



# Race Preview

## 2017 MEXICAN GRAND PRIX

27 – 29 October 2017

A few short days after the United States Grand Prix, teams and drivers reconvene 1200km to the south for the Mexican Grand Prix in Mexico City, Round 18 of the 2017 FIA Formula One World Championship.

The standout technical challenge of the Autódromo Hermanos Rodríguez relates not to layout but to geography. At 2,200m above sea-level, the circuit is in a category of its own, nearly three times as high as Interlagos, next on the list in terms of altitude. While the turbocharged engines do not suffer the power loss that would afflict normally-aspirated units, the lower atmospheric pressure – typically around 80 per cent of what would be considered 'normal' for an F1 race – reduces drag and downforce.

The conditions make the circuit a tough test for drivers who, despite mid-range aerodynamic configurations, will have to cope with ultra-low levels of downforce, similar to Monza but on a circuit with many more corners. In theory, this should make the the Autódromo Hermanos Rodríguez a correspondingly tough test for tyres, with the cars moving around a lot in the low-grip conditions – but after last year's successful one-stop strategies, tyre supplier Pirelli has opted to move down its range and bring its three softest compounds to Mexico.

Mexico is also very severe on brakes. While not featuring the heavy stops of Montreal or Yas Marina, the high speeds, frequency of braking points and reduced amount of available air for cooling all contribute to high brake temperatures.

Mercedes took an unassailable lead in the Constructors' Championship in the United States, and so attention turns to placings further down the table. Renault moved ahead of Haas into seventh place, and the works team now has both Toro Rosso and Williams in its sights. The battle in the midfield is extremely tight, with a 28-point spread covering fifth to eighth. In the Drivers' Championship, Lewis Hamilton has opened up a 66-point lead over sole rival Sebastian Vettel, and looks likely to take the title this weekend.



### AUTÓDROMO HERMANOS RODRÍGUEZ

**Length of lap:** 4.304km

**Lap record:** 1:20.521 (Nico Rosberg, Mercedes, 2015)

**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

- ▶ An area of grass verge on the left between Turns 2 and 3 has now been paved with asphalt.
- ▶ Orange speed bumps 50mm high and 2m long have been installed behind the U-drain on the left between Turns 1 and 2. A second series has been placed 1m from the left-hand track edge between Turns 2 and 3.
- ▶ The wall straight on at Turn 4 has been moved back 20m.
- ▶ Orange speed bumps have been placed after the apex kerbs on Turns 8 and 11 in order to ensure drivers re-join the track off-line.
- ▶ All exit kerbs have been ground at the back edge in order to ensure there is a 150mm chamfer.
- ▶ Additional TecPro has been installed in parts of the barriers at Turns 1, 7, 10, 12 and 16.

#### 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 425m after Turn 17 and the second will be 120m after Turn Three.

<b>ROUND 18</b>	<b>MEXICAN GRAND PRIX</b>	<b>START TIME</b>	13:00 Local - 19:00 GMT
<b>RACE DATE:</b>	29 OCT 2017	<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>	1:20.521 - N Rosberg [2015]

