



Sunday press conference

After an action-packed Canadian Grand Prix the post-race press conference played host to a first-time F1 winner.

Present were Daniel Ricciardo (Red Bull), Nico Rosberg (Mercedes), and Sebastian Vettel (Red Bull).

Q: Daniel, what a race. I've been really suffering in the last laps with you. Tell us about this first win.

Daniel RICCIARDO: Yeah, I'm still a bit in shock. Thanks everyone. This is ridiculous! Lots of Aussie flags, that's nice. The race really came to life in the last 15 to 20 laps. We saw Hamilton had a problem and then we saw Rosberg was slow on the straights. I was really struggling to get past Perez. They had a pretty good car on the straights and he was holding me off well in the corners. We finally got a run out of the last chicane and made a nice move into turn and then set my sights on Nico and then a couple of laps to go just found myself in the right spot to get the DRS. It's just an amazing feeling right now, I'm really grateful for this. Thanks everyone.

Q: Nico, at the start and the beginning of the race it looked like you really had the speed and then you were fighting a lot with your team-mate. Tell us about the beginning.

Nico ROSBERG: Yeah it was a big battle all the way. Already on the start I didn't have the best getaway but I got better through turn one, so I managed to keep the lead through turn one and from then on it was a big battle all the way through. Managed to stay ahead until the second pit stop and we had a problem in the pit stop and I think that's the main thing. I dropped behind as a result. From then on I didn't really know what was going on because I lost a lot of power so very slow down the straights, so just trying to hang on, trying to put qualifying laps all the time but it didn't quite work out against Ricciardo, against Daniel.

Q: Sebastian, when Mark Webber left you had such a nice guy coming in your team. What did you think?

Sebastian VETTEL: Well, he's still a nice guy! Congratulations to him, first of all, it's his day. Obviously, as he touched on, the race really came alive towards the end, it came to us. Obviously a big help from Mercedes this weekend, unlike all the other weekends, but we were there to capitalise. It was difficult for us all the time, being stuck behind the Force Indias. First I was stuck behind Nico Hulkenberg and Daniel was stuck behind Perez. We were just not quick enough down the straights. We just lacked power. It obviously didn't help our strategy. Still, it's a very positive day, Daniel's first win here, a first win for Renault in this new era of engines. They had a very good comeback but as we saw there is still plenty of work ahead of us as the Mercedes were quite a bit quicker than us down the straights but all in all a very good day and once again congrats to Daniel.

Q: Daniel, now we go to a new track. It's going to be let's say your home track, so what do you expect on this new circuit and are you happy?

DR: Yeah, very excited for the next race, it's going to be a home race for Red Bull and if Seb and I can stand on the podium again I think it will be awesome. It'll be great, they've done a lot of work there at the track. I think the facilities are going to be awesome. Yeah, it's just a couple of weeks away and I'm sure it's going to be a great weekend.

Q: Daniel you started and you've just joined a very exclusive club of men who've won a Formula One grand prix. How does that feel?

DR: Yeah, really nice. It's still a bit surreal but yeah, just really cool. It's not that we were leading the whole race, so it's not that I had time to understand that I was going to win, it all happened in the last few laps, so I think that's why it's still taking a while to comprehend in my head. But really nice, a really good feeling. The race came to life at the end. Mercedes had their issues and it enable us to close on them. We had a good fight with Perez and we were really struggling to pass them. They had, as we know, a really strong car down the straight and it was doing a good job through the corners as well to keep me behind. But then out of the last chicane I got a really good run on him and made the move stick in turns one and two. I was close to overshooting it, dropped a couple of wheels in the grass but it was fine and then Nico in the closing stages. Really, really nice. I wasn't sure if the two drivers on the last lap were OK, so I just wanted to make sure they were cool before we got celebrating, but I believe they're fine so really, really happy with the result.

Q: Very, very well done. Nico, as Daniel was just saying, Mercedes had some issues today. Your team-mate retired, so you've extended your championship lead to, I believe, 22 points. But you had quite a bit to deal with judging by the way your pace dropped off very suddenly: brake issues we heard, also managing fuel. How hard was that for you?

NR: What happened was that I lost the ERS and when you lose ERS then it doesn't harvest anymore and then all the braking on the rear is being done by the brakes and then the rear brakes overheated. So it was one problem and then the next problem happened. That just made it massively difficult. I needed to cool the brakes a lot, I lost a lot of power on the straights. At the same time, taking those things into consideration, I was just pushing flat out, qualifying laps, one after another and managing to stay ahead of that pack behind me until two laps from the end. From that point of view it was a very good result and lots of points. Congratulations of course also to Daniel. Fantastic to get the first win. That's great for him. Not great for me but anyways! We need to keep pushing of course; some reliability problems and we need to make sure that we're bulletproof.

Q: Sebastian, you said on the radio that you wanted to try something on the strategy. You were getting a bit frustrated, not surprisingly, behind the Force Indias. Tell us about that and also your view of the accident at the end. We've just replayed it here and they missed you by 1.5 metres maybe.

SV: Yeah, as I said obviously from lap 20 onwards probably, I don't know, after the first stop, a couple of laps to go until I caught Nico, the first Force India, basically my race was over. I couldn't get past. As we saw, until the end there was no way to get past for us down the straights. The Mercedes-powered cars were just too quick. Equally we were in trouble defending to the Williams behind. Basically I was asking to do something with strategy, which I think was possible. On the pit wall they have a much better overview but in my case they didn't really help me to create something different and to use the pace we clearly had. So in the end I pitted and also lost a position to Daniel. At the very end I was lucky to capitalise on Perez's brake problems, which allowed me to be much closer down the straights and finally make a move stick. But I think you could see even with DRS open and hi, DRS closed, as soon as I pulled out of the tow he was actually gaining down the straights so... It's what we're fighting but I got past him and then into turn one I saw they were very close to each other and I saw something white coming in the mirror and at the last second I reacted and opened the car, basically turned right and Felipe was in the air flying past. Kind of surreal but quite lucky that he didn't hit me in that instance and I saw him just in time.

Q: (Mike Doodson – Auto Action) You mentioned the mistake that Pérez made Daniel – but you were pretty close to him, you must have been planning something. Were there points on the circuit where you felt you could have got past him, in spite of his greater top speed? And were you planning something pretty quickly after what in fact happened?

DR: To be honest I was trying the whole time I was behind him. I was looking for opportunities and, as I said, he was driving well and wasn't making any mistakes and realistically I needed a bit of a mistake from him because they were just getting off the corner so well. But then I think, yeah, he got quite close to Nico and perhaps just overshot the braking a little bit in the last chicane. I managed to just stay with him on the exit, get the tow and use the DRS. I knew we were strong braking into Turn One, we were really quick into there so, yeah, once I had the outside line free I just basically went in and made it work. Yeah, that was the place I wanted to do it – but as I said, I was trying all the time and it was just then that the opportunity came – but I wasn't really holding back!

Q: (Christopher Joseph – Chicane) Daniel, I spoke with Alan Jones once and he said he had to acquire a meaner attitude when he left Australia to race in Europe and in Formula One. What is it you think you've acquired this season that's enabled you to achieve this victory?

DR: I think it's confidence and the more time I spend here, the more comfortable I feel – here being Formula One – and the environment. In any sport a lot of it comes down to belief. If you truly believe in something then you tend to make it work. So, yeah, just a couple of things this year. I knew I'd have a great team behind me and I believed with that I'd be able to get some great results. It's really nice to have the first victory. Yeah.

Q: (Paolo Ianieri – La Gazzetta dello Sport) Were you expecting it to arrive so early at this point in the season – and also, today has been a pretty much big day for Red Bull as it's been revealed Adrian Newey's going to sign for the next few years, even if his involvement is going to be less present in Formula One.

