

eNews

Monte Carlo madness: Buemi wins again

Prestige ePrix: Who was able to impress the most?

On the road to redemption: Nelson Piquet Jr.

Formula E prepares for Berlin and Moscow





Part II: Berlin
Out: 18/05/2015



Part III: Moscow
Out: 01/06/2015



Part IV: London
Out: 22/06/2015

THE WIND OF CHANGE

IT is this time of the year again: the trees in Berlin are finally green, you are constantly woken up by birds singing at 7am and the weather cannot decide between blessing you with the most wonderful sunshine outside of Miami or ruining any kind of outdoor plans of yours with a massive thunderstorm. This can only mean one thing: it's spring.

Spring is the time of change and after some changes in the office lately, e-racing.net also changed a lot over the past few weeks. We decided for a fresh new start and appear in a completely new look now. Most importantly, we made the decision to go green. Following the design idea we will also expand our coverage on sustainability and business.

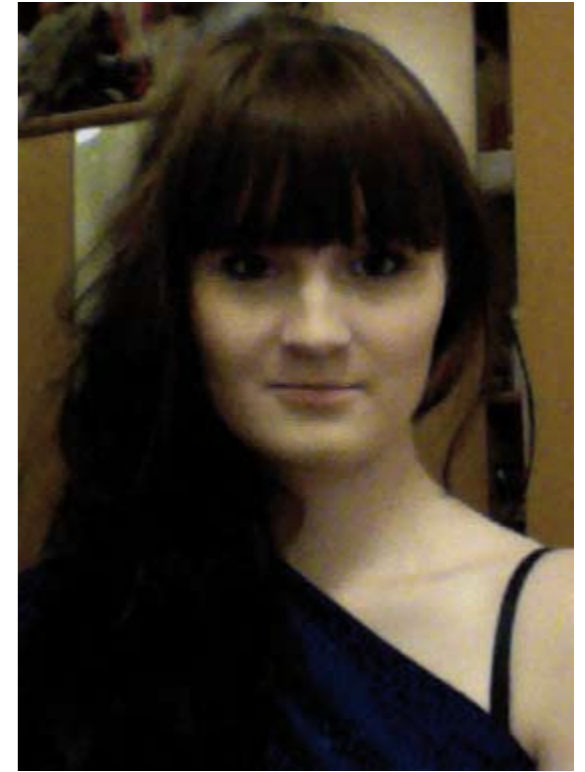
Our big relaunch goes hand in hand with a small change in eNews which concerns the release date. To provide you with the most up-to-date information and a balanced coverage in the magazine we decided to release eNews on every second Monday of the month starting now. The release dates for the eNews Special therefore also change to the Monday right before the ePrix which should still give you enough time to enjoy the in-depth guides to the hosting cities Berlin, Moscow and London.

In this issue of eNews you can find our coverage on Formula E's adventure in Monte Carlo. Nelson Piquet Jr was once again able to secure a podium and is currently second in the championship. We take a close look at the Brazilian and his career in an insightful portrait. Furthermore we tell us what you can expect from the Berlin and Moscow tracks.

We hope you will enjoy this issue and we are happy about any form of feedback, especially but not limited to our new look. ■

All the best,

A. Grzelak



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Edition notice

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New look!

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Big relaunch on Tuesday, May 12th 2015



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German

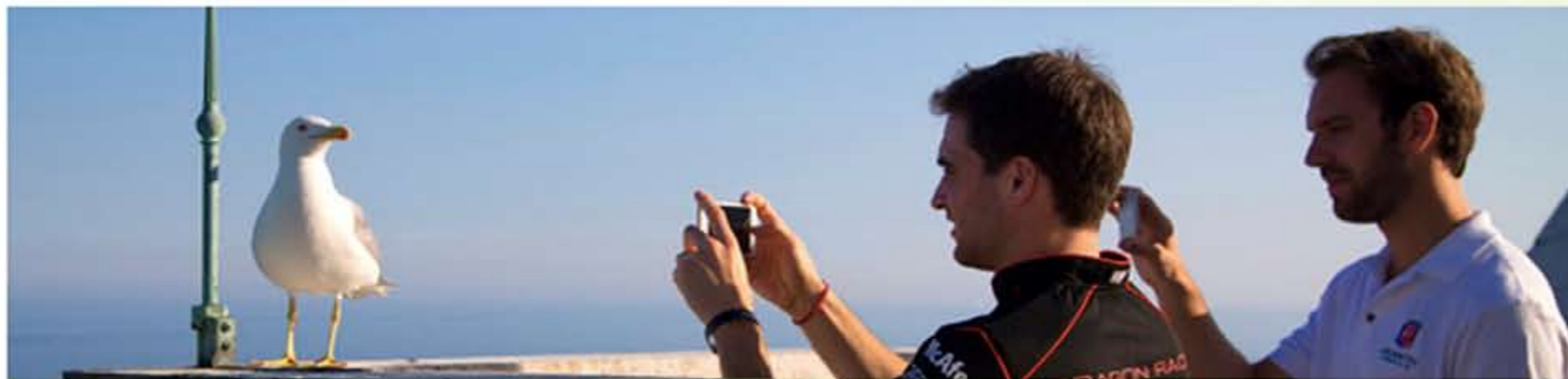
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Driver Standings After 7/11 rounds

Pos	Driver
01	L. di Grassi
02	N. Piquet Jr.
03	S. Buemi
04	N. Prost
05	S. Bird
06	J. d'Ambrosio
07	A. F. da Costa
08	J.-E. Vergne
09	J. Alguersuari
10	B. Senna
11	D. Abt
12	S. Speed
13	F. Montagny
14	K. Chandhok
15	O. Servià
16	C. Pic
17	J. Trulli
18	S. Sarrazin
19	L. Duval
20	N. Heidfeld
21	T. Sato
22	S. Duran
23	H.-P. Tung
24	A. Garcia
25	M. Cerruti



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People



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Next issues

Berlin Special: 18-05-2015
eNews 007: 08-06-2015



Column #5

In which you will find a bit of self-praise and a lot of excitement about going to Monaco. Mostly excitement though, because IT'S MONACO, BABY!!

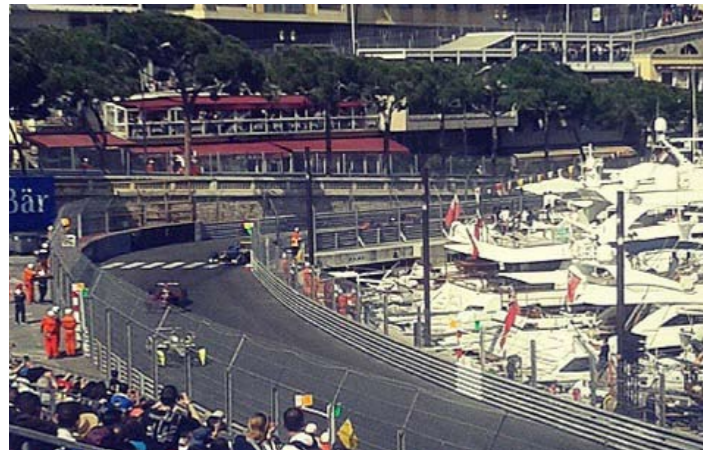
The European season begins, which means that going to races does not completely drain the bank account of us poor souls who work hard in our spare time to bring you top notch eNews for free... so, we decided to one-up our already stellar coverage (blah blah blowing one's own horn is bad, we know, but you've got admit we aren't too shabby, right? Right.) ...and, to improve your entertainment and bring you as close to the action as possible, we will take it upon ourselves as travel to the ePrix's of Monaco, Berlin, and London so you can get a first-hand account of the stunning spectacle and amazing action. The things we do for our dearest readers... Okay, we do not have only highly altruistic and professional motives; we also want to have a bit of fun, that's true. After all, this is the greatest perk of the job: You get work with something you enjoy, something that fascinates you, something that excites you and inspires you.

And even though we are not yet at a place where we get paid for it, we still get travel around the world (or at least as close and affordable as it gets) to see amazing places and feel the buzz and the vibes and the thrill of a race weekend. (And that, I have to say, is a chance for which I am truly grateful.)

