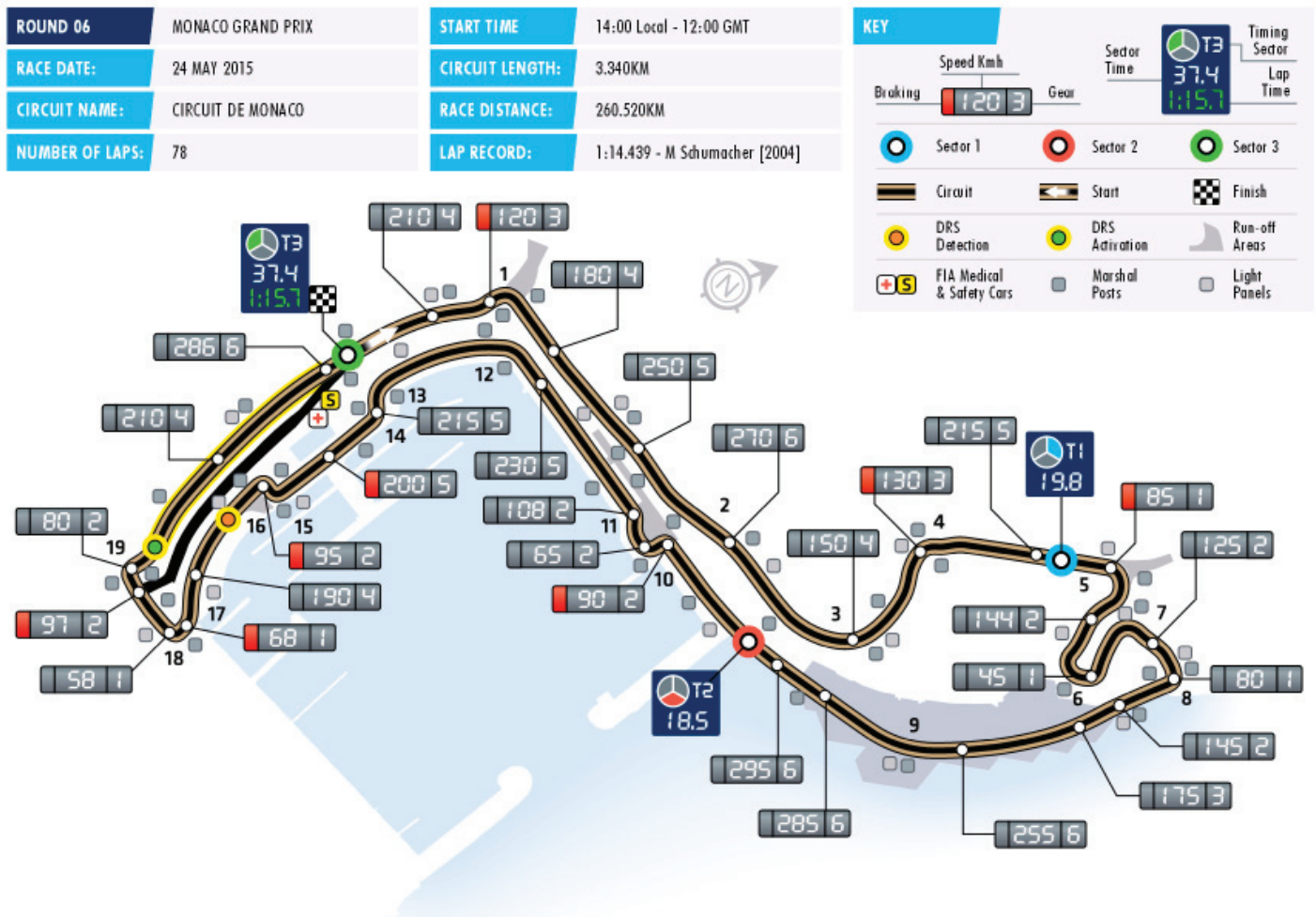
60km/h in practice, qualifying, and the race

### CIRCUIT NOTES

- ▶ Resurfacing has been carried out at a number of locations around the track.
- ▶ The track has been re-aligned slightly (2.5m to the left) between Turns 12 and 13.
- ▶ The guardrail around the apex of Turn 15 has been moved back to afford a better line of sight and a new kerb has been installed on the apex.

### DRS ZONE

- ▶ There is a single DRS zone in Monaco, with the detection point located 80m after Turn 16 and the activation point located 18m after Turn 19.



