



Race Preview

2016 MEXICAN GRAND PRIX

28-30 October 2016

Following last weekend's visit to the Circuit of the Americas in Texas, Formula One this weekend heads south of the border, to Mexico City for the second Mexican Grand Prix since the event rejoined the calendar.

Grand prix racing's 2015 return to Mexico City's Autódromo Hermanos Rodríguez was one of the highlights of last season, and a huge and passionately vocal crowd gave F1's return to the circuit after a 23-year absence a truly special atmosphere.

Last year the revamped circuit presented teams and drivers with a number of variables, from coping with the city's altitude to dealing with the recently-laid asphalt. While some of last year's unknowns have been dealt with, the more settled and more consistently used track surface is likely to behave quite differently to 12 months ago and teams could take some time to master the conditions.

Last year, tyre supplier Pirelli brought its medium and soft compounds to cope with the demands of the reconfigured circuit and this year adds the supersoft tyre to the list. That too will make finding the right way forward at the circuit more complex again.

Nico Rosberg comes to Mexico City with a chance of this weekend taking an unassailable lead in the Drivers' Championship standings. Should the German win Sunday's race and chief rival Lewis Hamilton finish 10th or lower then Rosberg would become champion elect.

Hamilton, though, kept his hopes of a fourth title alive with a record-equalling fifth US Grand Prix win last weekend at COTA. The atmosphere in Mexico last year was undoubtedly one of the season's most fervent, but with a championship up for grabs at this historic circuit the mood is likely to be even more intense this time out.



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

- ▶ Sections of asphalt have been laid in place of parts of the grass verges at Turns Eight and 11.
- ▶ The depth of the TecPro barrier straight on at Turn 12 has been increased.

DRS ZONE

- ▶ There will be two DRS zones at the Autódromo Hermanos Rodríguez, though they will share a single 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.

ROUND 19	MEXICAN GRAND PRIX	START TIME	13:00 Local - 19:00 GMT
RACE DATE:	30 OCT 2016	CIRCUIT LENGTH:	4.304KM
CIRCUIT NAME:	AUTÓDROMO HERMANOS RODRÍGUEZ	RACE DISTANCE:	305.354KM
NUMBER OF LAPS:	71	LAP RECORD:	1:20.521 - N Rosberg [2015]

