



FORMULA 1

GRAN PREMIO DE MÉXICO 2016
MEXICO CITY
28-29-30 OCTOBER

formulaone[™]media

OFFICIAL MEDIA KIT



2016 MEXICAN GRAND PRIX • MEDIA GUIDE

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BIENVENIDO A MÉXICO!

Welcome back to the Autódromo Hermanos Rodríguez! Or, if you are joining us for the first time, allow me to wish you a very warm welcome to Mexico City - as those who were with us last year will tell you - we do things a little differently here!

On behalf of CIE, I'd like to take this opportunity to sincerely thank all of you who reported so enthusiastically on last year's race - your support and feedback was beyond our wildest expectations. It was extremely moving to see so many of you embrace our Mexican F1esta spirit and enjoy our event. It was the perfect reward for all the hard work that went into staging Mexico's first World Championship race since 1992. Even our race Godfather, Nigel Mansell agreed that we had done the race justice.

Our success last year left us with a new problem, the tricky second album syndrome, and ever since we closed the gates on last year's race we have worked tirelessly to ensure that the 2016 event lives up to last year or, better still, surpasses it!

We listened to what you said last year and we have taken note of all the aspects of working in the Media Centre that may have needed improvement, small or large, and hopefully we have smoothed out any rough edges. We have also brought the Media Accreditation Centre a lot closer to the Autódromo Hermanos Rodríguez, which should make life a little easier for all concerned. We're still evolving though so keep the feedback coming, we can always learn more.

Mexico has a strong motorsport pedigree, and we are extremely proud and excited to welcome current national drivers Sergio Pérez and Esteban Gutiérrez back to their home country, at least for this weekend. The energy from the Mexican fans for their national drivers makes for a uniquely passionate and emotional race.

As you will have seen from many of the activities around the city, we are dedicated to making the very most of the opportunity to promote our incredible country that comes with hosting a Formula 1 race. On this note, we are very grateful to all of you whose words, written or spoken, said so much about our country's return to the World Championship calendar.

I implore you to make the very most of your time in our city outside of the track too and we all hope that the weekend ahead gives you many more reasons to enthuse about your visit.

RODRIGO SÁNCHEZ PERAZA
National Press Officer



MEDIA CENTRE & MEDIA ACCREDITATION CENTRE

OPENING HOURS

MEDIA CENTRE

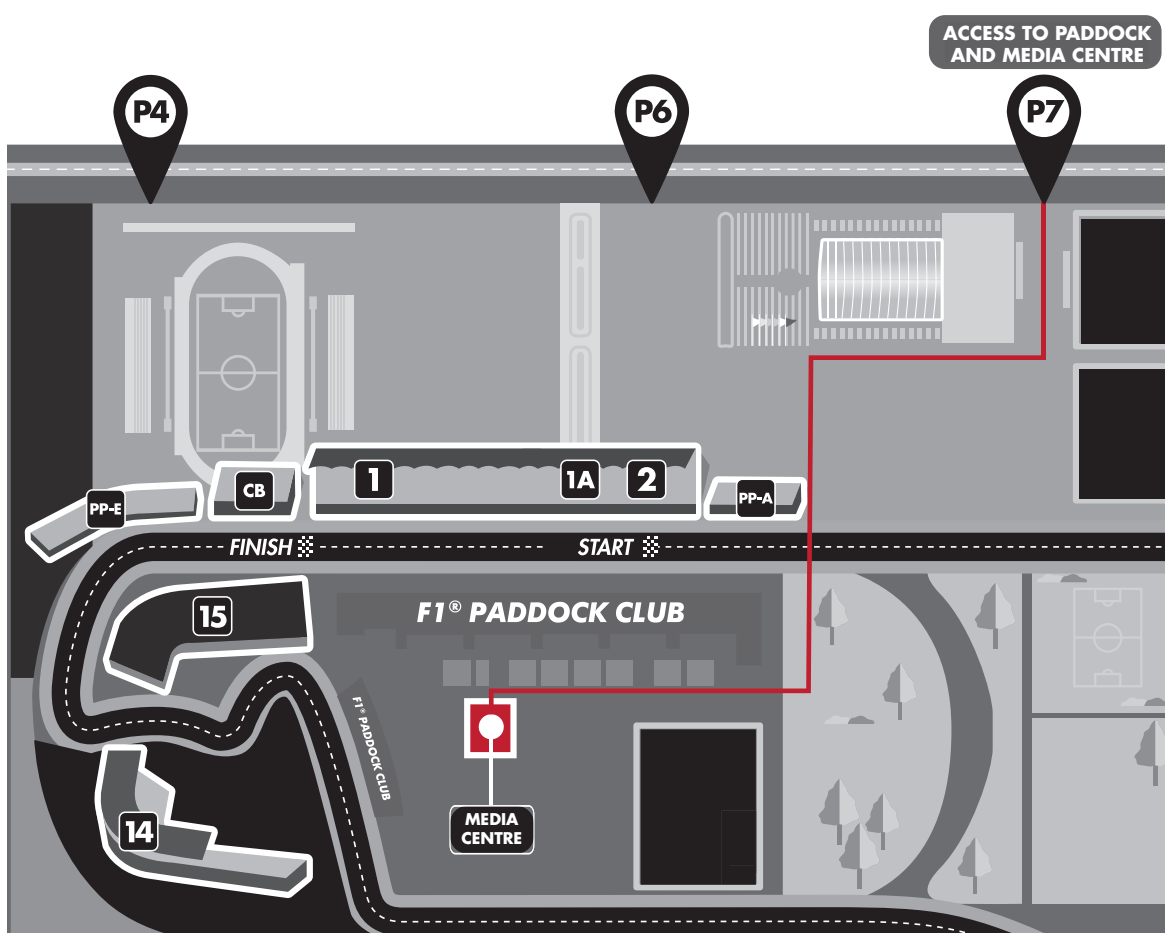
Wednesday	26 October	12:00 – 20:00 HRS
Thursday	27 October	08:00 – 22:00 HRS
Friday	28 October	07:00 – 23:00 HRS
Saturday	29 October	07:00 – 23:00 HRS
Sunday	30 October	07:00 – Until last journalist leaves

MEDIA ACCREDITATION CENTRE

Wednesday	26 October	11:00 – 18:00 HRS
Thursday	27 October	08:00 – 18:00 HRS
Friday	28 October	08:00 – 16:00 HRS
Saturday	29 October	08:00 – 12:00 HRS
Sunday	30 October	08:00 – 12:00 HRS (National Press Only)



MEDIA CENTRE LOCATION





MEDIA CENTRE

KEY STAFF

FIA F1 HEAD OF COMMUNICATIONS AND MEDIA DELEGATE

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MEDIA CENTRE MANAGER

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MEDIA OPERATIONS COORDINATOR

