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KEY PEOPLE & CONTACT INFORMATION

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center

HOURS OF OPERATION & MEDIA PARKING/SHUTTLE SERVICES

All times Central Standard (CST)

MEDIA ACCREDITATION CENTER - The Crown Center, 9111 FM 812, Austin TX 78719

Nov. 13 11 a.m. to 6 p.m.

Nov. 14 8 a.m. to 6 p.m.

Nov. 15 8 a.m. to 4 p.m.

Nov. 16 8 a.m. to noon

Nov. 17 8 a.m. to 10 a.m.

CIRCUIT OF THE AMERICAS MEDIA/EVENT CENTER – Building K

Nov. 13 Noon to 8 p.m.

Nov. 14 9 a.m. to 10 p.m.

Nov. 15 7 a.m. to 11 p.m.

Nov. 16 7 a.m. to 11 p.m.

Nov. 17 7 a.m. to TBD

MEDIA CREDENTIAL PICK UP LOCATION

The Crown Center, 9111 FM 812, Austin TX 78719

<u>Each accredited journalist must pick up his/her credential and sign release forms. Media outlets cannot pick up credentials en masse.</u>

MEDIA PARKING AND SHUTTLE SERVICES TO THE CIRCUIT

Parking will be available for credentialed journalists at the **Media Accreditation Center (MAC)**, located at **The Crown Center**. There will be roundtrip shuttles from the MAC to Circuit of The America's **PARKING LOT A** (see map at rear of Media Guide), from which journalists can take internal shuttles to the Paddock. **The Media Center is located at the west end of the Paddock (Building K).** The shuttles to and from the MAC and from Lot A to the Paddock will run while the Media Center is open.

CIRCUIT SCHEDULE*

DATE/TIME	ORGANIZATION	ACTIVITY	
WEDNESDAY, NOV. 13			
15:00	On-track Activity	NBC promotional laps (2)	
THURSDAY, NOV. 14			
10:00-16:00	Formula One	Initial Scrutineering	
11:00	Formula One	News Conference – Media Center	
13:00-15:00	Formula One	Track Familiarization and System Checks –	
		TRACK CLOSED	
15:05-17:00	Promoter Activity	Pit Lane Walk for COTA VIP Ticket Holders ONLY	
16:00	Formula One	Team Managers' Meeting	
FRIDAY, NOV. 15			
08:20	Formula One	Medical Inspection	
08:30-08:45	Formula One	Track Inspection and First Test	
09:00-10:30	Formula One	FIRST PRACTICE SESSION	
11:00-11:20	Ferrari Challenge	First Practice Session	
11:30-12:30	Formula One	Paddock Club Pit Lane Walk	
12:30-12:40	Formula One	Track Inspection	
13:00-14:30	Formula One	SECOND PRACTICE SESSION	
15:00-16:00	Formula One	News Conference – Media Center	
15:00-15:30	Formula Vintage	Practice Session	
16:00-16:20	Ferrari Challenge	Second Practice Session	
17:00	Track Activity	Marshal Pit Lane Walk	
SATURDAY, NOV. 16			
07:45-08:45	Formula One	Team Pit Stop Practice	
07:45-08:45	Formula One	Paddock Club Pit Lane Walk	
08:20	Formula One	Medical Inspection	
08:30-08:45	Formula One	Track Inspection and Track Test	
09:00-10:00	Formula One	THIRD PRACTICE SESSION	
10:30-10:50	Ferrari Challenge	Qualifying Session	
11:05-11:40	Formula One	Paddock Club Pit Lane Walk	
11:30-11:40	Formula One	Track Inspection	
12:00-13:00	Formula One	QUALIFYING SESSION	
14:00-14:30	Ferrari Challenge	First Race (10 laps or 25 minutes)	
15:30-16:00	Formula Vintage	First Race (Eight laps or 25 minutes)	
SUNDAY, NOV. 17			
09:30-10:00	Formula Vintage	Second Race (Eight laps or 25 minutes)	
10:00	Formula One	Drivers Meeting (if necessary)	
10:00-10:15	Formula One	Marshalling System Track Test	
10:30-11:00	Ferrari Challenge	Second Race (10 laps or 25 minutes)	
11:05-12:15	Formula One	Paddock Club Pit Lane Walk	
11:30	Formula One	Formula One Drivers Parade	
11:45-12:15	Formula One	Starting Grid Presentation	
12:30	Formula One	Pit Lane Open	
12:45	Formula One	Pit Lane Closed – Grid Formation	
12:46	Formula One	National Anthem	
13:00-15:00	Formula One	UNITED STATES GRAND PRIX (56 laps or 120	
		minutes)	

^{*}NOTE: Circuit schedule is subject to change. Be sure to check Media Center notice board for updates.

NEWS CONFERENCES

The Media Center will host four official Fédération Internationale de l'Automobile (FIA) news conferences during the race weekend. There will be a news conference on each of the four days of the event. All FIA-hosted news conferences take place in the designated news conference room located in the Media Center, near the Media Café. Transcripts will be distributed within the Media Center. Please note that only FIA-accredited media may attend these news conferences.

Thursday, Nov. 14, at 11 a.m. CT

Participants

A maximum of six drivers chosen by the FIA F1 Head of Communications

Friday, Nov. 15, from 4-5 p.m. CT

Participants

Up to six team personalities chosen by the FIA F1 Head of Communications

Saturday, Nov. 16, from 4-4:30 p.m. CT

Participants

Top three drivers of the qualifying session

Sunday, Nov. 17, following the Formula 1 race

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. These interviews will take place in the "Bull Pen" area just outside the Media Center or by the assigned Team Buildings.

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 positions will be available immediately after the end of the race for media interviews. These interviews will take place in the "Bull Pen" area just outside the Media Center or by the assigned Team Buildings.

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

BROADCAST MEDIA

Driver interviews for all broadcast media will take place in the "Bull Pen" area just outside the Media Center, near the Paddock area. These media availabilities will normally take place immediately after each race. Details will be posted on the noticeboards within the Media Center.

PHOTOGRAPHIC AND TECHNOLOGY SERVICES INFORMATION

PHOTOGRAPHIC SUPPORT SERVICES

Photographic technical support will be located in the Media Center to assist photographers with technical issues.

PHOTOGRAPHER SHUTTLE SERVICE

The shuttle buses will take working photographers around the Circuit on all three days when Formula 1 cars are on track.

