



# Race Preview

## 2018 MONACO GRAND PRIX

24 – 27 May 2018

Formula One heads to Monte Carlo this week for Round Six of the 2018 FIA Formula One World Championship, the illustrious Monaco Grand Prix.

On a circuit little changed from its essential pre-war layout, the Monaco Grand Prix is something of an anomaly within the modern calendar. While the closeness of the barriers and the proximity of the grandstands makes the cars appear incredibly fast, this is the lowest speed circuit of the year and unique in having a reduced race distance, 40km shorter than standard to ensure the laps fit into the required timeframe. Its status as the shortest circuit means, however, that spectators are afforded more laps in Monaco than at any other grand prix.

The intricate nature of the Circuit de Monaco sees teams employing as much downforce as possible and fitting bespoke steering racks to cope with the famously-tight hairpin. While the layout doesn't demand it, the nature of the race ensures teams pay close attention to their cooling requirements: with overtaking difficult, cars often form trains, disrupting airflow for those behind.

Pirelli gives a debut this weekend to the pink-banded hypersoft tyre, the softest in the range. The soft, supersoft and ultrasoft compounds have proved to have very similar performance characteristics so far this year but engineers believe the hypersoft to be an appreciable step up in performance from those. The supersoft and ultrasoft tyres are also available this weekend but drivers have largely shunned these in their selections, choosing to take between nine and the maximum 11 sets of hypersofts.

Consecutive victories have allowed Mercedes' Lewis Hamilton to pull clear of the chasing pack in the Drivers' Championship standings: he now enjoys a 17-point lead over Sebastian Vettel, with Valtteri Bottas and Kimi Räikkönen respectively 20 and 30 points further back. Mercedes have a similar margin in the Constructors' Championship, leading Ferrari by 27 points. There has, however, been no evidence of any team possessing a definitive advantage so far this year, with the outcome of each race being deemed circuit or circumstance-specific.



### CIRCUIT DE MONACO

**Length of lap:**

3.337km

**Lap record:**

1:14.820

(Sergio Pérez, Force India, 2017)

**Start line/finish line offset:**

0.000km

**Total number of race laps:**

78

**Total race distance:**

260.286km

**Pitlane speed limits:**

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

### CIRCUIT NOTES

- ▶ The circuit has been resurfaced between turns 7-15 and 19-1. The fast lane in the pits has also been resurfaced.

### 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.

|                        |                   |                        |                           |
|------------------------|-------------------|------------------------|---------------------------|
| <b>ROUND 06</b>        | MONACO GRAND PRIX | <b>START TIME</b>      | 15:10 Local - 13:10 GMT   |
| <b>RACE DATE:</b>      | 27 MAY 2018       | <b>CIRCUIT LENGTH:</b> | 3.337KM                   |
| <b>CIRCUIT NAME:</b>   | CIRCUIT DE MONACO | <b>RACE DISTANCE:</b>  | 260.286KM                 |
| <b>NUMBER OF LAPS:</b> | 78                | <b>LAP RECORD:</b>     | 1:14.820 - S Perez [2017] |

**KEY**

Speed Kmh  
Braking **130 3** Gear

Sector Time **T3**  
**19.2**  
Lap Time **1:12.2**

Timing Sector  
Lap Time

● Sector 1    ● Sector 2    ● Sector 3  
 Circuit     Start     Finish  
○ DRS Detection    ○ DRS Activation     Run-off Areas  
S FIA Medical & Safety Cars    ■ Marshal Posts    ■ Light Panels