KEY

Speed Kmh
Braking 125 3 Gear

Sector Time
T3 20.8
Lap Time 1:19.5

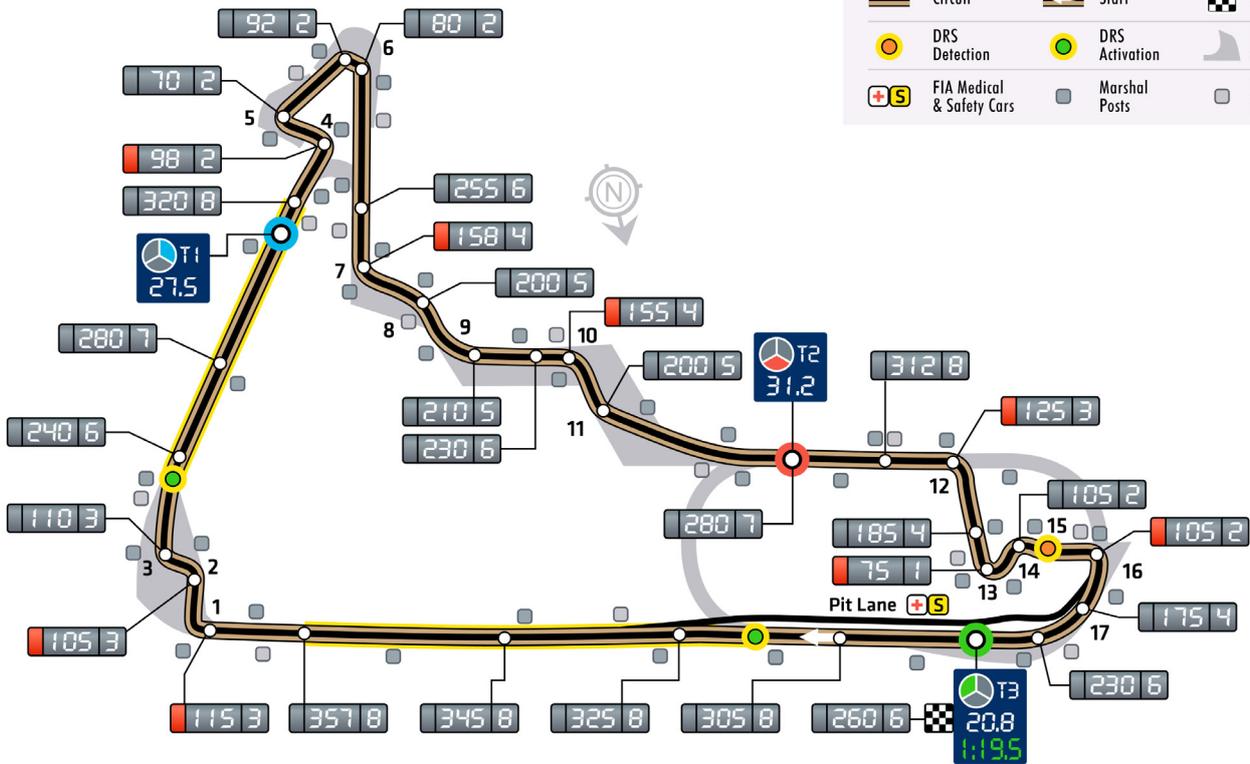
Timing Sector Lap Time

Sector 1 Sector 2 Sector 3

Circuit Start Finish

DRS Detection DRS Activation Run-off Areas

FIA Medical & Safety Cars Marshal Posts Light Panels



FAST FACTS

- ▶ This will be the 17th Mexican Grand Prix. The first F1 World Championship Mexican Grand Prix was held in 1963 at the circuit then known as Magdalena Mixhuca. Following the death of Ricardo Rodríguez at the circuit in a non-championship race in 1962, the venue was later renamed in honour of Rodríguez and his brother Pedro.
- ▶ This is the Autódromo's third phase as part of the F1 calendar. Following its championship debut in 1963 the race remained on the calendar until 1970, after which the track was deemed unsafe for grand prix racing. The race returned in 1986 and featured on the schedule until 1992. It made a triumphant return to the calendar last year.
- ▶ Just three drivers have multiple wins in Mexico to their name. Jim Clark was victorious at the inaugural event in 1963 for Lotus and he won again for the same team in 1967. Alain Prost won for McLaren in 1988 and for Ferrari in 1990, while Nigel Mansell won twice for Williams, in 1987 and 1992.
- ▶ To mark Mansell's two victories, Turn 17 was last year named in honour of the 1992 champion. This year the circuit organisers have named Turn 12 after Mexican CART, IndyCar and Sportscar star Adrián Fernández.
- ▶ Ten other drivers have won the Mexican Grand Prix: Dan Gurney (1964), Richie Ginther (1965), John Surtees (1966), Graham Hill (1968), Denny Hulme (1969), Jacky Ickx (1970), Gerhard Berger (1986), Ayrton Senna (1989), Riccardo Patrese (1991), and Nico Rosberg won last year.
- ▶ McLaren, Williams and Lotus are tied for the most Mexican Grand Prix wins, with three each. Hulme delivered McLaren's fourth win in 1969, Prost won its 59th in 1988 and Senna delivered its 73rd the following year. Mansell delivered wins number 40 and 53 and Patrese number 45 of William's 114 to date. As well as Clark's 1963 and '67 wins, Graham Hill won for Lotus in 1968.
- ▶ Ferrari is the only other multiple race-winning constructor in Mexico. The Italian outfit won with Ickx in 1970 and Prost in 1990. Five other teams have won here: Brabham, Honda, Cooper, Benetton and Mercedes.
- ▶ Honda leads the way in Mexico in wins for engine manufacturers with four. The team took its first victory (also as a manufacturer) in 1965, before winning as a supplier with Williams in 1987 and with McLaren in 1988 and 1989.
- ▶ If Rosberg manages to take an unassailable championship lead this weekend he will become the fourth driver to secure a Drivers' World Championship crown in Mexico City. John Surtees won the 1964 title with a second-place finish. Denny Hulme won the 1967 crown with a third-place finish in Mexico and the following year Graham Hill won at the Hermanos Rodríguez to take his second world title.
- ▶ Last year's win was Rosberg's 12th in Formula One. If he does so again on Sunday he will double his tally to 24 career wins.

