



**FORMULA 1
GRAN PREMIO
DE MÉXICO 2015**

**MEXICO CITY
30-31 OCTOBER 01 NOVEMBER**



2015

formulaoneTMmedia

OFFICIAL MEDIA KIT



2015 MEXICAN GRAND PRIX • MEDIA GUIDE

- 03 WELCOME MESSAGE**
- 04 MEDIA ACCREDITATION CENTRE AND MEDIA CENTRE**
 - Location Maps
 - Opening Hours
- 06 MEDIA CENTRE**
 - Key Staff
 - Facilities (IT • Photographic • Telecoms)
 - Working in the Media Centre
- 09 PRESS CONFERENCE SCHEDULE**
- 10 PHOTOGRAPHERS' SHUTTLE BUS SCHEDULE**
- 11 RACE TIMETABLE**
- 15 USEFUL INFORMATION**
 - Airline numbers
 - Rental car numbers
 - Taxi companies
- 16 MAPS AND DIAGRAMS**
 - Circuit with Media Centre
 - Media Centre layout
 - Circuit with corner numbers
 - Photo positions map
 - Hotel Maps
- 22 2015 FIA FORMULA ONE™ WORLD CHAMPIONSHIP**
 - Entry List
 - Calendar
 - Standings after round 16 (USA) (Drivers)
 - Standings after round 16 (USA) (Constructors)
 - Team & driver statistics (after USA)
- 33 HOW IT ALL STARTED**
- 35 MEXICAN DRIVERS IN THE WORLD CHAMPIONSHIP**
- 39 MÉXICO IN WORLD CHAMPIONSHIP CONTEXT**
- 40 2015 SUPPORT RACES**
- 42 BACKGROUNDEERS**



BIENVENIDO A MÉXICO!

It is a pleasure to welcome you all to México as we celebrate our country's return to the FIA Formula 1 World Championship calendar.

Twice before, from 1963 to 1970 and from 1986 to 1992, México City has been the scene of exciting World Championship races. We enjoy a proud heritage in the sport: from the early brilliance of the Rodríguez brothers, the sterling efforts of Moisés Solana and Héctor Rebaque to the modern achievements of Esteban Gutiérrez and Sergio Pérez, Mexican drivers have carved their own names in the history of the sport.

A few of you may have been here before. You will find many things the same – yet different. The race will still take place in the parkland of Magdalena Mixhuca where great names of the past wrote their own page in Mexican history, but the lay-out of the 21st-century track is brand-new. We believe it will provide an exciting challenge to the skills of every driver in the 2015 field. One aspect of your Mexican weekend will certainly be unchanged: our desire to make this an enjoyable and enriching experience for everyone who is a part of the event. Whether that means finding out more about México itself, immersing yourself in our culture or simply making the most of the facilities we offer, we are here to help.

Thank you for your contribution, which is so important to the success of the 2015 Mexican Grand Prix. I hope it will be only the first of many visits to our event and to our country. There will always be a warm welcome for you here.

RODRIGO SÁNCHEZ PERAZA
National Press Officer



**FORMULA 1
GRAN PREMIO
DE MÉXICO 2015**
MEXICO CITY
30-31 OCTOBER 01 NOVEMBER



MEDIA ACCREDITATION CENTRE & MEDIA CENTRE

OPENING HOURS

MEDIA CENTRE

| | | |
|-----------|------------|---|
| Wednesday | 28 October | 12.00 – 20.00 |
| Thursday | 29 October | 08.00 – 22.00 |
| Friday | 30 October | 07.00 – 23.00 |
| Saturday | 31 October | 07.00 – 23.00 |
| Sunday | 1 November | 07.00 – Until last journalist leaves |

MEDIA ACCREDITATION CENTRE

| | | |
|-----------|------------|--|
| Wednesday | 28 October | 11.00 – 18.00 |
| Thursday | 29 October | 07:30 – 18.00 |
| Friday | 30 October | 08.00 – 16.00 |
| Saturday | 31 October | 08.00 – 12.00 |
| Sunday | 1 November | 08.00 – 12.00 (National Press Only) |



MEDIA CENTRE





MEDIA CENTRE

KEY STAFF

FIA F1 HEAD OF COMMUNICATIONS AND MEDIA DELEGATE

MATTEO BONCIANI

FIA COMMUNICATIONS

PAT BEHAR

☎ +33 6 80 38 46 84

✉ pbehar@fia.com

MGP NATIONAL PRESS OFFICER

RODRIGO SÁNCHEZ PERAZA

✉ rsanchezp@cie.com.mx

MGP PUBLICITY AND COMMUNICATIONS MANAGER

FRANCISCO VELÁZQUEZ CÓRDOVA

✉ fvelazquezc@cie.com.mx

MGP EDITORIAL MANAGER

STUART SYKES

☎ +61 418 551 765

✉ stuart@scotssport.com.au

MEDIA CENTRE MANAGER

ROB VAN LEEUWEN

☎ +61 418 947 268

✉ r.van.leeuwen@bigpond.com

MEDIA OPERATIONS COORDINATOR

BERNARDO VILLANUEVA

✉ bernardvc72@hotmail.com



1 WORKING IN THE MEDIA CENTRE

The Media Centre is located in the Formula 1 Paddock next to the Broadcast Area near Turn 13 (driver's right). All accredited journalists and photographers must register at Media Centre Reception on the lower level of the building on first arriving at the circuit. Staff at Reception will assist with seating allocation, internet access and locker keys if required.

2 STANDARD TELEPHONE, FAX AND IT SERVICES

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

3 FREE WIRELESS INTERNET SERVICES

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

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

4 PHOTOGRAPHIC SERVICE

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

5 LOCKERS

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

6 ELECTRICAL POWER

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



**FORMULA 1
GRAN PREMIO
DE MÉXICO 2015**
MEXICO CITY
30-31 OCTOBER 01 NOVEMBER



CAFETERIA

| | | |
|------------------|----------------------|----------------------|
| Wednesday | 28 October | 12.00 – 20.00 |
| Meal | 13:00 - 16:00 | |
| Thursday | 29 October | 08.00 – 22.00 |
| Breakfast | 9:00 - 11:00 | |
| Meal | 13:00 - 17:00 | |
| Friday | 30 October | 07.00 – 23.00 |
| Breakfast | 7:00 - 11:00 | |
| Meal | 13:00 - 15:00 | |
| Saturday | 31 October | 07.00 – 23.00 |
| Breakfast | 7:00 - 11:00 | |
| Meal | 13:00 - 15:00 | |
| Sunday | 1 November | 07.00 – 23.00 |
| Breakfast | 7:00 - 11:00 | |
| Meal | 13:00 - 17:00 | |
| Dinner | 17:00 - 23:00 | |



PRESS CONFERENCE SCHEDULE

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

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

Thursday **October 29th** • 11:00 hrs
— Participants: a maximum of six drivers chosen by the FIA F1 Head of Communications.

Friday **October 30th** • 16:00 hrs
— Participants: six team personalities chosen by the FIA F1 Head of Communications

Saturday **October 31st** • Immediately after qualifying
— Participants: top three drivers of the qualifying session

Sunday **November 1st** • Immediately after racing
— Participants: top three finishing drivers

ADDITIONAL FIA ACCREDITED MEDIA OPPORTUNITIES

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

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

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



PHOTOGRAPHERS' SHUTTLE BUS SCHEDULE

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

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

FRIDAY

3 x shuttles (20 seater on track)

09:00 (10 mins. approx.)

09:20 (10 mins approx.)

11:30 (pick up after FP1)
10 mins approx

13:00 (10 mins. approx.)

13:20 (10 mins. approx.)

15:30 (pick up after FP2)
10 mins approx.

SATURDAY

09:00 (10 mins approx.)

09:20 (10 mins approx.)

11:00 (pick up after FP3)

12:00 (10 mins approx.)

12:20 (10 mins. approx.)

14:00 (pick up after qualifying)

SUNDAY

11:20 (10 mins approx.) Before
Drivers' Parade

11:40 (10 mins approx.) Before
starting grid presentation

Please check the notice board for updates to this schedule.



