



# Race Preview

## 2018 MEXICAN GRAND PRIX

26 – 28 October 2018

**H**ot on the heels of an enthralling US Grand Prix that saw Ferrari's Kimi Räikkönen score a hugely popular first win in more than five years, the FIA Formula One World Championship this week continues in the Americas, with Round 19 taking place at Mexico City's Autódromo Hermanos Rodríguez, home of the Mexican Grand Prix.

Situated almost 2,300m above sea level, the circuit is F1's highest altitude track, some 1,500m higher than the next on the list, Brazil's Interlagos, and this presents a particular set of challenges. At this altitude the thinner air leads to lower levels of downforce and thus teams are able to bring higher downforce packages to this high-speed circuit where normally the opposite might be the case. There's less oxygen going to the engine, too, although the negative impact of this on ICE performance is mitigated by the effect of turbo. However, in order to create the necessary pressure the turbo has to spin faster, and thus this race is particularly demanding on that element of the power unit.

With a slippery and smooth track surface leading to low rates of tyre wear and degradation, supplier Pirelli is bringing the softest tyres in its range to Mexico – the Supersoft, Ultrasoft and Hypersoft compounds. In light of the track characteristics, teams have prioritised the pink-banded hypersoft, with Renault and Sauber leading the way. Both teams' drivers have opted for 10 sets of the softest compound, while the drivers of championship leaders Mercedes and Ferrari have chosen eight sets of Hypersofts.

A third-place finish for Lewis Hamilton, allied to title rival Sebastian Vettel's fourth place in Austin a week ago, means that the Drivers' Championship battle continues this weekend in Mexico. Here, at the circuit where he wrapped up his fourth title last year, Hamilton can take his fifth crown, matching the total of F1 legend Juan Manuel Fangio. In order to do so, Hamilton needs only to finish this race in seventh place or better, regardless of where Vettel places. The Constructors' Championship remains more open, with Mercedes holding a 66-point advantage over Ferrari with three rounds remaining.



### AUTÓDROMO HERMANOS RODRÍGUEZ

**Length of lap:** 4.304km

**Lap record:** 1:18.785 (Sebastian Vettel, Ferrari, 2017)

**Start line/finish line offset:** 0.230km

**Total number of race laps:** 71

**Total race distance:** 305.354km

#### **Pitlane speed limits:**

80km/h in practice, qualifying, and the race

#### **CIRCUIT NOTES**

- ▶ Other than routine maintenance no changes of significance have been made.

#### **DRS ZONE**

- ▶ There will be two DRS zones in Mexico, sharing a detection point, located at the exit of Turn 15. The first activation point will be 323m after Turn 17 and the second will be 116m after Turn 3.

<b>ROUND 19</b>	MEXICAN GRAND PRIX	<b>START TIME</b>	13:10 Local - 19:10 GMT
<b>RACE DATE:</b>	28 OCT 2018	<b>CIRCUIT LENGTH:</b>	4.304KM
<b>CIRCUIT NAME:</b>	AUTÓDROMO HERMANOS RODRÍGUEZ	<b>RACE DISTANCE:</b>	305.354KM
<b>NUMBER OF LAPS:</b>	71	<b>LAP RECORD:</b>	1:18.785 - S Vettel [2017]