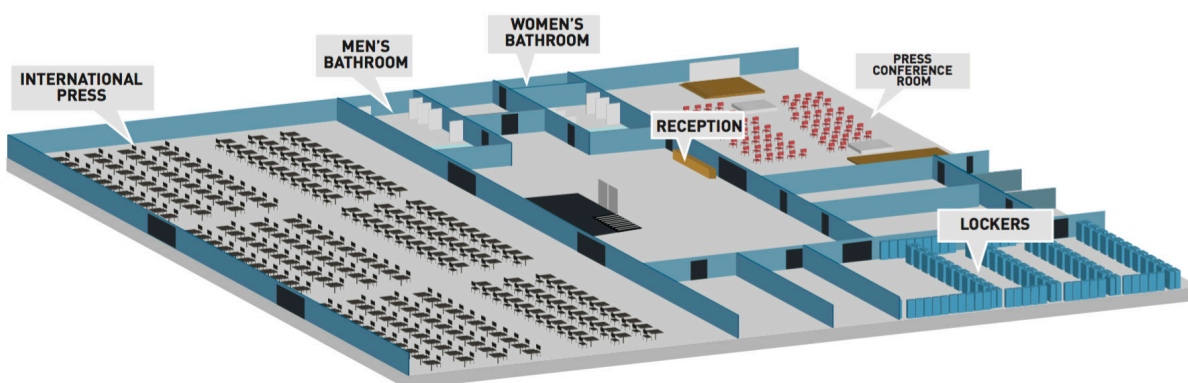
BERNARDO VILLANUEVA

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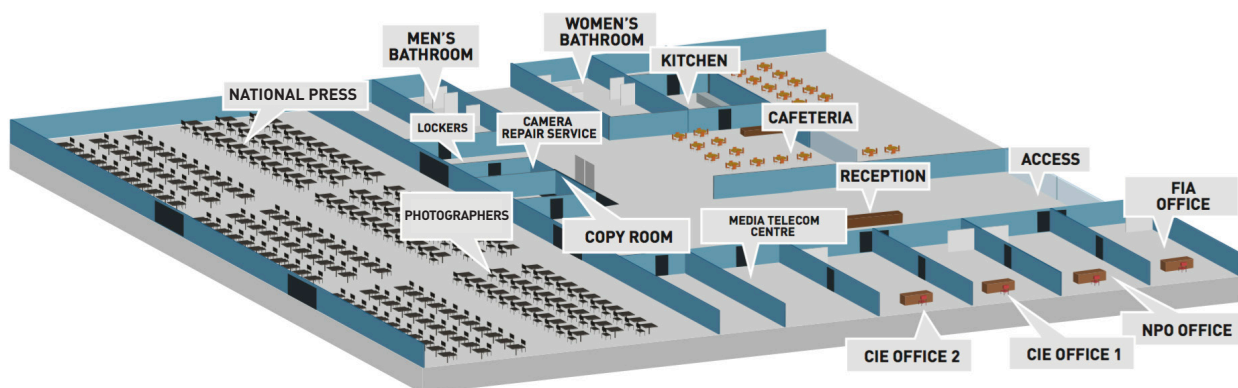


FACILITIES (IT • PHOTOGRAPHIC • TELECOMS)

MEDIA CENTRE UPPER LEVEL



MEDIA CENTRE LOWER LEVEL





1 WORKING IN THE MEDIA CENTRE

The Media Centre is located in the Formula 1 Paddock (driver's right). All accredited journalists and photographers must register at Media Centre Reception on the lower level of the building on first arriving at the circuit. Staff at Reception will assist with seating allocation, internet access and locker keys if required.

2 STANDARD TELEPHONE, FAX AND IT SERVICES

Standard phone services will be available to all media without a connection fee. Phones will be available in the Media Telecom Centre located in the lower level of the Media Centre. Also in this room will be a fax machine and six computers with internet and printing access.

3 FREE WIRELESS INTERNET SERVICES

Free wireless internet will be available in the Media Centre and Photographers' Centre. This network will allow 50 Mbps services for national and international press. Ethernet will be allowed in the Photographers' area. This will include Internet browsing, mail services and FTP services.

A technician is available everyday (opening hours). Inquire at the Reception Desk.

4 PHOTOGRAPHIC SERVICE

Nikon and Canon technicians will be available on the lower level.

5 LOCKERS

Lockers are available on the upper and lower level for photographers and press with a refundable deposit of \$10 dls.

6 ELECTRICAL POWER

Each workstation is equipped with a power outlet: Voltage in Mexico is 114-140 volts. Members of the international press must inquire about compatibility of their electronic and electric devices. To obtain a transformer, please inquire at the Reception desk.



OPERATING HOURS

	CAFETERIA	MEDIA CENTRE
Wednesday 26 October		
LUNCH	13:00 - 17:00 HRS	12:00 - 20:00 HRS
Thursday 27 October		
BREAKFAST	8:00 - 11:00	08.00 - 22.00 HRS
LUNCH	13:00 - 17:00	
Friday 28 October		
BREAKFAST	7:00 - 11:00	07.00 - 23.00 HRS
LUNCH	13:00 - 17:00	
Saturday 29 October		
BREAKFAST	7:00 - 11:00	07.00 - 23.00 HRS
LUNCH	13:00 - 17:00	
Sunday 30 October		
BREAKFAST	7:00 - 11:00	07.00 - 23.00 HRS
LUNCH	13:00 - 17:00	
DINNER	17:00 - 23:00	



PRESS CONFERENCE SCHEDULE

The Media Centre will host the official FIA press conferences during the race weekend.

There will be one press conference on each of the four days of the event. All FIA press conferences take place in the press conference area, located on the upper level of the Media Centre. Transcripts will be distributed within the Media Centre. Please note that only FIA accredited media may attend.

Thursday **October 27th** • 11:00 hrs
— Participants: a maximum of six drivers chosen by the FIA F1 Head of Communications

Friday **October 28th** • 16:00 hrs
— Participants: six team personalities chosen by the FIA F1 Head of Communications

Saturday **October 29th** • Immediately after qualifying
— Participants: top three drivers of the qualifying session

Sunday **October 30th** • Immediately after racing
— Participants: top three finishing drivers

ADDITIONAL FIA ACCREDITED MEDIA OPPORTUNITIES

Qualifying: All drivers eliminated in Q1 or Q2 will be available for media interviews immediately after the end of each session, as well as drivers who participated in Q3 and are not required to take part in the post-qualifying press conference.

Race: Any driver retiring before the end of the race will be available for media interviews after his return to the paddock. In addition, all drivers who finish the race outside the top three will be available immediately after the end of the race for media interviews.

During the race every team will make at least one senior spokesperson available for interviews with officially accredited TV crews. A list will be made available in the Media Centre.



PHOTOGRAPHERS' SHUTTLE SCHEDULE

Details of this service will be posted on the photographers' notice-board prior to the event.

Please note: Only properly accredited photographers and journalists are entitled to use the shuttle service.

FRIDAY	SATURDAY	SUNDAY
09:00 (10 mins. approx.)	09:00 (10 mins approx.)	11:20 (10 mins approx.) Before
09:20 (10 mins approx.)	09:20 (10 mins approx.)	Drivers' Parade
11:30 (pick up after FP1)	11:00 (pick up after FP3)	11:40 (10 mins approx.) Before
10 mins approx		starting grid presentation
13:00 (10 mins. approx.)	12:00 (10 mins approx.)	
13:20 (10 mins. approx.)	12:20 (10 mins. approx.)	
15:30 (pick up after FP2)	14:00 (pick up after qualifying)	
10 mins approx.		

Please check the notice board for updates to this schedule.



RACE TIMETABLE

THURSDAY

10:00 - 16:00	FORMULA ONE	INITIAL SCRUTINEERING
11:00	FORMULA ONE	PRESS CONFERENCE – PRESS ROOM
13:00 - 15:00	FORMULA ONE	TRACK CLOSED FIA/FOM SYSTEMS CHECKS TRACK ACCESS RESTRICTED TO FIA/FOM ONLY
13:45	FORMULA ONE	TRACK INSPECTION, TRACK COMPLETELY CLEAR
14:00 - 15:00	FORMULA ONE	HIGH SPEED TRACK TEST - FIA SAFETY AND MEDICAL CARS
15:30 - 18:00	PROMOTER ACTIVITY	3 DAY TICKET HOLDERS ONLY PIT LANE WALK TBC
16:00	FORMULA ONE	TEAM MANAGERS' MEETING
16:00 - 17:15	PROMOTER ACTIVITY	F1 DRIVERS' AUTOGRAPH SESSION TBC



RACE TIMETABLE

FRIDAY

09:20	FORMULA ONE	MEDICAL INSPECTION
09:30 - 09:45	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
10:00 - 11:30 ¹	FORMULA ONE	FIRST PRACTICE SESSION
11:55 - 12:20 ¹	MASTERS HISTORIC RACING	PRACTICE SESSION
12:25 - 13:45	FORMULA ONE	Paddock Club Pit Lane Walk
13:30 - 13:40	FORMULA ONE	TRACK INSPECTION
14:00 - 15:30 ¹	FORMULA ONE	SECOND PRACTICE SESSION
16:00 - 16:25 ¹	FORMULA 4 SERIES	PRACTICE SESSION
16:00 - 17:00	FORMULA ONE	PRESS CONFERENCE – PRESS ROOM
17:00	FORMULA ONE	DRIVERS' MEETING
17:15 - 18:15	TRACK ACTIVITY	MARSHAL PIT LANE WALK

*These times refer to the start of the formation lap ¹Fixed End Session1 ²Approximate finishing time



RACE TIMETABLE

SATURDAY

08:00 - 09:40	FORMULA ONE	Paddock Club Pit Lane Walk
08:30 - 09:00	FORMULA ONE	Team Pit Stop Practice
09:20	FORMULA ONE	Medical Inspection
09:30 - 09:45	FORMULA ONE	Track Inspection and Safety Car Test
10:00 - 11:00 ¹	FORMULA ONE	Third Practice Session
11:30 - 11:55	MASTERS HISTORIC RACING	Qualifying Session
12:00 - 12:40	FORMULA ONE	Paddock Club Pit Lane Walk
12:30 - 12:40	FORMULA ONE	Track Inspection
13:00 - 14:00	FORMULA ONE	Qualifying Session
15:00* - 15:25 ²	MASTERS HISTORIC RACING	First Race (10 Laps or 20 Mins)
16:00 - 16:25	FORMULA 4 SERIES	Qualifying Session