RACE TIMETABLE

THURSDAY

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

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



RACE TIMETABLE

FRIDAY

| | | |
|----------------------------|-------------------------|---------------------------------|
| 09:20 | Formula One | MEDICAL INSPECTION |
| 09:30 - 09:45 | Formula One | TRACK INSPECTION AND TRACK TEST |
| 10:00 - 11:30 ¹ | Formula One | FIRST PRACTICE SESSION |
| 11:55 - 12:20 ¹ | Masters Historic Racing | PRACTICE SESSION |
| 12:25 - 13:45 | Formula One | PADDOCK CLUB PIT LANE WALK |
| 13:00 - 13:40 | Formula One | TRACK INSPECTION |
| 14:00 - 15:30 ¹ | Formula One | SECOND PRACTICE SESSION |
| 16:00 - 16:25 ¹ | Formula 4 Series | PRACTICE SESSION |
| 16:00 - 17:00 | Formula One | PRESS CONFERENCE - PRESS ROOM |
| 17:00 | Formula One | DRIVERS' MEETING |
| 18:30 - 19:15 | Track Activity | MARSHAL PIT LANE WALK |

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



RACE TIMETABLE

SATURDAY

| | | |
|-----------------------------|-------------------------|--------------------------------------|
| 08:00 - 09:40 | Formula One | Paddock Club Pit Lane Walk |
| 08:30 - 09:00 | Formula One | Team Pit Stop Practice |
| 09:20 | Formula One | Medical Inspection |
| 09:30 - 09:45 | Formula One | Track Inspection and Safety Car Test |
| 10:00 - 11:00 ¹ | Formula One | Third Practice Session |
| 11:30 - 11:55 | Masters Historic Racing | Qualifying Session |
| 12:00 - 12:40 | Formula One | Paddock Club Pit Lane Walk |
| 12:30 - 12:40 | Formula One | Track Inspection |
| 13:00 - 14:00 | Formula One | Qualifying Session |
| 15:00* - 15:25 ² | Masters Historic Racing | First Race (10 Laps or 20 Mins) |
| 16:00 - 16:25 | Formula 4 Series | Qualifying Session |

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



RACE TIMETABLE

| SUNDAY | | |
|-----------------------------|-------------------------|----------------------------------|
| 08:00 - 09:15 | Formula One | Paddock Club Pit Lane Walk |
| 08:45 - 09:00 | Formula One | Marshalling System Track Test |
| 09:35* - 10:05 ² | Formula 4 Series | RACE (12 Laps or 25 mins) |
| 10:30* - 10:55 ² | Masters Historic Racing | SECOND RACE (10 Laps or 20 min) |
| 11:00 - 12:15 | Formula One | Paddock Club Pit Lane |
| 11:30 | Formula One | Formula One Drivers' Parade |
| 11:45 - 12:15 | Formula One | Starting Grid Presentation |
| 12:00 | Formula One | Medical Inspection |
| 12:10 - 12:20 | Formula One | Track Inspection |
| 12:30 | Formula One | Pit Lane Open |
| 12:45 | Formula One | Pit Lane Closed Grid Formation |
| 12:46 | Formula One | National Anthem |
| 12:47 | Air Display | Mexican Air Force |
| 13:00* - 15:00 ² | Formula One | GRAND PRIX (71 Laps or 120 mins) |

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



**FORMULA 1
GRAN PREMIO
DE MÉXICO 2015**
MEXICO CITY
30-31 OCTOBER 01 NOVEMBER



USEFUL INFORMATION

AIRLINE NUMBERS

| | |
|--------------------|-------------------------|
| AEROMEXICO: | 51 33 40 00 |
| INTERJET: | 1102 55 11 |
| AMERICAN AIRLINES: | 01 800-904-6000 |
| DELTA AIRLINES: | 5279 0820 |
| UNITED AIRLINES: | 5583 5500 |
| BRITISH AIRWAYS: | 001-866-835-4133 |
| AIR CANADA: | 9138 0280 |
| AIR FRANCE: | 01 800 266 0048 |
| IBERIA: | 2599-0226 |
| LUFTHANSA: | 50913143 |
| COPA AIRLINES: | 5241-2000 |
| LAN AIRLINES: | 01-800-123-1619 |

RENTAL CARS NUMBERS

| | |
|-----------|-------------------------|
| ALAMO: | 57868099 |
| BUDGET: | 01800 46 283 438 |
| EUROPCAR: | 57868264 |
| HERTZ: | 01800 709 5000 |

TAXI COMPANIES AIRPORT

| | |
|---------------|--------------------|
| YELLOW CAB | 25.99.60.24 |
| NUEVA IMAGEN: | 57161616 |
| TAXIS 300: | 5571 9344 |