DR: I think it surprised us, yes, because the pace Mercedes has had all year. As we saw they... Obviously I'm still going to take the victory, don't get wrong but they had their issues today which allowed us to really make an attack but it's nice that we capitalised on that. I think it would have been disappointing if they had their issues and they were able to still get the best of us. At least we capitalised when we could. It's nice, the news with Adrian. He's a good guy, so let's try and keep this momentum going. We know we've still got some work to do but really happy for the team today, it's really big points for us in the Constructors' as well. Let's enjoy the moment.

Q: (Livio Oricchio – Universo Online) To Sebastian and to Daniel. Now that Adrian Newey will continue in Red Bull, the previous time it happened you extended your contract Sebastian. Will it interfere in your future in the team? And you, Daniel, as a rising star, if it also influence your decision?

DR: I think I'm still in the very early stage of my Red Bull Racing career. I'm more than happy where I am now, so I'm more than happy where I am now and obviously it's very good news that he stays. I've only just started working with Adrian. We know that the car is strong. We've got a few other areas we can work on but it's good news, so... yeah... I can't see any change happening soon!

Q: Sebastian?

SV: Well, I think my contract's still long enough. I think the only focus is on trying to catch the Mercedes. As Daniel touched on, we know we have a very competitive car but not yet a very competitive package to match them and to beat them regularly. Today, I think we got lucky. Obviously it feels great and it's a great reward for the whole team after such a painful winter and a very difficult start to the season with a lot of problems, to get both cars on the podium and to beat at least one of the Mercedes, I think that's a very, very positive day for us. I'm looking short-term if you ask me about the future right now.

Q: (Chris Medland – Crash.net) Nico, is the emotion for you concern that Red Bull are closing in, is it disappointment at the lost win or is it a positive feeling with the points gained over Lewis today?

NR: Not positive in the end, the overwhelming feeling. It was a very, very difficult day out there today and then to come home second – and I didn't even know that I was second, I only found out afterwards – so that was positive. And extended the Championship lead, which is important, of course, and yes, we are fully aware that Red Bull is still an amazingly strong team and pushing like crazy to catch us. We are well aware of that and we are always concerned and always making sure that our drive remains exactly the same as it was last year when we were half-a-second behind them. We're really pushing to even extend the gap. We're trying to, yeah.

Q: (Dan Knutson – Auto Action and National Speedsport News) Daniel, you've joined your three fellow countrymen as a Grand Prix winner. What does that mean to you as an Australian, to join those guys and to win for your country?

DR: Yeah, it's awesome. It's still sinking in a bit. I'm just really pleased that I was able to – as I said – to really capitalise today on the opportunity. I could see it in front, when Nico was there and Perez was in between us. I was – like – if we can just get Perez, I think we'll be able to make a charge on Nico. Really pleased. Yeah. It's going to take a little bit to sink in but OK, so very proud, great to hear the Aussie anthem. It's been a few years since I won a race, I think 2011, Monaco in World Series or something, so like three years, it's a long time, standing on a top step. It's a feeling I missed a lot.

Q: (Massimo Lopez Pegna – La Gazzetta dello Sport) Nico, this is the first time this year that Mercedes has lost a Grand Prix; especially for you, how disappointed is it to lose on what was basically the last lap?

NR: Well, I didn't know at the time, so at the time, I was actually more pleased... because I saw this huge train of cars behind me and I was pleased that I was managing to stay ahead and OK, one guy got by but I still managed to hold on but then in hindsight, of course, having lost the win, that's very very disappointing, definitely, and also disappointing for us as a team. We have such speed and such a great car, to not win the race and even just finish with one car and come second is hugely disappointing for us, definitely. Our ambition is to finish one-two so we need to make sure that we get back there again next race in Austria.

Q: (Michael Schmidt – Auto, Motor und Sport) Nico, what problem was more difficult to handle: the one that you have lost power or the subsequent brake problems?

NR: Well, the power, once I re-sorted my braking points and everything – because I arrived with so much less speed – so once I sorted out those out, then the power one was actually OK but the brakes, that was more difficult because I also had to run the brake balance forwards, very very far forwards just to use the front much more, so it was just much more difficult with front locking, and to find my way with that. And at the same time I had to do qualifying laps and with the brake balance, I was using the front tyres much too much so that was very challenging.

Q: (Chris Medland – crash.net) Daniel, you said earlier in the season that your first goal was to tick off your first win. You've done that; if you could think ahead, what becomes your next goal now from this point?

DR: I think I'll just enjoy this for now and not look too far ahead. I think this is definitely a moment I should embrace. I'm actually supposed to fly back tonight but I don't know if I want to spend (the night of) my first victory on a plane so I will see what happens.

Q: (Sean Gregory – Globe and Mail) Daniel, I was wondering what it feels like to deliver a home town – home country I guess – Grand Prix for your race engineer, Gavin (Ward).

DR: Yeah, it's really cool. I called him down after we did the podium celebration, I called him down underneath the podium to pour some champagne over him. Gav, my performance engineer is a fellow Canadian, so it's really nice to give him this one here.

Race report

Daniel Ricciardo claimed the first grand prix win of his Formula One career at Montreal's Circuit Gilles Villeneuve on Sunday afternoon, taking the lead in the closing laps of what was an action-packed race of attrition.

The attrition began on the first lap, when Jules Bianchi took out teammate Max Chilton going into Turn Three. The first retirement of Chilton's F1 career took place in a flurry of flying carbon fibre and spilled oil that led to seven laps behind the Safety Car. The Safety Car was out again on the last lap of the race following a Turn One crash between Felipe Massa and Sergio Perez.

Nico Rosberg had held the lead of the Canadian Grand Prix for the bulk of the afternoon, but problems with both brakes and energy store made it an incredibly challenging race for the Mercedes driver, who saw his once huge lead diminished with every passing lap. Despite the troubles with his car, however, Rosberg was able to hold on to second place after being passed by Ricciardo at the hairpin on lap 65.

Not so lucky was Lewis Hamilton, who drove a strong race giving chase to his teammate before being forced to retire on lap 47 thanks to the same braking and energy store issues that affected Rosberg's result. The Briton had looked to be on course to pass his teammate and claim the lead of the Canadian Grand Prix before he began to complain of a loss of power, with the then third-placed Nico Hulkenberg gaining on the Mercedes pair at a rate of two seconds a lap.

Following Hamilton's retirement and Rosberg's loss of power, the final phase of the race took on a nail-biting aspect, with Perez, Ricciardo, Sebastian Vettel, Hulkenberg, and Massa all gaining on the leader. Perez looked to be on course for a possible win and a near-certain podium finish, with the Force India driver only six-tenths behind the Mercedes with twenty laps remaining.

By the time Massa was moved ahead of teammate Valtteri Bottas on lap 57, with the Williams pair trading places at the hairpin, the Brazilian driver looked to be the man to watch. On the hunt in a strong car for the first time in years, Massa was all over the back of Vettel, with the pair dicing wheel to wheel over the course of three laps.

On lap 65, Ricciardo made it past Perez at the hairpin following an error from the Mexican racer, and the Australian was in second place and gaining on Rosberg. It was as the leading pack finished the 68th lap that Ricciardo made it neatly past with a DRS-assisted move, and the stage was set for the first non-Mercedes win of the year. Lap 69 saw Vettel make it past Perez for the final podium position, and it was at Turn One of the final lap that Massa – who was trying to pass Perez for fourth place – put both cars into the wall in what looked like an unfortunate racing incident.

While there were thirteen classified finishers in Montreal, the horrific last lap crash involving Massa and Perez meant that only eleven cars were capable of taking the chequered flag, the lowest number of finishers so far this season. Both Massa and Perez were sent to hospital for checks after the race, and both drivers were later confirmed to have escaped unscathed from the incident.