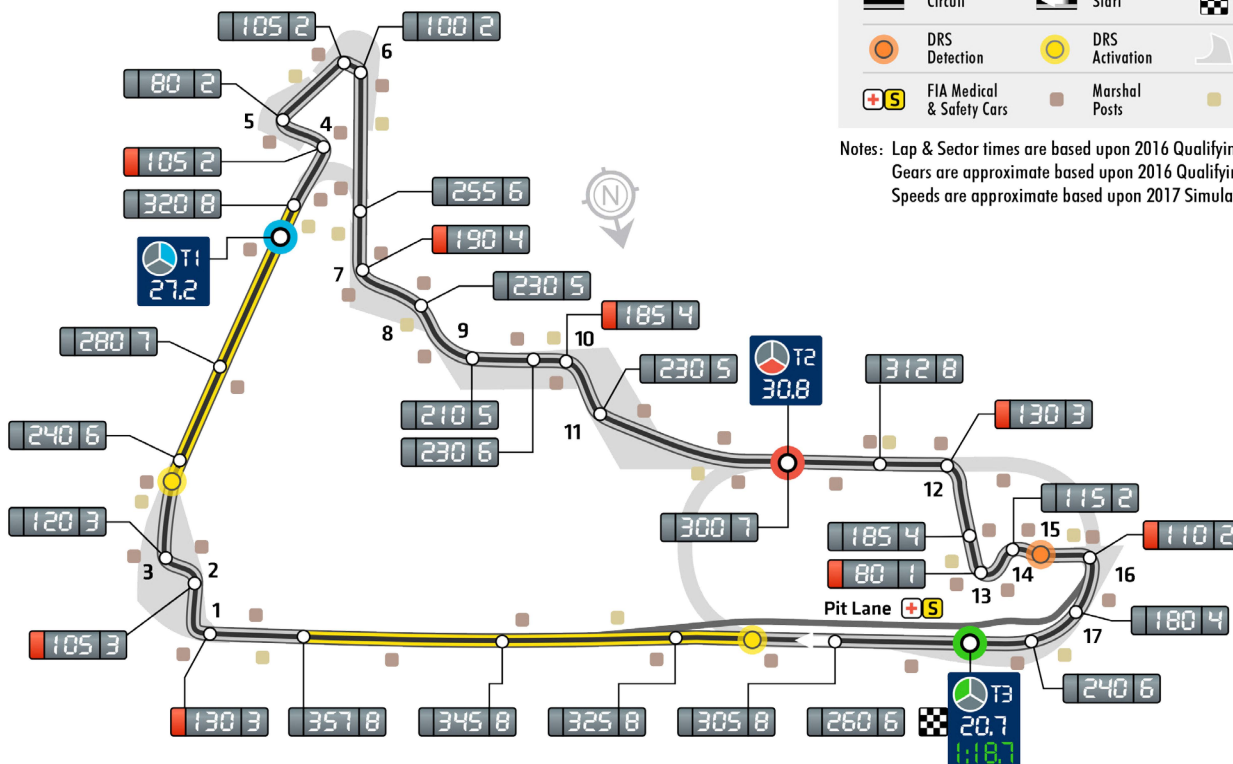
**KEY**

Speed Kmh  
Braking 125.3 Gear

Sector Time T3 20.7 Lap Time 1:18.7

Sector 1    Sector 2    Sector 3  
 Circuit    Start    Finish  
 DRS Detection    DRS Activation    Run-off Areas  
 FIA Medical & Safety Cars    Marshal Posts    Light Panels

Notes: Lap & Sector times are based upon 2016 Qualifying data  
Gears are approximate based upon 2016 Qualifying data  
Speeds are approximate based upon 2017 Simulation data



## FAST FACTS

- ▶ This is the 18th World Championship Mexican Grand Prix. The race has had three distinct eras of operation: 1963-1970; 1986-1992; and the modern derivative, which returned to Mexico City in 2015.
- ▶ Each era has had its own version of the track. The original Magdalena Mixhuca circuit was 5km long, shortened to 4.421km and renamed the Autódromo Hermanos Rodríguez before F1 returned in 1986. The configuration has been shortened further to 4.304km for the modern race but the corner-count has increased from 14 to 17, with the addition of the low-speed section cutting through the centre of the Foro Sol stadium, which replaces the fearsome banked Peraltada corner.
- ▶ With two victories, Jim Clark (1963, 1967), Alain Prost (1988, 1990) and Nigel Mansell (1987, 1992) are the most successful drivers at this race. Lotus (1963, 1967, 1968), McLaren (1969, 1988, 1989) and Williams (1987, 1991, 1992) are the most successful manufacturers with three wins each. Clark and Lotus also won a non-championship race in 1962.
- ▶ The 1965 Mexican Grand Prix witnessed a first victory for the Honda team, in its original incarnation as a manufacturer. It was also a first and only victory for American driver Richie Ginther. In similar circumstances, the 1986 race saw a first victory for the Benetton team, and also the first (of 10) wins for Gerhard Berger.
- ▶ Nine grands prix in Mexico City have been won from pole, including both of the races in the modern era: Nico Rosberg in 2015 and Lewis Hamilton last year.
- ▶ Both Mercedes victories came with one-two finishes, emulating the performance of Ferrari in 1970 and 1990, McLaren in 1988 and Williams in 1987, 1991-92.
- ▶ Ayrton Senna started his 100th race at the 1990 Mexican Grand Prix. Fernando Alonso celebrated his 250th start at the 2015 event. The 1992 Mexican Grand Prix had a young Michael Schumacher recording his first podium finish, with third place for Benetton.
- ▶ Lewis Hamilton has a 66-point advantage in the Drivers' Championship with 75 points available. Valtteri Bottas was eliminated from the title race at COTA. Fifth or better secures the title for Hamilton regardless of Sebastian Vettel's finishing position. John Surtees (1964), Denny Hulme (1967) and Graham Hill (1968) have all clinched the title in Mexico – though on each occasion it was the final round of the season.
- ▶ At COTA, Mercedes won the Constructors' Championship. It is a fourth consecutive title, matching the feats of McLaren (1988-1991) and Red Bull Racing (2010-2013). Ferrari hold the record with six between 1999-2004.
- ▶ Lance Stroll, Stoffel Vandoorne and Pierre Gasly make their Autódromo Hermanos Rodríguez debut this weekend. Brendon Hartley, however, has two WEC victories for Porsche in Mexico, winning in 2016 and earlier this year.