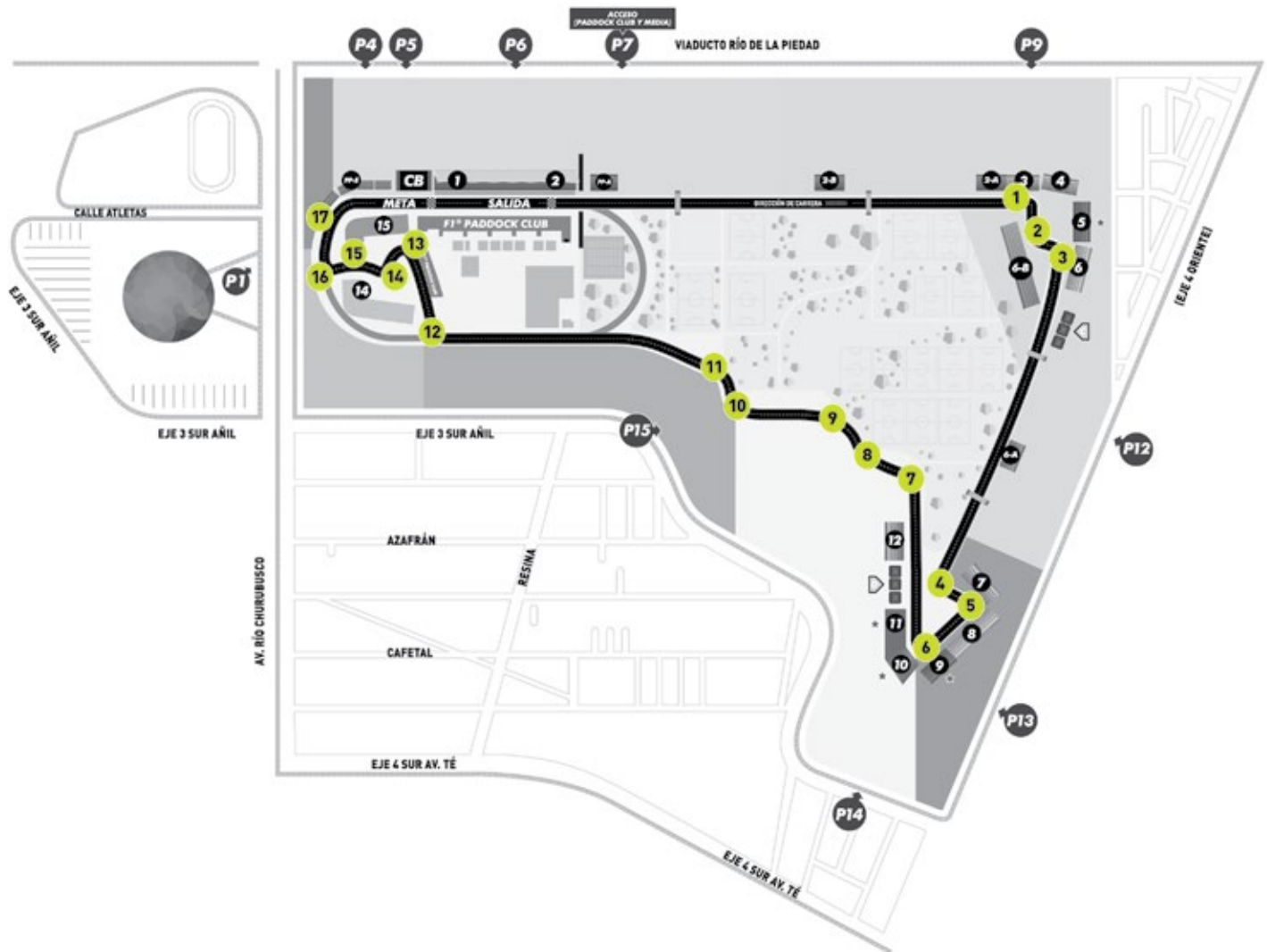


CORNER NAMES



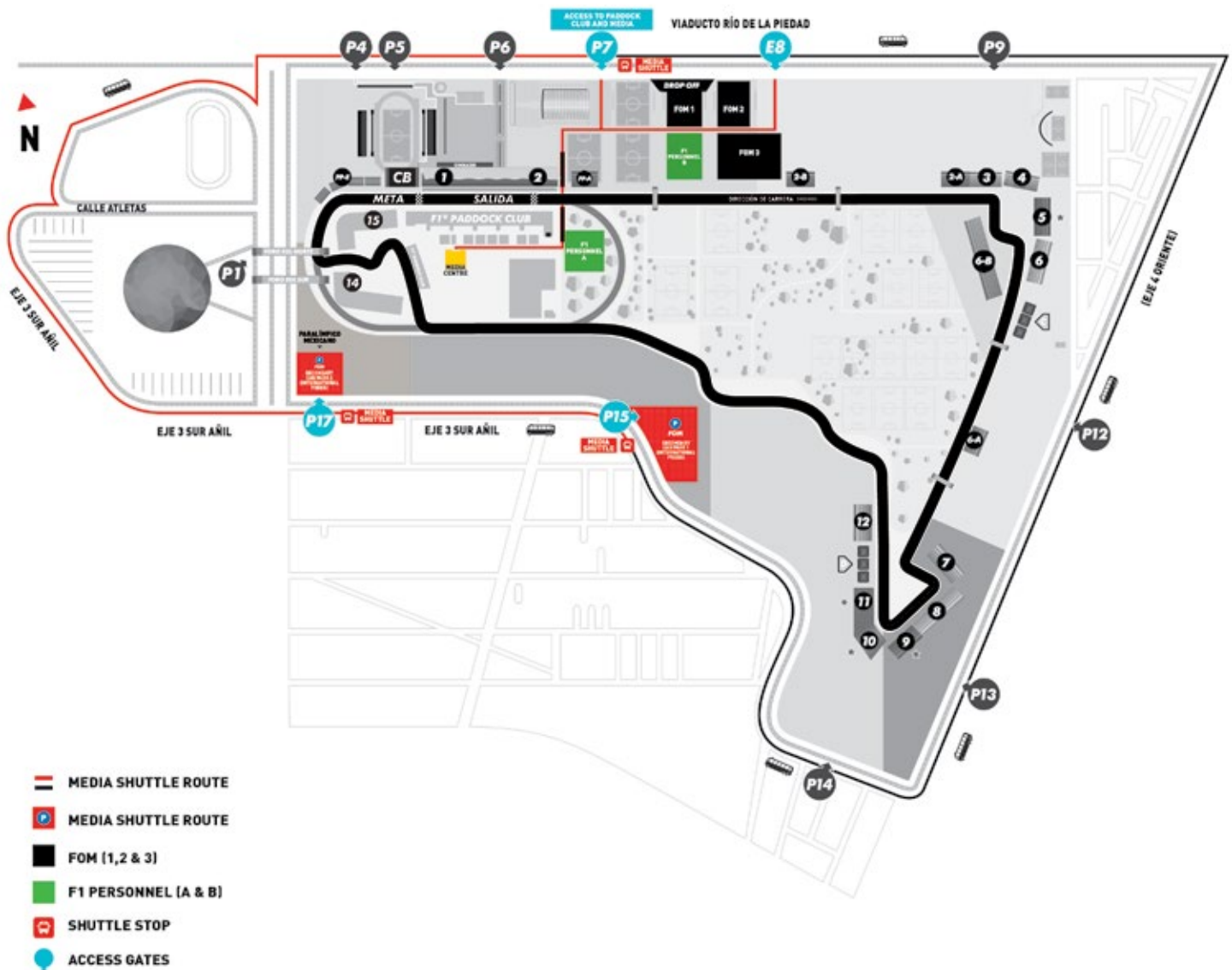


CORNER NUMBERS



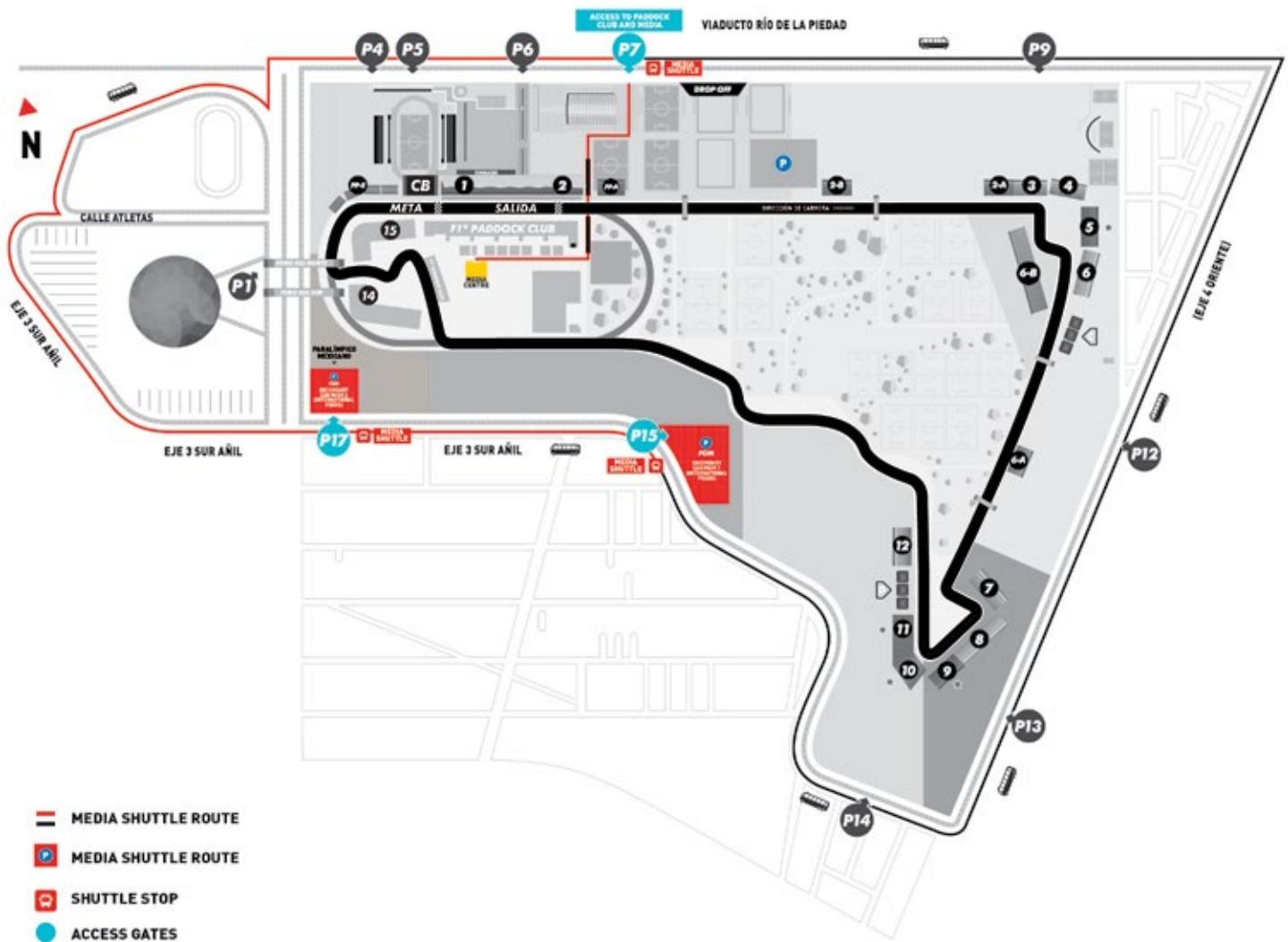


SERVICE ROUTE





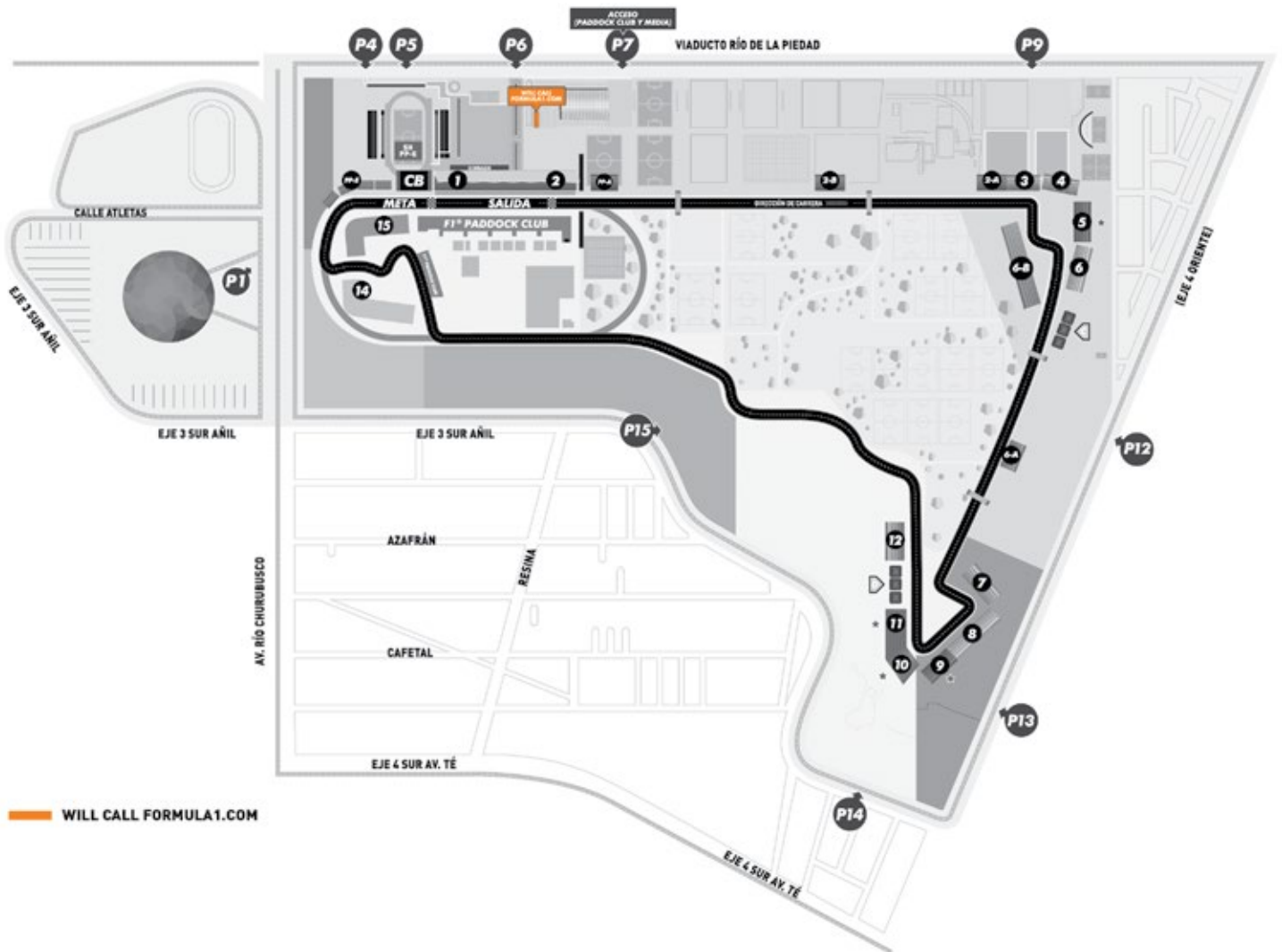
SERVICE ROUTE





FORMULA 1 GRAN PREMIO DE MÉXICO 2015

MEXICO CITY
30-31 OCTOBER 01 NOVEMBER





NEARBY HOTELS



METRO



Casa Castelar

Emilio Castelar 34, Miguel Hidalgo, Col. Polanco, 11560



Dominion Corporate Suits Polanco

Aristóteles 21, Miguel Hidalgo, Col. Polanco, 11560



Hotel W Mexico City

Campos Eliseos 252, Miguel Hidalgo, Col. Polanco, 11560



JW Marriott Mexico City

Paseo de la Reforma 276, Col. Juárez, 06600



Presidente InterContinental Ciudad de México

Campos Eliseos 218, Col. Chapultepec Polanco, 11560



Hotel Nikko Mexico

Campos Eliseos 204, Col. Polanco Chapultepec, 11560



Habita

Av. Presidente Masaryk 201, Miguel Hidalgo, Col. Polanco, 11560



Residencia Polanco

Isaac Newton 272, Miguel Hidalgo, Col. Chapultepec Morales, 11570



City Express Suites Anzures

Leibnitz 120, Miguel Hidalgo, Anzures, 11590



Camino Real Polanco México

General Mariano Escobedo 700, Miguel Hidalgo, Anzures, 11590



Lumina Luxury Suites

Leibnitz 40, Miguel Hidalgo, Anzures 11560



Wyndham Garden Polanco

Tolstol 22, Miguel Hidalgo, Anzures, 11500



Gran Fiesta Americana Polanco

Av. Mariano Escobedo 756, Miguel Hidalgo, Anzures, 11590



Marquis Reforma

Paseo de la Reforma 465, Cuauhtémoc, 06500



Hotel del Prado

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



Casa Inn Business Hotel México

Río Lerma 237, Cuauhtémoc, 06500



Hotel del Ángel

Río Lerma 154, Cuauhtémoc, 06500



Exe Suites San Marino

Río Tiber 107, Cuauhtémoc, 06500



Hotel PF

Florencia 61, Cuauhtémoc, 06600



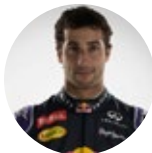


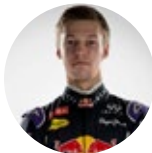


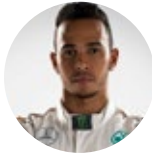





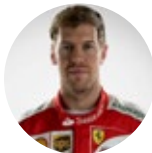


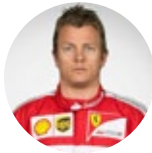


Galería Plaza Reforma

Hamburgo 195, Cuauhtémoc, 06600



2015 FORMULA 1® WORLD CHAMPIONSHIP




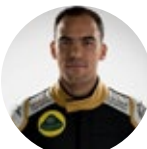





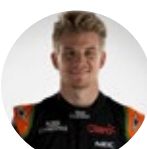


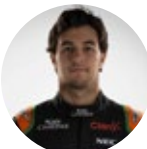

ENTRY LIST

| NO. | DRIVER | NATIONALITY | TEAM | CHASSIS | ENGINE |
|-----|--|---|--|---------------------------|----------|
| 3 |  DANIEL RICCIARDO |  |  | RED BULL RB11 | RENAULT |
| 26 |  DANIIL KVIAT |  |  | RED BULL RB11 | RENAULT |
| 44 |  LEWIS HAMILTON |  |  | MERCEDES F1 W06 HYBRID | MERCEDES |
| 6 |  NICO ROSBERG |  |  | MERCEDES F1 W06 HYBRID | MERCEDES |
| 5 |  SEBASTIAN VETTEL |  |  | FERRARI SF15-T | FERRARI |
| 7 |  KIMI RÄIKKÖNEN |  |  | FERRARI SF15-T | FERRARI |



2015 FORMULA 1® WORLD CHAMPIONSHIP

ENTRY LIST

| NO. | DRIVER | NATIONALITY | TEAM | CHASSIS | ENGINE |
|-----|---|---|--|----------------------|----------|
| 8 |  ROMAIN GROSJEAN |  |  | LOTUS E23 HYBRID | MERCEDES |
| 13 |  PASTOR MALDONADO |  | | | |
| 14 |  FERNANDO ALONSO |  | McLAREN HONDA | McLAREN MP4-30 | HONDA |
| 22 |  JENSON BUTTON |  | | | |