So: What better place to travel to and enjoy the action as Monaco, one of motorsport's legendary temples of high speed and adrenaline? We (fellow editor Topher Smith and yours truly) are going to put that theory to test this weekend. And let me tell you, we are already so excited! If you have read our Monaco Special you will already know that visiting this city is a magnificent experience that you really should not miss... And that, coupled with a race as thrilling as an ePrix, is something that will blow your minds. Before you get too jealous: We'll try our best to keep you up to date from the race track, and when you plan your own trip next year, you know where to go for the best tips and tricks to discover all about the ultimate Monaco experience! ;)

On that note, my suitcase does not pack itself and I need to hurry up to get ready and take off to my most favourite place in the world. Enjoy the race weekend, and I hope you all will get your chance to be live at an ePrix soon! ■

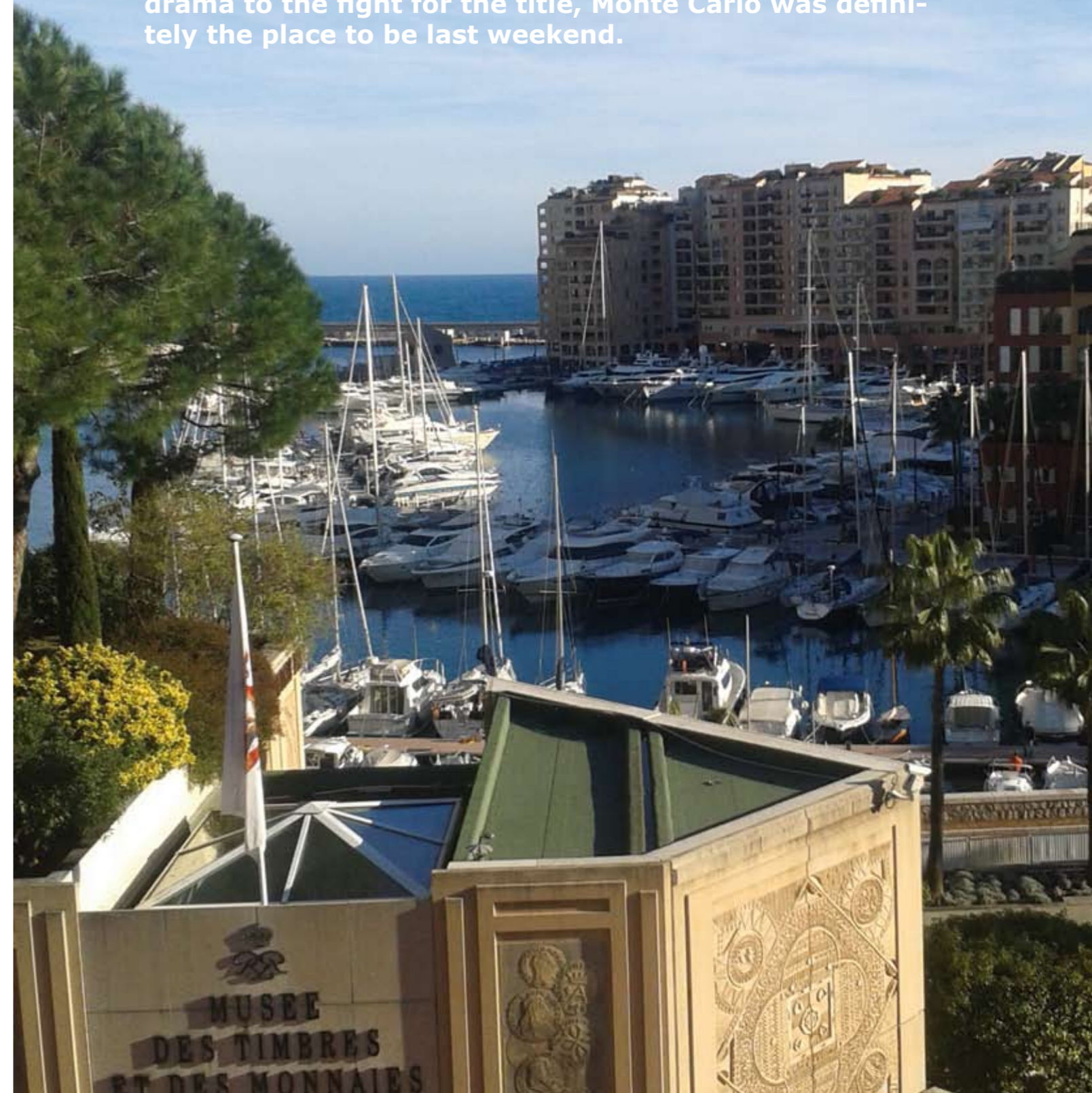
Renate Jungert



MONTE CARLO MADNESS

THE COTE D'AZUR GOES ELECTRIC

Eagerly awaited by everyone, the Monte Carlo ePrix proved to be a huge success. With Sebastien Buemi crowning himself the first two-time Formula E race winner and Lucas di Grassi and Nelson Piquet Jr adding some drama to the fight for the title, Monte Carlo was definitely the place to be last weekend.



MONACO MADNESS: BUEMI WINS

THE MONTE CARLO EPRIX

PHOTO CREDIT | FIA FORMULA E MEDIA

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Glamour, sunshine and electric racing: the world of motorsport eagerly awaited the first Formula E race in Monte Carlo and, as usual, the beloved series was able to fill its fans with enthusiasm. Additionally, the fight for the title got more heated following a qualifying incident between Lucas di Grassi and Nelson Piquet Jr.

A month after the successful Formula E race in Long Beach, the electric series travelled to the principality of Monaco for the Monte Carlo ePrix. The event was eagerly awaited as racing in the traditional street canyons of Monte Carlo was an important moment in the still young history of the sport. The series' CEO Alejandro Agag stressed the importance of the day and happily announced the European payment provider Visa joining the illustrious crowd of sponsors making it a "historic day for Formula E, Monaco and motorsport as a whole."

Lovely sunshine and summery temperatures at the Cote d'Azur greeted the Formula E crew, adding to the unique atmosphere that was buzzing through the paddock anyway. Thousands of people found their way to Monte Carlo and could benefit from the "free entrance" policy Formula E already successfully made use of in Long Beach. As well as the fans, the drivers were looking forward to race in Monte Carlo and already caused some intense scenes, especially the battle between the two Brazilian championship leaders Lucas di Grassi and Nelson Piquet Jr. The latter accused di Grassi of blocking him during qualifying, causing him to only start from P4. While the mood between the two drivers was icy ahead of the start, their conflict was one more reason to look forward to the race as the spectators could expect an exciting fight between the two Brazilians.

As expected, the shortened layout of the Monaco track caused a huge pile-up during the start as the first chicane turned out to be quite a car-killer. While most



of the pack made it through the first corner without any major issues, the back of the field got a bit too close to each other. Going into the first corner, Salvador Duran (Amlin Aguri) was hit by Jean-Eric Vergne (Andretti) from behind, causing his teammate Scott Speed to hit the rear end of Vergne's car. Behind the trio, the cars were closely following each other and Jaime Alguersuari hit Vitantonio Liuzzi (Trulli), causing the first crash of the first lap. While Liuzzi was able to continue his race, Alguersuari's car was badly damaged and the Spaniard slowly got on the way to the pits. Nearly affected by Alguersuari's accident were Charles Pic (NEXTEV TCR) and Antonio Felix da Costa (Amlin Aguri) who nearly collided with the momentarily stranded Virgin.

At the same time Daniel Abt (Audi Sport ABT) and Nicolas Prost (e.dams-Renault) were battling with each other coming out of turn 1 and going into turn 2 what turned out to be an unlucky event for Abt. To get around the corner Prost could not leave enough space for the young German, pushing him into the wall. Due to the bad vision coming out of the corner, Bruno Senna (Mahindra Racing) hit the rear end of Abt's car and went flying.





Luckily both drivers were not hurt in the cause of the accident, yet for both it meant the race was over. While Senna had to retire straight away, Abt made his way back to the pits to change into his second car. The accident between the two quickly turned into a mass-crash as some drivers could not see the two beached cars in time. First Duran hit the back of Abt's car as well and Liuzzi also hit him from behind. Just like Abt, Duran and Liuzzi were able to make their way back to the pitlane to use their second car to have a chance at the points for the fastest lap. Vergne and Dragon Racing driver Loic Duval who also got involved in the two accidents at the start followed their example, too.

The Qualcomm Safety Car was quickly deployed to clear the track but thankfully the Monegasque marshals quickly gave their OK for the green flag. Buemi was able to retain his lead after the restart but behind di Grassi in P2, Jerome d'Ambrosio (Dragon Racing) was passed by Piquet Jr. The Brazilian wisely used his FanBoost going into the harbour hairpin and got past the Belgian. Seeing that some of the drivers already stopped after the first lap incidents, Buemi and di Grassi were quickly in a position to lap drivers and the first one in front of them was Duval. The tight track made it nearly impossible for the leading duo to pass the Dragon Racing driver but they eventually made it, maintaining a four second gap to Piquet Jr. in P3.

Meanwhile Sam Bird (Virgin Racing) showed an impressive performance: Having started P10 the British driver was already in P7 and closely following the train of drivers behind Piquet Jr. Those five drivers slowly closed the gap to the leading duo, while further down the field the two veterans Nick Heidfeld (Venturi) and Jarno Trulli (Trulli) were showing some wheel-to-wheel racing that included some contact between the two without any severe consequences though. A few laps later some debris from Heidfeld's car went flying which might have been the legacy of said collision with the Italian racer.