RACE STEWARDS BIOGRAPHIES

GARRY CONNELLY

DEPUTY PRESIDENT, FIA INSTITUTE; DIRECTOR, GLOBAL INSTITUTE FOR MOTOR SPORT SAFETY; DIRECTOR, AUSTRALIAN INSTITUTE OF MOTOR SPORT SAFETY; F1, WTCC STEWARD; FIA WORLD MOTOR SPORT COUNCIL MEMBER

Garry Connelly has been involved in motor sport since the late 1960s. A long-time rally competitor, Connelly was instrumental in bringing the World Rally Championship to Australia in 1988 and served as Chairman of the Organising Committee, Board member and Clerk of Course of Rally Australia until December 2002. He has been an FIA Steward and FIA Observer since 1989, covering the FIA's World Rally Championship, World Touring Car Championship and Formula One Championship. He is a director of the Australian Institute of Motor Sport Safety and of the Global Institute of Motor Sport Safety. He is a member of the FIA World Motor Sport Council.



SILVIA BELLOT

MEMBER OF THE ROYAL SPANISH AUTOMOBILE FEDERATION BOARD OF DIRECTORS, FIA WOMEN IN MOTORSPORT COMMISSION MEMBER, F1, GP2, GP3 AND WTCC STEWARD

Silvia Bellot began marshalling in 2001, when she was 16. She has been a steward in a number of national and international series, including the, European F3 Open, GT Open, BMW Europe, Spanish Endurance Championship, DTM, World Series by Renault and the WRC. In 2009, she took part in the FIA trainee stewards' program for GP2 and F1. She made her first appearance as an F1 steward at the 2011 Turkish GP and last year was awarded the FIA's Outstanding Official prize. She is currently a steward in GP2, GP3, WTCC and F1. Away from the stewards' room she is a member of the FIA's Women in Motorsport Commission and also works closely with RACC, the Circuit de Catalunya and the Spanish federation in event organisation.



DANNY SULLIVAN

FORMER F1 DRIVER, INDIANAPOLIS 500 WINNER AND CART CHAMPION

US racer Danny Sullivan made his F1 debut with Tyrrell at the 1983 Brazilian Grand Prix. He raced just one season in F1, scoring a best result of fifth in Monaco. In 1984, Sullivan returned to the US where he resumed a successful Indy Car career. He is perhaps best known for his 'spin and win' victory at the 1985 Indianapolis 500, where he passed leader Mario Andretti, survived a 360 degree spin, and then caught and re-passed Andretti to claim the Borg-Warner Trophy. He won the Indy Car World Series title in 1988. After 17 victories from 170 Indy Car starts he drew a line under his open-wheel career in 1995. He finished third in the Le Mans 24 Hours in a Dauer Porsche 962 in 1994. He made four starts at Le Mans, the most recent being 2004.