The buses will depart at the following times:

Friday, Nov. 15 Formula One™ Practice Session 1

Departs: 8:30 a.m. to 9 a.m. CT

Pick-up: 10:30 a.m.

Formula One Practice Session 2

Departs: 12:30 p.m. to 1 p.m.

Pick up: 2:30 p.m.

Saturday, Nov. 16 Formula One Practice Session 3

Departs: 8:30 a.m. to 9:30 a.m.

Pick-up: 10 a.m.

Formula One Qualifying Sessions 1-3

Departs: 11:30 a.m. to noon

Pick-up at 1 p.m.

Sunday, Nov. 17 FORMULA 1 UNITED STATES GRAND PRIX

Departs: Noon to 1 p.m.

Pick-up: From end of Formula One race (approximately 3 p.m.)

The Shuttle Bus timetable is subject to change, so please be sure to check the notice board located within the Media Center for the latest details.

Please note: Photographers must have appropriate accreditation to use this service.

ELECTRICAL POWER

United States spec power (110v, 60hz) will be available at each workstation area. We will have universal power adapters available at the reception area, which will enable any country's plug type to plug into a U.S. wall plug and the power outlets at each work station.

INTERNET

Circuit of The Americas offers free high-speed broadband Internet connections at each workstation. Additionally, access information for the Circuit's free Wi-Fi network can be obtained at the Media Center reception desk.

2013 FIA FORMULA ONE WORLD CHAMPIONSHIP™

ENTRY LIST

_		_	
1	Sebastian Vettel	Germany	Red Bull Racing – Renault
2	Mark Webber	Australia	Red Bull Racing – Renault
3	Fernando Alonso	Spain	Ferrari
4	Felipe Massa	Brazil	Ferrari
5	Jenson Button	Great Britain	McLaren – Mercedes
6	Sergio Perez	Mexico	McLaren – Mercedes
7	Kimi Raikkonen	Finland	Lotus – Renault
8	Romain Grosjean	France	Lotus – Renault
9	Nico Rosberg	Germany	Mercedes
10	Lewis Hamilton	Great Britain	Mercedes
11	Nico Hulkenberg	Germany	Sauber – Ferrari
12	Esteban Gutierrez	Mexico	Sauber – Ferrari
14	Paul Di Resta	Great Britain	Force India – Mercedes
15	Adrian Sutil	Germany	Force India – Mercedes
16	Pastor Maldonado	Venezuela	Williams – Renault
17	Valtteri Botas	Finland	Williams – Renault
18	Jean-Eric Verne	France	STR – Ferrari
19	Daniel Ricciardo	Australia	STR – Ferrari
20	Charles Pic	France	Caterham – Renault
21	Giedo van der Garde	Holland	Caterham – Renault
22	Jules Bianchi	France	Marussia – Cosworth
23	Max Chilton	Great Britain	Marussia – Cosworth

2013 FIA FORMULA 1™ WORLD CHAMPIONSHIP

RACE CALENDAR

Race	Date	Host Country	Circuit/Venue
1	March 17	Australia	Albert Park
2	March 24	Malaysia	Sepang International
3	April 14	China	Shanghai International
4	April 21	Bahrain	Bahrain International Circuit
5	May 12	Spain	Circuit de Barcelona-Catalunya
6	May 26	Monaco	Circuit de Monaco
7	June 9	Canada	Circuit Gilles-Villeneuve
8	June 30	Great Britain	Silverstone
9	July 7	Germany	Nürburgring
10	July 28	Hungary	Hungaroring
11	August 25	Belgium	Spa-Francorchamps
12	September 8	Italy	Autodromo di Monza
13	September 22	Singapore	Marina Bay Street Circuit
14	October 6	Korea	Korea International Circuit
15	October 12	Japan	Suzuka
16	October 26	India	Buddh International Circuit
17	November 3	Abu Dhabi	Yas Marina
18	November 17	United States	Circuit of The Americas
19	November 24	Brazil	Autodromo Jose Carlos Pace

2013 FIA FORMULA 1 WORLD CHAMPIONSHIP DRIVERS' STANDINGS AFTER ABU DHABI

	Driver	Team	Points
1	Sebastian Vettel	Red Bull Racing	347
2	Fernando Alonso	Ferrari	217
3	Kimi Räikkönen	Lotus-Renault	183
4	Lewis Hamilton	Mercedes	175
5	Mark Webber	Red Bull Racing	166
6	Nico Rosberg	Mercedes	159
7	Romain Grosjean	Lotus-Renault	114
8	Felipe Massa	Ferrari	106
9	Jenson Button	McLaren-Mercedes	60
10	Paul di Resta	Force India-Mercedes	48
11	Nico Hülkenberg	Sauber-Ferrari	39
12	Sergio Perez	McLaren-Mercedes	35
13	Adrian Sutil	Force India-Mercedes	29
14	Daniel Ricciardo	STR-Ferrari	19
15	Jean-Eric Vergne	STR-Ferrari	13
16	Esteban Gutierrez	Sauber-Ferrari	6
17	Pastor Maldonado	Williams-Renault	1
18	Valtteri Bottas	Williams-Renault	0
19	Jules Bianchi	Marussia-Cosworth	0
20	Charles Pic	Caterham-Renault	0
21	Giedo van der Garde	Caterham-Renault	0
22	Max Chilton	Marussia-Cosworth	0

2013 FIA FORMULA 1® WORLD CHAMPIONSHIP: CONSTRUCTORS' STANDINGS AFTER ABU DHABI

	Team	Points
1	Red Bull Racing	513
2	Mercedes	334
3	Ferrari	323
4	Lotus-Renault	297
5	McLaren-Mercedes	95
6	Force India-Mercedes	77
7	Sauber-Ferrari	45
8	STR-Ferrari	32
9	Williams-Renault	1
10	Marussia-Cosworth	0
11	Caterham-Renault	0