# RACE STEWARDS BIOGRAPHIES

## GERD ENNSER

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

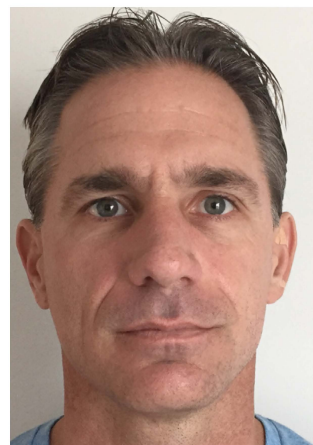
Dr Gerd Ennsler has successfully combined his formal education in law with his passion for motor racing. While still active as a racing driver he began helping out with the management of his local motor sport club and since 2006 has been a permanent steward at every round of Germany's DTM championship. 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.



## FELIPE GIAFFONE

### **FORMER INDYCAR DRIVER**

After a championship-winning junior kart and single-seater career in his native Brazil, Paulista Felipe Giaffone went to the US in 1995 where he became Formula Atlantic Rookie of the Year. In 2000 he progressed to the Indy Lights series taking one win, at the Firestone 400, in his debut season, as well as nine other podium finishes. In 2001 he made his IndyCar debut, taking another Rookie of the Year award. Giaffone's best season in the series came the following year when he took one win, at Kentucky Speedway, and four other podium finishes on his way to fourth place overall. That year he also scored his best result from six Indianapolis 500 starts between 2001 and 2006, finishing third. From 2007 on Giaffone raced in F6rmla Truck, winning the Brazilian championship in 2007, 2009 and 2011. He also won the South American Championship in 2011. As well as TV work from 2009 to date, Giaffone has acted as a national steward at the Brazilian Grand Prix and in 2016 as an FIA international steward in WTCC. He is also President of the Brazilian Drivers' Association.



## TOM KRISTENSEN

### **1980 NINE TIMES LE MANS WINNER, GERMAN F3 CHAMPION (1991), JAPANESE F3 CHAMPION (1993) ALMS CHAMPION (2001)**

Denmark's Tom Kristensen is the most successful driver in the history of the Le Mans 24-Hour race having won the endurance event nine times before retiring from competition in November 2014. Kristensen's outstanding career saw him race in single-seaters, touring cars as well as testing in Formula One. However, it is for his achievements in sportscars that he is correctly most lauded. His first Le Mans win came in 1997, driving for the Joest Racing team. After two years competing with BMW, he rejoined Joest, now racing as Audi Sport Team Joest, in 2000, winning three Le Mans 24-Hours in succession with the team. He won again with Bentley in 2003 before returning to the wheel of Audi machines to win in 2004-'05, 2008 and 2013. In 2013 he also won the FIA World Endurance Championship title.