Note: Speeds, Gears, Lap & Sector times are based upon 2017 Qualifying data



## FAST FACTS

- ▶ The Monaco Grand Prix appeared on the original Formula One World Championship calendar in 1950. It reappeared in 1955 and has been ever-present since. This is the 65th Monaco Grand Prix.
- ▶ With six wins, Ayrton Senna is Monaco's most successful driver. Of the current field, no-one has more than two: that honour is shared by Fernando Alonso (2006-07), Lewis Hamilton (2008, 2016) and Sebastian Vettel (2011, 2017). Each has victories for two different teams.
- ▶ The other winner in the current field is Kimi Räikkönen, who won the race in 2005. Were Räikkönen, last year's pole-sitter, to win at Monaco this year, it would represent the longest interval between victories at a single event. Alain Prost currently holds this record with 11 years between his 1982 and 1993 South African Grand Prix victories. (Or, for races held every year, nine years between 1984 and 1993 German Grand Prix victories.)
- ▶ McLaren are the most successful team in Monaco with 15 victories, split between Prost (1984-1986, 1988), Senna (1989-93), Mika Häkkinen (1998), David Coulthard (2000, 2002), Räikkönen, Alonso (2007) and Hamilton (2008).
- ▶ Mercedes took their 50th victory with Hamilton's win here in 2016. On the same weekend, Daniel Ricciardo had his first, and so far, only pole position.
- ▶ New aerodynamic rules for 2017 were expected to decrease lap times and challenge lap records. The record at the Circuit de Monaco was one of 11 to fall last year, with Sergio Pérez setting a new benchmark on lap 76 of 78. The other lap records set during the 2017 F1 season are at: the Sochi Autodrom, the Baku City Circuit, the Red Bull Ring, Silverstone, Spa-Francorchamps, the Marina Bay Circuit, Sepang, COTA, the Autódromo Hermanos Rodríguez and Interlagos. This year, Daniel Ricciardo set a new lap record at the Circuit de Barcelona-Catalunya.
- ▶ Of the 65 Monaco Grands Prix to date, 28 have been won from pole position, including ten in 11 years between 2004 and 2014. The pole position driver has failed to win in the last three attempts.
- ▶ Olivier Panis is the only winner to start outside the top ten. His 1996 triumph for Ligier came from P14. That race holds the record for the highest number of retirements as a percentage of starters, with 85.7% of the field (18 from 21) failing to see the chequered flag.
- ▶ All four Monaco F1 debutants have raced in Monaco before – though only Brendon Hartley and Sergey Sirotkin have been on the podium. Hartley raced here in Formula Renault 3.5 in 2009-2011, with a best result of third in 2011. Sirotkin raced in FR3.5 in 2013-14, and then GP2 in 2015-16, finishing third in the 2015 sprint. Pierre Gasly did FR3.5 in 2014 and then GP2 in 2015-16, while Charles Leclerc made a home town debut last year in Formula 2.
- ▶ While many drivers call Monaco home, Leclerc is one of very few Monegasques to take part in the race. Louis Chiron raced in 1950 and 1955 (with a DNS in '56 and a DNQ in '58) finishing third in 1950. He competed many times in the pre-World Championship Monaco Grand Prix, winning in 1931. Olivier Beretta finished eighth for Larousse in 1994.

# RACE STEWARDS BIOGRAPHIES

## NISH SHETTY

### **FIA STEWARD AND MEMBER OF THE FIA INTERNATIONAL COURT OF APPEAL**

Nish Shetty sits on the FIA International Court of Appeal as a judge and is a permanent member of the National Court of Appeal (Singapore). He is also Chairman of the Disciplinary Commission of the Singapore Motor Sports Association and a national steward of the Singapore Grand Prix. Shetty has assisted the Singapore Motor Sports Association for many years as a legal advisor and committee member. In addition to being involved in the Singapore Grand Prix, Shetty has acted as a steward in the Singapore Karting Championship. Away from motor sport, he is a Partner and Head of International Arbitration and Dispute Resolution, South East Asia at global law firm Clifford Chance.



## JOSÉ ABED

### **FIA VICE PRESIDENT FOR SPORT**

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.



## DANNY SULLIVAN

### **FORMER F1 DRIVER, INDIANAPOLIS 500 WINNER AND CART CHAMPION**

US racer Danny Sullivan made his F1 debut with Tyrrell at the 1983 Brazilian Grand Prix. He raced just one season in F1, scoring a best result of fifth in Monaco. In 1984, Sullivan returned to the US where he resumed a successful Indy Car career. He is perhaps best known for his 'spin and win' victory at the 1985 Indianapolis 500, where he passed leader Mario Andretti, survived a 360 degree spin, and then caught and re-passed Andretti to claim the Borg-Warner Trophy. He won the Indy Car World Series title in 1988. After 17 victories from 170 Indy Car starts he drew a line under his open-wheel career in 1995. He finished third in the Le Mans 24 Hours in a Dauer Porsche 962 in 1994. He made four starts at Le Mans, the most recent being 2004.







# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## WEDNESDAY

**Press conference** 15.00

## THURSDAY

**Practice session 1** 11.00-12.30

**Press conference** 13.00

**Practice session 2** 15.00-16.30

## SATURDAY

**Practice session 3** 12.00-13.00

**Qualifying** 15.00-16.00

Followed by unilateral and press conference

## SUNDAY

**Drivers' Parade** 13.30

**Race** 15.10

Followed by podium interviews and press conference

## ADDITIONAL MEDIA OPPORTUNITIES

### QUALIFYING

All drivers eliminated in Q1 or Q2 will be available for media interviews immediately after the end of each session, as will drivers who participated in Q3, but who are not required for the post-qualifying press conference. The TV Pen is located at the paddock entrance.

### 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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