2012 UNITED STATES GRAND PRIX RESULTS

Pos.	No	Driver	Team	Laps	Time/Retired	Grid	Points
1	4	Lewis Hamilton	McLaren-Mercedes	56	1:35:55.269	2	25
2	1	Sebastian Vettel	Red Bull Racing-Renault	56	+0.6 secs	1	18
3	5	Fernando Alonso	Ferrari	56	+39.2 secs	7	15
4	6	Felipe Massa	Ferrari	56	+46.0 secs	11	12
5	3	Jenson Button	McLaren-Mercedes	56	+56.4 secs	12	10
6	9	Kimi Räikkönen	Lotus-Renault	56	+64.4 secs	4	8
7	10	Romain Grosjean	Lotus-Renault	56	+70.3 secs	8	6
8	12	Nico Hulkenberg	Force India-Mercedes	56	+73.7 secs	6	4
9	18	Pastor Maldonado	Williams-Renault	56	+74.5 secs	9	2
10	19	Bruno Senna	Williams-Renault	56	+75.1 secs	10	1
11	15	Sergio Perez	Sauber-Ferrari	56	+84.3 secs	15	
12	16	Daniel Ricciardo	STR-Ferrari	56	+84.8 secs	18	
13	8	Nico Rosberg	Mercedes	56	+85.5 secs	17	
14	14	Kamui Kobayashi	Sauber-Ferrari	55	+1 Lap	16	
15	11	Paul di Resta	Force India-Mercedes	55	+1 Lap	13	
16	7	Michael Schumacher	Mercedes	55	+1 Lap	5	
17	21	Vitaly Petrov	Caterham-Renault	55	+1 Lap	21	
18	20	Heikki Kovalainen	Caterham-Renault	55	+1 Lap	22	
19	24	Timo Glock	Marussia-Cosworth	55	+1 Lap	19	
20	25	Charles Pic	Marussia-Cosworth	54	+2 Laps	20	
21	22	Pedro de la Rosa	HRT-Cosworth	54	+2 Laps	23	
22	23	Narain Karthikeyan	HRT-Cosworth	54	+2 Laps	24	
Ret	2	Mark Webber	Red Bull Racing-Renault	16	Alternator	3	
Ret	17	Jean-Eric Vergne	STR-Ferrari	14	Suspension	14	

CIRCUIT OF THE AMERICAS INFORMATION

First Grand Prix: 2012

Number of Laps: 56

Circuit Length: 5.513 km
Race Distance: 308.405 km

Lap Record: 1:39.347 - S Vettel (2012)

About Circuit of The Americas

Circuit of The Americas in Austin, Texas, is a world-class destination for premium sports and entertainment. It is the first racing facility in the United States purposely built for Formula 1[™] racing and is designed to host a variety of sports and entertainment events. The Circuit is home to the **FORMULA 1 UNITED STATES GRAND PRIX**, which was named the 2012 "**Sports Event of the Year**" by *SportsBusiness Journal/Daily*, and is the new North American host of the summer edition of **ESPN's X Games**. Additionally Circuit of The Americas welcomes spectators from around the world for some of the most prestigious national and international motorsports series, including MotoGP[™], V8 Supercars[™], GRAND-AM Road Racing[™], American Le Mans and the FIA World Endurance Championships.

Circuit of The Americas' 1,500-acre campus includes a variety of permanent structures designed for business, education, entertainment and sporting use. Its signature 3.4-mile, 20-turn undulating racetrack features remarkable elevation changes and a number of challenging turns patterned after some of the world's iconic Grand Prix tracks. The Austin360 Amphitheater is an expansive outdoor live music space, featuring the largest permanent stage in Central Texas and the capacity for 14,000 guests. The Circuit's iconic 25-story Observation Tower has a viewing platform offering 360-degree views of the venue, downtown Austin and Texas Hill Country. The 44,000-square foot Event Center offers an expansive convention and banquet space that doubles as an international Media Center during sports and entertainment event. The Event Center includes more than 30 broadcast booths, an internal café and dedicated news conference room. The Circuit's massive Main Grandstand features permanent seating for 9,000, a variety of well-appointed suites, and the Velocity Lounge and hospitality area. Circuit of The Americas also offers a state-of-the-art on-site medical facility, parking for 25,000 vehicles, taxi and shuttle bus depots and a permanent heli-stop. For more information and downloadable video, audio and photos, visit: www.CircuitofTheAmericas.com, dedicated www.Austin360Amphitheater.com the Circuit's FTP or site, media.circuitoftheamericas.com.

FIA FORMULA ONE WORLD CHAMPIONSHIP*

Drivers' career statistics at end of 2012 season

1 Sebastian Vettel - Germany - Red Bull Racing

Born July 3, 1987 • F1 debut USA 2007 • 101 races • 26 wins • 36 pole positions • 15 fastest laps • World Champion 2010, 2011, 2012

2 Mark Webber - Australia - Red Bull Racing

Born Aug. 27, 1976 • F1 debut Australia 2002 • 176 races • 11 wins • 11 pole positions • 14 fastest laps

3 Jenson Button - Great Britain - Vodafone McLaren Mercedes

Born Jan. 19, 1980 • F1 debut Australia 2000 • 228 races • 15 wins • 8 pole positions • 8 fastest laps • World Champion 2009

4 Sergio Perez - Mexico - Vodafone McLaren Mercedes

Born Jan. 26, 1990 • F1 debut Australia 2011 • 37 races • 1 fastest lap

5 Lewis Hamilton - Great Britain - Mercedes AMG Petronas Formula One Team

Born Jan. 7, 1985 • F1 debut Australia 2007 • 110 races • 21 wins • 26 pole positions • 12 fastest laps • World Champion 2008

6 Nico Rosberg - Germany - Mercedes AMG Petronas Formula One Team

Born June 27, 1985 • F1 debut Bahrain 2006 • 128 races • 1 win • 1 pole • 4 fastest laps

7 Fernando Alonso - Spain - Scuderia Ferrari

Born July 29, 1981 • F1 debut Australia 2001 • 197 races • 30 wins • 22 poles • 19 fastest laps • World Champion 2005, 2006

8 Felipe Massa - Brazil - Scuderia Ferrari

Born April 25, 1981 • F1 debut Australia 2002 • 172 races • 11 wins • 15 pole positions • 14 fastest laps

9 Kimi Raikkonen - Finland - Lotus F1 Team

Born Oct. 17, 1979 • F1 debut Australia 2001 • 176 races • 19 wins • 16 pole positions • 37 fastest laps • World Champion 2007