# 2017 Formula One World Championship

## DRIVERS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	CHINA	BAHRAIN	RUSSIA	SPAIN	MONACO	CANADA	AZERBAIJAN	AUSTRIA	GB	HUNGARY	BELGIUM	ITALY	SINGAPORE	MALAYSIA	JAPAN	USA	MEXICO	BRAZIL	ABU DHABI	POINTS
1	L. HAMILTON	18 <sub>2</sub>	25 <sub>1</sub>	18 <sub>2</sub>	12 <sub>4</sub>	25 <sub>1</sub>	6 <sub>7</sub>	25 <sub>1</sub>	10 <sub>5</sub>	12 <sub>4</sub>	25 <sub>1</sub>	12 <sub>4</sub>	25 <sub>1</sub>	25 <sub>1</sub>	18 <sub>2</sub>	25 <sub>1</sub>	25 <sub>1</sub>				331
2	S. VETTEL	25 <sub>1</sub>	18 <sub>2</sub>	25 <sub>1</sub>	18 <sub>2</sub>	18 <sub>2</sub>	25 <sub>1</sub>	12 <sub>4</sub>	12 <sub>4</sub>	18 <sub>2</sub>	6 <sub>7</sub>	25 <sub>1</sub>	18 <sub>2</sub>	15 <sub>3</sub>	NC <sub>4</sub>	12 <sub>NC</sub>	18 <sub>2</sub>				265
3	V. BOTTAS	15 <sub>3</sub>	8 <sub>6</sub>	15 <sub>3</sub>	25 <sub>1</sub>	NC <sub>NC</sub>	12 <sub>4</sub>	18 <sub>2</sub>	18 <sub>2</sub>	25 <sub>1</sub>	18 <sub>2</sub>	15 <sub>3</sub>	10 <sub>5</sub>	18 <sub>2</sub>	15 <sub>3</sub>	10 <sub>5</sub>	12 <sub>4</sub>	10 <sub>5</sub>			244
4	D. RICCIARDO	NC <sub>NC</sub>	12 <sub>4</sub>	10 <sub>5</sub>	NC <sub>NC</sub>	15 <sub>3</sub>	15 <sub>3</sub>	15 <sub>3</sub>	25 <sub>1</sub>	15 <sub>3</sub>	10 <sub>5</sub>	NC <sub>NC</sub>	15 <sub>3</sub>	12 <sub>4</sub>	18 <sub>2</sub>	15 <sub>3</sub>	15 <sub>3</sub>	NC <sub>NC</sub>			192
5	K. RÄIKÖNEN	12 <sub>4</sub>	10 <sub>5</sub>	12 <sub>4</sub>	15 <sub>3</sub>	NC <sub>NC</sub>	18 <sub>2</sub>	6 <sub>7</sub>	NC <sub>NC</sub>	10 <sub>5</sub>	15 <sub>3</sub>	18 <sub>2</sub>	12 <sub>4</sub>	10 <sub>5</sub>	NC <sub>NC</sub>	10 <sub>5</sub>	15 <sub>3</sub>				163
6	M. VERSTAPPEN	10 <sub>5</sub>	15 <sub>3</sub>	NC <sub>NC</sub>	10 <sub>5</sub>	NC <sub>NC</sub>	10 <sub>5</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	12 <sub>4</sub>	10 <sub>5</sub>	NC <sub>NC</sub>	1 <sub>10</sub>	NC <sub>NC</sub>	25 <sub>1</sub>	18 <sub>2</sub>	12 <sub>4</sub>				123
7	S. PÉREZ	6 <sub>7</sub>	2 <sub>9</sub>	6 <sub>7</sub>	8 <sub>6</sub>	12 <sub>4</sub>	13 <sub>5</sub>	10 <sub>5</sub>	NC <sub>NC</sub>	6 <sub>7</sub>	2 <sub>9</sub>	4 <sub>8</sub>	2 <sub>9</sub>	10 <sub>5</sub>	8 <sub>6</sub>	6 <sub>7</sub>	4 <sub>8</sub>				86
8	E. OCON	1 <sub>10</sub>	1 <sub>10</sub>	1 <sub>10</sub>	6 <sub>7</sub>	10 <sub>5</sub>	12 <sub>6</sub>	8 <sub>6</sub>	8 <sub>6</sub>	4 <sub>8</sub>	4 <sub>8</sub>	2 <sub>9</sub>	2 <sub>9</sub>	8 <sub>6</sub>	1 <sub>10</sub>	1 <sub>10</sub>	8 <sub>6</sub>	8 <sub>6</sub>			73
9	C. SAINZ	4 <sub>8</sub>	6 <sub>7</sub>	NC <sub>NC</sub>	1 <sub>10</sub>	6 <sub>7</sub>	8 <sub>6</sub>	NC <sub>NC</sub>	4 <sub>8</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	6 <sub>7</sub>	1 <sub>10</sub>	12 <sub>4</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	6 <sub>7</sub>				54
10	F. MASSA	8 <sub>6</sub>	14 <sub>6</sub>	8 <sub>6</sub>	2 <sub>9</sub>	13 <sub>5</sub>	2 <sub>9</sub>	NC <sub>NC</sub>	2 <sub>9</sub>	1 <sub>10</sub>	NC <sub>NC</sub>	4 <sub>8</sub>	4 <sub>8</sub>	2 <sub>9</sub>	2 <sub>9</sub>	1 <sub>10</sub>	2 <sub>9</sub>				36
11	N. HÜLKENBERG	11 <sub>11</sub>	12 <sub>12</sub>	2 <sub>9</sub>	4 <sub>8</sub>	8 <sub>6</sub>	NC <sub>NC</sub>	4 <sub>8</sub>	NC <sub>NC</sub>	8 <sub>6</sub>	8 <sub>6</sub>	8 <sub>6</sub>									34