The steady stream of retirements that characterised Canada's race of attrition saw brake problems and power loss affecting a range of teams, with both Mercedes and Renault power units falling victim to the power-hungry semi-street circuit at the Parc Jean Drapeau.

Canadian Grand Prix – Race result

1. Daniel Ricciardo (Red Bull) 1h39m12.830s
2. Nico Rosberg (Mercedes) + 4.236s
3. Sebastian Vettel (Red Bull) + 5.247s
4. Jenson Button (McLaren) + 11.755s
5. Nico Hulkenberg (Force India) + 12.843s
6. Fernando Alonso (Ferrari) + 14.869s
7. Valtteri Bottas (Williams) + 23.578s
8. Jean-Eric Vergne (Toro Rosso) + 28.026s
9. Kevin Magnussen (McLaren) + 29.254s
10. Kimi Raikkonen (Ferrari) + 53.678s
11. Felipe Massa (Williams) RET
12. Sergio Perez (Force India) RET
13. Adrian Sutil (Sauer) + 1 lap

Esteban Gutierrez (Sauber) RET
Romain Grosjean (Lotus) RET
Daniil Kvyat (Toro Rosso) RET
Lewis Hamilton (Mercedes) RET
Kamui Kobayashi (Caterham) RET
Pastor Maldonado (Lotus) RET
Marcus Ericsson (Caterham) RET
Max Chilton (Marussia) RET
Jules Bianchi (Marussia) RET

Saturday press conference

After a hard-fought qualifying session it was three familiar faces who lined up at the press conference.

Present were Nico Rosberg (Mercedes), Lewis Hamilton (Mercedes), and Sebastian Vettel (Red Bull).

Q: Nico, your first pole here in Montreal and given Lewis' record here over the years you must be delighted.

Nico ROSBERG: I'm not really aware of Lewis' record or something but of course I know it's a track where he's very strong at, so all the more I'm very, very happy that it worked out. It's great. It's been a fantastic day and also all through the weekend really progressing all the time, getting stronger and stronger. It's really cool and best position for tomorrow of course.

Q: It's been very close all weekend of course, but Lewis did have the upper hand going into qualifying. Where did you find the difference today?

NR: It's just working at it all the time: looking at data, working with my engineers, trying to just improve the set-up, trying to understand what are the areas where I can do better. It's really just an onward process and it's great that it worked out.

Q: Lewis, you were behind on the first runs in Q3 and then on your final run it looked like you lost time in the middle sector. Can you tell us what happened?

Lewis HAMILTON: Not particularly. Nico did a fantastic job today, so congratulations to him. Just wasn't the greatest qualifying session this; sometimes you have good ones, sometimes you have bad ones. But it's great for the team that we have got the 1-2 in quali. A really fantastic performance by the team, so let's hope we can make history tomorrow.

Q: Well, it's seven one hundredths of a second only the difference between you today. Can we expect a similarly close battle in the race tomorrow?

LH: I would assume so, yeah.

Q: Thank you for that. Sebastian, a great final lap, you saved your best until last?

Sebastian VETTEL: Yeah, indeed. The start of the last lap wasn't great. I still didn't manage to get that first sector right, the first two corners I didn't get along very well with today. After that I tried to take more risk and it worked, so sector two was very good through the two kind of chicanes, especially the second one; I found a significantly better line and more time compared to previous runs and kept it together until the end. So, all in all, a very good result. I think it was the maximum we could do, very close with the people behind, obviously half a second to the Mercedes in front, but yeah, I think four cars were within five or six hundredths of a second, so obviously I'm happy to be the quickest one of those.

Q: Obviously you won here last year, like you say the margin to Mercedes is big but you've got the Williams to contend with tomorrow. What are your thoughts on prospects for the race?

SV: We'll see. It's a long race here. Strategy I think could be a bit of a surprise, so we'll have to wait and see what happens. But as you touched on Williams is very, very strong here. They have a very, very quick down the straights. Generally the Mercedes-powered cars are looking forward to the straight lines tomorrow. I'll try to obviously stay as close as I can to those two, maybe get some tow and do the best I can. If we have a chance to attack them then we should go for it.

Q: Coming back to you Nico, again same as in Monaco you had the advantage after the first run in Q3. Can you talk about the confidence that gives you going into your final run, knowing that you're in that position: that you've got the pole and it's up to the other guy to take it off you?

NR: Of course that helps a lot because I have a banker in and that's a big advantage to have, definitely. That was also a benefit.

Q: So Nico, the word you used in Monaco was momentum: you stopped Lewis' momentum there and you've carried that on here. Now you've got the momentum. Can you talk about that and how you take that forward into tomorrow's grand prix?

NR: Well, it's just that little bit extra when you have the result, when I have that result behind my back and I know I've come here knowing that I've won the last race. It just helps a bit. Lewis obviously had that winning streak and to bring that to an end was important.

Q: Lewis, you talked about the importance of pole position here in Montreal. How do you see it? On the one hand it looks like an easy track to overtake on but from where you are now, you thinking about that for tomorrow, how important to you in your mind is not being on pole?

LH: Yeah, it's not that easy, especially with Nico being so fast, so overtaking is going to be very difficult, to overtake the same car as mine – especially when we're so close in pace. So, we'll do what I can but, of course, the thing tomorrow is to try to make sure we get as many points as we can.

Q: Sebastian, can you talk a little about the improvements that Red Bull have bought here this weekend – obviously we heard something about Renault giving you a bit more power – and how you feel all of that has contributed to you being here now.

SV: Well, honestly I don't know where the Renault talk comes from but I think as far as we're concerned, yeah, we always obviously try to improve but we didn't have any major steps for here. Regarding the car, obviously you run a little less downforce around here, which I think is obvious and probably the same for everyone. And... yeah... we brought some bits, other than a different downforce package as well, which seemed to work – but obviously we're fighting a very big gap and it's difficult to close it in one go.

Q: (Dan Knutson – Auto Action / National Speedsport News) Seb, following on from that last question, how about you, yourself? Do you think maybe you've made a step getting more used to driving these cars?

SV: Well, I think you always try to work on yourself. Obviously if you look at the record so far I didn't have the smoothest races, so it's good to have a more or less clean Friday and a clean Saturday today. So, hopefully, fingers crossed, we'll have a clean race tomorrow. But I'm confident, always confident that when I step in the car that it is good enough to make it – so we'll have to wait and see. In terms of fighting with the car, I'm still not where I want to be, still not yet behaving the way that I probably prefer but, then again, you still try to get the maximum out of the car and that's normal. It's not like last year always I was stepping into a dream car and everything was smooth and perfect – I had to work very hard as well. So, this year, obviously, yeah, we're not yet tickling the right spots, probably.

Q: (Pierre Durocher – Montreal Journal) I would like to ask each driver about the fact that they announced earlier today a new deal to keep the race in Montreal for the next ten years.

NR: It's great because Montreal is one of the best races in the year, for all of us, I think. It's a great track, the fans are fantastic, so enthusiastic so I'm very happy and I'm sure everybody is, that we're going to be coming here a lot more often in the future.

LH: Yeah, I second that. It's one of the best races of the year but mostly the fans here are just, again, some of the best that we get to see. They really make the atmosphere and the city is incredible, great food, we enjoy coming here so I'm grateful that that's been done so hopefully we get to race here many more times.

SV: Yeah, I think it's great. I think it's one of those places... one of the few places in the calendar where the whole city really parties all weekend long and embraces the Grand Prix so really appreciates the Grand Prix being here and obviously for us that's a great feeling. You stand on the grid tomorrow and you have so many fans during the drivers' parade but also when you race you see full grandstands and it just makes your job extra special.

