

26th May 2023**2023 MONACO GRAND PRIX - FRIDAY****Yuki Tsunoda (AT04-04, Car 22)****First Practice Session – Best lap: 1:14.820, pos. 13th, 29 laps****Second Practice Session – Best lap: 1:13.641, pos. 16th, 22 laps**

“I enjoyed driving around Monaco, but there is still some pace to be found for qualifying, and we have to focus on this as it's going to be really important. We have quite a few big upgrades on the car this weekend, but it's hard to say how well they work because Monaco isn't an aero-efficient track. As usual, we will put it together tonight so we can make it through to Q2 tomorrow, as Q3 seems a bit difficult, but let's see.”

Nyck de Vries (AT04-03, Car 21)**First Practice Session – Best lap: 1:15.083, pos. 16th, 33 laps****Second Practice Session – Best lap: 1:13.663, pos. 17th, 34 laps**

“I'm enjoying this track. I raced here in Formula 2 and Formula E, but coming here as the main series is definitely different. I think it was a solid Friday, in which we made progress throughout both of the sessions. We are slowly chipping away and getting more comfortable with the car on track, but there is still some work to do for the balance. The Monaco track isn't an aerodynamic-sensitive track, so we will need to find more performance elsewhere from the new upgrades. We'll do our homework tonight and we will need to keep it clean tomorrow when there will be a lot of cars on track during Q1, so getting a lap together will be challenging.”

Jonathan Eddolls (Chief Race Engineer)

“Having missed the Emilia Romagna GP last week, it's been three weeks since the drivers had been on track, so coming here to a tricky track, it was a case of building up the pace lap by lap. We carried over the new aero package that was planned to be introduced in the last event, but it's always very difficult to draw conclusions at Monaco. So far, there seem to be no surprises, so both cars will retain this for the rest of the weekend. FP1 was mainly focused on the drivers and covering the most laps possible to get them used to the car at this track. The balance was quite close already from the beginning, which means it was just a case of tracking the changing track conditions throughout the day. We made a further step in improving the balance for FP2, but it's clear there is still more that we can do for tomorrow, so we will continue to work on the setup overnight to tackle the main weaknesses. Yuki's session ended prematurely after just brushing the apex barrier at Turn 10 and damaging the rims, so he missed out on his long run, but at least this won't have a big impact on his qualifying preparation for tomorrow.”

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