**KEY**

Speed Kmh  
Braking 130 3 Gear

Sector Time T3 19.8 Lap Time 1:16.5

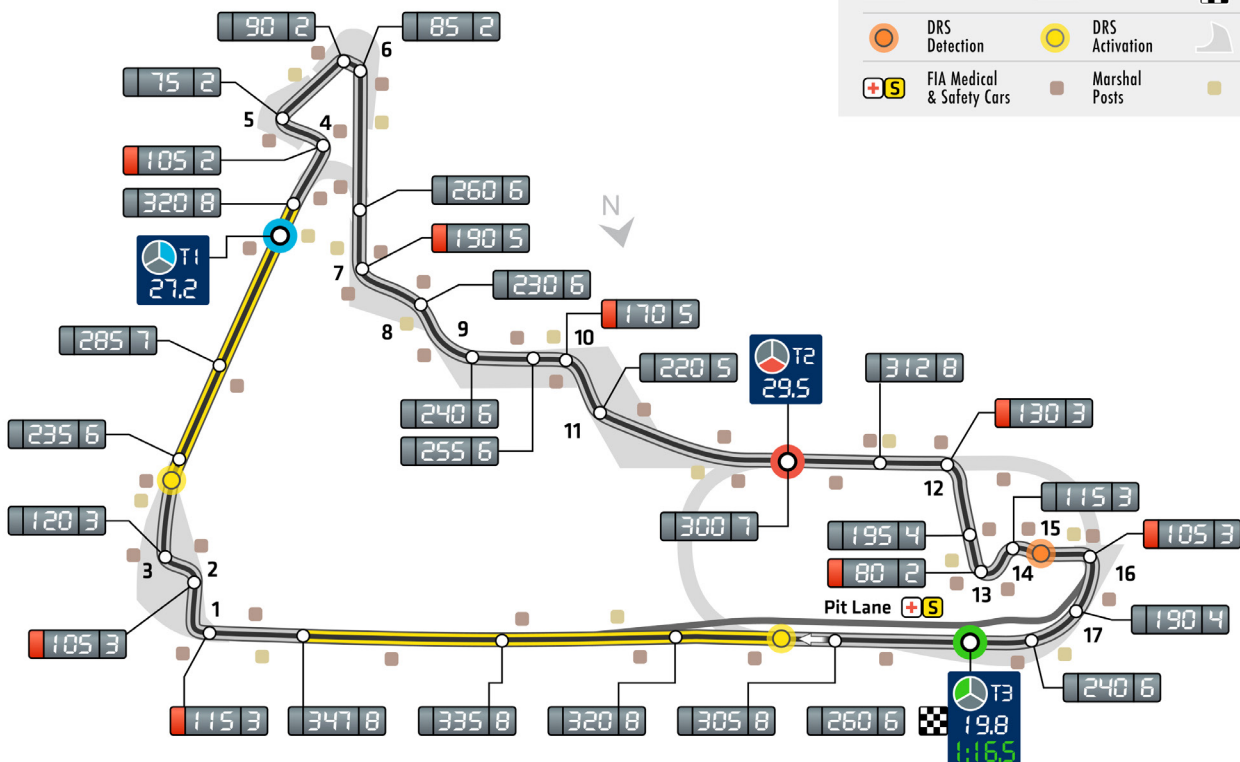
Sector 1 Sector 2 Sector 3

Circuit Start Finish

DRS Detection DRS Activation Run-off Areas

FIA Medical & Safety Cars Marshal Posts Light Panels

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



## FAST FACTS

- ▶ This will be the 19th World Championship Mexican Grand Prix. The race has been part of the F1 calendar in three distinct phases: from 1963-1970; from 1986-1992, while this latest iteration of the race joined the schedule in 2015. All of the races have taken place at the circuit that began life as the Magdalena Mixhuca circuit and was later re-christened the Autódromo Hermanos Rodríguez.
- ▶ Three drivers can claim multiple wins in Mexico, with Jim Clark, Alain Prost and Nigel Mansell all standing as the most successful drivers at this race. Clark won in 1963 and 1967, Prost in 1988 and 1990 and Mansell in 1987 and 1992.
- ▶ The current layout has seen a different winner each year since the race's 2015 return. Nico Rosberg won the inaugural event on the new circuit in 2015, Lewis Hamilton was victorious in 2016 and Max Verstappen won last year's race.
- ▶ If Lewis Hamilton manages to wrap up his fifth F1 World Championship title on Sunday it will be the fifth F1 crown sealed in Mexico City. Hamilton claimed his fourth championship here last year, when a ninth-place finish was enough to guarantee him the crown. Further back in time, John Surtees took his sole title in Mexico in 1964 with Ferrari, Brabham's Denny Hulme took his only title win here in 1967, while Graham Hill won his second F1 title here in 1968 with Lotus.
- ▶ In winning the United States Grand Prix last weekend, Kimi Räikkönen now has the most wins of any Finnish driver in Formula One. Räikkönen's COTA victory was his 21st in F1, one more than Mika Häkkinen. Keke Rosberg is next on the list with five wins. Räikkönen's win came after a wait of 113 races, the longest in F1 history. The record was previously held by Riccardo Patrese who had to wait 99 races between his 1983 South African Grand Prix win and his victory at the 1990 San Marino Grand Prix.
- ▶ Lotus, McLaren and Williams are tied as most successful constructor at the Mexican Grand Prix, with three wins each. Lotus' victories were scored in 1963 and 1967 with Clark and in 1968 with Graham Hill. McLaren won in 1969 with Denny Hulme, in 1988 with Alain Prost and in 1989 with Ayrton Senna. Williams won twice with Nigel Mansell, in 1987 and 1992 and also in 1991 with Patrese.