*These times refer to the start of the formation lap ¹Fixed End Session1 ²Approximate finishing time



RACE TIMETABLE
















SUNDAY		
08:00 - 09:15	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
08:45 - 09:00	FORMULA ONE	TRACK INSPECTION AND TRACK TEST
09:35* - 10:05 ²	FORMULA 4 SERIES	RACE (12 LAPS OR 25 MINS)
10:30* - 10:55 ²	MASTERS HISTORIC RACING	SECOND RACE (10 LAPS OR 20 MINS)
11:00 12:15	FORMULA ONE	PADDOCK CLUB PIT LANE WALK
11:30	FORMULA ONE	FORMULA ONE DRIVERS PARADE
11:45 12:15	FORMULA ONE	STARTING GRID PRESENTATION
12:00	FORMULA ONE	MEDICAL INSPECTION
12:10 12:20	FORMULA ONE	TRACK INSPECTION
12:30	FORMULA ONE	PIT LANE OPEN
12:45	FORMULA ONE	PIT LANE CLOSED GRID FORMATION
12:46	FORMULA ONE	NATIONAL ANTHEM
13:00* 15:00 ²	FORMULA ONE	GRAND PRIX (71 LAPS OR 120 MINS)

*These times refer to the start of the formation lap ¹Fixed End Session1 ²Approximate finishing time



2016 FIA FORMULA 1® WORLD CHAMPIONSHIP




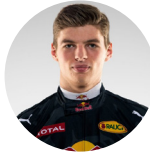






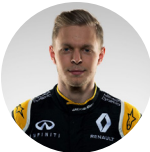


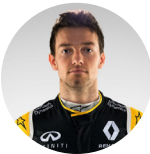

ENTRY LIST

NO.	DRIVER	NATIONALITY	TEAM	CHASSIS	ENGINE
44	 LEWIS HAMILTON			MERCEDES F1 W07 HYBRID	MERCEDES
6	 NICO ROSBERG				
5	 SEBASTIAN VETTEL			FERRARI SF16-H	FERRARI
7	 KIMI RÄIKKÖNEN				
19	 FELIPE MASSA			WILLIAMS FW38	MERCEDES
77	 VALTTERI BOTTAS				



2016 FORMULA 1® WORLD CHAMPIONSHIP

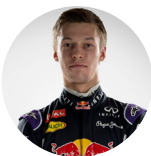


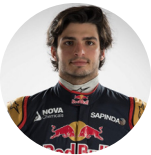









ENTRY LIST

NO.	DRIVER	NATIONALITY	TEAM	CHASSIS	ENGINE
3	 DANIEL RICCIARDO			RED BULL RB12	TAG-HEUER
33	 MAX VERSTAPPEN				
11	 SERGIO PÉREZ			VJM-09	MERCEDES
27	 NICO HÜLKENBERG				
20	 KEVIN MAGNUSSEN			RS16	RENAULT
30	 JOLYON PALMER				



2016 FORMULA 1 ® WORLD CHAMPIONSHIP

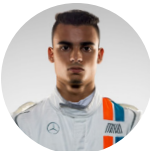




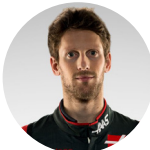


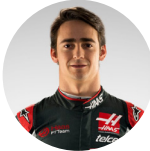

ENTRY LIST

NO.	DRIVER	NATIONALITY	TEAM	CHASSIS	ENGINE
26	 DANIIL KVYAT			TORO ROSSO STR11	FERRARI
55	 CARLOS SAINZ				
9	 MARCUS ERICSSON		 Sauber F1 Team	SAUBER C35	FERRARI
12	 FELIPE NASR				
14	 FERNANDO ALONSO		McLAREN HONDA	McLAREN MP4-31	HONDA
22	 JENSON BUTTON				



2016 FORMULA 1® WORLD CHAMPIONSHIP

ENTRY LIST

NO.	DRIVER	NATIONALITY	TEAM	CHASSIS	ENGINE
94	 PASCAL WEHRLEIN			MRT-05	MERCEDES
31	 ESTEBAN OCON				
8	 ROMAIN GROSJEAN			VF-16	FERRARI
21	 ESTEBAN GUTIÉRREZ				



CHAMPIONSHIP CALENDAR

DATE	GRAND PRIX	CIRCUIT
MARCH 20	AUSTRALIA	ALBERT PARK
APRIL 03	BAHRAIN	BAHRAIN INTERNATIONAL CIRCUIT
APRIL 17	CHINA	SHANGHAI INTERNATIONAL CIRCUIT
MAY 1	RUSSIA	SOCHI AUTODROM
MAY 15	SPAIN	CIRCUIT DE CATALUNYA
MAY 29	MONACO	CIRCUIT DE MONACO
JUNE 12	CANADA	CIRCUIT GILLES - VILLENEUVE
JUNE 19	EUROPE	BAKU CITY CIRCUIT
JULY 03	AUSTRIA	RED BULL RING - SPIELBERG
JULY 10	GREAT BRITAIN	SILVERSTONE CIRCUIT
JULY 24	HUNGARY	HUNGARORING
JULY 31	GERMANY	HOCKENHEIMRING
AUGUST 28	BELGIUM	CIRCUIT SPA-FRANCORCHAMPS
SEPTEMBER 4	ITALY	AUTODROMO NAZIONALE MONZA
SEPTEMBER 18	SINGAPORE	MARINA BAY CIRCUIT
OCTOBER 02	MALAYSIA	SEPANG INTERNATIONAL CIRCUIT
OCTOBER 09	JAPAN	SUZUKA INTERNATIONAL RACING COURSE
OCTOBER 23	USA	CIRCUIT OF THE AMERICAS
OCTOBER 30	MEXICO	AUTÓDROMO HERMANOS RODRÍGUEZ
NOVEMBER 13	BRAZIL	AUTODROMO DE INTERLAGOS
NOVEMBER 27	ABU DHABI	YAS MARINA CIRCUIT



STANDINGS AFTER ROUND 18 (USA) (DRIVERS)

	DRIVER	TEAM	COUNTRY	WINS	POLES	F/LAPS	PTS
1	NICO ROSBERG	MERCEDES	GER	9	8	6	331
2	LEWIS HAMILTON	MERCEDES	GBR	7	9	3	305
3	DANIEL RICCIARDO	RED BULL RACING TAG HEUER	AUS	1	1	3	227
4	SEBASTIAN VETTEL	FERRARI	FIN	0	0	2	177
5	KIMI RÄIKKÖNEN	FERRARI	GER	0	0	1	170
6	MAX VERSTAPPEN	RED BULL RACING	NDL	1	0	0	165
7	SERGIO PÉREZ	FORCE INDIA MERCEDES	MEX	0	0	0	84
8	VALTTERI BOTTAS	WILLIAMS MERCEDES	FIN	0	0	0	81
9	NICO HÜLKENBERG	FORCE INDIA MERCEDES	GER	0	0	1	54
10	FERNANDO ALONSO	McLAREN HONDA	SPA	0	0	1	52
11	FELIPE MASSA	WILLIAMS MERCEDES	BRA	0	0	0	49
12	CARLOS SAINZ	TORO ROSSO FERRARI	SPA	0	0	0	38
13	ROMAIN GROSJEAN	HAAS FERRARI	FRA	0	0	0	29
14	DANIIL KVIAT	TORO ROSSO FERRARI	RUS	0	0	1	25
15	JENSON BUTTON	McLAREN HONDA	GBR	0	0	0	21
16	KEVIN MAGNUSSEN	RENAULT	DEN	0	0	0	7
17	JOLYON PALMER	RENAULT	GBR	0	0	0	1
18	PASCAL WEHRLEIN	MRT MERCEDES	GER	0	0	0	1
19	STOFFEL VANDOOORNE	McLAREN HONDA	BEL	0	0	0	1
20	ESTEBAN GUTIÉRREZ	HAAS FERRARI	MEX	0	0	0	0



STANDINGS AFTER ROUND 18 (USA) (DRIVERS)