10 Romain Grosjean - France - Lotus F1 Team

Born April 17, 1986 • F1 debut Europe 2009 • 27 races • 1 fastest lap

11 Paul di Resta - Great Britain - Sahara Force India F1 Team

Born April 16, 1986 • F1 debut Australia 2011 • 39 races

12 Adrian Sutil - Germany - Sahara Force India F1 Team

Born Jan. 11, 1983 • F1 debut Australia 2007 • 90 races • 1 fastest lap

13 Nico Hülkenberg - Germany - Sauber F1 Team

Born Aug. 19, 1987 • F1 debut Bahrain 2010 • 39 races • 1 pole position • 1 fastest lap

FIA FORMULA ONE WORLD CHAMPIONSHIP* (continued)

Drivers' career statistics to end of 2012

14 Esteban Gutierrez (R) - Mexico - Sauber F1 Team

Born August 5, 1991 • F1 debut, Australia 2013 • 0 races

15 Daniel Ricciardo - Australia - Scuderia Toro Rosso

Born July 1, 1989 • F1 debut Great Britain 2011 • 51 races

16 Jean-Eric Vergne - France - Scuderia Toro Rosso

Born April 25, 1990 • F1 debut Australia 2012 • 40 races

17 Pastor Maldonado - Venezuela - Williams F1 Team

Born March 9, 1985 • F1 debut Australia 2011 • 59 races • 1 win

18 Valtteri Botas (R) - Finland - Williams F1 Team

Born August 28, 1989 • F1 debut Australia 2013 • 0 races

19 Charles Pic - France - Caterham F1 Team

Born Feb. 15, 1990 • F1 debut Australia 2012 • 40 races

20 Giedo van der Garde (R) - Holland - Caterham F1 Team

Born April 25, 1985 • F1 debut Australia 2013 • 0 races

21 Jules Bianchi (R) - France - Marussia F1 Team

Born August 3, 1989 • F1 debut Australia 2013 • 0 races

22 Max Chilton (R) - Great Britain - Marussia F1 Team

Born April 21, 1991 • F1 Debut Australia 2013 • 0 races

*FOR THE LATEST DRIVERS' STATISTICS AND BIOGRAPHICAL INFORMATION,

VISIT http://www.formula1.com/teams and drivers/drivers

FIA FORMULA 1® WORLD CHAMPIONSHIP**

Constructors' career statistics to end of 2012

1 Infiniti Red Bull Racing

F1 debut 2005 • 146 races • 34 wins • 46 pole positions • 29 fastest laps • World

Championships: Constructors' 3 • Drivers' 3

2 Vodafone McLaren Mercedes

F1 debut 1966 • 723 races • 182 wins • 155 pole positions • 152 fastest laps • World

Championships: Constructors' 8 • Drivers' 12

3 Scuderia Ferrari

F1 debut 1950 • 871 races • 219 wins • 207 pole positions • 227 fastest laps • World

Championships: Constructors' 16 • Drivers' 15

4 Mercedes AMG Petronas Formula One Team

F1 debut 2010 • 78 races • 1 win • 1 pole position • 3 fastest laps

5 Lotus F1 Team

F1 debut 1977 (as Renault) • 380 races • 36 wins • 51 pole positions • 34 fastest laps • World

Championships: Constructors' 2 • Drivers' 2

6 Sahara Force India F1 Team

F1 debut 2008 • 113 races • 1 pole position • 2 fastest lap

7 Sauber F1 Team

F1 debut 1993 (2006-2010 as BMW Sauber) • 363 races • 1 win • 1 pole position • 4 fastest laps

8 Scuderia Toro Rosso

F1 debut 2006 • 148 races • 1 win • 1 pole position

9 Williams F1 Team

F1 debut 1977 • 607 races • 114 wins • 127 pole positions • 130 fastest laps • World

Championships: Constructors' 9 • Drivers' 7

10 Caterham F1 Team

F1 debut 2010 (as Lotus) • 118 races

11 Marussia F1 Team

F1 debut 2010 • 78 races

**FOR THE LATEST FORMULA 1 TEAM STATISTICS, VISIT

http://www.formula1.com/teams and drivers/teams

FIA FORMULA 1 DRIVERS' WORLD CHAMPIONSHIP: 1950-2013

					- 16
1950	G Farina (ITA)	Alfa-Romeo	1951	J M Fangio (ARG)	Alfa-Romeo
1952	A Ascari (ITA)	Ferrari	1953	A Ascari (ITA)	Ferrari
1954	J M Fangio (ARG)	Mercedes/Maserati	1955	J M Fangio (ARG)	Mercedes
1956	J M Fangio (ARG)	Lancia/Ferrari	1957	J M Fangio (ARG)	Maserati
1958	M Hawthorn (GBR)	Ferrari	1959	J Brabham (AUS)	Cooper-Climax
1960	J Brabham (AUS)	Cooper-Climax	1961	P Hill (USA)	Ferrari
1962	G Hill (GBR)	BRM	1963	J Clark (GBR)	Lotus-Climax
1964	J Surtees (GBR)	Ferrari	1965	J Clark (GBR)	Lotus-Climax
1966	J Brabham (AUS)	Brabham-Repco	1967	D Hulme (NZL)	Brabham-Repco
1968	G Hill (GBR)	Lotus-Ford	1969	J Stewart (GBR)	Matra-Ford
1970	J Rindt (AUT)	Lotus-Ford	1971	J Stewart (GBR)	Tyrrell-Ford
1972	E Fittipaldi (BRA)	Lotus-Ford	1973	J Stewart (GBR)	Tyrrell-Ford
1974	E Fittipaldi (BRA)	McLaren-Ford	1975	N Lauda (AUT)	Ferrari
1976	J Hunt (GBR)	McLaren-Ford	1977	N Lauda (AUT)	Ferrari
1978	M Andretti (USA)	Lotus-Ford	1979	J Scheckter (RSA)	Ferrari
1980	A Jones (AUS)	Williams-Ford	1981	N Piquet (BRA)	Brabham-Ford
1982	K Rosberg (FIN)	Williams-Ford	1983	N Piquet (BRA)	Brabham-BMW
1984	N Lauda (AUT)	McLaren-TAG-Porsche	1985	A Prost (FRA)	McLaren-TAG-Porsche
1986	A Prost (FRA)	McLaren-TAG-Porsche	1987	N Piquet (BRA)	Williams-Honda
1988	A Senna (BRA)	McLaren-Honda	1989	A Prost (FRA)	McLaren-Honda
1990	A Senna (BRA)	McLaren-Honda	1991	A Senna (BRA)	McLaren-Honda
1992	N Mansell (GBR)	Williams-Renault	1993	A Prost (FRA)	Williams-Renault
1994	M Schumacher	Benetton-Ford	1995	M Schumacher	Benetton-Renault
	(GER)			(GER)	
1996	D Hill (GBR)	Williams-Renault	1997	J Villeneuve (CAN)	Williams-Renault
1998	M Hakkinen (FIN)	McLaren-Mercedes	1999	M Hakkinen (FIN)	McLaren-Mercedes
2000	M Schumacher	Ferrari	2001	M Schumacher	Ferrari
	(GER)			(GER)	
2002	M Schumacher	Ferrari	2003	M Schumacher	Ferrari
	(GER)			(GER)	
2004	M Schumacher	Ferrari	2005	F Alonso (ESP)	Renault
	(GER)				
2006	F Alonso (ESP)	Renault	2007	K Raikkonen (FIN)	Ferrari
2008	L Hamilton (GBR)	McLaren-Mercedes	2009	J Button (GBR)	Brawn GP
2010	S Vettel (GER)	Red Bull Racing	2011	S Vettel (GER)	Red Bull Racing
2012	S Vettel (GER)	Red Bull Racing	2013	S Vettel (GER)	Red Bull Racing
		-	1		-