| 27 |  NICO HÜLKENBERG |  |  | FORCE INDIA VJM08 | MERCEDES |
| 11 |  SERGIO PÉREZ |  | | | |



2015 FORMULA 1 ® WORLD CHAMPIONSHIP

ENTRY LIST

| NO. | DRIVER | NATIONALITY | TEAM | CHASSIS | ENGINE |
|-----|---|---|--|------------------|----------|
| 9 |  MARCUS ERICSSON |  |  | SAUBER C34 | FERRARI |
| 12 |  FELIPE NASR |  | | | |
| 33 |  MAX VERSTAPPEN |  |  | TORO ROSSO STR10 | RENAULT |
| 55 |  CARLOS SAINZ |  | | | |
| 19 |  FELIPE MASSA |  |  | WILLIAMS FW37 | MERCEDES |
| 77 |  VALTTERI BOTTAS |  | | | |



2015 FORMULA 1 ® WORLD CHAMPIONSHIP

ENTRY LIST

| NO. | DRIVER | NATIONALITY | TEAM | CHASSIS | ENGINE |
|-----|---|---|--|------------------|---------|
| 28 |  WILL STEVENS |  |  | MARUSSIA MR03 | FERRARI |
| 53 |  ALEXANDER ROSSI |  |  | MARUSSIA MR03 | FERRARI |



CALENDAR

| DATE | GRAND PRIX | CIRCUIT |
|-------------------|---------------|--------------------|
| MARCH 15 | AUSTRALIA | MELBOURNE |
| MARCH 19 | MALAYSIA | KUALA LUMPUR |
| APRIL 12 | CHINA | SHANGHAI |
| APRIL 19 | BAHRAIN | SAKHIR |
| MAY 10 | SPAIN | BARCELONA |
| MAY 24 | MONACO | MONTE CARLO |
| JUNE 7 | CANADA | MONTREAL |
| JUNE 21 | AUSTRIA | SPIELBERG |
| JULY 5 | GREAT BRITAIN | SILVERSTONE |
| JULY 29 | HUNGARY | BUDAPEST |
| AUGUST 23 | BELGIUM | SPA-FRANCORCHAMPS |
| SEPTEMBER 6 | ITALY | MONZA |
| SEPTEMBER 20 | SINGAPORE | SINGAPORE |
| SEPTEMBER 27 | JAPAN | SUZUKA |
| OCTOBER 11 | RUSSIA | SOCHI |
| OCTOBER 25 | UNITED STATES | AUSTIN. TX |
| NOVEMBER 1 | MÉXICO | MÉXICO CITY |
| NOVEMBER 15 | BRAZIL | SAO PAULO |
| NOVEMBER 29 | ABU DHABI | ABU DHABI |



STANDINGS AFTER ROUND 16 (USA) (DRIVERS)

| | DRIVER | TEAM | COUNTRY | WINS | POLES | F/LAPS | PTS |
|----|------------------|----------------------|---------|------|-------|--------|-----|
| 1 | Lewis Hamilton | Mercedes | GBR | 10 | 11 | 6 | 327 |
| 2 | Sebastian Vettel | Ferrari | GER | 3 | 1 | 1 | 251 |
| 3 | Nico Rosberg | Mercedes | GER | 3 | 4 | 4 | 247 |
| 4 | Kimi Räikkönen | Ferrari | FIN | 0 | 0 | 2 | 123 |
| 5 | Valtteri Bottas | Williams Mercedes | FIN | 0 | 0 | 0 | 111 |
| 6 | Felipe Massa | Williams Mercedes | BRA | 0 | 0 | 0 | 109 |
| 7 | Daniil Kvyat | Red Bull Renault | RUS | 0 | 0 | 0 | 76 |
| 8 | Daniel Ricciardo | Red Bull Renault | AUS | 0 | 0 | 3 | 74 |
| 9 | Sergio Pérez | Force India Mercedes | MEX | 0 | 0 | 0 | 64 |
| 10 | Max Verstappen | Toro Rosso Renault | NDL | 0 | 0 | 0 | 45 |
| 11 | Romain Grosjean | Lotus Mercedes | FRA | 0 | 0 | 0 | 44 |
| 12 | Nico Hülkenberg | Force India Mercedes | GER | 0 | 0 | 0 | 38 |
| 13 | Felipe Nasr | Sauber Ferrari | BRA | 0 | 0 | 0 | 27 |
| 14 | Pastor Maldonado | Lotus Mercedes | VEN | 0 | 0 | 0 | 26 |
| 15 | Carlos Sainz | Toro Rosso Renault | ESP | 0 | 0 | 0 | 18 |
| 16 | Jenson Button | McLaren Honda | GBR | 0 | 0 | 0 | 16 |
| 17 | Fernando Alonso | McLaren Honda | ESP | 0 | 0 | 0 | 11 |
| 18 | Marcus Ericsson | Sauber Ferrari | SWE | 0 | 0 | 0 | 9 |
| 19 | Roberto Merhi | Manor Ferrari | ESP | 0 | 0 | 0 | 0 |
| 20 | Alexander Rossi | Manor Ferrari | USA | 0 | 0 | 0 | 0 |
| 21 | Will Stevens | Manor Ferrari | GBR | 0 | 0 | 0 | 0 |