	DRIVER	TEAM	COUNTRY	WINS	POLES	F/LAPS	PTS
21	MARCUS ERICSSON	SAUBER FERRARI	SWE	0	0	0	0
22	FELIPE NASR	SAUBER FERRARI	BRA	0	0	0	0
23	RIO HARYANTO	MRT FERRARI	INA	0	0	0	0
24	ESTEBAN OCON	MRT FERRARI	FRA	0	0	0	0



STANDINGS AFTER ROUND 18 (USA) (CONSTRUCTORS)

TEAM		WINS	POLES	F/LAPS	PTS
1	MERCEDES	16	17	9	636
2	RED BULL RACING	2	1	3	385
3	FERRARI	0	0	3	347
4	FORCE INDIA MERCEDES	0	0	1	138
5	WILLIAMS MERCEDES	0	0	0	130
6	McLAREN HONDA	0	0	1	74
7	TORO ROSSO	0	0	1	55
8	HAAS F1 TEAM	0	0	0	29
9	RENAULT	0	0	0	8
10	MANOR RACING	0	0	0	1
11	SAUBER FERRARI	0	0	0	0



TEAM & DRIVER STATISTICS (AFTER USA)

MERCEDES – Chassis W07

Base: Brackley, UK • Races 145 • Wins 61 • Poles 70 • F/Laps 47

Drivers' Championships 4 (In 1954 Fangio drove both a Mercedes & a Maserati to win the title) • Constructors' Championships 2



NICO
ROSBERG

27.6.1985 • F1 Debut 2006
Races 203 • Wins 23 • Poles 30 • F/Laps 20



LEWIS
HAMILTON

7.1.1985 • F1 Debut 2007
Races 185 • Wins 50 • Poles 58 • F/Laps 31 • World Champion 2008, '14, '15

FERRARI – Chassis SF16-H

Base: Maranello, Italy • Races 926 • Wins 224 • Poles 223 • F/Laps 236

Drivers' Championships 15 • Constructors' Championships 16



SEBASTIAN
VETTEL

3.7.1987 • F1 Debut 2007
Races 175 • Wins 42 • Poles 46 • F/Laps 27 • World Champion 2010, '11, '12, '13



KIMI
RÄIKKÖNEN

17.10.1979 • F1 Debut 2001
Races 249 • Wins 20 • Poles 16 • F/Laps 43 • World Champion 2007

WILLIAMS MERCEDES – Chassis FW37

Base: Wantage, UK • Races 654 • Wins 114 • Poles 128 • F/Laps 132

Drivers' Championships 7 • Constructors' Championships 9



FELIPE
MASSA

25.4.1981 • F1 Debut 2002
Races 247 • Wins 11 • Poles 16 • F/Laps 15



VALTTERI
BOTTAS

28.8.1989 • F1 Debut 2013
Races 74 • Wins 0 • Poles 0 • F/Laps 1

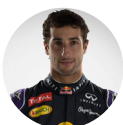


RED BULL RENAULT – Chassis RB12

Base: Milton Keynes, UK • Races 221 • Wins 52 • Poles 58 • F/Laps 50

Drivers' Championships 4 • Constructors' Championships 4

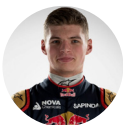
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DANIEL
RICCIARDO

1.7.1989 • F1 Debut 2011
Races 106 • Wins 4 • Poles 1 • F/Laps 7

33



MAX
VERSTAPPEN

30.9.1997 • F1 Debut 2015
Races 37 • Wins 1 • Poles 0 • F/Laps 0

FORCE INDIA MERCEDES – Chassis VJM-09

Base: Silverstone, UK • Races 168 • Wins 0 • Poles 1 • F/Laps 4

11



SERGIO
PÉREZ

26.1.1990 • F1 Debut 2011
Races 111 • Wins 0 • Poles 0 • F/Laps 3

27



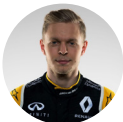
NICO
HÜLKENBERG

19.8.1987 • F1 Debut 2010
Races 112 • Wins 0 • Poles 1 • F/Laps 2

RENAULT – Chassis RS16

Base: Enstone, UK • Races 95 • Wins 2 • Poles 0 • F/Laps 5

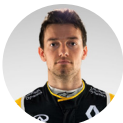
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KEVIN
MAGNUSSEN

5.10.1992 • F1 Debut 2014
Races 37 • Wins 0 • Poles 0 • F/Laps 0

30



JOLYON
PALMER

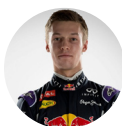
20.1.1991 • F1 Debut 2016
Races 17 • Wins 0 • Poles 0 • F/Laps 0



TORO ROSSO FERRARI – Chassis STR11

Base: Faenza, Italy • Races 203 • Wins 1 • Poles 1 • F/Laps 1

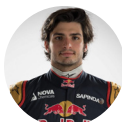
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DANIIL
KVYAT

26.4.1994 • F1 Debut 2014
Races 54 • Wins 0 • Poles 0 • F/Laps 1

55



CARLOS
SAINZ

1.9.1994 • F1 Debut 2015
Races 37 • Wins 0 • Poles 0 • F/Laps 0

SAUBER FERRARI – Chassis C35

Base: Hinwil, Switzerland • Races 348 • Wins 0 • Poles 0 • F/Laps 3

9



MARCUS
ERICSSON

2.9.1990 • F1 Debut 2014
Races 53 • Wins 0 • Poles 0 • F/Laps 0

12



FELIPE
NASR

21.8.1992 • F1 Debut 2015
Races 36 • Wins 0 • Poles 0 • F/Laps 0

McLAREN HONDA – Chassis MP4-31

Base: Woking, UK • Races 798 • Wins 182 • Poles 155 • F/Laps 154

14



FERNANDO
ALONSO

29.7.1981 • F1 Debut 2001
Races 270 • Wins 32 • Poles 22 • F/Laps 22 • World Champion 2005, '06

22



JENSON
BUTTON

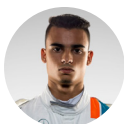
19.1.1980 • F1 Debut 2000
Races 302 • Wins 15 • Poles 8 • F/Laps 8 • World Champion 2009



MANOR RACING – Chassis MRT-05

Base: Banbury, UK • Races 129 • Wins 0 • Poles 0 • F/Laps 0

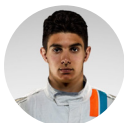
94

PASCAL
WEHRLEIN

18.10.1994 • F1 Debut 2016
Races 18 • Wins 0 • Poles 0 • F/Laps 0

31

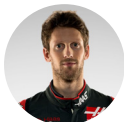
ESTEBAN
OCON

17.9.1996 • F1 Debut 2016
Races 6 • Wins 0 • Poles 0 • F/Laps 0

HAAS F1 TEAM – Chassis VF-16

Base: Kannapolis, NC / Banbury, UK • Races 18 • Wins 0 • Poles 0 • F/Laps 0

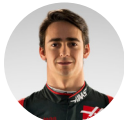
28

ROMAIN
GROSJEAN

17.4.1986 • F1 Debut 2009
Races 100 • Wins 0 • Poles 0 • F/Laps 1

21

ESTEBAN
GUTIÉRREZ

5.8.1991 • F1 Debut 2013
Races 56 • Wins 0 • Poles 0 • F/Laps 1



TYRE FEATURE

TYRES: NO LONGER A BLACK ART

Nigel Mansell, World Champion in 1992, was once asked in a post-race press conference which tyres he had used that day and said, 'Black ones.'

When Gerhard Berger won the 1986 Mexican Grand Prix for Benetton, he did so on just one set of tyres – made by Pirelli.

How times have changed.

In 2016, when Pirelli is the sole F1 tyre supplier, every driver in the Mexican Grand Prix will have 13 sets of Pirelli tyres for his use throughout the race weekend.

And, like fashion accessories, they will be available in white, yellow or red, with blue and green thrown in depending on the weather. There are others in orange and purple, but Pirelli won't be bringing those out to play in Mexico.

To be serious about this, tyres are now the central component in racing strategy, with each Grand Prix being won or lost as much by what choices are made on the pit wall and in the garage as by raw speed out on the track.

Pirelli competed in its 300th Grand Prix when the 2016 season kicked off in Melbourne in March. The company's motor sport chief Paul Hembery said, "We now embark

on a season that features the biggest shake-up of the F1 tyre regulations in history."

This is how it works.

For each race, Pirelli nominates three tyres from its range of five 'slick' compounds. In Mexico the available 'slick' choices are balanced towards softness: White (Medium), Yellow (Soft) and Red (Supersoft). The theory is that the softer the tyre, the more grip it will provide and therefore the faster the car will go.