2016 Formula One World Championship

DRIVERS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	BAHRAIN	CHINA	RUSSIA	SPAIN	MONACO	CANADA	EUROPE	AUSTRIA	GB	HUNGARY	GERMANY	BELGIUM	ITALY	SINGAPORE	MALAYSIA	JAPAN	USA	MEXICO	BRAZIL	ABU DHABI	POINTS
1 N. ROSBERG	25 ₁	25 ₁	25 ₁	25 ₁	NC	6 ₇	10 ₅	25 ₁	12 ₄	15 ₃	18 ₂	12 ₄	25 ₁	25 ₁	25 ₁	15 ₃	25 ₁	18 ₂				331
2 L. HAMILTON	18 ₂	15 ₃	6 ₇	18 ₂	NC	25 ₁	25 ₁	10 ₅	25 ₁	25 ₁	25 ₁	25 ₁	15 ₃	18 ₂	15 ₃	NC	15 ₃	25 ₁				305
3 D. RICCIARDO	12 ₄	12 ₄	12 ₄	11	12 ₄	18 ₂	6 ₇	6 ₇	10 ₅	12 ₄	15 ₃	18 ₂	18 ₂	10 ₅	18 ₂	25 ₁	8 ₆	15 ₃				227
4 S. VETTEL	15 ₃	NC	18 ₂	NC	15 ₃	12 ₄	18 ₂	18 ₂	NC	2 ₉	12 ₄	10 ₅	8 ₆	15 ₃	10 ₅	NC	12 ₄	12 ₄				177
5 K. RÄIKKÖNEN	NC	18 ₂	10 ₅	15 ₃	18 ₂	NC	8 ₆	12 ₄	15 ₃	10 ₅	8 ₆	8 ₆	2 ₉	12 ₄	12 ₄	12 ₄	10 ₅	NC				170
6 M. VERSTAPPEN	1 ₁₀	8 ₆	4 ₈	NC	25 ₁	NC	12 ₄	4 ₈	18 ₂	18 ₂	10 ₅	15 ₃		6 ₇	8 ₆	18 ₂	18 ₂				NC	165
7 S. PÉREZ				2 ₉	6 ₇	15 ₃	1 ₁₀	15 ₃		8 ₆		1 ₁₀	10 ₅	4 ₈	4 ₈	8 ₆	6 ₇	4 ₈				84
8 V. BOTTAS	4 ₈	2 ₉	1 ₁₀	12 ₄	10 ₅		15 ₃	8 ₆	2 ₉		2 ₉	2 ₉	4 ₈	8 ₆	NC	10 ₅	1 ₁₀				16	81
9 N. HÜLKENBERG	6 ₇		15	15	NC	NC	8 ₆	4 ₈	2 ₉		6 ₇	1 ₁₀	6 ₇	12 ₄	1 ₁₀	NC	4 ₈	4 ₈			NC	54
10 F. ALONSO	NC	-	-	12	8 ₆	NC	10 ₅	11	NC	18	13	6 ₇		6 ₇	14	6 ₇	6 ₇	16	10 ₅			52
11 F. MASSA	10 ₅	4 ₈	8 ₆	10 ₅	4 ₈	1 ₁₀	NC	1 ₁₀	20	11	18	NC	1 ₁₀	2 ₉	12	13	2 ₉	6 ₇				49
12 C. SAINZ	2 ₉	NC	2 ₉	12	8 ₆	4 ₈	2 ₉	NC	4 ₈	4 ₈	4 ₈		4 ₈	14	NC	15	14	11	17		6	38
13 R. GROSJEAN	8 ₆	10 ₅	19	4 ₈	NC	13	14	13	6 ₇	NC	14	13	13	11	NC	NC	11	1	10			29
14 D. KVYAT	NC	6 ₇	15 ₃	15	1 ₁₀	NC	12	NC	NC	1 ₁₀	16	15	14	NC	2 ₉	14	13	11				25
15 J. BUTTON	14	NC	13	1 ₁₀	2 ₉	2 ₉	NC	11	8 ₆	12	NC	4 ₈	NC	12	NC	2 ₉	18	2 ₉				21
16 K. MAGNUSSEN	12	11	17	6 ₇	15	NC	16	14	14	17	15	16	NC	17	1 ₁₀	NC	14	12				7
17 J. PALMER	11	NC	22	13	13	NC	NC	15	12	NC	12	19	15	NC	15	1 ₁₀	12	13				1
18 P. WEHRLEIN	16	13	18	18	16	14	17	NC	1 ₁₀	NC	19	17	NC	NC	16	15	22	17				1
19 S. VANDOORNE	-	1 ₁₀	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				1
20 E. GUTIÉRREZ	NC	NC	14	17	11	11	13	16	11	16	13	11	12	13	11	NC	20	NC				0
21 M. ERICSSON	NC	12	16	14	12	NC	15	17	15	NC	20	18	NC	16	17	12	15	14				0
22 F. NASR	15	14	20	16	14	NC	18	12	13	15	17	NC	17	NC	13	NC	19	15				0
23 R. HARYANTO	NC	17	21	NC	17	15	19	18	16	NC	21	20	-	-	-	-	-	-				0
24 E. OCON	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	18	18	16	21	18		0

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CONSTRUCTORS' CHAMPIONSHIP STANDINGS