FIA FORMULA ONE CONSTRUCTORS' WORLD CHAMPIONSHIP: 1958-2013

		_	_
1958	Vanwall	1959	Cooper-Climax
1960	Cooper-Climax	1961	Ferrari
1962	BRM	1963	Lotus-Climax
1964	Ferrari	1965	Lotus-Climax
1966	Brabham-Repco	1967	Brabham-Repco
1968	Lotus-Ford	1969	Matra-Ford
1970	Lotus-Ford	1971	Tyrrell-Ford
1972	Lotus-Ford	1973	Lotus-Ford
1974	McLaren-Ford	1975	Ferrari
1976	Ferrari	1977	Ferrari
1978	Lotus-Ford	1979	Ferrari
1980	Williams-Ford	1981	Williams-Ford
1982	Ferrari	1983	Ferrari
1984	McLaren-TAG-Porsche	1985	McLaren-TAG-Porsche
1986	Williams-Honda	1987	Williams-Honda
1988	McLaren-Honda	1989	McLaren-Honda
1990	McLaren-Honda	1991	McLaren-Honda
1992	Williams-Renault	1993	Williams-Renault
1994	Williams-Renault	1995	Benetton-Renault
1996	Williams-Renault	1997	Williams-Renault
1998	McLaren-Mercedes	1999	Ferrari
2000	Ferrari	2001	Ferrari
2002	Ferrari	2003	Ferrari
2004	Ferrari	2005	Renault
2006	Renault	2007	Ferrari
2008	Ferrari	2009	Brawn GP
2010	Red Bull Racing	2011	Red Bull Racing
2012	Red Bull Racing	2013	Red Bull Racing
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AMERICANS IN FORMULA 1 HISTORY

Since the first Formula One World Championship was instituted in 1950, American drivers and race fans have had what can only be described as an on-again, off-again relationship with the series, During the 63-year history of the Formula 1^{TM} racing, 233 different American drivers have competed in the world's most popular motorsport.

But that statistic is a bit misleading. Between 1950 and 1958 the Indianapolis 500 was included on the Formula One World Championship race schedule. So officially, every driver who competed in the Indy 500 during those eight years can be considered an F1 driver. However, American teams and drivers rarely traveled to compete in international races, and likewise, very few non-American drivers came to the United States to enter the Indy 500. In fact, only 19 drivers from the United States have competed in more than 10 Grand Prix races held outside the United States, and only 16 of those managed to secure any championship points.

As a result, the United States can claim only two Formula One World Championship winners: the late Phil Hill and Mario Andretti. Tragically, each of their championship wins was secured at the same race in which the driver's teammate was killed in a racing accident.

Hill, who won top honors in 1961, is the only World Champion born on U.S. soil. Andretti, born in Italy, came to this country with his family when he was 15. But Andretti, who won his championship in 1978, is the most successful former American F1 driver, with 12 race trophies to his credit. He entered 128 races during his career and mounted the podium 19 different times between 1968 and 1981. Only Eddie Cheever, with 132 races to his credit, appeared in more F1 races than Andretti. However, he never finished higher than third. His cars were never a match for the better ones in the field. As a result Cheever never qualified for a pole, won a race, or logged a fastest lap at any of the F1 races he entered.

Only three other American drivers have Grand Prix victories to their credit. Richie Ginther scored one victory in a career that covered 52 races between 1960 and 1966; "Tall Dan" Gurney won four times in 86 races between 1959 and 1970; and Peter Revson's 30 races brought him two wins between 1964 and 1974. But no American driver has lifted a winner's trophy at the end of a Formula One World Championship race since Mario Andretti did it after driving his Lotus to victory at the Dutch Grand Prix at Zandvoort, Holland, on Aug. 27, 1978.

Since 1959, Formula 1 races have been held at variety of street and road courses in the United States, including being staged at Sebring, Fla.,; Riverside and Long Beach, Calif,; Watkins Glen, N.Y.; Las Vegas, Nevada,; Detroit, Mich.; Dallas, Texas; Phoenix, Ariz, and Indianapolis, Ind. However, prior to 2012, there had not been a race in the United States since the 2007 Formula 1 United States Grand Prix, held at the Indianapolis Motor Speedway.

For the 2013 race season, there are no Americans driving for any of the 11 teams competing for the manufacturer's trophy. However, Californian Alexander Rossi is a reserve driver for the Caterham F1 Team and has the opportunity to secure a place on the grid for that team in the near future. There have been no American drivers competing in the sport since Scott Speed, who raced with the STR-Ferrari team in 2007.

Here is a brief history of some of the more notable former F1 drivers.