14 laps into the race, Daniel Abt had to retire from the race and so did Duval just a few laps later. Abt's teammate di Grassi was the first driver in the top-five to change his car in lap 23. He tried to get past Buemi with an undercut but Buemi and most of the other drivers followed just a bit later. Buemi could keep his lead while di Grassi went past Piquet Jr. when his fellow Brazilian left the pits. Di Grassi then closed the gap to Buemi and tried to pass the Swiss going into the harbour hairpin, yet Buemi was able to defend his position and could slowly put a gap between himself and his strongest pursuer, who had to have an eye on his battery life following his earlier stop.



The big winner of the stops was Sam Bird. Already showing an impressive performance before his stop, the Brit made up two positions in the pits and was right up Piquet Jr.'s rear. He tried an audacious move around the outside of turn 1 but could not improve his position. Due to their intense battle Jerome d'Ambrosio (Dragon Racing) and Prost were catching them, allowing the spectators to enjoy a four-way fight for P3 while di Grassi was slowly dropping back from Buemi.

During this determining phase of the race, Duran had to retire untimely due to his involvement in the first-lap incident and the following stop, while teammate da Costa was impressing with a great performance, charging through the field. The Portuguese FE race winner started his race in P19 following an accident in qualifying and was already in the top-ten with ten laps to go. Vergne in the meantime used his FanBoost to set the fastest lap of the race, awarding him two points and the first Visa Fastest lap trophy. Piquet Jr. had closed the gap to di Grassi and was showing people the Brazilian battle people had been seeking after the qualifying drama between these two.

The NEXTEV TCR driver tried to use his FanBoost to find a way past di Grassi yet was not able to find a proper place for his manoeuvre. He then had to avoid a crash with di Grassi when the fight for P2 got a bit too close in the harbour hairpin. Following that incident di Grassi was once again able to put a small gap between him and Piquet Jr. While Buemi crossed the finish line, crowning himself the first two-time Formula E race winner after 47 laps, di Grassi finished second ahead of Piquet Jr. Bird came home in an impressive fourth place for Virgin followed by d'Ambrosio, Prost, Sarrazin, Speed, Pic and da Costa. Speed was later on penalised for exceeding maximum power, which dropped him out of the Top-10. Therefore Nick Heidfeld (Venturi) was able to secure the last point.

Lucas di Grassi is still leading the championship, followed by Nelson Piquet Jr, who is only four points behind his fellow Brazilian. Buemi, who is now only six points behind Piquet Jr, pressures the duo - while Prost and Bird in P4 and P5 are still in good reach for the title, too. ■



DRIVER RATINGS

THE MONTE CARLO ePRIX

PHOTO CREDIT | FIA FORMULA E MEDIA

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DRIVER OF THE RACE



Lucas di Grassi
Rating: 8.5/10

After being accused by blocking during qualifying by Nelson Piquet Jr, di Grassi would go unpunished and start 2nd on the grid. He spent the first stint trying to keep up with Buemi, and had a few half-chances to make a pass as Buemi encountered traffic. Stopped earlier than his rivals, trying to make an undercut work, and was able to retain 2nd position over Nelson Piquet Jr after the stops but could not pass Buemi for the lead despite a wheel-to-wheel dice. Came under pressure from Piquet Jr late in the race but was able to hold off his fellow Brazilian and cross the line in a comfortable second place, extending his championship lead from one to four points.



Sebastien Buemi
Rating: 9/10

The Swiss driver took pole position with a lap just over a tenth quicker than Lucas di Grassi, and made a strong start to lead through the first few turns. di Grassi in 2nd place would initially find it hard to keep up with Buemi, although when the e.dams driver started to lap some cars involved in earlier incidents, the gap became smaller. After the stops, Buemi would only just come out of the pits ahead of di Grassi, who had stopped earlier, going wheel to wheel with the Brazilian for a few turns but keeping his lead. From here, he would be able to hold off di Grassi and go on to become both the first man in Formula E history to win two races, and the first man to win from pole.



Nelson Piquet Jr
Rating: 8/10

Started 4th after complaining of being blocked by Lucas di Grassi in qualifying, and retained this position off the start. After the early safety car restart, used FanBoost to get close to d'Ambrosio and attempt to pass for 3rd. He did not manage this through the first two turns, but got him up the inside of the Harbour Hairpin just afterwards. He would then set several fastest laps as he tried to catch the leaders Buemi and di Grassi in front, while also saving battery from time to time, leading to a train of cars forming behind him at one stage. After the stops, he would retain 3rd, and had a few chances to pass di Grassi which he was unable to take, and in the end had to settle for a strong 3rd and therefore a place on the bottom step of the podium.



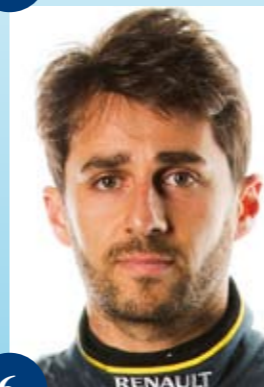
Sam Bird
Rating: 8/10

A return to form for the British driver after a few races in the doldrums, as he finished a strong fourth to stay in the championship hunt. Starting down in 10th, Bird was a big winner after the first lap incident as he rose up to 7th place by the restart. A fastest lap followed as he tried to catch Prost ahead of him. Eventually on lap 19, he would pass Prost up the inside of turn 1 and move up into 6th place. Bird was the big winner of the pit stop phase, leaping up to 4th place and getting ahead of both d'Ambrosio and Sarrazin. Several attempts to pass Piquet Jr for third place were unsuccessful, so in the end Bird had to settle for a fourth position, just off the podium. However, after a retirement last time in Long Beach, this was a very welcome result for Bird.



Jerome d'Ambrosio
Rating: 8/10

The Belgian continued his highly consistent Formula E campaign with his sixth points finish in seven races, finishing in the top five on the streets of Monte Carlo. He had qualified in 3rd and ran in this position through the first corners and after the safety car restart, however was passed by a FanBoost-assisted Nelson Piquet Jr soon after and lost his place on the podium. He would then run closely behind Piquet Jr - with Sarrazin, Prost and Bird following in close proximity - until the pit stop phase. He lost out slightly here, dropping behind Bird and into 5th place, however was able to keep this position for the rest of the race, adding a valuable 10 points to his tally and remaining in an impressive 6th in the standings.



Nicolas Prost
Rating: 7/10

Qualifying in 6th place, while his team-mate was on pole, Prost was involved in the first corner collision between Abt and Senna, however received no damage and was able to continue. He was running 6th at this stage, as Sarrazin had got ahead during the carnage. He spent the first stint of the race holding off a charging Sam Bird, which he was able to do until lap 19 when the Brit was able to get past. He was, however, able to get past Sarrazin at the stops, and spent the rest of the race holding on to this position. He was able to cross the line in 6th, exactly where he started, but as all his championship rivals were ahead of him, he fell further back in the title race.



Stephane Sarrazin
Rating: 7/10

The experienced Frenchman in the Monegasque team started 8th, but made a great getaway and avoided the first lap carnage so was running 5th by the end of lap 1. He was able to stay close behind Piquet Jr and d'Ambrosio while these two battled for the final podium place up ahead, while he also had Bird and Prost for company while they battled for 6th place behind. He would lose out in the pits, dropping behind Bird and Prost, and was unable to make further progress through the field in the 2nd half of the race, as the Monaco circuit is notoriously tricky when it comes to overtaking. However a solid points finish has helped both he and his team move up in the standings.



Charles Pic
Rating: 7/10

An impressive performance from the Frenchman to finish in the points despite starting a lowly 18th. He was slightly caught up in the first corner melee, however suffered no damage and was able to benefit from the many retirements ahead to already run in 13th after the restart. Spent the entire first portion of the race behind Chandhok, before excellent work in the pits from his NEXTEV Team China Racing crew allowed him to move up to ninth place. He would be passed by Speed a few laps later, but on lap 44 was able to pass da Costa and get back into 9th place, where he finished on track. A post-race penalty for Speed elevated Pic up to 8th, his first points since Beijing.



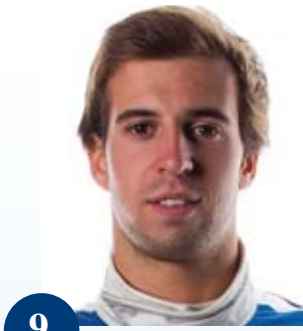
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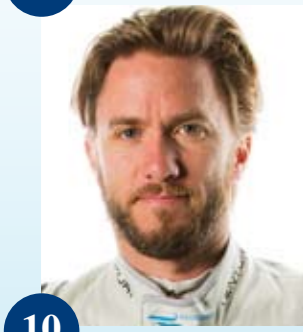
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9

Antonio Felix da Costa
Rating: 6/10

The Portuguese driver absolutely wrecked his car in qualifying with a big shunt at Tabac, however his subsequent place on the back of the grid actually helped him as he avoided the first corner drama up ahead of him. He was already in 11th after the first lap, having opportunistically picked his way through the carnage, and was therefore just outside the points early in the race. On lap 8 he could pass Speed, who had a damaged front wing, and move up into 10th place. After the stops, da Costa was vaulted up into 8th place, which became 9th and then 10th when first Speed re-passed him, then Charles Pic got past. However a post-race penalty to Speed handed 9th back to da Costa.