12	L. STROLL	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	11 <sub>11</sub>	16 <sub>15</sub>	15 <sub>9</sub>	2 <sub>15</sub>	1 <sub>10</sub>	16 <sub>16</sub>	14 <sub>14</sub>	11 <sub>11</sub>	6 <sub>7</sub>	4 <sub>8</sub>	4 <sub>8</sub>	NC <sub>NC</sub>	11 <sub>11</sub>				32
13	R. GROSJEAN	NC <sub>NC</sub>	11 <sub>11</sub>	4 <sub>8</sub>	NC <sub>NC</sub>	1 <sub>10</sub>	4 <sub>8</sub>	1 <sub>13</sub>	8 <sub>6</sub>	13 <sub>13</sub>	NC <sub>NC</sub>	6 <sub>7</sub>	15 <sub>15</sub>	2 <sub>9</sub>	2 <sub>13</sub>	9 <sub>9</sub>	14 <sub>14</sub>				28
14	K. MAGNUSSEN	NC <sub>NC</sub>	4 <sub>8</sub>	NC <sub>NC</sub>	13 <sub>13</sub>	14 <sub>14</sub>	1 <sub>10</sub>	6 <sub>7</sub>	NC <sub>NC</sub>	12 <sub>12</sub>	13 <sub>13</sub>	15 <sub>15</sub>	11 <sub>11</sub>	NC <sub>NC</sub>	12 <sub>12</sub>	8 <sub>16</sub>	16 <sub>16</sub>				15
15	S. VANDOORNE	13 <sub>13</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	14 <sub>14</sub>	NC <sub>NC</sub>	14 <sub>14</sub>	12 <sub>12</sub>	12 <sub>12</sub>	11 <sub>11</sub>	10 <sub>10</sub>	14 <sub>14</sub>	NC <sub>NC</sub>	6 <sub>7</sub>	6 <sub>7</sub>	14 <sub>14</sub>	12 <sub>12</sub>				13
16	F. ALONSO	NC <sub>NC</sub>	NC <sub>NC</sub>	14 <sub>14</sub>	NC <sub>NC</sub>	12 <sub>12</sub>	16 <sub>16</sub>	2 <sub>9</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	8 <sub>6</sub>	NC <sub>NC</sub>	17 <sub>17</sub>	NC <sub>NC</sub>	11 <sub>11</sub>	11 <sub>11</sub>	NC <sub>NC</sub>				10
17	J. PALMER	NC <sub>NC</sub>	13 <sub>13</sub>	13 <sub>13</sub>	NC <sub>NC</sub>	15 <sub>15</sub>	11 <sub>11</sub>	11 <sub>11</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	12 <sub>12</sub>	13 <sub>13</sub>	NC <sub>NC</sub>	8 <sub>6</sub>	15 <sub>15</sub>	12 <sub>12</sub>	NC <sub>NC</sub>				8
18	P. WEHRLEIN	NC <sub>NC</sub>	NC <sub>NC</sub>	11 <sub>11</sub>	16 <sub>16</sub>	4 <sub>8</sub>	NC <sub>NC</sub>	15 <sub>15</sub>	1 <sub>10</sub>	14 <sub>14</sub>	17 <sub>17</sub>	15 <sub>15</sub>	NC <sub>NC</sub>	16 <sub>16</sub>	12 <sub>12</sub>	17 <sub>17</sub>	15 <sub>15</sub>	NC <sub>NC</sub>			5
19	D. KVYAT	2 <sub>9</sub>	NC <sub>NC</sub>	12 <sub>12</sub>	12 <sub>12</sub>	2 <sub>9</sub>	14 <sub>14</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	16 <sub>16</sub>	15 <sub>15</sub>	11 <sub>11</sub>	12 <sub>12</sub>	12 <sub>12</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	1 <sub>10</sub>				5
20	M. ERICSSON	NC <sub>NC</sub>	15 <sub>15</sub>	NC <sub>NC</sub>	15 <sub>15</sub>	11 <sub>11</sub>	NC <sub>NC</sub>	13 <sub>13</sub>	11 <sub>11</sub>	15 <sub>15</sub>	14 <sub>14</sub>	16 <sub>16</sub>	16 <sub>16</sub>	18 <sub>18</sub>	NC <sub>NC</sub>	18 <sub>18</sub>	15 <sub>15</sub>				0
21	A. GIOVINAZZI	12 <sub>12</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>				0
22	P. GASLY	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	14 <sub>14</sub>	13 <sub>13</sub>	NC <sub>NC</sub>				0
23	B. HARTLEY	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	13 <sub>13</sub>				0
24	J. BUTTON	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>				0
25	P. DI RESTA	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>	NC <sub>NC</sub>				0