- Mario Andretti: Andretti raced in IndyCar from 1964 and, from 1968, spent time commuting to Europe to make appearances in Formula 1 races. Between his debut with Lotus at the 1968 Italian Grand Prix and the end of the 1974 season, he competed in 24 races, most of which were with Ferrari. His first race with the team brought about his first win, the 1971 South African Grand Prix. Andretti then signed on as a full time driver with Parnelli Jones racing in 1975. But after seeing no real success after several races he quit the team and signed with Lotus. It was in his Lotus-Ford that he won his next race, the 1976 Japanese Grand Prix. The car proved fast but a bit unreliable. However, he was able to manage four wins, which lifted Andretti to third in the championship race. With the problems solved for the following year he was able to win six races and claim the drivers' title in 1978. The decisive victory came at the 1978 Italian Grand Prix, but the race also saw the death of team mate Ronnie Peterson after a crash at the start. Andretti drove for three more seasons, but achieved only one more podium finish and was at best 12th in the championship. He retired from Formula 1 racing in 1981 but briefly returned following the death of Gilles Villeneuve.
- Phil Hill: Hill is the only American Formula One World Champion to have been born in the United States. He won for Ferrari in 1961 after having had a season-long battle with team mate Wolfgang von Trips. Hill's win at the 1961 Italian Grand Prix secured the title for the American. It was a bittersweet victory, though. After taking the checkered flag and returning to the pits, he discovered that his close rival had died in an accident during the race. The collision between von Trips and Jim Clark's Lotus also killed 15 spectators. During his Formula 1 career, Hill started 48 races and won just three events, tied for the fewest wins in a season by a champion, alongside British driver Mike Hawthorn.
- Dan Gurney: Gurney is highly regarded for his Formula 1 contributions, both on and off the track. He is the only driver to score the first F1 victory for three different constructors: Porsche (1962), Brabham (1964), and Eagle (1967). He himself had built the Eagle chassis. As a result, Gurney's name is still associated with race car aerodynamics. He was the first person to use what is now known as a "Gurney flap" on the wing of his car. He is also credited for being the first driver to spray champagne on the podium. Gurney made his F1 racing debut with Ferrari in 1959, finishing in the top three in two of the four races he entered. His second season racing for BRM was much less successful, with his car failing to finish most races. His only race finish with BRM saw him end up in 10th place. Between 1961 and 1965, Gurney drove for three different teams and was classified in the top six in the drivers' championship each year, but he would never finish better than fourth in the title race. Officially, he left

the sport in 1968 but made a brief return with McLaren after the death of founder Bruce McLaren. Gurney won just four races of the 86 he started.

- Peter Revson: Revson started four races for Lotus in 1964, but returned to the United States to drive IndyCars and closed-wheel sports cars. He made a guest appearance for Tyrrell at the 1971 Formula 1 United States Grand Prix. While he failed to finish the race, his driving was impressive enough that he was signed by McLaren to drive for the 1972 season. He stood on the podium at four of the nine races he attended, and stayed with the team for an even more successful year in 1973. Revson won the 1973 British Grand Prix and the 1973 Canadian Grand Prix, both in wet conditions. However, he made the fateful decision to join the Shadow team when McLaren offered him a third car for the next season. While testing their car in preparation for the 1974 South African Grand Prix, Revson suffered a fatal accident when the front suspension of his vehicle failed.
- Eddie Cheever: Cheever entered a few F1 race in 1978 before starting full time with Osella in 1980. However, the new team was unable to provide him with a competitive car and he only finished one of the races he entered that year. He joined Tyrrell in 1981, seeing improved results, but still failed to secure any podium finishes. With Ligier in 1982 he finished in the top three at three races before changing teams once again. Cheever enjoyed his most successful season in 1983 with Renault, mounting the podium four times. However, he never tasted victory throughout his F1 racing career, which ended in 1989. He finished no higher than third in the 132 races in which he competed.
- Richie Ginther: Ginther started 52 racing during the 1960s, finishing on the podium 14 different times. He won the 1965 Mexican Grand Prix driving for Honda and finished third overall in the 1963 season, racing for the BRM team.
- Billy Vukovich: Vukovich competed in five Indy 500 races when they were part of the Formula One World Championship. In 1951 he retired after just 29 laps and finished a disappointing 17th the following year. However, he returned in 1953 event, started from the pole and went on to win the race. He won again in 1954 and was leading in 1955 when he crashed into a marker. The collision pitched the car into then over a concrete wall, fracturing Vukovich's skull. He died at the scene. Statistically Vukovich won 40 percent of the Formula 1 races in which he competed, but drivers who competed only at the Indy 500 events are often omitted from the history of the sport.

The following drivers stated at least 10 Formula 1 races during their driving careers: Michael Andretti, Tony Bettenhausen, Ronnie Bucknum, Mark Donohue, George Follmer, Masten Gregory, Jim Hall, Brett Lunger, Jim Rathmann, Harry Schell, Scott Speed, Danny Sullivan, Rodger Ward. Two other drivers, Bob Bondurant and Skip Barber, competed in F1 racing during the 1960s and later formed two of the most respected and successful driving schools in this country.

COTA OFFICIAL AMBASSADOR MARIO ANDRETTI ON THE F1 USGP

American Formula 1[™] racing legend Mario Andretti was not part of the original team responsible for planning, designing, engineering or building the new Circuit of The Americas (COTA) Formula 1 circuit, host of the annual FORMULA 1 UNITED STATES GRAND PRIX. But when he first visited the track in June 2012 while it was still under construction, he expressed his delight with the results.

"I was genuinely impressed that the people in charge were doing everything right," Andretti said. "I could see they were doing what needed to be done at that point, in order to get the track ready for racing. And after the Formula 1 race last November, it was clear to me that all their planning and preparation had paid off."

Andretti has been closely involved with promoting Circuit of The Americas since that time when he joined COTA as an official ambassador. Andretti also logged the very first lap on the new COTA track to be taken by a professional driver in an F1 car, when he was the featured guest at the track's "First Lap Ceremony" last October. He helped christen the 3.4-mile Grad1 I racetrack by piloting the same Lotus-Ford he used to win the 1978 FIA Formula One Driver's Championship around COTA's 20 turns. He also attended COTA's inaugural Grand Prix, greeting F1 fans, teams and drivers, VIPs and media from around the world.

"I must say, everyone I know who attended the event – both the drivers and teams in the Formula 1 community and the racing fans that came – all left with a very favorable impression of both the event, and the Circuit of The Americas last year. I also think it was a remarkable achievement on the part of COTA that they were able to sell tickets to the event to fans in all 50 states, and 46 foreign countries. Also, there were over 265,000 who attended the three-day event. So I have to say, it was not only a national race for the United States, it was also a truly world-class racing event.