## FAST FACTS

- This year's race will be the 62nd Monaco Grand Prix. The event was part of the first Formula One calendar in 1950. It then dropped off the schedule before rejoining in 1955 and it has been a regular fixture each year since.
- Ayrton Senna is the most successful driver here, with six wins (in 1987, and from '89-'93, while McLaren is the most successful constructor, with 15 wins (1984-'86, 1988-'93, 1998, 2000, 2002, 2005, 2007-'08).
- The second most successful team at the track is Ferrari with eight wins, while Lotus have clinched seven, including their maiden victory in 1960. The race was won by Stirling Moss.
- This year's entry list features six Monaco Grand Prix winners – Nico Rosberg, Sebastian Vettel, Jenson Button, Lewis Hamilton, Fernando Alonso and Kimi Räikkönen.
- Only two of those drivers have won here more than once. Fernando Alonso won in 2006, for Renault, and again the following year, for McLaren. Nico Rosberg won in 2013 and repeated the feat last year, both times for Mercedes. Vettel won for Red Bull Racing in 2011, Button in '09, for Brawn GP, Hamilton in '08 for McLaren and Räikkönen for McLaren in 2005.
- Much of the work of a Monaco win is done on a Saturday and pole position is of huge importance. Of the last 11 events 10 have been won the man on pole. The odd man in the sequence is Hamilton, who took his sole Monaco victory so far from third on the grid.
- Curiously, prior to the start of that sequence the man on pole had failed to win for five races in succession. Juan Pablo Montoya won in 2003 from a third-place start, David Coulthard won in 2002 from second and in 2000 from third, while Michael Schumacher won twice from second, in 2001 and in 1999.
- Remove Olivier Panis' 1996 win in the rain from 14th place on the grid from the equation and the race hasn't been won from further back than row two for 30 years. In 1985, Alain Prost took the second of four Monaco wins from fifth place on the grid, driving for McLaren. Prost's other wins here (1984, '86 and '88) were also for McLaren.
- Prost's four wins, allied to Senna's six, mean that for a decade between 1984 and 1993 just two drivers won here.
- Three of this year's four rookies have past experience of the Monaco circuit. Sauber's Felipe Nasr raced here three times in GP2 – from 2012-'14 – with a best finish of third last year. Toro Rosso's Carlos Sainz raced here twice during his time in Formula Renault 3.5, finishing sixth on his series debut in 2013 and then finishing fourth in his championship-winning 2014 season. Manor's Roberto Merhi also raced here last year in Formula Renault 3.5, finishing ninth. Toro Rosso's Max Verstappen is the odd one out, with no single-seater experience of the track. Although not technically a rookie (he made his F1 debut at the final round of the 2014 season in Abu Dhabi), Manor's Will Stevens has no Monaco F1 experience but raced here in Formula Renault 3.5, from 2012-'14, with a best result of seventh in 2013.

# RACE STEWARDS BIOGRAPHIES

## LARS ÖSTERLIND

### **FIA WORLD COUNCIL MEMBER; HONORARY PRESIDENT OF THE SWEDISH AUTOMOBILE SPORT FEDERATION**

Lars Österlind is a highly experienced FIA steward who has officiated at more than 100 grands prix and a similar number of World Rally Championship rounds. A social sciences graduate and lifelong motor sport enthusiast, Österlind was President of the Swedish Rally Commission from 1978-1982, then President of the Swedish Automobile Sport Federation from 1982-1996. He became Honorary President in 1996 and has been a member of the FIA World Council since 1984. Outside motor sport Österlind has specialised in management, working as a consultant and pursuing his own business interests. He is also experienced in local government at city council level.



## JOSÉ ABED

### **FIA VICE PRESIDENT**

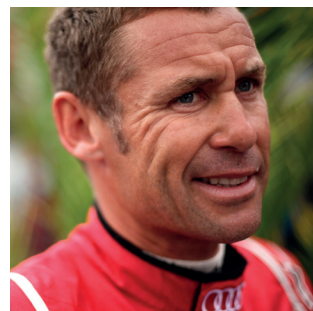
José Abed, an FIA Vice President since 2006, began competing in motor sport in 1961. In 1985, as a motor sport official, Abed founded the Mexican Organisation of International Motor Sport (OMDAI) which represents Mexico in the FIA. He sat as its Vice-President from 1985 to 1999, becoming President in 2003. In 1986, Abed began promoting truck racing events in Mexico and from 1986 to 1992, he was President of Mexican Grand Prix organising committee. In 1990 and 1991, he was President of the organising committee for the International Championship of Prototype Cars and from 1990 to 1995, Abed was designated Steward for various international Grand Prix events. Since 1990, Abed has been involved in manufacturing prototype chassis, electric cars, rally cars and kart chassis.



## TOM KRISTENSEN

### **1980 NINE TIMES LE MANS WINNER, GERMAN F3 CHAMPION (1991), JAPANESE F3 CHAMPION (1993) ALMS CHAMPION (2001)**

Denmark's Tom Kristensen is the most successful driver in the history of the Le Mans 24-Hour race having won the endurance event nine times before retiring from competition in November 2014. Kristensen's outstanding career saw him race in single-seaters, touring cars as well as testing in Formula One. However, it is for his achievements in sportscars that he is correctly most lauded. Kristensen's first Le Mans win came in 1997, driving for the Joest Racing team. After two years competing with BMW, he rejoined Joest, now racing as Audi Sport Team Joest, in 2000, winning three Le Mans 24-Hours in succession with the team. He won again with Bentley in 2003 before returning to the wheel of Audi machines to win in 2004-'05, 2008 and 2013. In 2013 he also won the FIA World Endurance Championship title.



## DRIVERS' CHAMPIONSHIP STANDINGS

[illegible]

## CONSTRUCTORS' CHAMPIONSHIP STANDINGS

[illegible]

# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## WEDNESDAY

**Press conference** 15.00

## THURSDAY

**Practice session 1** 10.00-11.30

**Practice session 2** 14.00-15.30

**Press conference** 16.00

## SATURDAY

**Practice session 3** 11.00-12.00

**Qualifying** 14.00-15.30

Followed by unilateral and press conference

## SUNDAY

**Drivers' Parade** 12.30

**Race** 14.00

Followed by podium interviews and press conference

## ADDITIONAL MEDIA OPPORTUNITIES

### QUALIFYING

All drivers eliminated in Q1 or Q2 are available for media interviews immediately after the end of each session, as are drivers who participated in Q3, but who are not required for the postqualifying press conference. The TV Pen is located inside the paddock, in front of the FIA hospitality unit.

### RACE

Any driver retiring before the end of the race will be made available at the TV pen interview area. In addition, during the race every team will make available at least one senior spokesperson for interview by officially accredited TV crews. A list of those nominated will be made available in the media centre.

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## FIA COMMUNICATIONS DEPARTMENT

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