**FORMULA 1
GRAN PREMIO
DE MÉXICO 2015**
MEXICO CITY
30-31 OCTOBER 01 NOVEMBER



STANDINGS AFTER ROUND 16 (USA) (CONSTRUCTORS)

| | TEAM | WINS | POLES | F/LAPS | PTS |
|----|----------------------|------|-------|--------|-----|
| 1 | Mercedes | 13 | 15 | 10 | 574 |
| 2 | Ferrari | 3 | 1 | 3 | 374 |
| 3 | Williams Mercedes | 0 | 0 | 0 | 220 |
| 4 | Red Bull Renault | 0 | 0 | 3 | 150 |
| 5 | Force India Mercedes | 0 | 0 | 0 | 102 |
| 6 | Lotus Mercedes | 0 | 0 | 0 | 70 |
| 7 | Toro Rosso Renault | 0 | 0 | 0 | 63 |
| 8 | Sauber Ferrari | 0 | 0 | 0 | 36 |
| 9 | McLaren Honda | 0 | 0 | 0 | 27 |
| 10 | Manor Ferrari | 0 | 0 | 0 | 0 |



TEAM & DRIVER STATISTICS (AFTER USA)


MERCEDES – Chassis W06


Base: Brackley, UK • Races 124 • Wins 42 • Poles 49 • F/Laps 35

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

44


 **LEWIS HAMILTON** **7.1.1985 • F1 Debut 2007**
Races 164 • Wins 43 • Poles 49 • F/Laps 26 • World Champion 2008, '14 (and now '15)


6



 **NICO ROSBERG** **27.6.1985 • F1 Debut 2006**
Races 182 • Wins 11 • Poles 19 • F/Laps 13


RED BULL RENAULT – Chassis RB11


Base: Milton Keynes, UK • Races 200 • Wins 50 • Poles 57 • F/Laps 47

Drivers' Championships 4 • Constructors' Championships 4

3


 **DANIEL RICCIARDO** **1.7.1989 • F1 Debut 2011**
Races 85 • Wins 3 • Poles 0 • F/Laps 4


26



 **DANIIL KVIAT** **26.4.94 • F1 Debut 2014**
Races 34 • Wins 0 • Poles 0 • F/Laps 0


WILLIAMS MERCEDES – Chassis FW37

Base: Wantage, UK • Races 633 • Wins 114 • Poles 128 • F/Laps 132

Drivers' Championships 7 • Constructors' Championships 9

19


 **FELIPE MASSA** **25.4.1981 • F1 Debut 2002**
Races 226 • Wins 11 • Poles 16 • F/Laps 15



77


 **VALTTERI BOTTAS** **28.8.1989 • F1 Debut 2013**
Races 53 • Wins 0 • Poles 0 • F/Laps 1





FERRARI – Chassis SF15-T

Base: Maranello, Italy • Races 905 • Wins 224 • Poles 208 • F/Laps 233
 Drivers' Championships 15 • Constructors' Championships 16

- | | | | |
|---|---|---------------------|---|
| 5 |  | SEBASTIAN VETTEL | 3.7.1987 • F1 Debut 2007 Races 155 • Wins 42 • Poles 46 • F/Laps 25 • World Champion 2010, '11, '12, '13 |
| 7 |  | KIMI RÄIKKÖNEN | 17.10.1979 • F1 Debut 2001 Races 228 • Wins 20 • Poles 16 • F/Laps 42 • World Champion 2007 |

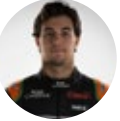

McLAREN HONDA – Chassis MP4-30

Base: Woking, UK • Races 777 • Wins 182 • Poles 155 • F/Laps 153
 Drivers' Championships 12 • Constructors' Championships 8

- | | | | |
|----|---|--------------------|--|
| 14 |  | FERNANDO ALONSO | 29.7.1981 • F1 Debut 2001 Races 250 • Wins 32 • Poles 22 • F/Laps 21 • World Champion 2005, '06 |
| 22 |  | JENSON BUTTON | 19.1.1980 • F1 Debut 2000 Races 281 • Wins 15 • Poles 8 • F/Laps 8 • World Champion 2009 |

FORCE INDIA MERCEDES – Chassis VJM08


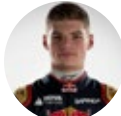
Base: Silverstone, UK • Races 147 • Wins 0 • Poles 1 • F/Laps 3

- | | | | |
|----|---|--------------------|---|
| 11 |  | SERGIO PÉREZ | 26.1.1990 • F1 Debut 2011 Races 90 • Wins 0 • Poles 0 • F/Laps 3 |
| 27 |  | NICO HÜLKENBERG | 19.8.1987 • F1 Debut 2010 Races 91 • Wins 0 • Poles 1 • F/Laps 1 |

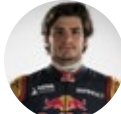


TORO ROSSO RENAULT – Chassis STR10

Base: Faenza, Italy • Races 182 • Wins 1 • Poles 1 • F/Laps 0



33


 MAX VERSTAPPEN
 30.9.1997 • F1 Debut 2015
 Races 16 • Wins 0 • Poles 0 • F/Laps 0



55


 CARLOS SAINZ
 1.9.1994 • F1 Debut 2015
 Races 16 • Wins 0 • Poles 0 • F/Laps 0

LOTUS MERCEDES – Chassis E23

Base: Enstone, UK • Races 74 • Wins 2 • Poles 0 • F/Laps 5



8


 ROMAIN GROSJEAN
 17.4.1986 • F1 Debut 2009
 Races 80 • Wins 0 • Poles 0 • F/Laps 1



13


 PASTOR MALDONADO
 9.3.1985 • F1 Debut 2011
 Races 92 • Wins 1 • Poles 1 • F/Laps 0

SAUBER FERRARI – Chassis C34

Base: Hinwil, Switzerland • Races 327 [+70 as BMW Sauber] • Wins 0 • Poles 0 • F/Laps 3

* Sauber DNS Monaco 1994; Brazil 2000; USA 2005

9


 MARCUS ERICSSON
 2.9.1990 • F1 Debut 2014
 Races 32 • Wins 0 • Poles 0 • F/Laps 0

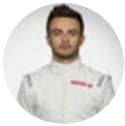
12


 FELIPE NASR
 21.8.1992 • F1 Debut 2015
 Races 15 • Wins 0 • Poles 0 • F/Laps 0



MANOR FERRARI – Chassis MR03B

Base: Dinnington, UK • Races 15 (107) • Wins 0 • Poles 0 • F/Laps 0

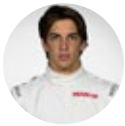
28

WILL
STEVENS

28.5.1991 • F1 Debut 2015
Races 15 • Wins 0 • Poles 0 • F/Laps 0

98

ROBERTO
MERHI

22.3.1991 • F1 Debut 2015
Races 12 • Wins 0 • Poles 0 • F/Laps 0

53




ALEXANDER
ROSSI

25.9.1991 • F1 debut 2015
Races 3 • Wins 0 • Poles 0 • F/Laps 0



HOW IT ALL STARTED: THE 1962 MEXICAN GRAND PRIX

ONE LOTUS WINS, ANOTHER CLAIMS A MEXICAN STAR'S LIFE

The 2015 Mexican Grand Prix is not the first Formula 1 race to be staged in this motor racing-mad country. **That historic day came in 1962 when México staged a 'dress rehearsal' in its campaign to hold a World Championship Grand Prix the following year.**

By then the World Championship was more than a decade old. **The great names of the Fifties, with Juan Manuel Fangio foremost among them, were no longer on the Grand Prix scene.** But a new star had been born, and he would go on to surpass the Argentinian maestro's record of 24 Grand Prix victories. His name was Jim Clark.

In fact 1962 was the year in which the Scot first became a Grand Prix winner: his first victory had come in Belgium, followed by further wins in Great Britain and at Watkins Glen in the United States – the last 'official' race before that inaugural trip to México.