# 2017 Formula One World Championship

## CONSTRUCTORS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	CHINA	BAHRAIN	RUSSIA	SPAIN	MONACO	CANADA	AZERBAIJAN	AUSTRIA	GB	HUNGARY	BELGIUM	ITALY	SINGAPORE	MALAYSIA	JAPAN	USA	MEXICO	BRAZIL	ABU DHABI	POINTS	
1	MERCEDES AMG PETRONAS F1 TEAM	33 2 3	33 1 6	33 2 3	37 1 4	25 1 NC	18 4 7	43 1 2	28 2 5	37 1 4	43 1 2	27 3 4	35 1 5	43 1 2	40 1 3	28 2 5	37 1 4	35 1 5				575
2	SCUDERIA FERRARI	37 1 4	28 2 5	37 1 4	33 2 3	18 2 NC	43 1 2	18 4 7	12 4 14	28 2 5	21 3 7	43 1 2	30 2 4	25 3 5	NC NC	12 4 NC	10 5 NC	33 2 3				428
3	RED BULL RACING	10 5 NC	27 3 4	10 5 NC	10 5 NC	15 3 NC	25 3 5	15 3 NC	25 1 NC	15 3 NC	22 4 5	10 5 NC	15 3 NC	13 4 10	18 2 NC	40 1 3	33 2 3	12 4 NC				315
4	SAHARA FORCE INDIA F1 TEAM	7 7 10	3 9 10	7 7 10	14 6 7	22 4 5	18 5 13	8 6 NC	10 7 8	6 8 9	6 8 9	2 9 17	10 6 9	11 5 10	9 6 10	14 6 7	12 6 8					159
5	WILLIAMS MARTINI RACING	8 6 NC	14 NC	8 6 NC	2 9 11	2 13 16	2 9 15	15 9 NC	3 3 NC	9 10 16	1 10 16	4 14 NC	10 8 11	4 8 11	6 8 9	1 10 NC	2 9 11					68
6	SCUDERIA TORO ROSSO	6 8 9	6 7 NC	12 12 NC	1 10 12	8 7 9	8 6 14	4 NC NC	8 8 NC	16 15 NC	15 15 NC	6 7 11	1 10 12	12 12 14	4 14 NC	14 13 NC	13 10 13	1 10 13				53
7	RENAULT SPORT F1 TEAM	11 NC	12 13	9 13	8 NC	6 15	11 NC	8 11	NC NC	11 13	6 NC	12 17	6 13	13 NC	6 NC	15 16	12 NC	7 NC				48
8	HAAS F1 TEAM	NC NC	4 8 11	4 8 NC	13 13 NC	10 14	8 10	10 12	7 13	6 NC	12 13	13 NC	7 15	11 15	9 NC	12 13	8 9	14 16				43
9	MCLAREN HONDA	13 NC	NC NC	14 NC	14 NC	12 NC	NC NC	14 16	9 12	12 NC	11 NC	6 10	14 NC	17 NC	7 NC	7 11	11 14	12 NC				23
10	SAUBER F1 TEAM	12 NC	15 NC	11 NC	15 16	8 11	NC NC	13 15	10 11	14 15	14 17	15 16	16 NC	16 18	12 NC	17 18	15 NC	15 NC				5

# FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

## THURSDAY

**Press conference** 1100

## FRIDAY

**Practice session 1** 1000-1130

**Practice session 2** 1400-1530

**Press conference** 1600

## SATURDAY

**Practice session 3** 1000-1100

**Qualifying** 1300-1400

Followed by unilateral and press conference

## SUNDAY

**Drivers' Parade** 1130

**Race** 1300

Followed by podium 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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