Pirelli then mandates three sets of those tyres for every driver. One set will be the softest, i.e. the Red Supersofts, which are for use in the third segment of the one-hour qualifying session known as Q3.

To quote Pirelli themselves, "Following the regulations, each driver must save for Q3 one set of the softest of the three nominated compounds." In Mexico's case, this is the Red (Supersoft) compound. This set will be given back to Pirelli after Q3 by those who qualify in the top 10, but the remaining drivers will keep theirs for the race.

The other two mandated sets for Mexico are one Yellow and one White. Both must still be available for the race; at least one must be used in the race.



On top of the three mandatory sets the teams are free to choose their other 10 sets from the three available compounds. That choice can also vary between the team's two drivers. Not only that, but we now learn in advance of each Grand Prix which choice each driver has made for the weekend coming up.

The Green (Intermediate) and Blue (Wet) tyres come into play only if the track is either damp or saturated by rain.

There is then a tight schedule of tyre use which begins with the first free practice session on Friday. Each driver must return one set of tyres to Pirelli after 40 minutes of that session; another goes back at the end of the 90-minute session.

For free practice 2, also on Friday, each driver must return two sets of tyres after the 90 minutes. Same thing on Saturday for the one-hour free practice 3: two sets from each driver go back at the end.

The top 10 drivers in qualifying (Q3) must start the race on the tyres with which they set their fastest lap time – not in Q3, but in Q2, the middle part of qualifying.

And in case you thought that's an awful lot of tyres, you were right: in the 2015 season Pirelli brought 29,856 tyres to race weekends. Maybe that's why their travelling army of managers and technicians numbers around 60 people at every race. The drivers in 2015 used 17,580 of them – 16,288 'slicks' and 1292 Inters or Wets.

Tyres are tyres; drivers are drivers. Ideally they must work in harmony, but as former F1 driver Paul di Resta has pointed out in his role as a TV analyst, "Tyres cannot take the punishment, that's what racing drivers do: they use every bit of grip possible. They want to kill that tyre over the lap to make the lap time as fast as possible, that's all that counts.

"It will get hot – it happens in your head, it is in the teaching, it's just one of those things that happen. The tyres get too hot, the grip leaves them. You want to take advantage of the peak grip when you've got it and can use it. That's where the key comes in to a driver being excellent, very good or just ordinary."

But as fellow-commentator Martin Brundle has pointed out this season, "Three compounds has worked a treat: it brings a little bit of unpredictability towards the end of a race."

The fastest speed registered on a Pirelli F1 tyre in 2015 came right here in Mexico when Pastor Maldonado's Lotus Mercedes was clocked at 366.4 km/h.

And let's not forget that tyre development, like everything else in F1, is on-going. Since mid-year Pirelli have been hard at work perfecting new tyres for the new regulations that will come into force in 2017: the cars will have more downforce, tyres will get wider, speeds will get higher... but that's a whole other story!



THE 2015 MEXICAN GRAND PRIX

POS.	NO.	DRIVER	NAT	CAR	QUALIFYING TIME
1	6	Nico ROSBERG	GER	MERCEDES	1:19.480 / 194.947 KM/H
2	44	Lewis HAMILTON	GBR	MERCEDES	1:19.668
3	5	Sebastian VETTEL	GER	FERRARI	1:19.850
4	26	Daniil KVIAT	RUS	RED BULL RENAULT	1:20.398
5	3	Daniel RICCIARDO	AUS	RED BULL RENAULT	1:20.399
6	77	Valtteri BOTTAS	FIN	WILLIAMS MERCEDES	1:20.448
7	19	Felipe MASSA	BRA	WILLIAMS MERCEDES	1:20.567
8	33	Max VERSTAPPEN	NDL	TORO ROSSO RENAULT	1:20.710
9	11	Sergio PÉREZ	MEX	FORCE INDIA MERCEDES	1:20.716
10	27	Nico HÜLKENBERG	GER	FORCE INDIA MERCEDES	1:20.788
11	55	Carlos SAINZ	ESP	TORO ROSSO RENAULT	1:20.942
12	8	Romain GROSJEAN	FRA	LOTUS MERCEDES	1:21.038
13	13	Pastor MALDONADO	VEN	LOTUS MERCEDES	1:21.261
14	9	Marcus ERICSSON	SWE	SAUBER FERRARI	1:21.544
15	7	Kimi RÄIKKÖNEN	FIN	FERRARI	1:22.494
16	14	Fernando ALONSO	ESP	MCLAREN HONDA	1:21.779
17	12	Felipe NASR	BRA	SAUBER FERRARI	1:21.788
18	53	Alex ROSSI	USA	MANOR FERRARI	1:24.136
19	28	Will STEVENS	GBR	MANOR FERRARI	1:24.386
	22	Jenson BUTTON	GBR	MCLAREN HONDA	



THE 2015 MEXICAN GRAND PRIX

POS.	NO.	DRIVER	NAT	CAR	TIME/GAP
1	6	Nico ROSBERG	GER	MERCEDES	1:42.35.038 /178.597km/h
2	44	Lewis HAMILTON	GBR	MERCEDES	1.954
3	77	Valtteri BOTTAS	FIN	WILLIAMS MERCEDES	14.592
4	26	Daniil KVIAT	RUS	RED BULL RENAULT	16.572
5	3	Daniel RICCIARDO	AUS	RED BULL RENAULT	19.682
6	19	Felipe MASSA	BRA	WILLIAMS MERCEDES	21.493
7	27	Nico HÜLKENBERG	GER	FORCE INDIA MERCEDES	25.860
8	11	Sergio PÉREZ	MEX	FORCE INDIA MERCEDES	34.343
9	33	Max VERSTAPPEN	NDL	TORO ROSSO RENAULT	35.229
10	8	Romain GROSJEAN	FRA	LOTUS MERCEDES	37.934
11	13	Pastor MALDONADO	VEN	LOTUS MERCEDES	38.538
12	9	Marcus ERICSSON	SWE	SAUBER FERRARI	40.180
13	55	Carlos SAINZ	ESP	TORO ROSSO RENAULT	48.772
14	22	Jenson BUTTON	GBR	MCLAREN HONDA	49.214
15	53	Alex ROSSI	USA	MANOR FERRARI	2 laps
16	28	Will STEVENS	GBR	MANOR FERRARI	2 laps



THE 2015 MEXICAN GRAND PRIX

NO.	DRIVER	NAT	CAR	NOT CLASSIFIED
12	Felipe NASR	BRA	SAUBER FERRARI	dnf
5	Sebastian VETTEL	GER	FERRARI	dnf
7	Kimi RÄIKKONEN	FIN	FERRARI	dnf
14	Fernando ALONSO	ESP	MCLAREN HONDA	dnf

NO.	DRIVER	NAT	CAR	FASTEST LAP
6	Nico ROSBERG (lap 67)	GER	MERCEDES	1:20.521/192.426 km/h



THE 2015 MEXICAN GRAND PRIX

RACE REVIEW

“I WILL REMEMBER THIS WEEKEND FOREVER” Rosberg wins, Pérez sums it up perfectly

He may have finished eighth, but Sergio Pérez said he felt like a winner at the end of his country's first World Championship Formula 1 race since 1992 – and he was not alone.

Nico Rosberg won the race: he had lost the world title to Mercedes-Benz teammate Lewis Hamilton just a week earlier in the USA, but as Mexico returned to the F1 fold this was the 31-year-old German's own day in the sun.

Starting from pole position, Rosberg avoided any mishaps with his team-mate on the way down to the first corner and established a commanding lead. He then did the job all over again following the intervention of the Safety Car when Sebastian Vettel's Ferrari crashed out of the race on lap 52 of the scheduled 71.

It was Rosberg's first victory since June, his fourth of the season and the start of a winning sequence that would continue through the last two races of 2015 and the first four of 2016.

Beaten by 1.9 seconds, Hamilton – no doubt magnanimous in the wake of his third world title triumph – was gracious in defeat despite his own doubts about his team's tyre strategy. “It doesn't matter now”, he insisted after it was all over. “Nico drove a fantastic race”.



Behind the Silver Arrows came the Williams Mercedes of Valtteri Bottas, who out-muscled fellow-Finn Kimi Räikkönen's Ferrari early in the race and condemned the veteran to an early exit. With Vettel also gone, this was the first occasion since 2006 on which neither Ferrari had made it to the end of a Grand Prix.