Q: (Paolo Ianieri – La Gazzetta dello Sport) Sebastian, is this third position a surprise to you, were you expecting to make it, looking also at the problems you had yesterday?

SV: Well, I think it was very very tight, you have to say that. I think between third and sixth there wasn't much so obviously I'm happy I got the last lap right and it was just good enough. Obviously it's quite good to start third, right behind the Mercedes so we will see what we can do from there in the race but I think it was kind of expected that it would be a tough battle for third. It was probably not yet clear yesterday but the contenders were already on the list, with Red Bull, with us, with Williams and the Ferraris.

Q: (Livio Oricchio – Universo On-Line) Lewis, you lost a lot of time in the second part of the track with your last set of tyres. Do you think you lost your pole position there and what happened?

LH: In the middle sector? I went wide a couple of times in turn six and then turn eight but Nico just did a better job today so I need to work hard to make sure I do better tomorrow.

Q: (Jordan Irvine – Nextgen-Auto.com) Sebastian, in 2009 when Brawn seemed to be running away with the championship, Red Bull were able to catch up and challenge in the latter half of the season. This year, is Red Bull able to develop a car that can not only catch up Mercedes but actually in your opinion beat them on regular occasions to put you back in the fight for the

championship?

SV: Well, you don't have to be a genius to beat them. You need to be faster than them on the track and to beat them in the championship, you need to consistently score more points than them so right now we're struggling to do that. You didn't have to follow much... obviously they've been very dominant in the first couple of races, winning all of them so we are working very hard, completely motivated and we have a strong belief in ourselves. I think that's the reason why we've been so successful the last couple of years, so rest assured we won't give up.

Q: (Massimo Lopez Pegna - La Gazzetta dello Sport) Lewis and Nico: seeing the results today, do you predict for tomorrow that the race will be decided between the two of you or can you see somebody else maybe giving you trouble?

NR: I expect that it's going to be between the two of us for now, yes, but of course there can be surprises so we need to still make sure we push but I think we have enough of a gap at the moment on race pace.

LH: I don't think it's just between the two of us. Obviously in qualifying Sebastian wasn't as close as perhaps he would like to be but the race pace was great in the last race so I anticipate tomorrow they should be quite strong, so we definitely cannot disregard Sebastian or Red Bull. I think we need to be very cautious, still, and make sure that we keep pushing.

Q: (Paolo Ianieri - La Gazzetta dello Sport) Nico, this has always been called a track for Lewis and you've never done better than fifth in your career racing here. Has this pole taken pressure off you, is it a boost of confidence?

NR: That's statistics, you know. I didn't even know the statistics until I got here and you told me on Friday or whenever, so for me it's a track like any other and a track that I really enjoy. It's a really great track, it's a challenging track so I didn't think about it that way and I always believed that I have a chance to be right at the front, so I'm just very very happy that it worked out.

Saturday report

Lewis Hamilton once again topped the timesheets for Mercedes on Saturday morning in Montreal, leading Felipe Massa by 0.476s and Nico Rosberg by 0.510s.

The final practice session of the Canadian Grand Prix weekend took place under sunny skies, and was notable for the early red flags brought out by Esteban Gutierrez, who hit the wall at Turn Four. Gutierrez was unharmed in the incident, but the damage to his car was so extensive that the Mexican racer was forced to sit out of qualifying.

The warm weather continued into the afternoon, and Q1 took place with track temperatures of 46 degrees, a very different scenario to Friday's practice sessions. Immediately the times going up on the board were on a par with the fastest times set on Friday, and they only improved as the session went on.

Lewis Hamilton's first effort saw the Briton lingering in the dropout zone as teammate Nico Rosberg topped the timesheets with a 1m16.690s effort, but on his second run Hamilton deposed the German with a 1m16.438s lap. Close behind the Mercedes pair were both Williams drivers, who were in turn chased by the McLaren pairing. The Brixorth power unit was always going to be hard to beat in Montreal.

In the dropout zone at the mid-point were Pastor Maldonado, Daniil Kvyat, Marcus Ericsson, Kamui Kobayashi, and Sebastian Vettel, plus the luckless Gutierrez. But Vettel saved himself with a top-ten worthy second attempt, knocking Jules Bianchi into P17, while Max Chilton hovered on the edge of danger in P16.

Sergio Perez and Vettel both made use of the run off areas during Q1, saving their sessions in the process, while Maldonado and Ericsson were not so lucky. The Lotus driver's Q1 ended in the escape road at Turn Three, while the Swede brought out the red flags with 16 seconds remaining on the clock when he hit the wall at Turn Nine.

The track temperature had dropped by five degrees when Q2 got underway, but the improving track saw early benchmark times in the 1m15s range, something only Hamilton had been able to achieve in Q1. The Mercedes, Williams, and Red Bull driver pairings all made it out of Q1 without using supersofts, setting the stage for a fight to the finish at the end of Q3.

Felipe Massa and Valtteri Bottas were top of the timesheets in the early phase of Q2, chased by Fernando Alonso and Nico Hulkenberg. The first efforts from the Mercedes drivers saw both men in the dropout zone, but their second laps were far more representative of the cars' true pace, with Rosberg setting a 1m15.832s lap while Hamilton managed a 1m15.882s.

The McLaren drivers were the last to leave the pits, but both Jenson Button and Kevin Magnussen put themselves in the top ten with their first efforts. With five minutes remaining, the dropout zone was comprised of Jean-Eric Vergne, Vettel, Romain Grosjean, Kvyat, Perez, and Adrian Sutil, while Kimi Raikkonen was in a risky P10 with the top eleven covered by six tenths of a second.

The final two minutes saw 15 of the 16 drivers out on track, protecting their positions in light of the tight spread of times. Only Alonso remained in the pits, confident in the safety of his fifth place. While there was movement at the top of the timesheets, it was the back of the pack that provided the real interest, with Hulkenberg, Magnussen, Perez, Grosjean, Kvyat, and Sutil failing to make it out of Q2.

It was a quiet start to Q3, with only Bottas out on track in the opening minutes, but the Finn was soon joined by his Mercedes-powered rivals and Alonso, all of whom (barring Button) had two new sets of supersofts to use in the final session. By the time five minutes had elapsed, only Raikkonen was left in the pits.

Rosberg's first effort was a 1m14.946s lap, while Hamilton managed 1m15.014s. In provisional third was Bottas, on 1m15.550s, while Massa was a tenth slower. Of those to have set times, Button was the slowest with a 1m16.838s, while Raikkonen was still in the pits with less than four minutes remaining.

The final minutes saw a tense fight between Hamilton and Rosberg, with the German coming out on top after Hamilton made a mistake in the middle sector on his final flying lap. Vettel crossed the line in P3, with 0.002s in hand over Bottas in fourth.

Provisional grid

1. Nico Rosberg (Mercedes) 1m14.874s
2. Lewis Hamilton (Mercedes) 1m14.953s
3. Sebastian Vettel (Red Bull) 1m15.548s
4. Valtteri Bottas (Williams) 1m15.550s
5. Felipe Massa (Williams) 1m15.578s
6. Daniel Ricciardo (Red Bull) 1m15.589s
7. Fernando Alonso (Ferrari) 1m15.814s

8. Jean-Eric Vergne (Toro Rosso) 1m16.162s

9. Jenson Button (McLaren) 1m16.182s

10. Kimi Raikkonen (Ferrari) 1m16.214s

11. Nico Hulkenberg (Force India) 1m16.300s

12. Kevin Magnussen (McLaren) 1m16.310s

13. Sergio Perez (Force India) 1m16.472s

14. Romain Grosjean (Lotus) 1m16.687s

15. Daniil Kvyat (Toro Rosso) 1m16.713s

16. Adrian Sutil (Sauber) 1m17.314s

17. Pastor Maldonado (Lotus) 1m18.328s

18. Max Chilton (Marussia) 1m18.348s

19. Jules Bianchi (Marussia) 1m18.359s

20. Kamui Kobayashi (Caterham) 1m19.278s

21. Marcus Ericsson (Caterham) 1m19.820s

22. Esteban Gutierrez (Sauber) NO TIME SET

Friday press conference

On Friday afternoon in Montreal it was the turn of the technical directors to face the media at the FIA press conference.