10

Nick Heidfeld
Rating: 6.5/10

A first point since Buenos Aires for the German driver, who started down in 16th place but was up to 10th already after the first lap due to the drama up ahead. Heidfeld was able to pass Scott Speed - who had a broken front wing - for 9th place on the eighth lap. He then collided with Trulli a few laps later, however the stewards decided no action was required after investigation. He lost out in the pits, dropping down to 11th place. A lonely race followed, maintaining this exact position until the end of the ePrix, but he was rewarded after the race when Speed received a penalty, therefore moving Heidfeld up to 10th in the final classification, and ending his run of bad luck as the best possible time - the next round is his home event in Germany.



11

Jarno Trulli
Rating: 6.5/10

A frustrating race for the owner-driver, who won the F1 Grand Prix here back in 2004, as a strong performance did not lead to a reward of points. Starting a strong 12th, the Italian found himself in 8th - inside the points - after the first lap. He had Scott Speed behind him at this point, but the American soon dropped down the order and Heidfeld would try to take the fight to Trulli. The German would eventually hit Trulli up the inside of the Harbour Hairpin, however after an investigation Heidfeld was not penalised for this and Trulli stayed ahead. After the pit stops, though, Trulli had dropped from 8th to 12th. He was unable to progress through the field and finished in that place on track, rising to 11th post-race after a penalty to Speed.



12

Scott Speed
Rating: 6/10

A disappointing weekend for the American, who qualified an uncharacteristically low 16th, promoted to 13th due to penalties to other drivers ahead. At turn 1, he would hit the rear of team-mate Jean-Eric Vergne, who had himself hit Salvador Duran ahead. This damaged Speed's front wing and meant he was unable to keep his position, dropping slowly down the order during the first stint as his front wing disintegrated lap by lap. After the stops, he was able to climb back up the order, passing both Pic and da Costa to finish 8th on track. However, a penalty for using too much power would drop him out of the points and down to 12th. He will hope for better in Berlin if he stays in the Andretti car.



13

Karun Chandhok
Rating: 5.5/10

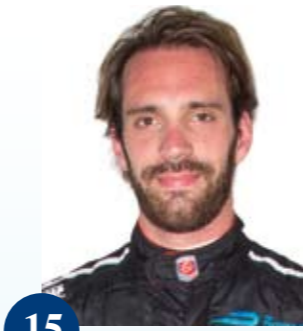
Another frustrating weekend for the Indian, who has not scored a point since Putrajaya back in November. A lock-up in qualifying meant he set the 19th-quickest time, but would start last due to a penalty for changing his battery. He benefitted from the first lap collisions to run 12th already after the first lap, a place he would hold until the first round of pit stops. Following the stops, he found himself down in 13th, and was unable to make any further progress from there. He would be lapped towards the end and finished in a lowly 13th position, the last classified finisher. He will desperately be hoping for better in Berlin next time out, and will feel he is due to finally get back into the points.



14

Vitantonio Liuzzi
Rating: 5.5/10

The Italian veteran started 15th in the race after a few issues in qualifying, and would have hoped to use his experience to his advantage by moving up the field. However, unfortunately for him, he was hit from behind by Jaime Alguersuari on the first lap, in the concertina caused by the likes of Salvador Duran, Jean-Eric Vergne and Scott Speed collided. This impact completely wrecked his rear wing. He got back to the pits but spent many laps in there with the team trying to fix the wing, ruining any chance he had of securing a strong result during the race. He was eventually able to get back out on track, but finished 11 laps down and was therefore not classified in the final result. He will hope for better luck in Berlin if he stays in the car.



15

Jean-Eric Vergne
Rating: 6/10

A race of ups and downs for the popular Vergne, who won the FanBoost vote for the fifth time out of five in the series but was only able to start 11th on the grid. He was therefore caught up in a first lap pile-up, hitting Duran ahead and being tagged by team-mate Speed behind. This contact with Duran broke his front suspension, and although he managed to tip toe back to the pits, he had to change his car already on the first lap. Knowing he could not finish the race, he went out with the aim of setting the fastest lap of the race - and he was able to achieve this, picking up the extra two points after a 55.157 on lap 32, one lap before he would be forced to retire.



16

Salvador Duran
Rating: 5.5/10

The Mexican once again proved his popularity by winning the FanBoost vote for the 3rd time, and continued his upward trend in qualifying performances by starting the race in 9th. He would have hoped for another points finish like he achieved in Miami, however these hopes were already dashed on the first lap when he was involved in the first corner melee, hit from behind from Vergne and then being involved in the aftermath of the collision between Abt and Senna in turn 2. He got back to the pits, but the damage to the car necessitated a car swap already on the first lap. Like Vergne, he tried to set the fastest lap, using his FanBoost for this purpose at one point, but could not quite snatch that honour from Vergne and retired on lap 28.



17

Loic Duval
Rating: 5.5/10

Starting down in 14th, Duval wanted to maintain the record of the Dragon Racing's #6 car - previously driven by Oriol Servia and then by Duval since Miami - scoring points in each and every round. However, like many midfield drivers, he would get involved in the carnage at the first few corners, sustaining car damage that required him to return to the pits for a car change. Unable to make the full race distance, he treated the next 24 laps as a test session, learning more about the Formula E car and the circuit before having to retire halfway through the race. If he stays in the car for Berlin, he will hope he can start a brand new points scoring streak.



18

Daniel Abt
Rating: 6/10

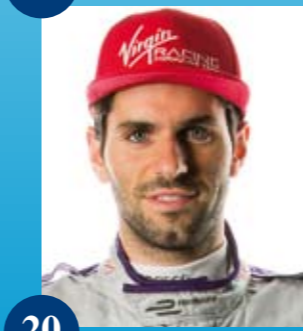
Abt has the reputation of being one of Formula E's most unlucky drivers, and this once again came to fruition in Monaco as he was not able to get past the 2nd turn. Qualifying in a strong 5th, the German went into the race hoping to return to the podium. However, at the exit of turn 2, he would be squeezed into the wall by Nicolas Prost as the track narrowed, and almost instantly the Mahindra Racing car of Bruno Senna would hit Abt's car and vault over it. Luckily both Abt and Senna were unharmed, and while the German was able to get back to the pits and change cars, the second car could only last half the race before he had to retire due to lack of battery. Abt will desperately be hoping for better luck in his home race next time out.



19

Bruno Senna
Rating: N/A

After a breakthrough performance in Long Beach, Senna was looking to keep this strong form going in Monaco, where he has previously won in GP2. 7th on the grid seemed to be a good springboard for a strong result, especially considering he topped free practice 2, however he would accelerate out of the second turn only to find the stationary car of Daniel Abt in front of him, the German having been squeezed into the wall. Unable to avoid contact, Senna hit Abt's car and was launched into the air before coming down with a bump. He was able to get out of the car unaided, and while complaining of being stiff afterwards, suffered no long term injuries. One of many drivers hoping for better luck in Berlin.



20

Jaime Alguersuari
Rating: N/A

After a 10-place grid penalty suffered for changing a battery, Alguersuari would start the Monaco ePrix in 17th place after setting the 8th quickest time, looking to move up through the field early. However a big pile-up ahead, with the likes of Salvador Duran, Jean-Eric Vergne and Scott Speed involved, created a concertina - in which the unlucky Alguersuari hit Vitantonio Liuzzi from behind, damaging Liuzzi's rear wing and also ruining the front suspension on the Virgin Racing car and leading to Alguersuari retiring on the spot. After his team-mate Bird finished in a strong 4th position here, Alguersuari will be disappointed that he was unable to score, but will hope he is able to put this right in the next round in Berlin.

RACE IN TWEETS: MONTE CARLO

RELIVE THE RACE ON TWITTER

PHOTO CREDIT | TWITTER

F Anaheim @LiamPMcCausland · 9. Mai
Such a huge difference between Formula E and Formula 1. Bernie's all about the money and Formula E just love racing

e-racing.net @eracing_net · 9. Mai

Live from the track: The air is buzzing, the sun is burning, and the race is so exciting!
#ERNgoesMonaco



Bethonie Waring @bethonie · 9. Mai
Someone please give @BSenna some hugs.