- ▶ As with victory, pole position at the latest version of the Autódromo Hermanos Rodríguez has been taken by a different driver at each of the three events held so far. Nico Rosberg won from pole in 2015, as did Hamilton in 2016. Sebastian Vettel began last year's race from pole but finished in fourth place.
- ▶ Fastest lap on the current layout has also been taken by three different drivers. Rosberg ran fastest in the 2015 race, Daniel Ricciardo was fastest in 2016 and Vettel set the current record last year with a time of 1:18.785, set on lap 68 at an average speed of 196.666 km/h.
- ▶ Max Verstappen has led more laps of the current configuration than any driver. The Dutchman led every lap of the 2017 race on his way to his third career win. The only other drivers to have led laps on this current layout are Nico Rosberg (68), Hamilton (62) and Vettel (12).
- ▶ Five drivers on the current grid have been classified in the top three here: Hamilton, Ricciardo, Räikkönen, Verstappen and Valtteri Bottas. Hamilton and Bottas are the only men with multiple podium finishes, with two apiece.

# RACE STEWARDS BIOGRAPHIES

## DR GERD ENNSER

### **MEMBER OF THE DMSB'S EXECUTIVE COMMITTEE FOR AUTOMOBILE SPORT, FORMULA ONE AND DTM STEWARD**

Dr Gerd Ennsler has successfully combined his formal education in law with his passion for motor racing. While still active as a racing driver he began helping out with the management of his local motor sport club and since 2006 has been a permanent steward at every round of Germany's DTM championship. Since 2010 he has also been a Formula One steward. Dr Ennsler, who has worked as a judge, a prosecutor and in the legal department of an automotive-industry company, has also acted as a member of the steering committee of German motor sport body, the DMSB, since spring 2010, where he is responsible for automobile sport. In addition, Dr Ennsler is a board member of the South Bavaria Section of ADAC, Germany's biggest auto club.



## TIM MAYER

### **FIA STEWARD, ORGANIZER OF THE WORLD CHAMPIONSHIPS IN THE USA**

As the son of former McLaren founder Teddy Mayer, Tim Mayer grew up around motor sport. He organised IndyCar races internationally from 1992-98, aided the construction of several circuits, and produced international TV for multiple series. In 1998 he became CART's Senior VP for Racing Operations then in 2003, Mayer became COO of IMSA, operating multiple series at all levels, including the American Le Mans Series. In 2009 he left IMSA, working independently for several US series and focusing on coordinating US motorsports with the FIA. He was elected an Independent Director of ACCUS and US FIA Delegate, responsible for World Championship events in the US. He Stewards the FIA's F1, WEC and World RX championships as well as teaching and working on multiple commissions..