Staged over 60 laps of the Magdalena

Mixhuca parkland circuit, the race was dominated by Lotus entries – no fewer than 13 of them, with Clark's Climax-engined car taking pole position. It did the Scots

man little good: his car

had a flat battery and stalled on the grid. Worse still, the push start that got it going was later deemed to be illegal and Clark was shown the black flag and disqualified after 10 laps.

Undaunted, he commandeered team-mate Trevor Taylor's Lotus at a pit stop while that car was lying 13th, rejoined 57 seconds behind the leaders and proceeded to drive through the field to win in a total time of two hours three minutes 50.9 seconds. That made history in its own way – it was the last 'shared' victory in a Grand Prix, an occurrence that was not uncommon in those days.



Jack Brabham was second in the sole Brabham entry in the race, with another Scot, Innes Ireland, third in another Lotus-Climax.

But as many Mexican readers will remember, a race that should have been a celebration of the country's arrival on the international motor racing scene was overshadowed by the death, in practice, of local driver Ricardo Rodríguez.



Not quite 21 years old, 'The Kid', as he was affectionately known, lost control of the privateer Rob Walker Lotus 24 at the fearsome Peraltada corner and was killed instantly. Ironically, Rodríguez was already a Ferrari driver with the world at his feet – but Ferrari did not enter that non-Championship event so the young Mexican accepted the Walker drive in order not to miss such a momentous occasion for his country.

The other Mexican due to take part in that 1962 race, Moisés Solana, apparently spurned the chance to compete because his car, a BRM-engined Cooper, was 'too slow' to give him any chance of victory! Nine drivers were classified as finishers while seven others retired. The curtain was up: México was about to join the elite club of World Championship motor racing venues, and Jim Clark would be back...

NB The statistics used elsewhere in this Media Guide refer only to the 15 World Championship races held in México from 1963 – 1970 and from 1986 – 1992



MEXICAN DRIVERS IN THE WORLD CHAMPIONSHIP



1

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

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

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



2

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

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

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

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

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

No other Mexican has since won a race in F1.



MEXICAN DRIVERS IN THE WORLD CHAMPIONSHIP



3

MOISÉS SOLANA

(26/12/1935 -27/Jul/1969)

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

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

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



4

HÉCTOR ALONSO REBAQUE

(5/Feb/1956 -)

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

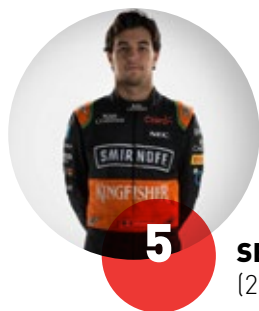
He also tried his hand at single seaters, in European F2 and Formula Atlantic between 1974 and 1976. By 1977 he was racing with Hesketh in F1, but qualified for only one race in the 308E. For 1978 he bought the old Lotus 78s from Colin Chapman and set up his own Team Rebaque with which he qualified nine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

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

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



MEXICAN DRIVERS IN THE WORLD CHAMPIONSHIP



SERGIO PÉREZ
 (26/Jan/1990 -)

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

After finishing seventh on debut and being disqualified for a rear wing infringement, Sergio was the rookie of the year and tested for Ferrari as a member of its Driver Academy. He renewed his contract with the Swiss team for 2012, taking three podiums. He moved to McLaren for 2013, but had to cope with the worst car the team had produced in years. At the end of the season he changed to Force India, where he promptly took a podium and fought for the race win in Canada. He is still racing with the Indian team and has them fighting for fifth place in 2015.



ESTEBAN GUTIÉRREZ
 (5/Sep/1991 -)

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

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

Sauber promoted him to a 2013 F1 seat and Esteban set his first fastest lap in Spain and scored his first points in Japan. He was given a second year with the Swiss team but Sauber suffered its first scoreless season in 2014. **Esteban was recruited by Ferrari as its third driver for 2015, where he currently does development work on the F1 car in the simulator.**



MEXICAN DRIVERS IN THE WORLD CHAMPIONSHIP

RACE POINTS

| | RACE | POINTS | WINS | PODIUM | PP | FL |
|---------------|-----------|------------|----------|----------|----------|----------|
| RICARDO | 5 | 4 | 0 | 0 | 0 | 0 |
| PEDRO | 54 | 71 | 2 | 7 | 0 | 1 |
| MOISÉS | 8 | 0 | 0 | 0 | 0 | 0 |
| HÉCTOR | 41 | 13 | 0 | 0 | 0 | 0 |
| SERGIO | 90 | 252 | 0 | 5 | 0 | 3 |
| ESTEBAN | 38 | 6 | 0 | 0 | 0 | 1 |



MÉXICO IN WORLD CHAMPIONSHIP CONTEXT

Some key facts and stats from the 15 previous World Championship races



15 WORLD CHAMPIONSHIP GRANDS PRIX IN MÉXICO

There have been **15 World Championship Grands Prix in México** since **1963**. They came in two phases: eight races from 1963 – 1970, seven races from 1986 – 1992.



THE CIRCUIT

The original track measured **5.0 kilometres**; the lap record was set by Jacky Ickx in a Brabham-Ford in 1969 at 1min 43.05 secs. Note: fastest laps are set only in the race itself. The outright fastest lap time around that circuit belonged to Gianclaudio 'Clay' Regazzoni (Ferrari) with a **1:41.86 in 1970**.

From **1986-1992** the track measured **4.421 kilometres**; the lap record in this configuration belongs to Nigel Mansell (Williams-Renault) with a time of **1:16.788 in 1991**. The fastest qualifying lap was also set by Mansell the following year, 1992, at 1:16.346.

THE CIRCUIT FOR THE 21ST CENTURY MEASURES 4.305 KILOMETRES. THE ANTICIPATED LAP TIME IS AROUND 1 MIN 15 SECS.

THE RACES



THE FIRST WINNER IN MÉXICO WAS JIM CLARK FOR LOTUS.

Three drivers have won twice in México: Clark (1963, 1967), Nigel Mansell (1987, 1992) and Alain Prost (1988, 1990). There have been 12 different winners in all, seven of them world champions at one time or another.

Clark also has most pole positions in Mexican GP history with 4; nine different drivers have been on pole here.

Clark again has the highest number of fastest laps with 3; nine different drivers have set fastest laps.

In total, **114 drivers have taken part in the Mexican Grand Prix** (we do not include those who were recorded as 'dns' [did not start], who did not qualify or pre-qualify).

Jack Brabham took part in most Mexican Grands Prix with a total of 8. A total of 5 drivers have each had 4 podium finishes in México: **Jack Brabham, Denny Hulme, Ayrton Senna, Nigel Mansell and Riccardo Patrese**.

In all, 21 drivers have been on the Mexican podium, 10 of them world champions. Though Graham Hill was on the podium only once in México, it was as race-winner in 1968 – and that result earned him the World Championship.

The 1992 race brought one historic statistic: the first podium finish for Michael Schumacher.



World Championship points have gone to 42 drivers in México.

In all, 17 drivers who went on to win the World Championship have raced in México. **On the team front, Lotus, Williams and McLaren have had 3 México wins; Ferrari has won twice; Brabham, Cooper, Honda and Benetton have each won once.**

The only teams to have won in both periods of the Mexican GP are McLaren and Ferrari.

AND DON'T FORGET...


















































On 3 occasions México has been the place where the World Championship was decided: in 1964 (Surtees), 1967 (Hulme) and 1968 (Graham Hill). It could be 4 in 2015...



2015 SUPPORT RACES

MASTERS HISTORIC RACING

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

| CAR | DRIVER NAME | NAT | CAR | CLASS | COLOUR | DATE | CC |
|-----|---------------------|---|----------------|------------|---|------|------|
| 2 | Bud Moeller |  | Ferrari 312 T5 | Head |  | 1980 | 3000 |
| 3 | John Delane |  | Tyrrell 002 | Stewart |  | 1971 | 3000 |
| 5 | Nick Padmore |  | Arrows FA1 | Head |  | 1978 | 3000 |
| 6 | James Hagan |  | Tyrrell 011 | Lauda |  | 1983 | 3000 |
| 10 | Nicholas Colyvas |  | March 761 | Fittipaldi |   | 1976 | 3000 |
| 11 | Andrew Beaumont |  | Lotus 76/1 | Fittipaldi |   | 1974 | 3000 |
| 12 | Gregory Thornton |  | Lotus 91/5 | Head |   | 1982 | 3000 |
| 14 | Simon Fish |  | Ensign N180 | Head |    | 1980 | 3000 |
| 16 | Max Smith-Hilliard |  | Williams FW07C | Head |  | 1981 | 3000 |
| 19 | Jean-Denis Delétraz |  | Surtees TS19 | Fittipaldi |  | 1976 | 3000 |
| 20 | Martin Lauber |  | Wolf WR6 | Head |   | 1978 | 3000 |
| 24 | Ron Maydon |  | Hesketh 308B | Fittipaldi |  | 1974 | 3000 |
| 28 | Doug Mockett |  | Penske PC4 | Fittipaldi |    | 1976 | 3000 |
| 35 | Aaron Scott |  | March 761 | Fittipaldi |  | 1976 | 3000 |
| 38 | Rick Carlino |  | Hesketh 308C | Fittipaldi |  | 1975 | 3000 |
| 63 | Mike Cantillon |  | Williams FW05 | Fittipaldi |  | 1976 | 3000 |
| 66 | Tommy Dreelan |  | Williams FW08 | Head |   | 1982 | 3000 |
| 85 | Frederic Fatien |  | Amon F101 | Fittipaldi |  | 1974 | 3000 |
| 97 | Jamie Constable |  | Shadow DN8 | Fittipaldi |  | 1977 | 3000 |
| 117 | Harindra De Silva |  | Shadow DN3 | Fittipaldi |  | 1974 | 3000 |