Apex Racing PR @ApexRacingPR · 9. Mai
Over 1,000 people currently tweeting about #MonacoEPrix
And 1,500 tweeting about #FormulaE

Tim Edwards @Timwards · 9. Mai
@FIAformulaE so old school. Pit stop = get out and change cars. Formula E you have my undivided attention. #TheFutureIsNow

Drogyn @Drogyn1701 · 9. Mai
There's actually nobody I'm not rooting for in #FormulaE lol

Apex Racing PR @ApexRacingPR · 9. Mai
Squeaky bum time in the @ChinaRacingFE garage there. Surely Piquet defied physics to stop that car #MonacoEPrix



Team Amlin Aguri @Amlin_Aguri · 9. Mai
When @1SDuran realised he couldn't finish he tried to use #FanBoost to set fastest lap. It just wasn't our day.
#FormulaE #MonacoEPrix

Tony Collinson @Kryptoan · 9. Mai
Fortunately Di Grassi & Piquet Jr are separated by Buemi on the podium
#FormulaE #MonacoEPrix #QualiGate
Sébastien Buemi und Nelson Piquet Jr.

Video Map New

Formula eDiary @FormulaEDiary · 9. Mai
.@LucasdiGrassi leads the @FIAformulaE Championship by 4points over @NelsonPiquet. Meanwhile @Sebastien_buemi has closed to within 10points.

RESULTS: MONTE CARLO ePRIX 2015

FROM P1 TO P20

PHOTO CREDIT | FIA FORMULA E, RENATE JUNGERT

POS	NO	DRIVER	TEAM	LAPS
01	9	Sébastien Buemi (P)	e.dams-Renault	47
02	11	Lucas di Grassi	Audi Sport ABT	47
03	99	Nelson Piquet	NEXTEV TCR	47
04	2	Sam Bird	Virgin Racing	47
05	7	Jerome d'Ambrosio	Dragon Racing	47
06	8	Nicolas Prost	e.dams-Renault	47
07	30	Stephane Sarrazin	Venturi	47
08	28	Scott Speed *	Andretti	47
09	88	Charles Pic	NEXTEV TCR	47
10	55	Antonio Felix da Costa	Amlin Aguri	47
11	23	Nick Heidfeld	Venturi	47
12	10	Jarno Trulli	Trulli	47
13	5	Karun Chandhok	Mahindra Racing	46
14	18	Vitantonio Liuzzi	Trulli	36
15	27	Jean-Eric Vergne (FL)	Andretti	33
16	77	Salvador Duran	Amlin Aguri	28
17	6	Loic Duval	Dragon Racing	24
18	66	Daniel Abt	Audi Sport ABT	14
19	3	Jaime Alguersuari	Virgin Racing	0
20	21	Bruno Senna	Mahindra Racing	0



DRIVER STANDINGS

AFTER ROUND 7 OF 11

PHOTO CREDIT | FIA FORMULA E

POS	NO	DRIVER	TEAM	🇨🇳	🇲🇾	🇲🇪	🇮🇹	🇺🇸	🇫🇷	🇩🇪	🇨🇳	🇩🇪	🇮🇹	🇺🇸	🇫🇷	TOTAL
				R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11		
01	11	Lucas di Grassi	Audi Sport ABT	25	18	15	DNF	2	15	18	-	-	-	-	93	
02	99	Nelson Piquet	NEXTEV TCR	4	DNF	18	15	12 ^{FL}	25	15	-	-	-	-	89	
03	9	Sébastien Buemi	e.dams Renault	DNF	15	25	DNF ^P	0	12	28 ^P	-	-	-	-	83	
04	8	Nicolas Prost	e.dams Renault	3 ^P	15 ^P	6	18	25	2 ^{FL}	8	-	-	-	-	77	
05	2	Sam Bird	Virgin Racing	15	25	DNF	8 ^{FL}	4	DNF	12	-	-	-	-	64	
06	7	Jerome D'Ambrosio	Dragon Racing	8	10	4	0	12	8	10	-	-	-	-	52	
07	55	Antonio Felix da Costa	Amlin Aguri	-	4	DNF	25	8	6	2	-	-	-	-	45	
08	27	Jean-Eric Vergne	Andretti	-	-	3 ^P	8	3 ^P	18	2 ^{FL}	-	-	-	-	34	
09	3	Jaime Alguersuari	Virgin Racing	0	4 ^{FL}	10	12	0	4	DNF	-	-	-	-	30	
10	21	Bruno Senna	Mahindra Racing	DNF	0	8	10	DNF	10	DNF	-	-	-	-	28	
11	66	Daniel Abt	Audi Sport ABT	1	1	2 ^{FL}	0	15	3 ^P	DNF	-	-	-	-	22	
12	28	Scott Speed	Andretti	-	-	-	-	18	DNF	0	-	-	-	-	18	
13	27	Franck Montagny	Andretti	18	DSQ	-	-	-	-	-	-	-	-	-	18	
14	5	Karun Chandhok	Mahindra Racing	10	8	0	DNF	0	0	0	-	-	-	-	18	
15	6	Oriol Servià	Dragon Racing	6	6	2	2	-	-	-	-	-	-	-	16	
16	88	Charles Pic	NEXTEV TCR	12	-	-	-	0	0	4	-	-	-	-	16	
17	10	Jarno Trulli	Trulli	DNF	0	12	DNF	0	DNF	0	-	-	-	-	12	
18	30	Stéphane Sarrazin	Venturi	2	0	DNF	1	DNF	1	6	-	-	-	-	10	
19	6	Loic Duval	Dragon Racing	-	-	-	-	6	2	DNF	-	-	-	-	8	
20	23	Nick Heidfeld	Venturi	0	EXC	1	4	0	0	1	-	-	-	-	6	
21	55	Takuma Sato	Amlin Aguri	DNF ^{FL}	-	-	-	-	-	-	-	-	-	-	2	
22	77	Salvador Duran	Amlin Aguri	-	-	0	EXC	1	DNF	DNF	-	-	-	-	1	
23	88	Ho-Pin Tung	NEXTEV TCR	0	0	-	0	-	-	-	-	-	-	-	0	
24	88	Antonio Garcia	NEXTEV TCR	-	-	0	-	-	-	-	-	-	-	-	0	
25	18	Michela Cerruti	Trulli	0	DNF	0	DNF	-	-	-	-	-	-	-	0	
26	28	Marco Andretti	Andretti	-	-	-	0	-	-	-	-	-	-	-	0	
27	18	Vitantonio Liuzzi	Trulli	-	-	-	-	0	0	DNF	-	-	-	-	0	
28	28	Matthew Brabham	Andretti	-	0	DNF	-	-	-	-	-	-	-	-	0	
29	77	Katherine Legge	Amlin Aguri	0	0	-	-	-	-	-	-	-	-	-	0	



TEAM STANDINGS

AFTER ROUND 7 OF 11

PHOTO CREDIT | FIA FORMULA E

POS	TEAM	🇨🇳	🇲🇾	🇲🇪	🇮🇹	🇺🇸	🇫🇷	🇩🇪	🇨🇳	🇩🇪	🇮🇹	🇺🇸	🇫🇷	TOTAL
		R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11		
01	e.dams-Renault	3	30	31	21	25	14	36	-	-	-	-	160	
02	Audi Sport ABT	26	19	17	0	17	18	18	-	-	-	-	115	
03	Virgin Racing	15	29	10	20	4	4	12	-	-	-	-	94	
04	NEXTEV TCR	4	0	18	15	12	25	19	-	-	-	-	93	
05	Andretti Formula E	30	0	3	8	21	18	2	-	-	-	-	82	
06	Dragon Racing	14	16	6	2	18	10	10	-	-	-	-	76	
07	Amlin Aguri	2	4	0	25	9	6	2	-	-	-	-	48	
08	Mahindra Racing	10	8	8	10	0	10	0	-	-	-	-	46	
09	Venturi	2	0	1	5	0	1	7	-	-	-	-	16	
10	Trulli	0	0	12	0	0	0	0	-	-	-	-	12	



PROS AND CONS

PETIT MONACO

PHOTO CREDIT | FIA FORMULA E MEDIA



PROS

While some have expressed the opinion that Formula E should have raced on the full Monte Carlo street circuit, I believe that they made the correct decision in racing on the shorter version, the so called „Petit Monaco“. While the first corner should be looked at for next season, as it was directly responsible for the large pile-up we saw, the rest of the circuit flowed well and the new Harbour Hairpin of turn 3 proved to be a great addition to the circuit, as well as providing multiple overtaking moves.

The fact is, Formula E cars are still evolving technology, so running on full-length tracks would both a) use up battery life very quickly and b) allow direct lap-time comparisons to other series, which could put Formula E in a bad light as the cars are currently not as quick as other contemporary series.

However, Formula E is not currently about being quick - it is about developing this new technology, and running on short layouts such as this means we get close races of a good length, given the current technical limitations. Formula E is also a fan-friendly series, and running on shorter circuits means the spectators at the track get to see the cars come past them more times per race, as a short track equals more laps. This is great for attracting new Formula E fans, as it is much more of a spectacle to see the cars come past 47 times in an hour rather than half that many.