Present were Giampaolo Dall'Ara (Sauber), Pat Fry (Ferrari), Andy Green (Force India), Dave Greenwood (Marussia), and Paddy Lowe (Mercedes).

Q: Dave can we start with you? Obviously points for the team in Monaco. That must be a huge boost, a huge encouragement to the team. Can you tell us about the reaction within the team and also how you got there, the work that was involved in that?

Dave GREENWOOD: Yeah, obviously for the whole team they were very pleased on Sunday evening with the result. From the point of view of how we got there, really we'd actually brought some updates to the Barcelona race and we almost struggled a bit to get them working as we'd expected during the race weekend but the real positive for us was the fact that we had the two-day test after the Barcelona race. So, plenty of new tyres you to do some good testing and we had quite a good result on the first day. We got the car much better balanced with the parts that we had brought to the race. Certainly Max, on day one, was very happy with the car. Competitiveness-wise on day one? OK, it's only a test and yes we did put the supersoft tyres on, but that vaulted us right up to the front of the timesheets, which was not normal for us. We were quite happy with that and Max did a good job to get the parts working on the first day. Confirmed with Jules, the situation had improved on the second day and really went into Monaco [where] we kind of thought 'well, that's great, they worked well at Barcelona, but Monaco is a completely different track'. So we were quite, not nervous, but you know we needed to make sure that the homework we did to translate the set-up from Barcelona to Monaco was the right direction. Monaco free practice went really well, really happy with the balance of the car again and the times we were posting. What we're saying is that we were at the back of the midfield pack. I'm not saying we were further forward than that. But that's the place you need to be on a Sunday when you have a race of attrition, which is obviously what we had. It enabled us to be in the right place to take hold of the places when they became available.

Q: Where do you go from here then? Can you repeat that result and how do you build from here and develop?

DG: Obviously on pure pace alone we're not going to repeat that result this weekend. It's clear we needed some luck. But the bottom line is if you're fighting with the cars that are trying to take the eighth, ninth and tenth-place spots, they're good cars, they're good competitors, so you need to have a reasonable amount of pace to be able to stay with them. Obviously in Monaco, you've got the advantage of the fact that there is a huge lap time difference needed to overtake, there's much less here, so that helped us. But we just need to keep progressing, keep bringing developments to the car, we've got some more developments this week, just keep chipping away at it and see how we get on.

Q: Well done, thank you? Giampaolo, coming to you, can you tell us from an engineering point of view why have the first six races of the season gone the way they have for Sauber?

Giampaolo DALL'ARA: OK. It has been quite a tough beginning, especially entering the season. Even before racing we had quite a tough winter preparing the car and the team with the big changes this year and obviously the big hit we got was that the performance side of things was nowhere near where we were expecting. We have been identifying some of the reasons why. For some of them there was a kind of immediate follow-up but for others it took and is taking longer, that's why we still lag quite a bit behind where we would like to be in terms of pure performance. In the early races we had some reliability issues, some accidents as well, but in all honesty, if you talk about scoring points we were never really in position on performance grounds. In the last of couple of events starting in Barcelona we could introduce a new aero package, we could finalise quite an extensive weight reduction campaign. The car came out for a number of reasons I'm not going to explain here, came out way heavier than we were expecting and targeting so we had to take on that problem as well. On top of this we worked together with our powertrain supplier Ferrari to get on top of some of the issues on that side of things and we believe we made quite a remarkable step and performance... unfortunately the kind of race we are able to perform is quite at the back and we would like to step up further, at least to fight in the midfield, regularly scoring points. We are not quite there yet. But since Barcelona we feel that we are closer. In Barcelona we had to face some setup issues related to the difference we had in the new package which, let's say, were heading to some instability the drivers couldn't cope with and not all of them were solvable and the race was... although we had both cars on the finish line we were quite far from the points. In Monaco, quite a few of those issues were addressed to our satisfaction. Also we had this test in between the two races, which helped a lot and we were reasonably happy about the performance there. We didn't qualify well, not only due to performance, we had a couple of unfortunate rounds so we had to start from the back - but we felt in the race that we could fight which some of the guys we are normally not used to fight with. Unfortunately we didn't have the cars on the finish line due to accidents in this case which, yeah, had a high price for us because right now we are on the sporting side, not in an ideal situation. Definitely we are not happy about this but for sure we don't take it too badly. We feel like we are on a growing pattern and we keep being optimistic about the future. We try to improve race-by-race and we are quite sure that at some point we will be back in the right fight.

Q: Pat, quite a bit of discussion this weekend about the new package on the Ferrari this weekend. Fernando said yesterday that there were updates that needed validating here today. Can you tell us what you tried on the car, whether it worked and how you feel about it?

Pat FRY: There were quite a few bits: aero; a lot of the control system tuning; obviously reliability updates in the engine and that in itself allows us to push the engine a little bit harder as well. It's far too early to be able to say whether it's all working or not. Some things are looking promising, some we need to look into in more detail as normal really. So, yeah, reasonable and a broad spread set of developments. But we need to keep developing the car as quickly as we can really.

Q: I guess the big question is: is Paddy's Mercedes team catchable before the end of the season?

PF: I think that's going to be a very tough challenge really - but we just need to keep on. There's quite a gap to close, let's face it, but we just need to do our best and keep developing.

Q: Andy, following on from that, for you, for Force India, are Ferrari catchable? You're 11 points behind them with a third of the

season gone.

Andrew GREEN: I don't think we're really in that sort of position to be targeting Ferrari. I think we're in our own fight with McLaren and Williams for fourth. The sort of teams ahead of us are the big budget teams. We can't really look to compete with those. We'll try to give them a fight wherever we can. If they slip up, we will be right behind them. I don't think, to be realistic, I don't think we're really in the same league.

Q: Tell us about today's running. What did you learn about the performance of the tyres in particular on this track and obviously the temperatures today are projected to be lower than what we're expecting for the rest of the weekend.

AG: It's a tricky one for us. It's quite a unique tarmac here in Montreal. It throws up a bit of a conundrum on car setup. We've always looked to target the best car we can on Sunday afternoon, maybe at the cost of a Saturday afternoon performance. So, we'll be looking at all that data again this evening and making some decisions on which way we go. We've also had our eye on the weather, knowing that it's going to warm-up a bit over the next couple of days. So, yeah, we've got some difficult decisions to make over the next few hours.

Q: Paddy, it's a clean sweep so far for you in pole positions and race wins so far this season. Looked like very strong race pace for both cars this afternoon – do you see any areas where the opposition are catching up on you?

Paddy LOWE: We take each race at a time. They're all different circuits with different challenges. This one in particular, very hard on the brakes and difficult to manage the fuel. I think we'll all find that on Sunday. So, yeah, it's not easy. I know we've had a fantastic record so far this year but we have to work very hard, we've got some great competitors out there who will grab everything we leave behind. We've just got to make sure we don't.

Q: You mentioned the braking there. Obviously braking stability is a huge thing around this Montreal circuit and brake-by-wire obviously is a new thing in Formula One this year. Could you share any insights with us about setting it up for a place like this and what the key to it all is and how yours is working?