## MIKA SALO

### **FORMER F1 DRIVER, MEMBER OF THE FIA SINGLE-SEATER COMMISSION**

Finnish racer Mika Salo competed in over 100 grands prix between 1994-2002. After junior success in Britain and Japan, Salo made his Formula One debut for Lotus at the last two rounds of the 1994 season. Over the next eight years the Finn drove for Tyrrell, Arrows, BAR, Ferrari, Sauber and Toyota. He twice finished on the podium for Ferrari and scored points for Toyota in the Japanese manufacturer's debut race. After calling time on his F1 career, Salo competed predominantly in sports cars, most notably racing in GT classes. He has GT2 victories at both Le Mans and Sebring to his name, and in 2007 won the GT class in ALMS. He also tried his hand in CART and Australian V8s. Salo is still a familiar face in the Formula 1 paddock, working extensively for Finnish TV among other roles.



# 2018 FIA Formula One World Championship

## DRIVERS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	BAHRAIN	CHINA	AZERBAIJAN	SPAIN	MONACO	CANADA	FRANCE	AUSTRIA	GB	GERMANY	HUNGARY	BELGIUM	ITALY	SINGAPORE	RUSSIA	JAPAN	USA	MEXICO	BRAZIL	ABU DHABI	POINTS
1	L. HAMILTON	18 <sub>2</sub>	15 <sub>3</sub>	12 <sub>4</sub>	25 <sub>1</sub>	25 <sub>1</sub>	15 <sub>3</sub>	10 <sub>5</sub>	25 <sub>1</sub>	NC	18 <sub>2</sub>	25 <sub>1</sub>	25 <sub>1</sub>	18 <sub>2</sub>	25 <sub>1</sub>	25 <sub>1</sub>	25 <sub>1</sub>	15 <sub>3</sub>				346
2	S. VETTEL	25 <sub>1</sub>	25 <sub>1</sub>	4 <sub>8</sub>	12 <sub>4</sub>	12 <sub>4</sub>	18 <sub>2</sub>	25 <sub>1</sub>	10 <sub>5</sub>	15 <sub>3</sub>	25 <sub>1</sub>	NC	18 <sub>2</sub>	25 <sub>1</sub>	12 <sub>4</sub>	15 <sub>3</sub>	15 <sub>3</sub>	8 <sub>6</sub>	12 <sub>4</sub>			276
3	K. RÄIKKÖNEN	15 <sub>3</sub>	NC	15 <sub>3</sub>	18 <sub>2</sub>	NC	12 <sub>4</sub>	8 <sub>6</sub>	15 <sub>3</sub>	18 <sub>2</sub>	15 <sub>3</sub>	15 <sub>3</sub>	15 <sub>3</sub>	NC	18 <sub>2</sub>	10 <sub>5</sub>	12 <sub>4</sub>	10 <sub>5</sub>	25 <sub>1</sub>			221
4	V. BOTTAS	4 <sub>8</sub>	18 <sub>2</sub>	18 <sub>2</sub>	18 <sub>14</sub>	18 <sub>2</sub>	10 <sub>5</sub>	18 <sub>2</sub>	6 <sub>7</sub>	NC	12 <sub>4</sub>	18 <sub>2</sub>	10 <sub>5</sub>	12 <sub>4</sub>	15 <sub>3</sub>	12 <sub>4</sub>	18 <sub>2</sub>	18 <sub>2</sub>	10 <sub>5</sub>			217