CONS

I do in fact believe that Formula E made the right decision with racing on the shorter Monaco layout as they needed to gain some experience in the Principality and it was a good way to once again state the message: Formula E has its own ways. But for next year the series should definitely think about a few changes.

Everybody had really high hopes for the Formula E race in Monte Carlo and the city is the epitome of tradition and prestige in motorsport. Yet it has been the least eventful race in the young history of the sport. We are talking about excitement on a high level here, yet it has been a bit of a disappointment to only see a handful of overtaking manoeuvres. Of course a track as tight as Monte Carlo can not offer as many good overtaking spots as some of the other tracks we have raced on so far but the longer variation of the track might have made the race a bit more exciting. What definitely needs changing is the second turn. Drivers were using it as an effective overtaking spot during the start yet the view into the corner was so bad that some drivers could not avoid to crash into the already stranded Daniel Abt who already became a victim of the tightness of the track in that corner when he was battling with Prost. Formula E should consider either changing that corner specifically or taking on the fight with other series and race on the Grand Prix track next year.

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FORMULA E SOCIAL MEDIA ANALYSIS

PART V: VENTURI/ VIRGIN RACING

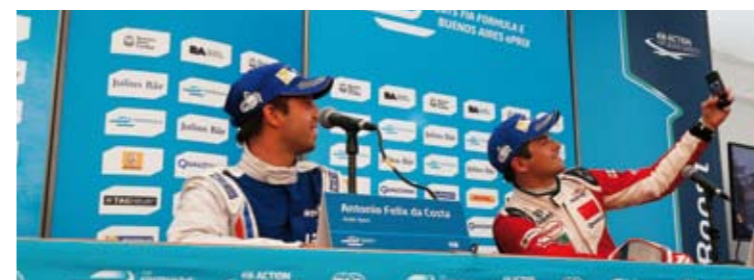
PHOTO CREDIT | FIA FORMULA E MEDIA, TWITTER

As we have already discussed, Social Media is a core element of the PR concept of Formula E. A big part of it is interaction with the fans, made possible by embracing modern technology and using social media to connect the paddock with the rest of the world. Of course, not only the series itself makes good use of all available opportunities. The Formula E teams have also taken to the internet to connect with fans all over the world and allow them to participate.

Much has been written about the involvement of social media in Formula E's marketing and PR strategies. However, the activities of teams, which in fact play an elementary part in promoting and allowing fans close contact with the series, have not received as much attention. Therefore, ERN has decided to take a closer look at the social media use of the Formula E teams.

In this new series, we will examine their activities, rate their social media appearance, and give you a detailed analysis. Firstly, we have asked ourselves: What makes a good and successful social media profile? What do we want to see on a team's profile? Since its far reach and fast communication are big advantages of social media, we want to be kept up to date with the latest news and developments. In addition, we do not only want to be informed, we also wish to see unique content that is not available in other media and follow the action as closely as possible. With all technical means available nowadays, we are not satisfied with only written articles, we are expecting pictures, videos, information and entertainment through different types of media. Last but not least on our wish list, another big part of social media is the chance to create interaction: We want to participate, voice our opinions and have them heard, and be rewarded for our support.

We will analyse how the different teams fulfil these criteria, and rate their social media appearance accordingly: Up to 5 points will be awarded for each objective, depending on how well it is achieved. The number of reached points will be summed up for a total score so that teams can be compared and ranked easily.



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CRITERIA

Activity

We will examine how often teams tweet, and take a look at the live coverage during race weekends.

Own Tweets vs. Retweets vs. Replies

Original tweets are of great importance to us, but Twitter is not just all about publishing. Therefore we are looking for a good balance between own tweets and interaction.

Wide range of topics

We do not want to read only news articles. We want to be informed, but also entertained. We do not want only facts. We want to get a sneak peek behind the scenes and follow the action as closely as possible.

Interaction

We will take a look at how often teams interact with their fans, and in which different ways.

Multimedia

After examining the content, we also check how it is presented: Is it mainly text, or are more types of media like images and video used as well?

Unique content

As it is extremely important to stand out, we will also pay attention to unique and special approaches of the teams.



The Monegasque racing team is among the more withdrawn and quiet teams on Twitter and active only there and on Facebook. Unlike other teams, Venturi seems to focus more on local fans, tweeting and posting often in French and providing news as well as information about various team-related events in the area.

Activity: 1/5

The team offers no live race coverage, but despite that, they manage to score the second-highest amount of tweets per day with 9.8. However, quantity does not mean quality

Own Tweets vs. Retweets vs. Replies: 1/5

56% of replies are quite a heavy amount, and 30% of retweets are not to be sneezed at either. However, own content is falling by the wayside with only 14% of total tweets. Most of the interaction is with circuits, news outlets, journalists, and Venturi Cars.

Variation of content: 2/5

A lot of the content is promotion: Be it Fanboost, news, or PR activities in and around Monaco, you'll find all of it right there on your feed if you follow Venturi. But if you want to get more information about the drivers or everyday life at the race track, look somewhere else.

Interaction: 1/5

Interaction takes place with journalists, circuits, media... not so much with fans. They jumped on the bandwagon of offering the chance to win VIP paddock passes for a Fanboost vote, though, so that's netting them at least a point for trying.

Multimedia: 2/5

Seemingly half the content is Fanboost promotion, and the other half is news. Actual pictures of drivers, team, or tracks are quite rare, though lately the team allowed us to follow the construction of the Monaco ePrix track which was quite interesting to see.

Unique features: 0/5

There is little own content to begin with, and the most original feature may be the heavy use of French. On Venturi's website are links to an app however, they do not show up in either the Apple store or the Google Play store.

Conclusion: 7/30

If you live anywhere near Monaco, this Venturi's Twitter is going to be of interest for you: You won't miss a chance to get close to the team at their PR events. If you're not a local however, the account will not be very appealing. Formula E offers so many ways to engage fans through social media, and sadly, Venturi makes hardly and use of that.



Popular on Twitter and among the accounts with the most followers, Virgin contributes a lot to the good atmosphere in social media with their light-hearted and easy-going attitude. In terms of cheeky banter, Virgin is in no way inferior to the other popular teams.

Activity: 5/5

5.4 tweets per day is a decent number to not lose track of things. The team does live tweeting of races in a way that is both entertaining and informative.

Own Tweets vs. Retweets vs. Replies: 5/5

Here, Virgin has a good balance as well: 52% of own content versus 24% each of replies and retweets make sure the team provides both information and communication. Most of the replies are to fans and rival teams Abt and Amlin, while the retweets are more about information and come from news outlets, drivers, the Formula E account, as well as team owner and sponsors.

Variation of content: 4/5

Bits and pieces from behind the scenes, lots of pictures, live tweeting... the only thing to improve would be more information and interviews with the drivers.

Interaction: 4/5

Along with Amlin, Andretti, and Abt, Virgin is king of this discipline. You can hardly ask for more... except maybe a few more competitions and giveaways?

Multimedia: 4/5

the team provides almost everything you need from lots of pictures to a couple of videos. The only thing missing would be more articles and interviews

Unique features: 1/5

As brilliant as Virgin has been in the other categories, this is their one big flaw: While Virgin has made a name for itself on Twitter and is popular with fans, it lacks a truly unique touch.

Conclusion: 23/30

Virgin is among the most popular teams, and that with good reason. There is little left to wish for.

ON THE ROAD TO REDEMPTION

NELSON PIQUET JR. IN PORTRAIT

PHOTO CREDIT | FIA FORMULA E MEDIA

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Seven years ago, Nelson Piquet Jr was a top F1 prospect, having signed to drive for Renault alongside Fernando Alonso. One and a half years later, after the infamous „Crashgate“, he was on the motorsport scrapheap. Now, after years of rebuilding his reputation in the US, Piquet is taking Formula E by storm.





Born in Heidelberg, Germany in 1985, Piquet Jr is the son of three-time F1 world champion Nelson Piquet. After spending his early years in Monaco with his Dutch mother, he moved to Brazil as an eight-year-old. This is when his karting career began, and it would last until 2001 when he made the step up to cars. Piquet Jr was fortunate that his father set up a team for him when he entered South American Formula 3. After participating in a part-season in 2001, scoring a debut win in cars, he would return for a full title assault in 2002 and was successful - taking the title after 13 wins in 17 races. In 2003, he and the Piquet Sports team would move to the UK in order to compete in British Formula 3. His first season in Britain would yield a 3rd place in the championship with 6 wins. He also finished 2nd in the F3 Masters of Zandvoort, and 3rd in the F3 Korea Super Prix. 2004 saw Nelsinho stay in British F3 to try and win the championship. And he did exactly that, again winning 6 races on his way to the title. 2005 saw him move into the new GP2 Series, F1's premier feeder championship, again with Piquet Sports - this time in association with Hitech Racing. He would eventually finish 8th behind the likes of Nico Rosberg and current Formula E competitor Scott Speed, scoring one win. The winter of 2005/06 also saw him competing in the new A1GP World Cup of Motorsport series for Brazil. He took a stunning double victory in the inaugural round at Brands Hatch, however would

never repeat this feat and the team would finish 6th in the standings, with Piquet competing in 14 races. In 2006 he would focus on trying to take the GP2 crown in his 2nd year, however after a long and thrilling title fight against Lewis Hamilton, he would lose out to the Brit and finish 2nd with 4 wins. He also competed in the Le Mans 24 Hours during 2006. In the off-season, he received his first big break in F1, being named as Renault's test and reserve driver for the 2007 season.