"The race had an incredibly broad appeal, too," Andretti added. "What makes it even more remarkable is despite this being a first-time event with all kinds of logistics to be coordinated in a short period of time, it was handled flawlessly, I thought. It was as if the organizers had done this dozens of times before. I personally, was quite impressed.

"Last year, I think COTA has something to prove not only to the Formula 1 racing community, but also to the city of Austin as well," Andretti added. "I'm not sure, but I suspect there were many people in the Austin area who were very skeptical and/or critical about what having a race track built here. I'm sure many were afraid of what it would mean for the city, and of the possible damage or disruption it might cause. But I think last year's event changed many minds, and made believers out of most of the doubters in Austin as well as those across America and around the world. The folks at COTA proved they really could pull it off. And they not only pulled it off successfully, they managed to do it in distinctive Texas style, to boot."

Andretti believes Austin makes a superb host city for a Grand Prix and believes the festive spirit prevalent in Austin lends itself well to the Formula 1 racing experience. He expects the festivities and

complementary events surrounding the Formula 1 weekend to grow stronger each year the event is hosted in Austin.

Andretti thinks the track is not only a terrific asset for Austin, but that it also will be great for the sport in this country, which really needed a permanent location.

"There's no question about. The way you build a fan base is by having something solid, that doesn't move around. It has to be something you can count on, and look forward to year after year. With an event like this, it's all about building a tradition, which takes time. The fact that the fans can look forward to it occurring in the same location every year for the foreseeable future is huge when it comes to building a fan base. And that's what COTA has now, with the 10-year commitment from Formula 1.

"When it comes to road racing circuits in this country, it's the only one of its kind. It really stands out as being world class. We have quite a few oval tracks in this country that were built to rival the Taj Mahal. But the same can't be said for the road courses in this country. There just hasn't been the same kind of investment in infrastructure and track quality made at some of the older, classic American road courses that has been made here at COTA. The simple fact is that COTA has been built to meet current 21st century standards in every possible way. So now, America can compete with any road racing facility around the world."

Given the long-term commitment of Formula 1 to the Austin track, Andretti was upbeat about the possibility that COTA might generate interest in creating a US-based F1 team.

"The possibility of something like that happening is really hard to predict, given the current economic climate," Andretti admitted. "But by having such a facility here, and an on-going Formula 1 event that attracts a growing U.S fan base, it might prove tempting for one of the major automakers or an automotive entity to put a team together.

"What I'm also hoping is that the F1 USGP will entice more American race drivers to compete in the sport. It would be great if we not only had an American F1 team, but also three or four drivers racing for some of the more established European teams.

"I may be a bit prejudiced, but I believe America should be represented teams in an international motorsports arena such as Formula 1 with competitive American drivers and race teams. I certainly hope the new track works as a catalyst for both possibilities. That's not to say I have any plans to become involved with putting a team together, but I think there's a greater chance of that happening now."

2013 FIA FORMULA ONE WORLD CHAMPIONSHIP RACING REGULATIONS

Several updates to the Formula 1 sporting and technical rules were made for the 2013 racing season, primary having to do with measures designed to protect driver safety and keep teams from unfairly using devices or systems that create a competitive edge. First of all, in 2013 drivers are only able to utilize the Drag Reduction System (DRS) overtaking aid device within the designated DRS zones during practice and qualifying. Previously, drivers had been free to deploy the system whenever they pleased during these sessions.

Active double-DRS systems outlawed: In 2012 Mercedes developed a clever concept whereby air was channeled through an opening in the rear-wing end-plate when DRS was their car's DRS was activated. But it also fed through the car to help stall the front wing. For 2013 such active drag reducing systems involving the DRS, such as this, have been banned.

Stepped noses: Teams have the option of tidying up the aesthetics of their cars in 2013 with the introduction of new regulations aimed at improving the look of what some considered "ugly" stepped noses first seen in 2012. A small piece of laminate (nicknamed a "modesty or "vanity" panel) may now be used to smooth the nose section.

Crash testing: To make F1 cars ever safer, tough new tests on roll structures and the survival cell have been introduced for 2013. Furthermore, *every* chassis that a team produces, as opposed to just one, will now be subject to a static load test of the survival cell.

Personnel Curfew: The team personnel curfew, which prevents team members from being in the paddock during certain periods, has been extended from six to eight hours on Thursday nights for 2013. The number of exceptions allowed during a season has also been reduced from four down to two.

Front wing tests: For 2013 the front wing deflection tests have been made more stringent, in an effort to lessen the possibility of race team employing flexible bodywork to enhance their car's aerodynamic performance.

Minimum weight: The minimum weight of the car and driver has been increased from 1,410.96 lbs. (640 kg.) to 1,415.36 lbs. (642 kg.) to compensate for the slightly increased weight of the Pirelli tires used during the 2013 season. The mandatory weight distribution has also been adjusted accordingly.

Force majeure: For 2013 the "force majeure" allowance relating to when a car stops on the track during qualifying has been deleted from the regulations. The new rule states that any car that stops on the track must have enough fuel for the mandatory one-liter minimum sample, plus an additional amount proportional to the amount of fuel that would have been used in returning to the pits (determined by the FIA).

Qualifying: This is not actually a regulation change, but a reflection of the fact that only 22 cars will be officially competing in 2013, two fewer than in 2012. As a result, six cars rather than seven will now be eliminated at the end of both Qualifying 1 (Q1) and Qualifying 2 (Q2).

Championship entry fees: Championship entry fees have been revised. Red Bull Racing, as the reigning

2012 constructor's champion, was required to pay \$500,000 plus \$6,000 for each point gained in the 2012 World Constructors' Championship to enter the 2013 championship. Every other team was required to pay a basic fee of \$500,000 plus \$5,000 for each point scored in 2012.

2013 PRIMARY REGULATIONS

Car Livery: Teams must run their two cars with essentially the same race livery throughout the season and must seek prior approval for any major changes. In addition there are a number of requirements that apply to liveries for all cars and teams.

Every car must carry its driver's race number, which must be clearly visible from the front of the car, and the driver's name must appear on the external bodywork of the car. The team's name or emblem must also appear on the nose of the car. To help distinguish between a team's two cars, the onboard cameras which sit on top of the main rollover structure are colored differently. On the first car it must remain as it is supplied to the team (black) and on the second car it must be predominantly fluorescent yellow.