5	M. VERSTAPPEN	8 <sub>6</sub>	NC	10 <sub>5</sub>	NC	15 <sub>3</sub>	2 <sub>9</sub>	15 <sub>3</sub>	18 <sub>2</sub>	25 <sub>1</sub>	NC	12 <sub>4</sub>	NC	15 <sub>3</sub>	10 <sub>5</sub>	18 <sub>2</sub>	10 <sub>5</sub>	15 <sub>3</sub>	18 <sub>2</sub>			191
6	D. RICCIARDO	12 <sub>4</sub>	NC	25 <sub>1</sub>	NC	10 <sub>5</sub>	25 <sub>1</sub>	12 <sub>4</sub>	12 <sub>4</sub>	NC	10 <sub>5</sub>	NC	12 <sub>4</sub>	NC	NC	8 <sub>6</sub>	8 <sub>6</sub>	12 <sub>4</sub>	NC			146
7	N. HÜLKENBERG	6 <sub>7</sub>	8 <sub>6</sub>	8 <sub>6</sub>	NC	NC	4 <sub>8</sub>	6 <sub>7</sub>	2 <sub>9</sub>	NC	8 <sub>6</sub>	10 <sub>5</sub>	12 <sub>4</sub>	NC	13 <sub>10</sub>	1 <sub>10</sub>	12 <sub>4</sub>	NC	8 <sub>6</sub>			61
8	S. PÉREZ	NC	16 <sub>12</sub>	12 <sub>3</sub>	15 <sub>3</sub>	2 <sub>9</sub>	12 <sub>14</sub>	NC	6 <sub>10</sub>	1 <sub>10</sub>	6 <sub>7</sub>	10 <sub>14</sub>	6 <sub>5</sub>	10 <sub>7</sub>	6 <sub>16</sub>	1 <sub>10</sub>	6 <sub>7</sub>	4 <sub>8</sub>				57
9	K. MAGNUSSEN	NC	10 <sub>5</sub>	1 <sub>10</sub>	13 <sub>6</sub>	8 <sub>13</sub>	NC	13 <sub>6</sub>	8 <sub>6</sub>	10 <sub>5</sub>	2 <sub>9</sub>	11 <sub>7</sub>	6 <sub>8</sub>	4 <sub>16</sub>	4 <sub>18</sub>	4 <sub>8</sub>	NC	DQ				53
10	F. ALONSO	10 <sub>5</sub>	6 <sub>7</sub>	6 <sub>7</sub>	6 <sub>7</sub>	4 <sub>8</sub>	NC	NC	16 <sub>8</sub>	4 <sub>8</sub>	4 <sub>16</sub>	4 <sub>8</sub>	4 <sub>8</sub>	NC	NC	6 <sub>7</sub>	14 <sub>14</sub>	14 <sub>14</sub>	NC			50
11	E. OCON	12 <sub>10</sub>	1 <sub>11</sub>	NC	NC	8 <sub>6</sub>	2 <sub>9</sub>	NC	8 <sub>6</sub>	6 <sub>7</sub>	4 <sub>8</sub>	8 <sub>13</sub>	8 <sub>6</sub>	8 <sub>6</sub>	NC	2 <sub>9</sub>	2 <sub>9</sub>	DQ				49
12	C. SAINZ	1 <sub>10</sub>	NC	2 <sub>9</sub>	10 <sub>5</sub>	6 <sub>7</sub>	1 <sub>10</sub>	4 <sub>8</sub>	4 <sub>8</sub>	NC	NC	2 <sub>9</sub>	4 <sub>11</sub>	4 <sub>8</sub>	4 <sub>8</sub>	1 <sub>17</sub>	6 <sub>10</sub>	7 <sub>7</sub>				45
13	R. GROSJEAN	NC	13 <sub>17</sub>	NC	NC	15 <sub>12</sub>	12 <sub>11</sub>	11 <sub>4</sub>	12 <sub>4</sub>	NC	8 <sub>6</sub>	1 <sub>10</sub>	6 <sub>7</sub>	DQ	15 <sub>15</sub>	11 <sub>11</sub>	4 <sub>8</sub>	NC				31
14	P. GASLY	NC	12 <sub>4</sub>	18 <sub>12</sub>	NC	6 <sub>7</sub>	11 <sub>11</sub>	NC	11 <sub>11</sub>	13 <sub>14</sub>	14 <sub>14</sub>	8 <sub>6</sub>	2 <sub>9</sub>	14 <sub>14</sub>	13 <sub>13</sub>	NC	11 <sub>11</sub>	12 <sub>12</sub>				28
15	C. LECLERC	13 <sub>13</sub>	12 <sub>19</sub>	8 <sub>6</sub>	1 <sub>10</sub>	18 <sub>18</sub>	1 <sub>10</sub>	1 <sub>10</sub>	2 <sub>9</sub>	NC	15 <sub>15</sub>	NC	NC	11 <sub>11</sub>	2 <sub>9</sub>	6 <sub>7</sub>	NC	NC				21