Formuła 4

México joins the newest category in global racing when it stages its first Formula 4 race this weekend. F4 cars use a carbon-fibre chassis built by Mygale and four-cylinder engines of around 140 horsepower; the series will focus on driver development as a stepping-stone from karting to F3 and onwards to the highest forms of single-seater racing.

| NO. | DRIVER NAME | TEAM | CLASS |
|-----|---------------------|------------------|----------|
| 1 | ALEXIS CARRENO | TEAM MARTIGA | MÉXICO |
| 2 | AXEL MATUS | TEAM MARTIGA | MÉXICO |
| 3 | HUGO BECERRA | TEAM MARTIGA | MÉXICO |
| 4 | CALVIN MING | MING RACING | GUYANA |
| 5 | IRWING VENCES | M RACING | MÉXICO |
| 6 | JORGE CONTRERAS | CEDVA RACING | MÉXICO |
| 7 | SERGIO MARTÍNEZ | MARESSPI | MÉXICO |
| 8 | ALEJANDRO MORENO | TEAM MORENO | MÉXICO |
| 9 | GIANCARLO VECCHI | TEAM VECCHI | MÉXICO |
| 10 | ALEXANDRA MOHNHAUPT | MOMO RACING | MÉXICO |
| 11 | MOISÉS DE LA VARA | MOMO RACING | MÉXICO |
| 12 | JOSÉ SIERRA | RPL/TELCEL | MÉXICO |
| 13 | FERNANDO URRUTIA | RPL/TELCEL | MÉXICO |
| 14 | SANTIAGO LOZANO | RPL/TELCEL | COLOMBIA |
| 15 | JORGE HERRERA | RAM RACING | MÉXICO |
| 16 | CARLOS GUERRERO JR. | RAM RACING | MÉXICO |
| 17 | DANIEL FORCADEL | FORCADEL RACING | MÉXICO |
| 18 | VICTORIA URBINA | DEL CAMPO RACING | MÉXICO |
| 19 | TO BE CONFIRMED | | |
| 20 | TO BE CONFIRMED | | |



BACKGROUNDEERS

FROM CLARK TO CHAOS: THE MEXICAN GRAND PRIX 1963-70



'When I went it was the Rodríguez' time – and we had a good time!'

That's three-time World Champion Sir Jackie Stewart reminiscing about the early years of Grand Prix racing in México.

When the FIA Formula 1™ World Championship returns on October 30 it will be 52 years almost to the day since the first official race in the country's F1 history.

It took place on October 27, 1963. While there had been a Mexican Grand Prix in 1962, it was not an official part of the World Championship.

The 1963 race, staged in México City's Magdalena Mixhuca Park, was round nine of ten in that season's World Championship. Scotland's Jim Clark already had the world title sewn up, but he and his Lotus 25 remained the combination to beat.

Clark took pole position and after 65 laps of the five-kilometre track he stormed home to win ahead of Australian Jack Brabham in a Cooper and American Richie Ginther in a BRM. Both of those men would have their own moments in the Mexican sun...

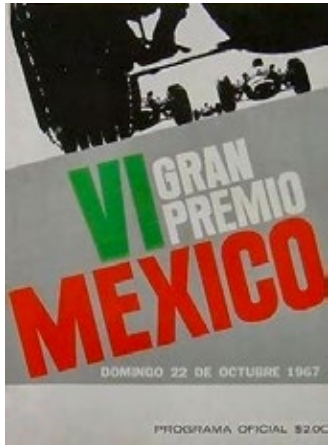
Two Mexicans took part in that inaugural Grand Prix: Moisés Solana in a BRM and Pedro Rodríguez in a Lotus Climax – but we shall return to them and their compatriots in another feature later in this series.

México's second race in 1964 was the last race of the season – and the first of three occasions on which the country staged the World Championship decider. Three drivers were still in the running: England's Graham Hill for BRM, his compatriot John Surtees for Ferrari and the inevitable Clark for Lotus.

Clark did everything he could have: starting from pole, he led by 10 seconds after 20 laps and by almost 20 seconds with only a handful of laps remaining. But an oil pipe had split, and though the Flying Scot backed off to try to nurse the car home, the engine seized on the final lap.

While Dan Gurney won in his Brabham, second place went to Surtees, who was allowed through by Ferrari teammate Lorenzo Bandini in the closing stages to claim the title. Surtees made his own unique moment in history: the first man to be World Champion on two wheels and four.

History of a different kind was also made a year later. While Clark claimed pole for the third straight time in México, the 1965 Grand Prix went to American Richie Ginther – in a Honda, the Japanese marque's maiden World Championship race success. It also ushered in the familiar F1 element of tyre competition, with Goodyear claiming their own first Grand Prix success.



México 1965 was the one and only Grand Prix win for Ginther, who took part in 52 World Championship races first with Ferrari, then BRM before spearheading Honda's move into the four-wheeled racing world.

Surtees, by now in a Cooper, was on pole in México City in 1966 – the season called ‘The Return to Power’ as Formula 1 switched from its 1.5-litre engine regulations to three litres. He streaked home to take his first win for the British manufacturer – having won for Ferrari in Belgium earlier that year before an acrimonious parting.

The Mexican fans had their final chance to witness Clark at the height of his powers in 1967, when he took pole position for the fourth time in the country. He won

handsomely once more, powered by the legendary Ford Cosworth V8 engine – but within six months Scotland's two-time World Champion would lose his life in a Formula 2 race in Germany. Behind Clark were the Brabhams of Jack Brabham himself and New Zealander Denny Hulme. Brabham had needed to win the race and see his teammate finish no higher than fifth if he wanted to keep the title he had won in 1966, but first Clark and then Hulme himself denied the great Australian.

Once again three men were in with a chance of the world title when México staged the final round of 1968: Graham Hill (again), this time for Lotus, Clark's Scottish successor Jackie Stewart in a BRM and reigning champion Hulme. Pole position was claimed, however, by a less familiar name: that of Jo Siffert, the Swiss driver in a privateer Team Walker Lotus.

It was the first of just two poles for Siffert, but he was unable to convert it into the race win. That went instead to Hill – and with



it Graham's second world title, a much happier climax for Lotus to the season that had seen the peerless Clark taken from them.

By 1969 Denny Hulme had left Brabham and teamed up with his fellow-New Zealander Bruce McLaren in the team that carried Bruce's name.

While Brabham himself was on pole, Hulme took a well-judged win to compensate for the fact that McLaren had to pull out before the start with fuel injection failure. And so to the final Grand Prix of México's first Grand Prix era.

It was staged on October 18, 1970 – and 200,000 people were there to see it. Or perhaps not to see it: in their desperation to get closer to the action, spectators broke down fences and encroached on to the track, prompting Jackie Stewart and Pedro Rodríguez to appeal for calm.

‘The crowd came on to the track and sat there cross-legged with their sombreros on,’ Stewart recalls, ‘and they would not move! The organisers said, “Look, you are the world champion – if you and Pedro go around they will go back.” Sure enough, we did that and they went back; then we went to the next crowd and the first lot all came back and took up their places on the track again!



'Then in the race a big dog ran across the track and into my car: it was a big animal, it looked like an elephant to me sitting in a Formula 1 car and it wrote my Tyrrell off. That was it: I left the track and went down to Acapulco!'

Starting an hour late, the race was won by Jacky Ickx of Belgium for Ferrari – the only victory of that era in México for the most famous F1 marque of all. It would be 16 years until Mexican fans' thirst for more Grand Prix action was quenched.

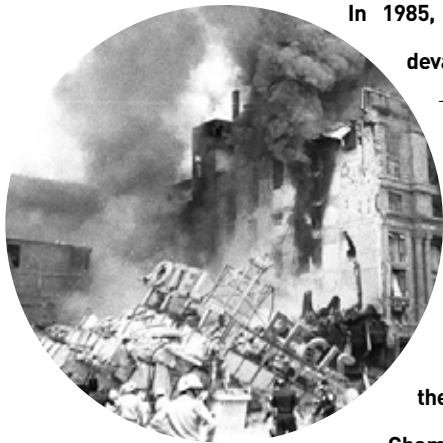
MEXICAN GRAND PRIX 1963-1970

- VICTORIES:** Clark 2, Gurney, Ginther, Surtees, G.Hill, Hulme and Ickx 1
 Lotus 3, Brabham, Honda, Cooper, McLaren and Ferrari 1
- POLE POSITIONS:** Clark 4, Surtees, Siffert, Brabham and Regazzoni 1
 Lotus 5, Cooper, Brabham and Ferrari 1
- FASTEST LAPS:** Clark 3, Ickx 2, Gurney, Ginther and Siffert 1
 Lotus 4, Brabham 2, Honda and Ferrari 1



BACKGROUNDEERS

FROM BERGER TO THE BRITISH BULLDOG: MEXICAN GRAND PRIX 1986-92



In 1985, a massive earthquake devastated México City.