Tires: Pirelli is the sole tire supplier for Formula 1 racing, offering its P Zero tires in a range of six compounds which are color-coded for easy identification. Two dry-weather specifications, one intermediate and one wet-weather compound are mandatory for each event on the calendar.

For this year's FORMULA 1 UNITED STATES GRAND PRIX in Austin, teams will use both the Hard (orange markings) and Medium (white markings) compound tires during the race, which is the same assignment as Circuit of The Americas' inaugural race in 2012. Each driver may use 11 sets of the dry-weather tires: six of the "Prime" tire, which is the harder compound, and five of the "Option." Unless wet weather intervenes, each driver must use at least one set of each specification during the race. Four sets of intermediates and three sets of wet-weather tires make up each driver's allocation at each event.

Powertrain: Formula 1 cars use 2.4-litre V8 four-stroke engines that spin up to 18,000 rpm. Each engine must weigh a minimum of 95 kilograms. The weight of car and driver is a minimum of 1,415.36 lbs. (642 kg). Each driver may use only eight engines throughout the duration of the season. Should an engine change be necessary after he has used that allocation, a driver will incur a 10-place grid penalty.

Similarly, gearboxes must last for five consecutive events otherwise a five-place grid penalty is assessed. Teams may opt to use KERS (kinetic energy recovery systems) which allow the driver a gain in power of around 60 kilowatts once per lap. Speed limits in Pit Lane apply throughout the weekend. In free practice it is 37.28 mph (60 km/h). This rises to 62.13 mph (100 km/h) for the remainder of the event.

Race Distance: The race distance is approximately 189.52 miles (305 km) or a maximum of two hours, unless the race has to be suspended. In the latter case, the time under suspension will be added on, up to a maximum of four hours. *Circuit of The Americas' Formula 1 Grand Prix will consist of 56 laps around the 3.4-mile, Grade 1 racetrack.*

Points: World Championship points are awarded to the top 10 finishers at each event on the following scale: 25-18-15-12-10-8-6-4-2-1.

LOCAL TRANSPORTATION CONTACTS

AIRLINES

Air Tran	1-800-247-8726
Alaska Airlines	1-800-252-7522
American Airlines	1-800-433-7300
Delta	1-800-221-1212
Frontier	1-800-432-1359
Jet Blue	1-800-538-2583
Southwest	1-800-435-9792
United	1-800-241-6522
US Airways	1-800-428-4322

TAXIS

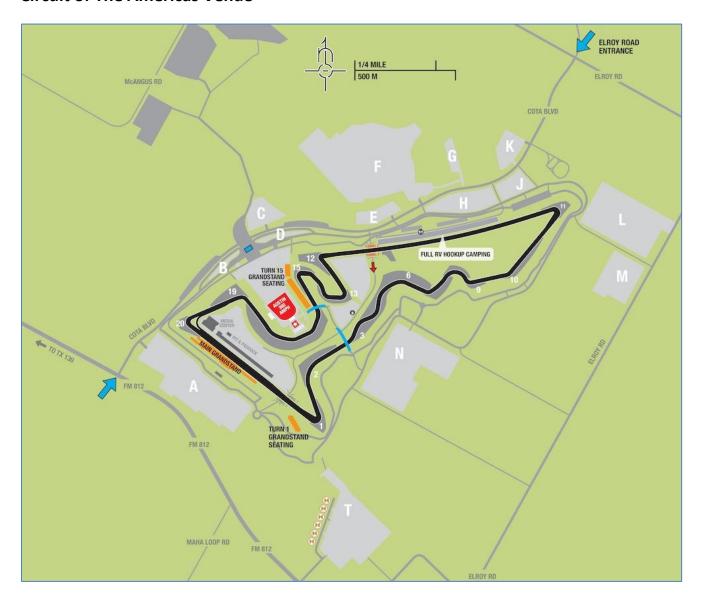
Yellow Cab	(512) 452-9999
Austin Cab	(512) 478-2222
Lone Star Cab	(512) 836-4900

RENTAL CAR

ACE car rental of Austin	(512) 530-3900
Advantage	1-800-777-5500
Alamo/National	(512) 530-3500
Avis	(512) 530-3400
Budget	(512) 530-3350
Dollar	(512) 530-7368
Enterprise	(512) 530-8100
Hertz	(512) 530-3600
Thrifty	(512) 530-6811

FACILITY AND PARKING MAPS

Circuit of The Americas Venue



F1 USGP PARK + RIDE LOCATIONS*

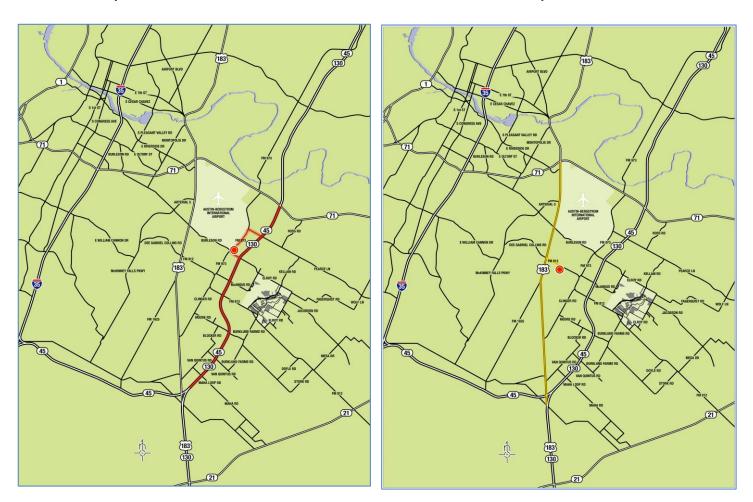
RED LOT = CORNER OF FM 973 AND BURLESON ROAD

YELLOW LOT = 9605 FM 812 (1/8- mile east of Media Accreditation Center)

- Parking available Friday, Nov. 15, through Sunday, Nov. 17
- \$10 per vehicle (cash) at lots
- Shuttle bus ride to and from Circuit of The Americas included in parking price

RED LOT / FM 973 AND BURLESON ROAD

YELLOW LOT / 9605 FM 812



^{*}To download larger, printable PDF versions of Circuit of The Americas venue and parking maps, and to secure driving directions to the circuit, visit http://circuitoftheamericas.com/visit/venue-maps and http://circuitoftheamericas.com/transportation.

PHOTO WINDOWS MAP