	AUSTRALIA	BAHRAIN	CHINA	RUSSIA	SPAIN	MONACO	CANADA	EUROPE	AUSTRIA	GB	HUNGARY	GERMANY	BELGIUM	ITALY	SINGAPORE	MALAYSIA	JAPAN	USA	MEXICO	BRAZIL	ABU DHABI	POINTS
1 MERCEDES AMG PETRONAS F1 TEAM	43 ¹ ₂	40 ¹ ₃	31 ¹ ₇	43 ¹ ₂	NC NC	31 ¹ ₇	35 ¹ ₅	35 ¹ ₅	37 ¹ ₄	40 ¹ ₃	43 ¹ ₂	37 ¹ ₄	40 ¹ ₃	43 ¹ ₂	40 ¹ ₃	15 ³ _{NC}	40 ¹ ₃	43 ¹ ₂				636
2 RED BULL RACING	12 ⁴ _{NC}	18 ⁴ ₇	27 ³ ₄		37 ¹ ₄	18 ² _{NC}	18 ⁴ ₇	10 ⁷ ₈	28 ² ₅	30 ² ₄	25 ³ ₅	33 ² ₃	18 ² ₁₁	16 ⁵ ₇	26 ² ₆	43 ¹ ₂	26 ² ₆	15 ³ _{NC}				400
3 SCUDERIA FERRARI	15 ³ _{NC}	18 ² _{NC}	28 ² ₅	15 ³ _{NC}	33 ² ₃	12 ⁴ _{NC}	26 ² ₆	30 ² ₂	15 ³ _{NC}	12 ⁵ ₉	20 ⁴ ₆	18 ⁵ ₆	10 ⁶ ₁₁	27 ³ ₄	22 ⁴ ₅	12 ⁴ _{NC}	22 ⁴ ₅	12 ⁴ _{NC}				347
4 SAHARA FORCE INDIA F1 TEAM	6 ⁷ ₁₃			2 ⁹ _{NC}	6 ⁷ _{NC}	23 ³ ₆	5 ⁸ ₁₀	17 ³ ₉		14 ⁶ ₇	1 ¹⁰ ₁₁	7 ⁷ ₁₀	22 ⁴ ₅	5 ⁸ ₁₀	4 ⁸ _{NC}	12 ⁶ ₈	10 ⁷ ₈	4 ⁸ _{NC}				138
5 WILLIAMS MARTINI RACING	14 ⁵ ₈	6 ⁸ ₉	9 ⁶ ₁₀	22 ⁴ ₅	14 ⁵ ₈	1 ¹⁰ ₁₂	15 ³ _{NC}	9 ⁶ ₁₀	2 ⁹ ₂₀		2 ¹¹ ₁₄	2 ⁹ _{NC}	5 ⁸ ₁₀	10 ⁶ ₉		10 ⁵ ₁₃	3 ⁹ ₁₀	6 ⁷ ₁₆				130
6 MCLAREN HONDA	14 ¹⁴ _{NC}	1 ¹⁰ _{NC}		9 ¹² ₁₃	2 ⁹ _{NC}	12 ⁵ ₉		11 ¹¹ _{NC}	8 ⁶ ₁₈		6 ¹² ₁₃	4 ⁷ _{NC}	6 ⁸ _{NC}	7 ¹² ₁₄	7 ⁷ _{NC}	8 ⁷ ₉		12 ¹⁶ ₁₈				74
7 SCUDERIA TORO ROSSO	3 ⁹ ₁₀	8 ⁶ _{NC}	6 ⁸ ₉		9 ¹² _{NC}	4 ⁶ ₁₀	2 ⁸ _{NC}		4 ⁸ _{NC}	5 ⁸ ₁₀	4 ⁸ ₁₆				2 ⁹ ₁₄			8 ¹³ ₁₇				55
8 HAAS F1 TEAM	8 ⁶ _{NC}	10 ⁵ _{NC}		4 ¹⁴ ₁₉					6 ⁷ ₁₁									1 ¹⁰ _{NC}				29
9 RENAULT SPORT F1 TEAM				6 ⁷ ₁₃											1 ¹⁰ ₁₅	1 ¹⁰ _{NC}						8
10 MANOR RACING MRT									1 ¹⁰ ₁₆													1
11 SAUBER F1 TEAM	15 ¹⁵ _{NC}	12 ¹⁴ ₁₄	16 ¹⁶ ₂₀	14 ¹⁴ ₁₆	12 ¹² ₁₄	NC NC	15 ¹⁵ ₁₈	12 ¹² ₁₇	13 ¹³ ₁₅	15 ¹⁵ _{NC}	17 ¹⁷ ₂₀	18 ¹⁸ _{NC}	17 ¹⁷ _{NC}	16 ¹⁶ _{NC}	13 ¹³ ₁₇	12 ¹² _{NC}	15 ¹⁵ ₁₉	14 ¹⁴ ₁₅				0

FORMULA ONE TIMETABLE & FIA MEDIA SCHEDULE

THURSDAY

Press conference 11.00

FRIDAY

Practice session 1 10.00-11.30

Practice session 2 14.00-15.30

Press conference 16.00

SATURDAY

Practice session 3 10.00-11.00

Qualifying 13.00-14.00

Followed by unilateral and press conference

SUNDAY

Drivers' Parade 11.30

Race 13.00

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 the paddock close 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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