The Red Bull Renaults finished fourth and fifth, Daniil Kvyat ahead of Daniel Ricciardo, while Felipe Massa brought the second Williams home in sixth place. Next up came the two Force India Mercedes runners, with Nico Hülkenberg ahead of Pérez.



The Mexican, though, had his own moment of glory, drawing the loudest roar of a noisy, colourful day when he overtook Carlos Sainz's Toro Rosso in the stadium section and held off the other Toro Rosso of Max Verstappen on the way to his eighth place.

"I will remember this weekend forever", said an elated 'Checo'. "To stay ahead of them and finish in eighth place is probably one of my best performances in Formula One and I'm very happy I could score points in front of my home crowd. I am very lucky to have this huge support from my country. I think everybody has enjoyed the energy of the crowd and this must surely be one of the most popular races on the calendar now."

Pastor Maldonado's Lotus F1 Mercedes was the last points-scorer as 18 of the 20 starters finished. The other non-finishers were another former World Champion in Fernando Alonso, whose McLaren Honda breathed its last before the first lap was over, and Felipe Nasr in his Sauber.

As Rosberg pointed out, the event was an amazing success for Formula 1. "This is the best podium of the year", he added. "Absolutely awesome! A crowd of 134,850 were quick to agree."



MEXICAN DRIVERS IN THE WORLD CHAMPIONSHIP



1

RICARDO RODRÍGUEZ

[14/Feb/1942 - 1/Nov/1962]

A child prodigy in motor sport, Ricardo was a national champion on bikes and motorcycles. At the tender age of 15 he took his first international win on four wheels at Riverside in California on September 21, 1957. He later teamed up with his brother Pedro to drive for Luigi Chinetti's North American Racing Team, for which they claimed several important victories. Ricardo was also a podium finisher at Le Mans in 1960, the youngest in history. By mid-1961 he had a contract with Ferrari and made his Formula 1 debut at the Italian Grand Prix at Monza at 19 years of age, starting from the front row.

In 1962 he raced for the official Ferrari team in both F1 and sportscars. In May of that year he became the youngest winner of the famous Targa Florio. His first World Championship points came in his third Grand Prix at Spa-Francorchamps in Belgium, where team orders meant he had to yield third place to team leader Phil Hill. Rodríguez scored more points at the Nürburgring. When Ferrari declined to enter the non-Championship Mexican Grand Prix in 1962, he accepted the drive in Rob Walker's Lotus 24. **In practice on Thursday November 1 he suffered right rear suspension failure at the Peraltada turn, which sent him straight into the upper guardrail. Ricardo was killed instantly; he had not yet celebrated his 21st birthday.**



2

PEDRO RODRÍGUEZ

[18/Jan/1940 - 11/Jul/1971]

The older Rodríguez brother was a youth cycling champion and later a motorcycle national champ before starting in cars at 13 years of age. He made his debut at Le Mans for NART in 1958; with his brother Ricardo he would beat the world's best drivers, including the Ferrari works team. They also won the 1000 Kilometres of Paris in both 1961 and 1962.

Pedro was due to make his F1 debut in the 1962 Mexican Grand Prix, but after Ricardo's accident he waited until the 1963 US GP at Watkins Glen. He contested eight GPs with Lotus and Ferrari before 1967, when he took his first victory at Kyalami, South Africa, in a Cooper-Maserati. He later drove for British Racing Motors (BRM) in F1, again for Ferrari in 1969, and returned to BRM in 1970.

In that year he took his maiden F1 victory in the Belgian GP at the original Spa-Francorchamps circuit. By then he had won the Le Mans 24 Hours in 1968 with the John Wyer Automotive team; in 1970 and 1971 he would win titles with them in the World Makes Championship driving a Porsche 917K.

In July 1971 Pedro Rodríguez took part in the Norisring Interserie round in a borrowed Ferrari 512; while leading, the right front hub failed and he was killed when the car ended up on fire against the guardrail.

No other Mexican has since won a race in F1.



MEXICAN DRIVERS IN THE WORLD CHAMPIONSHIP



3

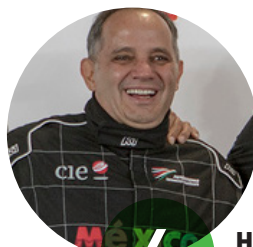
MOISÉS SOLANA

[26/12/1935 -27/Jul/1969]

A world-class sportsman in two very different disciplines, Moisés Solana was an outstanding forward in jai-alai, known as the world's fastest game, and the winner of over 200 car races. His formal debut came at the 1954 Carrera Panamericana when he was 18, in a borrowed car. He ended sixth in class and 32nd overall, better than his father – also a racing driver. His first important victory came in 1957, and by 1960 he was one of the most feared drivers in Mexican racing, and the main rival to the Rodríguez brothers.

He was due to race at the first Mexican GP but Ricardo's death made him withdraw after qualifying in 13th place with an uncompetitive private Cooper T53. His debut came at next year's Mexican GP in a BRM P57 from Scuderia Centro Sud, using the number 13 for the first time in F1 –Pastor Maldonado would be the second driver in car #13 in F1 in 2014.

Moisés raced in every Mexican GP until 1968, with Lotus and Cooper, but also competed in two USGPs in 1965 and 1967 for Lotus. He also took part in Group 7 racing in the US championships in a McLaren M6B; in 1969, at a national hill climb his McLaren touched a concrete embankment at the exit of a turn and the car flipped over, taking Moisés Solana into the realm of legends.



4

HÉCTOR ALONSO REBAQUE

[5/Feb/1956 -]

Héctor Rebaque made his debut at 14 years of age on dirt ovals and by 15 he was racing at Daytona. He dominated Mexican racing in the following years while also racing successfully abroad in IMSA (USA) and even at Le Mans.

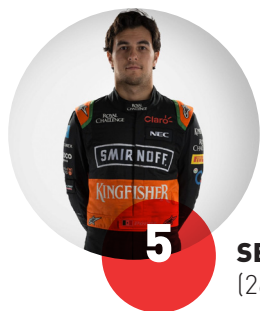
He also tried his hand at single seaters, in European F2 and Formula Atlantic between 1974 and 1976. By 1977 he was racing with Hesketh in F1, but qualified for only one race in the 308E. For 1978 he bought the old Lotus 78s from Colin Chapman and set up his own Team Rebaque with which he qualified nine times, earning his first point in the German GP.

He kept that arrangement going for 1979 while starting to build his own Rebaque HR100, which qualified for the Canadian GP in September, becoming the first Mexican team to compete at this level. After closing his team he came back with Brabham at the 1980 British GP, staying there until the end of the 1981 season, supporting Nelson Piquet as the Brazilian took that year's title.

But Parmalat wanted an Italian driver so Héctor decided to race in IndyCar for 1982. He won his fifth race, Road America, but also had a couple of crashes on the ovals and when his 1983 project to return to F1 with a turbo Brabham-Ford did not work, he retired from motorsport just a few weeks after turning 27.



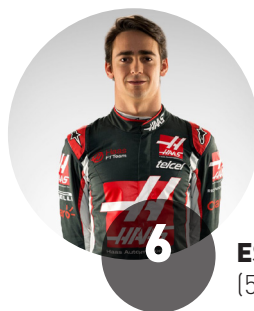
MEXICAN DRIVERS IN THE WORLD CHAMPIONSHIP



SERGIO PÉREZ
(26/Jan/1990 –)

‘Checo’ won several Mexican karting titles and spent a year in the Barber Series in USA, before going alone to Europe in 2005 to race in German Formula BMW, supported by Escudería Telmex. After two seasons in the series, he switched in 2007 to British F3, Class B, and took the crown with T Sport; for 2008 he moved up into the main class, where he was the only driver with a Honda-engined car. He won four races and finished fourth overall, earning him a test in Honda’s F1 car, but the Japanese firm left F1 the day before the test and Sergio moved to GP2. He won races both in the Asian and main series and was runner-up in the latter with Barwa Addax in 2010, which led to his signing for Sauber in F1 for 2011.

After finishing seventh on debut and being disqualified for a rear wing infringement, Sergio was the rookie of the year and tested for Ferrari as a member of its Driver Academy. He renewed his contract with the Swiss team for 2012, taking three podiums. Pérez moved to McLaren for 2013 but had to cope with the worst car the team had produced in years. At the end of the season he changed to Force India, where he has stayed for three seasons. In 2014 he was 10th overall with a podium in Bahrain; in 2015 he moved up to ninth with a podium in Russia and 11 other points-scoring finishes; and this year, as the final seven long-haul races began, he was eighth with two podiums in Monaco and at the European GP in Baku.