16	S. VANDOORNE	2 <sub>9</sub>	4 <sub>8</sub>	13 <sub>9</sub>	2 <sub>9</sub>	NC	14 <sub>14</sub>	16 <sub>16</sub>	12 <sub>15</sub>	11 <sub>11</sub>	13 <sub>13</sub>	NC	15 <sub>15</sub>	12 <sub>12</sub>	12 <sub>12</sub>	16 <sub>16</sub>	15 <sub>15</sub>	11 <sub>11</sub>				8
17	M. ERICSSON	NC	2 <sub>9</sub>	16 <sub>11</sub>	11 <sub>13</sub>	11 <sub>11</sub>	15 <sub>15</sub>	13 <sub>13</sub>	10 <sub>10</sub>	NC	2 <sub>9</sub>	15 <sub>15</sub>	1 <sub>10</sub>	15 <sub>15</sub>	11 <sub>11</sub>	13 <sub>13</sub>	12 <sub>12</sub>	10 <sub>10</sub>	1 <sub>10</sub>			7
18	L. STROLL	14 <sub>14</sub>	14 <sub>14</sub>	14 <sub>14</sub>	4 <sub>8</sub>	11 <sub>17</sub>	NC	17 <sub>17</sub>	14 <sub>14</sub>	12 <sub>12</sub>	NC	17 <sub>17</sub>	13 <sub>13</sub>	2 <sub>9</sub>	14 <sub>14</sub>	15 <sub>15</sub>	17 <sub>17</sub>	14 <sub>14</sub>				6
19	B. HARTLEY	15 <sub>15</sub>	17 <sub>17</sub>	20 <sub>10</sub>	1 <sub>10</sub>	12 <sub>19</sub>	NC	14 <sub>14</sub>	NC	NC	10 <sub>10</sub>	11 <sub>11</sub>	14 <sub>14</sub>	NC	17 <sub>17</sub>	NC	13 <sub>13</sub>	2 <sub>9</sub>				4
20	S. SIROTKIN	NC	15 <sub>15</sub>	15 <sub>15</sub>	NC	14 <sub>14</sub>	16 <sub>17</sub>	17 <sub>17</sub>	15 <sub>15</sub>	13 <sub>14</sub>	NC	16 <sub>16</sub>	12 <sub>12</sub>	1 <sub>10</sub>	19 <sub>19</sub>	18 <sub>18</sub>	16 <sub>16</sub>	13 <sub>13</sub>				1



# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 1100

## FRIDAY

**Practice session 1** 1000-1130

**Press conference** 1200

**Practice session 2** 1400-1530

## SATURDAY

**Practice session 3** 1000-1100

**Qualifying** 1300-1400

Followed by track interviews, press conference

## SUNDAY

**Drivers' Parade** 1130

**Race** 1310

Followed by parc fermé interviews and press conference

## ADDITIONAL MEDIA OPPORTUNITIES

### QUALIFYING

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

### RACE

Any driver retiring before the end of the race will be made available at the TV pen interview area. In addition, during the race every team will make available at least one senior spokesperson for interview by officially accredited TV crews. A list of those nominated will be made available in the media centre.

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## FIA COMMUNICATIONS DEPARTMENT

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