After a year on the sidelines, Piquet Jr was installed as Fernando Alonso's team-mate for 2008. He made his Grand Prix debut in Australia, retiring after a collision, and struggled during the year. Piquet Jr collected points on five occasions, with one podium coming in his birth country of Germany. In Singapore, his crash led to a favourable safety car that helped team-mate Alonso win the race. At the time, this seemed coincidental. He was re-signed for 2009 - however his performances did not improve, and he



in fact did not score a single point by the mid-point of the season, the Hungarian Grand Prix, after which Renault released him from his contract. Shortly after being released, Piquet Jr revealed to the FIA that his crash in Singapore the previous year had, in fact, been deliberate, having been asked to by team bosses Flavio Briatore and Pat Symonds. After these revelations, the chance of Piquet Jr being back on an international stage seemed slim. He would move to the United States in 2010, signing up to compete in selected races in the NASCAR Camping World Truck Series as well as the NASCAR Nationwide Series - the organisation's 2nd tier championship behind the Sprint Cup. After a couple of races in 2010, 2011 saw him compete in a full Truck Series campaign, finishing 10th in the standings. He stayed put for 2012, moving up to 7th in the final rankings. He also competed in two Nationwide Series races in 2012, winning one.

A full-time Nationwide Series deal followed for 2013, where he finished 12th in the standings. He also competed in the Global RallyCross Championship for the first time, driving in four events with a best result of 10th. In 2014, he would do a solitary NASCAR Sprint Cup race as well as a Blancpain Sprint Series campaign, however his main commitment was Global RallyCross, where he finished 4th in the championship.

In the autumn of 2014, he tested for China Racing at Donington Park, and was confirmed to be one of their drivers for the inaugural Formula E campaign. This saw Piquet Jr finally return to the international stage after many years away. His first race weekend in Beijing saw him put in an impressive performance considering how long it was since he last raced a single seater, pulling off numerous overtaking moves and finishing 8th. Putrajaya was unlucky for Piquet Jr, put into the wall by Jarno Trulli as he tried to pass the Italian. Since Putrajaya, he has finished in the points in all five races, while reaching the podium in four of them. 2nd in Punta



del Este and 3rd in Buenos Aires ensured a successful South American trip, while 5th with fastest lap followed in Miami. Long Beach was the perfect race - starting 3rd, he took the lead at the first corner after a lightning start and never looked back, winning in a totally dominant fashion. He was 3rd once more in Monaco. He now finds himself second in the championship, just four points behind fellow Brazilian Lucas di Grassi. If he keeps up his pace and consistency, Piquet Jr's road to redemption could very well end with the inaugural Formula E crown. ■



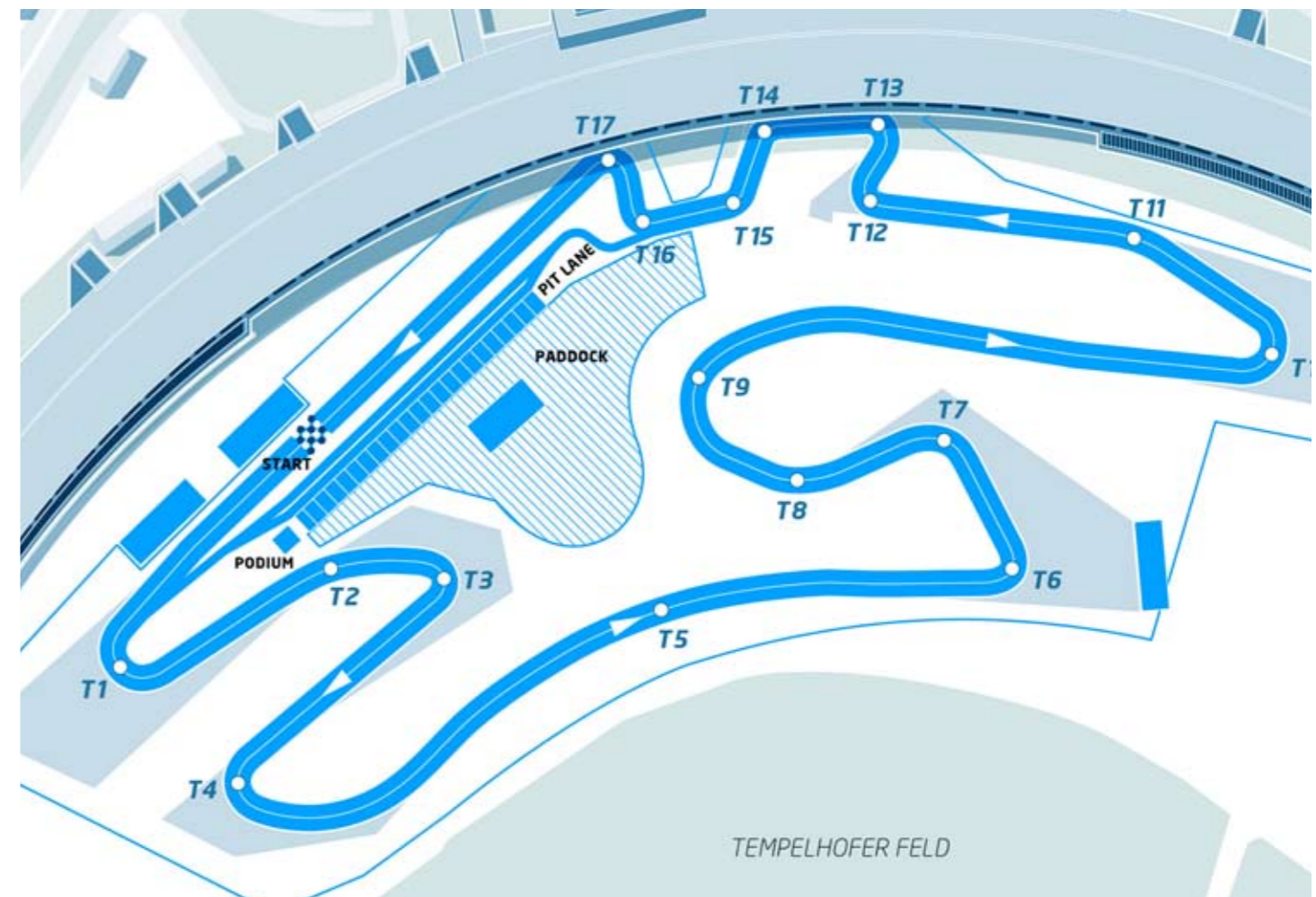
EPRIX VIEW: BERLIN

ALL YOU NEED TO KNOW ABOUT THE BERLIN ePRIX

PHOTO CREDIT | FIA FORMULA E MEDIA, LORINA-ART

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Running on the apron and disused runways of the now-closed Tempelhof Airport, the Berlin ePrix circuit will be the first and only track in the inaugural Formula E campaign to run at an airport. This will therefore provide a different challenge to drivers and teams than the city streets that make up the majority of the calendar, as this flat circuit lacks the elevation changes of other circuits but will require a car set up well for tight, twisty corners. The track is 2.5km and totals 17 turns.

The relatively long start-finish straight runs next to the old airport terminal building, with the cars then braking for turn 1 which is a left-handed hairpin, with the pit exit joining the track on the run down to this corner. Turn 2 is a right-handed kink before a tight right hander at turn 3. A short straight follows before the left hander of turn 4, which widens on the exit.

The track then curves to the right with the flat-out turn 5, as the cars race past the Tempelhofer Feld - Berlin's largest public park - on the right hand side. A hard braking zone follows with the cars going left through turn 6, before another left hander at turn 7 following shortly afterwards. The double-apex right hander of turns 8 and 9 looks to be one of the most challenging sections of the circuit, as a bad exit from turn 8 could compromise entry into turn 9. Turn 10 will be one of the tightest turns on the circuit, a left-handed hairpin in front of one of the spectator grandstands. A left kink at turn 11 follows before the run down to turns 12 and 13, a right-left complex that take the cars under the terminal building apron for a short while. Two more chicanes follow - the left-right of turns 14 and 15 take the cars back into the daylight, before the right-left of turns 16 and 17 take them under the apron once more. The pit entry is located at turn 16. The cars then accelerate out of turn 17 and back across the start-finish line.