ESTEBAN GUTIÉRREZ
(5/Aug/1991 –)

After a brief karting period in Monterrey, Esteban went into single-seaters in US Formula BMW in 2007 and was runner-up in his first year. In 2008 he raced in the European series and took the title despite being a newcomer to the circuits. The championship earned him a test with BMW in F1 and he was then recruited by Escudería Telmex.

Next he went into European F3 with ART Grand Prix and in 2010 he shifted to GP3, becoming the first champion in the series. He was signed by Sauber F1 as a test and reserve driver; while racing in GP2 in 2011 he took a win in Valencia, and he was third in the 2012 championship with three race wins.















Sauber promoted him to a 2013 F1 seat and Esteban set his first fastest lap in Spain and scored his first points in Japan. He was given a second year with the Swiss team but Sauber suffered its first scoreless season in 2014. **Esteban was recruited by Ferrari as its third driver for 2015, carrying out development work on the F1 car in the simulator, but eagerly took the chance to race again in F1 with the new American-run Haas team for this season.**



2016 SUPPORT RACES

MASTERS HISTORIC RACING

Established in 2004 with its trademark Formula One Series, Masters is now the leading organiser and promoter of historic motor racing. Based in the UK and North America with a dedicated team, Masters aims to provide customers with great racing at superb circuits with a wonderful atmosphere.

RACE NUMBER	DRIVER	NAT	CAR	CLASS	COLOUR	DATE
2	Gregory Thornton	GB	LOTUS 77	Fittipaldi		1979
3	John Delane	US	TYRRELL 002	Stewart		1971
6	James Hagan	IE	TYRRELL 011	Lauda		1983
11	Andrew Beaumont	GB	LOTUS 81	Head		1980
12	Katsu Kabuto	JP	LOTUS 78	Fittipaldi		1977
14	Mike Thurlow	US	TYRRELL 009	Head		1979
19	Jean Denis Deletraz	SWE	SURTEES TS19	Fittipaldi		1976
20	Martin Lauber	US	WOLF WR6	Head		1978
21	Jordan Grogor	SA	WILLIAMS FW03	Fittipaldi		1974
22	Bud Moeller	US	ENSIGN MN179	Head		1979
24	Frederic Fatien	CIV	HESKETH 308B	Fittipaldi		1974
27	Charles Nearburg	US	WILLIAMS FW07 B	Head		1980
28	Doug Mockett	US	PENSKE PC4	Fittipaldi		1976
30	Jean Pierre Valentini	FR	AMON F101	Fittipaldi		1974
35	Aaron Scott	GB	MARCH 761	Fittipaldi		1976
66	Tommy Dreelan	IE	WILLIAMS FW08	Head		1982
85	Ron Maydon	GB	ARROWS FA1	Head		1978



Formula 4

Once again, Mexico will host a Formula 4 race this weekend in order to continue promoting global racing. F4 cars use a carbon-fibre chassis built by Mygale and four-cylinder engines of around 140 horsepower; the series will focus on driver development as a stepping-stone from karting to F3 and onwards to the highest forms of single-seater racing.

CAR	DRIVER	NATIONALITY	TEAM
2	José Sierra	México	RPL1 RACING TEAM
4	Calving Ming	Guyana	RAM 1 RACING TEAM
5	Alexandra Mohnhaupt	México	MOMOF4 1 RACING TEAM
6	Baltazar Legizamon	Argentina	MOMOF4 1 RACING TEAM
8	Manuel Sulaiman	México	RAM 1 RACING TEAM
9	Daniel Forcadell	México	EASYSHOP RACING
10	Jorge Herrera	México	RAM 1 RACING TEAM
16	Alejandro Berumen	México	MARTIGA EG RACING TEAM
18	Alexis Carreno	México	MARTIGA EG RACING TEAM
20	Sergio Martínez	México	MARESPI RACING
21	Moisés de la Vara	México	MARTIGA EG RACING TEAM
22	José Sandoval	México	RODRIGUEZ RACING
31	Marcus Vario	Panamá	JBERNAL RACING
35	Jorge Abed	México	APYCSA 1 RACING TEAM
38	Andrés Gutiérrez	México	RAM 1 RACING TEAM
53	Alex Servin	México	IBCGROUP RACING TEAM
55	Luis Alfonso Pérez	México	RPL1 RACING TEAM
55	Jorge Contreras	México	CEDVA RACING
79	Santiago Lozano	Colombia	RPL1 RACING TEAM
ND	José Manuel Villalta	México	VILLALTA RACING TEAM