PL: In many ways it makes life easier because the brake-by-wire gives you some authority over brake balance, which we didn't have in the past. So, in that sense, it's taken some difficulties away. I don't think there are any new challenges from that with these new cars.

Q: (Kate Walker – crash.net) We've heard that there is talk about dropping the Friday morning practice session in light of cost-saving. What kind of impact is that going to have on a technical point of view, other than the time saved on the track?

DG: I think that with all things, initially, you meet these things with some alarm and you think 'oh my God, how are we going to deal with that?' But the reality is that you start to think about it, you come up with new ways that you're going to structure your programme and I'm sure that ultimately a few races in we will have kind of forgotten about the old way we used to do it and we'll all be used to it and it will just mean a slight re-structuring of the programme and changing the way we do things. But we're all adaptable, that's why we're all in F1 so I'm sure we'll cope.

AG: Well, first of all, from Force India's perspective, we don't see this as cost-saving at all. For us, we've always looked to use the F1 session to bleed in some new drivers and that was an income stream for us and if we lose that, that's going to be a relatively severe blow, which, in turn, will have an impact on our technical ability so in that respect, I don't think it's cost-saving. I agree, I think we'll get used to it. With just one session, I don't think we'll just move straight into the... we'll move up, we'll condense our programme which was an F1/FP2 and do it all in one session, so not a big issue.

GD: Yeah, pretty much in line. Obviously from where I sit, I can't judge on the cost-saving side which is out of my area but technically, for a team like ours, the time at the track is very precious. Obviously we are more limited than other teams in simulation as a broad concept so time on track is extremely important for us. Obviously, if this happens, we would have to adapt our plans, try to – as mentioned – try to squeeze what we're doing now in two sessions into one and move off other points, for sure.

PL: I think the rationale is to reduce the workload on the cars significantly through the weekend and also to reduce the consumption of parts, particularly power units, which is one of the major costs for all the teams, but that's a particular burden for the smaller teams. That was the concept. It's still to be finalised, by the way, so there's a whole month in order to determine the small print and to finally approve it but the concept was to save money. If teams are feeling it isn't going to save money, then of course it could be reviewed.

PF: From a technical point of view, you just have to work out how to deal with it, so you need to do a little bit better home work, you've got one less session. Obviously we normally test car bits in one session and test tyres in the other. Now we've got to work out a way of combining the two. Years ago, when we got rid of warm-up and brought in parc ferme, initially hands were up in the air going 'my God, we'll never cope' and now it's great, you can actually sleep on a Saturday night rather than be working forever. So I think you just adapt to it really, so you need to do a little bit better preparation, maybe it leads more into trusting the results from the tunnel, from the simulation and things like that. You just have to adapt.

Q: (Dieter Rencken – Racing Lines) I guess Paddy's the target for this one but if anybody else would like to comment afterwards feel free. Paddy, if we have a look at why there are restrictive regulations limiting the number of power units, transmissions, tyres, running, tests, whatever, head counts are restricted at races, if one looks at it, one comes to the conclusion that ultimately the cost of going racing is roughly or broadly the same, whether you're a Marussia or a Ferrari or a Force India or a Mercedes. Yet if I have a look at Companies House records, a budget for a team like yours and the expenditure over a year is about three times that of Andrew's. That leads me to believe that you're actually spending twice as much on developing your cars, because that's where their shortcomings are, than you are to actually build two cars and go racing for an entire season. Is that really a sustainable business model for the 21st century?

PL: I don't see why it's any less sustainable than it ever has been. Formula One has always existed with some differentials between the teams, some teams being better funded than others, and it's always been that way and teams will sustain themselves, they have to manage themselves as businesses to break even at least. They have to be going concerns. If you can generate income then you chose how to spend it and that's the nature of a team. So I don't see any particular difficulty with that, it's always been that way.

AG: I think you've pointed a very valid fact. I think it's something we're aware of but we go racing on a minimal budget and what we have left over, we try and develop the car with. We can see that other teams have got an incredible amount more money to spend on car development, it's not something we're particularly concerned about. We do what we can with what we've got, that's what we focus on: what everyone else has got is nothing really to do with us.

Q: (Matthew Walthert – Bleacher Report) Pat, yesterday Fernando said of Marco Mattiacci that he has good vision and a very clever approach so now that you've worked with him for almost two months, I'm wondering if you could maybe tell us a little bit about that approach and some changes he's brought in – maybe from your perspective – that are working well?

PF: I think it's good to come with a clean sheet and look at something and see where it works well, where it doesn't work well and sometimes, with some of the engineering things, you do you end up getting so close to it that you miss the obvious things, so I think it's good to come in with a clean set of eyes and see where we need to improve. There are a huge amount of opportunities for us to actually improve the place and we're going through those and then working on how to fix them and improve them.

Q: (Ian Parkes – Press Association) Paddy, when you are in a position like Mercedes with both drivers going head-to-head the way they are for the World title, from a technical point of view, what difficulties have you encountered so far in particular, perhaps reassuring both men that they are getting exactly the same equipment, that the procedures over the weekend are followed to plan, that nothing is unfair effectively?

PL: You're absolutely right, it puts a great pressure on us to more than ever make sure that both drivers are given an absolutely equal opportunity at every level to compete finally in the race, but we manage that. The cars are built identically, each driver has access to the same tools, the same time to develop the car and we just manage it that way. It is a challenge because you find very small, subtle things that you hadn't thought of that can be seen as a difference but we work through those and I think we get a good result.

Friday report

After Fernando Alonso topped the timesheets for Ferrari on Friday morning in Montreal, normal order was restored in the afternoon, with Lewis Hamilton pipping teammate Nico Rosberg to the top spot by a margin of 0.175s.

The Circuit Gilles Villeneuve with its collection of straights linked by the odd corner was always going to play to the strengths of the Mercedes power unit, and it was unsurprising to see the Silver Arrows logging the fastest times on Friday afternoon.

It was an odd day of running in Canada, with more technical problems and reliability gremlins affecting drivers up and down the pit lane than we have seen in quite some time. Kimi Raikkonen suffered a loss of power caused by engine knock that affected his F1, while Felipe Massa was sidelined for much of the morning thanks to ERS problems. They were far from the only two affected in the morning's running, with Jean-Eric Vergne also having battery issues, while Esteban Gutierrez suffered as yet unspecified problems with his Sauber.

Jules Bianchi provided the most notable incident of the morning, hitting the wall at Turn Four and damaging his suspension in the process. The Marussia driver was able to limp back to the pits, where, all the team busied themselves repairing the damage to the right rear corner.

Alexander Rossi was the only rookie replacement in F1, taking over Kamui Kobayashi's Caterham and ending the morning bottom of the timesheets but only three-tenths shy of teammate Marcus Ericsson.

After a morning of drizzle, grey, and sunshine, conditions were more stable in the afternoon.

Ferrari's morning promise may not have turned into a day of dominance, but Raikkonen and Alonso ended FP2 fourth and fifth on the timesheets, just over half a second slower than the pace-setting Hamilton. Sandwiched between the Mercedes and Ferrari driver pairings was Sebastian Vettel, less than three-tenths slower than Rosberg.

It was a positive day for Ferrari, who arrived in Montreal with upgrades to the power unit designed to improve reliability, allowing the team to use the two practice sessions to try more aggressive settings than had previously been possible. Friday was confirmation that – by and large, at least – the tweaks have done the trick, although it is well worth remembering Mercedes' current tendency to hide some of their pace in practice before unleashing their full potential in qualifying and the race.

The times set in FP2 showed that Force India look to be in a strong position going into the weekend ahead, with the Silverstone team's long-run pace hinting at the possibility of a podium finish for one of their drivers on Sunday.