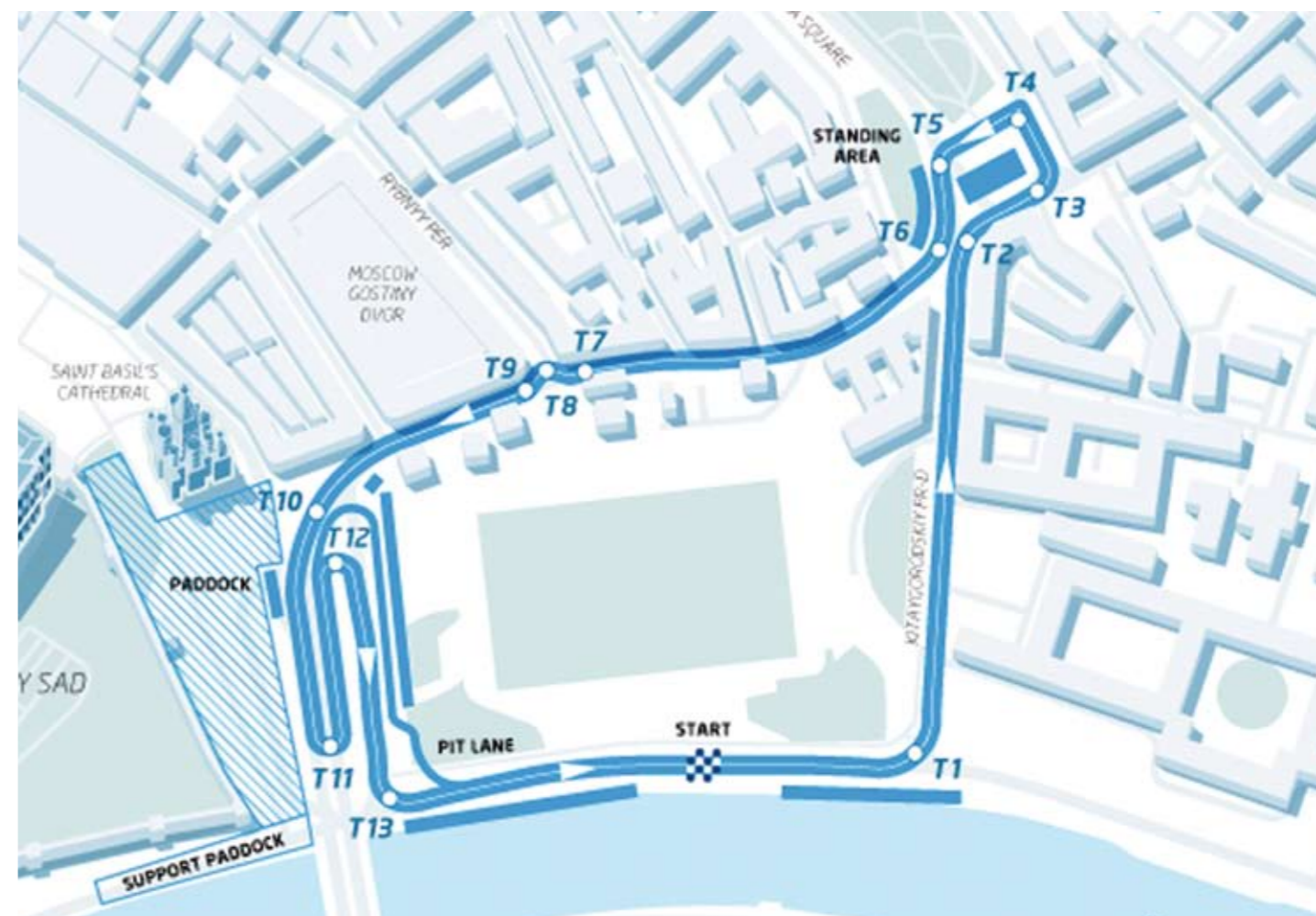
EPRIX VIEW: MOSCOW

ALL YOU NEED TO KNOW ABOUT THE MOSCOW EPRIX

PHOTO CREDIT | FIA FORMULA E MEDIA, HELEN GRISTENKO

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The Moscow ePrix circuit will certainly be one of the most visually stunning on the inaugural Formula E schedule, passing some of the Russian capital's most famous landmarks. The 2.39km circuit is made up of 13 turns, running anti-clockwise through the streets of Moscow's city centre.

The start finish straight runs down the Moskvorerskaya Embankment alongside the Moskva River. Turn 1 is a wide left hander that takes the cars onto Kitaygorodskiy pr-d, towards Staraya Square. Five corners in quick succession follow, with a right-hander at turn 2 followed by three left-handers at turns 3, 4 and 5. The track then doubles back on itself with the left-hander at turn 6, which runs parallel to the second corner.

A long, curved straight follows as the cars drive down ul. Varvarka, with the track kinking first right and then left. A right-left-right complex follows at turns 7-9, in front of Moscow Gostiny Dvor, which occupies a large portion of the old merchant district. The track then curves left in front of the spectacular Saint Basil's Cathedral, with the famous Red Square behind.

Two hairpins then follow - the first of these is the left-hander of turn 11, with the Kremlin - the official residence of the Russian president Vladimir Putin - in the background. The right-handed turn 12 follows, with the pit entry on the left hand side of the turn. After a short straight, the final corner follows, with the left hander at turn 13. The pit exit emerges on the left hand side of the track as the cars come back onto the start-finish straight to complete a lap in Moscow.



DO YOU REMEMBER...?

WHEN JARNO TRULLI WON IN MONACO

PHOTO CREDIT | FIA FORMULA E MEDIA

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In this feature we take you back to memorable moments in Formula E, exciting races the impressive drivers of the series showed in the past and the most amazing memories of the teams. This month: Jarno Trulli winning in Monaco.

The inaugural Monaco ePrix may not have gone to plan for Trulli Formula E driver-owner Jarno Trulli, finishing just outside the points in 11th place, however back in 2004 the Italian scored his one and only Formula 1 victory on these very streets, in the Monaco Grand Prix.

At the time, Trulli was driving for the Renault team, alongside young sensation Fernando Alonso - who had already taken his maiden Grand Prix victory in Hungary the previous year. Known for his single lap pace and also his car control, Trulli put in a fantastic lap to take pole position around the streets of the Principality, at the time the fastest lap ever recorded on the circuit. It was also his first career pole. Ralf Schumacher qualified 12th but dropped 10 places due to an engine change, so Jenson Button - still in F1 now, eleven years later - joined Trulli on the front row. Next up were Trulli's team-mate Fernando Alonso and Ferrari's Michael Schumacher, who had won all five races to start the season and was going for his fifth world title in a row, and seventh overall.

After two aborted starts, the race got underway, with Alonso leapfrogging Button into second place. Drama hit after a few laps, with Takuma Sato's engine exploding - the future Formula E driver would be forced to retire. Giancarlo Fisichella and David Coulthard were also both out after contact. After a safety car period, the restart followed, which saw Alonso pressure team-mate Trulli strongly for the lead.

However, while trying to lap Ralf Schumacher, Alonso crashed while off-line in the tunnel. He blamed the younger Schumacher for the incident, claiming Ralf was driving dangerously. The subsequent safety car allowed all the front-runners except Michael Schumacher and Juan-Pablo Montoya - who was a lap down - to pit. More drama would follow soon after, as Schumacher slowed suddenly in the tunnel behind the safety car and was clouted



from behind by Montoya. The German's car spun into the barriers, ending his race as well as the chance of a sixth consecutive victory. After the restart, Trulli would have to hold off both Button and Ferrari's Rubens Barrichello, with these three drivers lapping the entire field in a very strung-out race. Barrichello had to pit with 22 laps left, ending any chances of victory, but Button in the BAR-Honda continued to push right to the very end. However, Monaco's reputation for being very tough to overtake on proved to be true on this occasion, as the British driver was unable to pass Trulli by the end of the race.

Jarno Trulli came across the line to win his first Grand Prix by just 0.497 seconds ahead of Jenson Button, following an imperious drive in which he had to contend with multiple safety car periods as well as the sustained challenge of Button behind. While he would score more podiums in his F1 career, this was Trulli's one and only Grand Prix victory. After the race, he hailed a „faultless weekend“ and said the win came at the „best race“ in Monaco.

Now, Trulli is a driver and owner in Formula E, also looking for his inaugural victory in this new category. While it didn't work out on the Monaco ePrix, don't count the savvy veteran out of a victory later in the season... ■

SPARKING THE NEXT MONTH

THE NEXT ISSUE OF eNEWS WILL TAKE A LOOK AT HOW BIG THE IMPACT OF FORMULA E REALLY IS IN OUR „VIVA LA REVOLUTION“-SPECIAL. FURTHERMORE WE INTRODUCE YOU TO THE MAN BEHIND FORMULA E: ALEJANDRO AGAG. BUT THERE IS MUCH MORE CONTENT TO LOOK FORWARD TO, ESPECIALLY OUR IN-DEPTH COVERAGE OF THE BERLIN AND MOSCOW ePRIX. ■



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