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**Hotel
del Prado**

Av. Marina Nacional 399, Miguel Hidalgo, Anzures, 11300



**Casa Inn Business
Hotel México**

Río Lerma 237, Cuauhtémoc, 06500



Hotel del Ángel

Río Lerma 154, Cuauhtémoc, 06500



**Exe Suites
San Marino**

Río Tiber 107, Cuauhtémoc, 06500



Hotel PF

Florencia 61, Cuauhtémoc, 06600

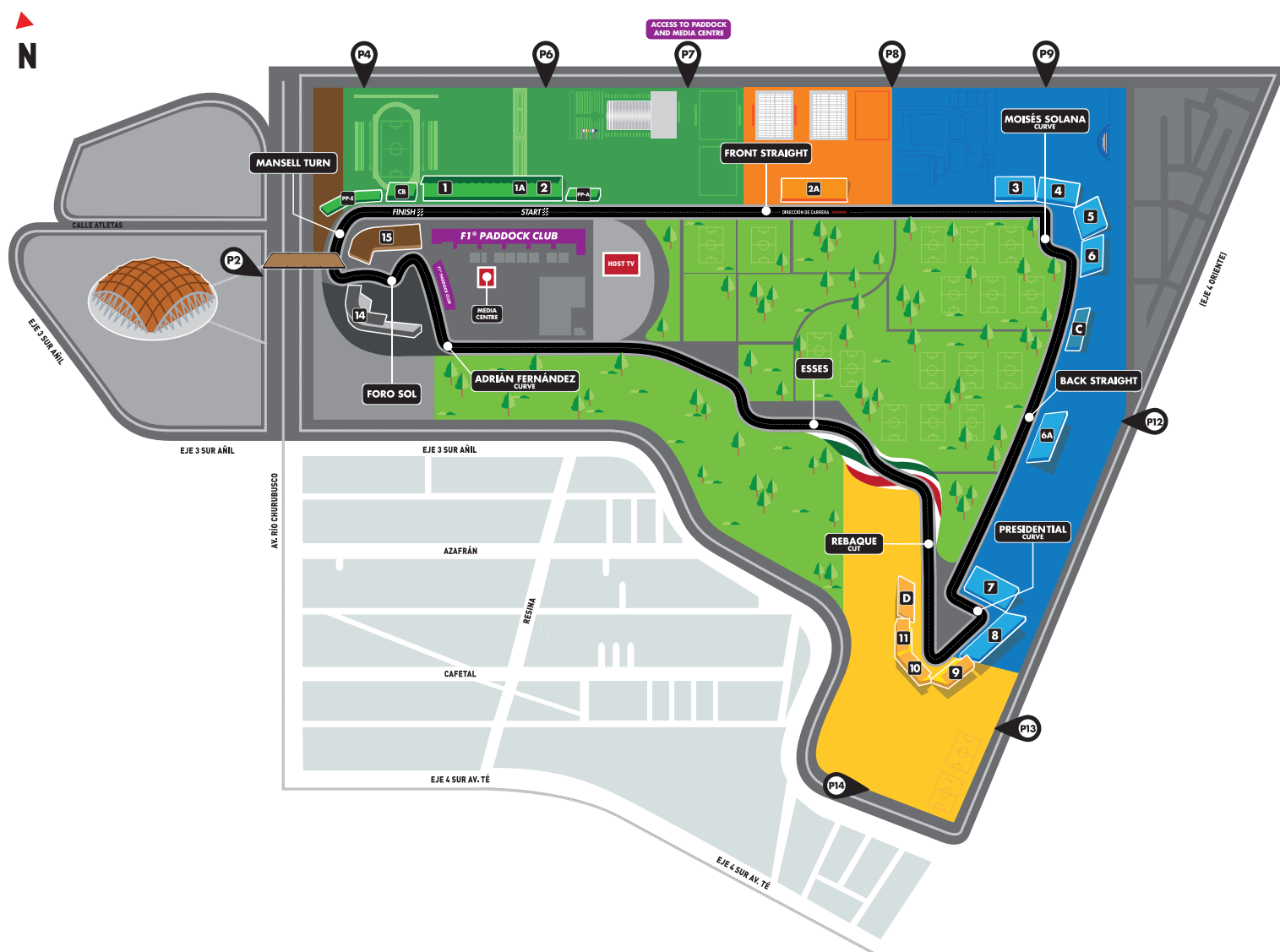


**Galería Plaza
Reforma**

Hamburgo 195, Cuauhtémoc, 06600



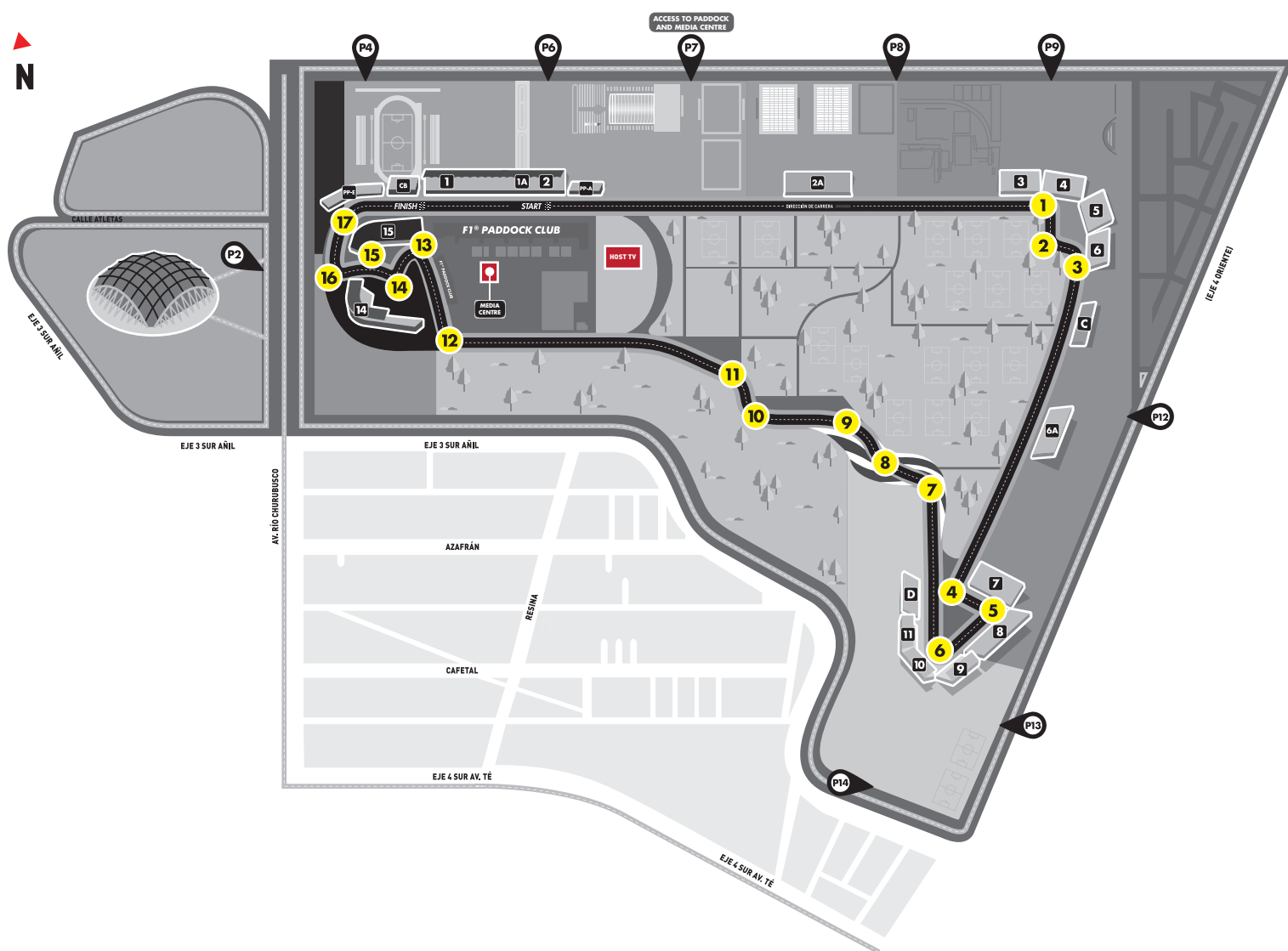
CORNER NAMES





MAPS AND DIAGRAMS

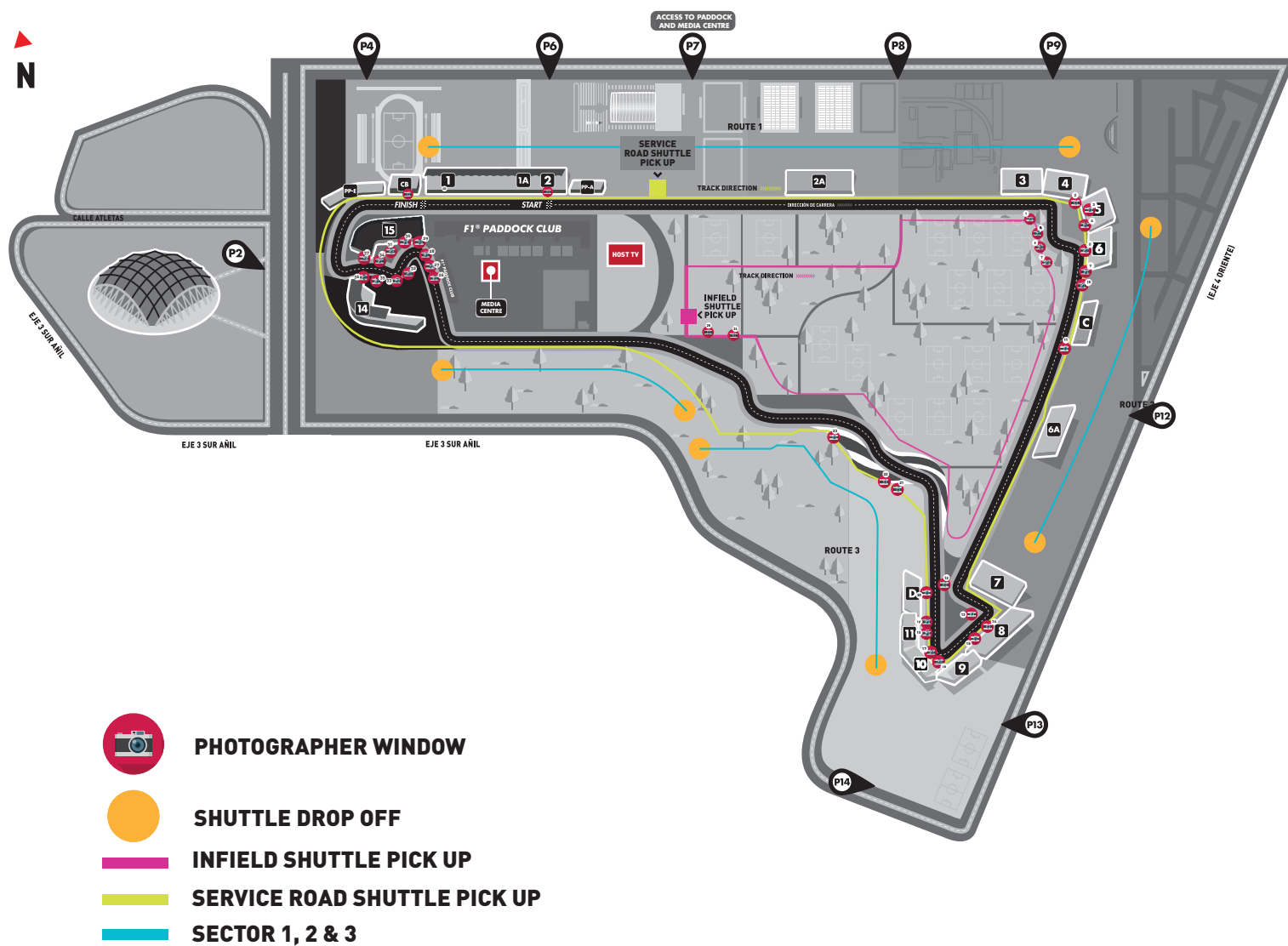
CORNER NUMBERS





MAPS AND DIAGRAMS

SERVICE ROAD





MAPS AND DIAGRAMS

MEDIA SHUTTLE