F1 times (unofficial)

1. Fernando Alonso (Ferrari) 1m17.238s [21 laps]
2. Lewis Hamilton (Mercedes) 1m17.254s [25 laps]
3. Nico Rosberg (Mercedes) 1m17.384s [32 laps]
4. Sebastian Vettel (Red Bull) 1m18.131s [28 laps]
5. Valtteri Bottas (Williams) 1m18.361s [20 laps]
6. Daniel Ricciardo (Red Bull) 1m18.435s [26 laps]
7. Jenson Button (McLaren) 1m18.446s [33 laps]
8. Kevin Magnussen (McLaren) 1m18.514s [31 laps]
9. Kimi Raikkonen (Ferrari) 1m18.578s [15 laps]
10. Jean-Eric Vergne (Toro Rosso) 1m18.643s [14 laps]
11. Nico Hulkenberg (Force India) 1m18.733s [30 laps]
12. Sergio Perez (Force India) 1m18.959s [22 laps]
13. Adrian Sutil (Sauber) 1m19.108s [24 laps]
14. Romain Grosjean (Lotus) 1m19.142s [32 laps]
15. Daniil Kvyat (Toro Rosso) 1m19.177s [21 laps]
16. Pastor Maldonado (Lotus) 1m19.340s [37 laps]
17. Felipe Massa (Williams) 1m19.575s [7 laps]
18. Esteban Gutierrez (Sauber) 1m19.804s [15 laps]
19. Jules Bianchi (Marussia) 1m20.200s [15 laps]
20. Max Chilton (Marussia) 1m20.844s [26 laps]
21. Marcus Ericsson (Caterham) 1m21.404s [33 laps]
22. Alexander Rossi (Caterham) 1m21.757s [27 laps]

FP2 times (unofficial)

1. Lewis Hamilton (Mercedes) 1m16.118s [42 laps]
2. Nico Rosberg (Mercedes) 1m16.293s [39 laps]
3. Sebastian Vettel (Red Bull) 1m16.573s [26 laps]
4. Kimi Raikkonen (Ferrari) 1m16.648s [31 laps]
5. Fernando Alonso (Ferrari) 1m16.701s [27 laps]
6. Felipe Massa (Williams) 1m16.774s [37 laps]
7. Valtteri Bottas (Williams) 1m16.893s [37 laps]
8. Kevin Magnussen (McLaren) 1m17.052s [42 laps]
9. Jenson Button (McLaren) 1m17.059s [38 laps]
10. Jean-Eric Vergne (Toro Rosso) 1m17.180s [40 laps]
11. Romain Grosjean (Lotus) 1m17.626s [28 laps]
12. Daniel Ricciardo (Red Bull) 1m17.644s [36 laps]
13. Nico Hulkenberg (Force India) 1m17.712s [35 laps]
14. Sergio Perez (Force India) 1m17.819s [33 laps]
15. Pastor Maldonado (Lotus) 1m17.868s [27 laps]
16. Adrian Sutil (Sauber) 1m17.964s [47 laps]
17. Esteban Gutierrez (Sauber) 1m18.340s [43 laps]
18. Max Chilton (Marussia) 1m18.693s [34 laps]
19. Daniil Kvyat (Toro Rosso) 1m18.732s [9 laps]
20. Kamui Kobayashi (Caterham) 1m20.244s [38 laps]
21. Marcus Ericsson (Caterham) 1m22.418s [13 laps]
22. Jules Bianchi (Marussia) 1m32.127s [3 laps]

Thursday press conference

Following the tensions of Monaco, it was a remarkably tranquil press conference that kicked off the Canadian Grand Prix weekend.

Present were Jenson Button (McLaren), Lewis Hamilton (Mercedes), Nico Hulkenberg (Force India), Kamui Kobayashi (Caterham), Felipe Massa (Williams), and Adrian Sutil (Sauber).

Q: Jenson, we'll start with you if we may. A 2011 winner here, of course, memorably, and you're currently eighth in the championship. This circuit has the famous wall of champions on the outside of the final corner. The back of the cars this year, of these designs, is quite light. I wonder if you could a little bit about how you read the challenge of driving these cars around this track this weekend.

Jenson BUTTON: OK. Good morning. Yeah, it's going to be tricky here, it always is, especially with the cold circuit temperatures we'll probably have on Friday. So yeah, the last corner will be tricky, but we're sort of used to that I think. We've been driving these cars all year and if we can drive these cars around Monaco I think we'll be alright around here. It should be an interesting circuit. It's a circuit where you don't really use downforce so much, it's a lot more mechanical grip. There are long straights, so we can use the power of the engine – for us that's great, with the Mercedes engine. And it's about working with the tyres. I think it's going to be tricky around here. It's supposed to be hot on Sunday, so you're going to have to really look after them. But we're reasonably good at that.

Q: Talking about McLaren's situation: how do you compare this year to last year and the competitiveness and the problems that you have? Are they more fixable than last year's problems?

JB: Yeah, I think from the outside it doesn't look spectacular, our season this year, and you'd say it looks quite similar to last year but it's very different. In terms of the feel of the car, it's much better. In terms of the development of the car, it is working and we're going in the right direction. Yeah, it's tough. When you've been fighting for wins and the team is used to fighting for wins, it's difficult when you find yourself in this situation. But also there are a lot of positives right now. With Ron back in charge, and Eric, I think they're doing a great job of really moving the team on and changing certain things so that we will be fighting at the front again. But it just takes time. Things don't change overnight, even though we're pushing very hard.

Q: OK, thank you. Coming to you now Lewis. You're a three-time winner here, three times on pole here. What is it about you and this Montreal circuit and it's walls around the outside? Is it the braking? Is about technique? What is it that somehow clicks with you here?

Lewis HAMILTON: I'm not sure. Good morning everyone. I guess there are certain tracks you like more than others and this is one of those circuits I particularly like. I really like coming out to Canada, I always have a great response from the fans here. It is one of the best grands prix of the year in terms of the turnout, the city, just in general the weekend, it's a good fun weekend and I guess all of that packed into one makes it fun to drive.

Q: You've said this week that you and your team-mate Nico Rosberg are friends again after Monaco. Can you tell us a little bit more about that?

LH: There's not really much to say. I said it in my message. We spoke after the race and just like friends we have our ups and down, we've known each other a long, long time, so it's done and dusted and we look forward to working together to try to help this team win the Constructors' Championship.

Q: OK, thank you for that. Coming on to Felipe. Three seventh-place finishes so far this season, your best result here in Montreal a fourth. Williams is tied with McLaren at the moment in the Constructors' Championship with 52 points after six races. Is that in line with your expectations?

Felipe MASSA: No. Definitely I think I didn't have great results until now. It should be much better than what I had until now. So I had not very great races, starting with the race, where I didn't get to corner two and you know in Bahrain I was fighting for third, fourth the whole race and then I lost a lot of positions because of the safety car. So I think it was not very great results but I'm sure we can do much better and I hope this track can be also a bit better for our car compared to Monaco, compared to other tracks. So really looking forward that we can have a lot better results, starting here in Montreal, a lot better than seventh I hope.

Q: I wonder if you could tell us what Rob Smedley has brought to the team, because you obviously have got a very long working relationship with him. He's now in a senior role on the engineering side, can you tell a little bit about what he's brought to the team?

FM: A lot of experience. A lot of good direction, different things in terms of how to work, you know, in many different areas. I think he's a very intelligent engineer, has a lot of experience. For sure, things don't change from one day to the other, so it takes a little bit of time but not just him, we have a lot of great engineers, a lot of good people and things are getting better all the time inside the team and I'm really looking forward that from now until the end of the of the championship things will get better and better all the time.

Q: Nico, coming to you. Fifth in the Drivers' Championship and points scored in every round so far but no podium personally yet. Given the confidence that Force India has in the package for this weekend in Montreal, is this you weekend do you think?

Nico HULKENBERG: I don't know. Obviously I hope and like every weekend we're going to try to make the most of our chances here. I think the track should be OK for us. Also, it's one of my favourite grands prix, so I really look forward to this weekend – the track, the city, everything is pretty cool. So hopefully we can have a strong result again.

Q: Monaco showed that you can get results by doing a different strategy from the people around you. As a midfield team I wonder, is that something you feel you need to do to get the results or do you feel you can compete with front running teams on equal terms?

NH: Not really, and I think looking back in hindsight we made it a bit harder for ourselves, starting on the harder tyre – the other way around with how it turned out, Safety Car etcetera may have been easier – but I think it's always different and you always have to look at each race and each case and decide then but, generally, we're having a good package, we're competitive and that puts us in a good position in general.

Q: Kamui, you've twice finished in the points here in Montreal but after Marussia's result at the last round in Monaco I wonder what the reaction was in the Caterham team? Is it encouragement that it's possible to score points or concern about the position it leaves you in?

Kamui KOBAYASHI: For us the Monaco result for us was a bit of a pain but at least we know Marussia made a great step from their updates so I have to say, I think, we have to say it's a well done job. I think for us for sure I think we need to work. I think what happened in Monaco was a little bit... strange but at least we check with the FIA and that's through so we have nothing to say but at least we have some upgrades for that first point.

Q: So what is the way forward for the Caterham team this season?

KK: The thing about a Formula One team is we cannot change day-by-day. We progress. Of course, it's not an easy life for us, it's a difficult moment right now but for sure everybody is working really hard and we know, I think, that we will progress. We need a little bit of time and we are looking forward to more later on this season.

Q: Adrian, two points finishes also for you in your career here in Montreal – but still none this year for you with the Sauber team. Your thoughts on the start that the team has made and how the upgrades have worked out so far.

Adrian SUTIL: Well, a difficult start of course. I thought it would be a little bit more easy but that's how it is. That's how our situation is. We try, of course, to get out and improve the car, improve general performance – yeah, coming here we try it again. We had a tough weekend in Monaco but I think Monaco was a little bit more on the better side, the car was behaving a little bit better and so it's not only bad everything. There are a few positive things – but it's very complicated to make it altogether at the moment. To understand the car is quite difficult for us still, so we have to work on that and we need a bit more time and hopefully it really goes soon in the right direction. It's quite hard to be in the back there always, lot of problems come together in racing at the back.

Q: And tell us from your perspective what you think it will be like to race these hybrid turbo cars around this circuit – the specific challenges of this circuit?

AS: Well I think here we're going to have quite high top speeds, with the new engines and the low drag the cars have so we should really be quick on the straights, maybe also a quicker overall lap time than last year – maybe – so I don't know. It should be a circuit that suits the car in general. All the Formula One cars, not only us. And, as everyone said, it's quite an enjoyable track with a lot of possibilities to overtake. The race should be quite interesting as well. Lot of chicanes... yeah, good weekend and I look forward to it, hopefully with a quite good result in the end.

Q: (Ian Parkes – PA) Jenson, I don't know if you read the team's pre-race press release this week but there were some very complimentary words from Eric Boullier with regard to yourself, taking about your quality of input, your experience, your ambassadorial role. It all sounded very positive and almost as if they're looking to next year, perhaps wanting to keep you. Any further progress on that? As I say, it was all very complimentary towards yourself.

JB: er...no. No more progress at all. But that's just the way it is. We're here, we've spent four good years together already. In our fifth year together. And we both want to work together in the future but it's just not time yet. Not the right time. We have a lot of other issues to solve first before we start thinking about the future too much. We're in a good place and y'know, I think my experience does help me a lot. I still feel very young at heart, fitter than ever and I have all that experience. I'm in a great position and I feel I've got a lot more to give in the future in Formula One. I definitely can't see an end to my career. This is my life and where I want to be in the future.

Q: (Bill Beacon – La Presse Canadienne) Because this track is different to most with the braking and long straights and everything, do you think that that in any way will close the gap between Mercedes and the rest of the field?

LH: I'd be guessing but I don't feel that will be the case. We're particularly strong on the straights, Mercedes are but I don't know, maybe we will be surprised this weekend but long straights do suit us very well. We have a very good power curve on our engine, Mercedes have done the best job with the engines. Renault and Ferrari would have to have done an exceptional job coming into this weekend, in terms of that area, to be able to keep up with us on the straights..

FM: Definitely it can be a good track for most of the cars that are using Mercedes (engines) so I think maybe we will see even maybe a big difference compared to Mercedes and the other teams, because as Lewis said, the engine is amazing, it's been a very good job done by Mercedes and they have a good car under braking and everything, so for sure maybe we can see maybe even a big difference.

NH: I don't think it will be very different to the other weeks before.

Q: (Chris Medland – crash.net) Lewis, you said that the air has been cleared between yourself and Nico between races. Did you feel the need to do the same with the team and was anything different with the way the team handled the two of you between Monaco and coming here now?

LH: There was no difference. Collectively with the team... me and Nico spoke and we individually spoke to the team and saw the team. Nothing's really changed. We know the team has done a great job in terms of supporting us and the way it's run with Paddy and Toto. Their support for the both of us has been great. We're now full steam ahead. We had dinner with the team yesterday and things have never been better. We're just going from strength to strength. People have ups and downs, as I said, so it's no different to any other experience me and Nico have had in our whole – God knows how many years we've been racing together. We move on, we're pushing forward. There's a long long way to go in the season so we're looking forward to that battle.

Q: (Gerhard Kuntschik – Salzburger Nachrichten) Jenson, as kind of the older statesman, you raced on the old Al Ring; we're coming up to Austria again, Red Bull Ring, in a fortnight; what are your memories of the Austrian Grand Prix?

JB: Lots of campsites and lots of very merry Austrians over the Grand Prix weekend. It's one of those races that they really embrace the sort of party scene and the camping scene, which is really cool. It reminds me very much of Spa, British Grand Prix and those sort of races. It's a true racing fan's Grand Prix, I feel. The circuit itself... you look at it and you think 'there's like seven corners, it can't be that fun to drive.' But it is, it's a really good circuit. I've enjoyed racing there in the past, I don't know what it's going to be like with these cars. I've always had fun racing there. I don't know how much has changed, either. Turn one, we used to drive off through the gravel because that was the quickest way on the exit. I'm sure it's not going to be the case any more. I think we're in for a good Grand Prix.

Q: (Luis Fernando Ramos – Racing Magazine) To all drivers: the World Cup is coming and your countries are going to be there, playing, so on a personal note, how much are you interested in football? Are you going to follow all the matches or you don't care much about what's going on there? And a second brief question: who do you think is going to win the World Cup? Kamui, would you like to kick us off?

KK: Me? On soccer? I don't really care so I don't follow anything. All I know is that Japan is not really strong so I don't...

NH: Well I hope that Germany is going to be good but I'm not a football expert but I'm sure I'm going to be behind the TV following the World Cup.

AS: I'll be watching, cheering for Uruguay and Germany, because I'm half Uruguayan.

FM: Yeah, I love football, I watch everything, so I will maybe be watching most of the games. I really hope that Brazil can be there in the final. To win the championship at home would be fantastic so I will be there watching and supporting Brazil.

LH: I don't follow it as much (as I used to) but I will probably catch a few games and I want to try and see if we can go out to one of the games at least. The dream will be to go and watch Brazil and England play, that would be pretty awesome.

JB: Yes, I totally agree. I'm not a massive football fan, I don't support a team but when it comes to nationalities, countries playing, obviously I will be supporting England and I'm really looking forward to it.