The return of Grand Prix racing in 1986 was a small, sporting part of the country's rebuilding effort and the first time

México had figured on the FIA Formula 1™ World

Championship calendar in 16

years. Racing returned to the Magdalena

Mixhuca Park on a circuit renamed in honour of the Rodríguez brothers, Ricardo and Pedro, and at 4.421 kilometres just over half a kilometre shorter than the circuit that staged the Grands Prix from 1963 to 1970.

The 1986 Mexican Grand Prix was round 15, the second-last race of the season – and it produced an instant reminder of the previous era of racing in the city. A Lotus was on pole position, as was the case in 1963, but this time the driver was not a Scot but a youthful Brazilian: the future World Champion Ayrton Senna. Senna's average lap speed on his pole-winning lap was 206.723 km/h; in 1970, the last race of the first Mexican era, it had been 176...

That 1986 race also made history in its own right. It produced a maiden victory for a 27-year-old Austrian driver called Gerhard Berger. It was also the first Grand Prix win for the team called Benetton, once known as Toleman.

And it was earned by a durable set of Pirelli tyres, a delicious irony, as modern F1 fans will be aware that the Italian company's brief as sole supplier today is to construct tyres that degrade quickly... Even more ironically, Pirelli had already announced their impending withdrawal from F1!

"It's the best day of my life, along with the day my daughter was born," said Berger at the time. Strangely enough, for a team made famous by the colourful Benetton image, it was a very off-colour Berger who began the race.

I had a temperature, and took some oxygen to make me feel better just before the start, he said afterwards. Once in the car I forgot about feeling sick and concentrated on the race, but I had already made up my mind that I wasn't going to stop."

A mid-race red flag marked the 1987 Mexican Grand Prix, with Goodyear now the sole F1 tyre supplier, stopping the action after a huge accident to Derek Warwick's Arrows at the notorious Peraltada right-hander onto the main straight. The re-started race, run over a total of 63 laps, went to Nigel Mansell in a 1-2 finish ahead of Williams Honda team-mate Nelson Piquet.

For 1988 México's World Championship race moved forward to be the fourth round of a season utterly dominated by the McLaren Hondas of

Senna and Alain Prost. The Autodromo Hermanos Rodríguez was no exception: after multiple stalls forced the field into a second formation lap, Prost headed Senna home for one of 10 McLaren 1-2 finishes for the year. In 1989, when the turbocharged era of F1 was over, it was Senna's turn to take his maiden Mexican race win for McLaren ahead of Riccardo Patrese's Williams Renault and the Tyrrell Ford of Michele Alboreto. That race also had to be restarted for the full distance after a second-lap accident.



In 1990 Ferrari claimed their second 1-2 finish in México – 20 years after their first. Back in 1970 it was Jacky Ickx and Clay Regazzoni who did the job for the famous Scuderia; in 1990 that honour went to Alain Prost and Nigel Mansell. It was Ferrari's 40th 1-2 result in World Championship races, a number they have now more than doubled.

Never one to settle for third-best, Ayrton threw himself back into the fray – but he also threw his McLaren off violently on entry to the Peraltada, finishing upside-down beneath the car in the gravel trap.

'Like getting a rabbit out of its burrow,' Senna would observe wryly afterwards, and his injuries were minor enough to allow him to race on Sunday. On that day third-best would have to do: Patrese and Mansell swept home first and second, the Italian producing his fastest lap of the race to hold off the British Bulldog on the final thrilling lap.

But every dog must have its day, and Mansell's Mexican day duly arrived in the last race to be staged in México City.

Once again it was a Williams 1-2, this time fronted by Mansell, but for once all the attention was on the driver in third place.

He was in a Benetton, as Gerhard Berger had been back in 1986. He was German, and just 23 years old. This was his eighth Grand Prix start: one for Jordan in Belgium the previous season before switching to Benetton for his second race. México was his first podium finish.

His name was Michael Schumacher.

And so to 1991...

The legion of Ayrton Senna fans will remember that this was the year in which the brilliant Brazilian suffered his biggest accident to that date – and it happened in México. It came in Friday's first qualifying session.

It had been red-flagged after an accident to the Jordan Ford of Bertrand Gachot. When the session resumed there were just over five minutes remaining – and Senna found himself in third position behind the Williams Renault duo of Mansell and Patrese.

MEXICAN GRAND PRIX 1986-1992

VICTORIES: Mansell 2, Prost 2, Berger, Senna and Patrese 1

Williams 3, McLaren 2, Ferrari and Benetton 1

POLE POSITIONS: Senna 3, Mansell 2, Berger and Patrese 1

McLaren 3, Williams 3, Lotus 1

FASTEST LAPS: Mansell 3, Piquet 2, Prost 2

Williams 4, Ferrari 2, McLaren 1



THE KID AND HIS BIG BROTHER: RICARDO AND PEDRO RODRÍGUEZ



They were young, they were fearless and they were quick. They came with a dash of Central American charisma. They were the greatest racing drivers their country ever produced. They both gave their lives to the sport they loved. They were Ricardo and Pedro: México's Rodríguez brothers.

The boys' father Don Pedro had built up his private wealth through, among other things, his work with the government motorcycle police, which explains why both Pedro, born in in 1940, and Ricardo, two years his junior, began their racing activities on two wheels.

It was Ricardo who first began making a real name for himself, winning at Riverside, California, in 1957 in a Porsche RS and competing successfully in such prestigious events as the Nassau Tourist Trophy.

Thanks to United States Ferrari importer Luigi Chinetti and his North American Racing Team (NART), the Rodríguez brothers set off for Europe in 1960 to pursue their racing dream. At first F1 was not their stage: Ricardo caught the eye with a superb second place at the 1960 Le Mans 24-hour sports car classic, co-driving with André Pilette in a NART Ferrari

250 Testa Rossa.

The brothers then co-drove to third place in the Sebring 1000 before the call came for the teenaged Ricardo to drive a Formula 1 Ferrari in the Italian Grand Prix at Monza in 1961. There too 'El Chamaco' – The Kid – made his mark immediately: he qualified the #8 Tipo 156 on the front row alongside Ferrari's German ace Wolfgang von Trips.

Two laps into the race Von Trips was dead: a coming-together with the Lotus of Jim Clark at the notorious Parabolica curve saw the Ferrari plunge into the scenery, costing the driver and 11 spectators their lives.

Ricardo retired from that race with engine failure after 14 laps.

Not until Holland 1962 did he have his second chance in a Grand Prix, the first race of that year's World Championship. Qualifying in 11th place, Ricardo had an early spin, lost two laps, rejoined but spun out definitively when lying sixth.

He practised in Monaco but did not take part in the race, then claimed his maiden World Championship points at Spa-Francorchamps in Belgium. Qualifying seventh, he acquitted himself well in a scrap with reigning World Champion Phil Hill and finished fourth.

Ferrari missed France because of industrial action in Italy and fielded just one car for Hill in Britain, but Ricardo was back behind the wheel in Germany – and collected more points, this time for sixth place as part of a four-car Ferrari team.

The Italian Grand Prix, where he qualified 11th but failed to finish with engine problems, was his last World Championship appearance; all five of them were encapsulated within one year.



In November 1962, as Ricardo's native country began to carve out its own place in world motor racing, Ferrari did not enter the inaugural non-Championship Mexican Grand Prix. Instead the younger Rodríguez accepted a drive in the privately-entered Rob Walker Lotus for that maiden event at México City's Magdalena Mixhuca Park.

The 20-year-old never got the chance to race in front of his home crowd: making a late run in qualifying on Friday, Ricardo lost control at the fearsome Peraltada right-hander and perished instantly when the Lotus crashed.

A devastated Pedro felt at first that he could not continue his own racing career. The lure proved too strong, however, and in the first week of October 1963 he too made his Formula 1 debut in a Lotus Climax in the United States Grand Prix at Watkins Glen.

Pedro's first World Championship race, like Ricardo's, ended in early retirement with engine failure. Coincidentally, each brother's maiden Grand Prix was won by a driver named Hill: Phil at Monza in Ricardo's case, Graham in the USA in Pedro's.

Pedro Rodríguez went on to contest 55 World Championship Grands Prix between 1963 and 1971. He would take part in every one of the eight races in México's first era as a Formula venue, though he never tasted real success in his home country.

The first of his two victories came instead in South Africa in the opening round of the 1967 World Championship. Driving a Cooper Maserati, Pedro qualified fourth-fastest but took advantage of multiple retirements and incidents around him to sweep home in first place – curiously, on a Monday, January 2.

Sixth overall that season and again in 1968 were Pedro Rodríguez's best finishes in the World Championship, but the biggest points haul he ever enjoyed came in 1970, the year in which he claimed his second and last race win in a Formula 1 car.



This time it came at the magnificent Spa-Francorchamps circuit in Belgium. By now Pedro was a BRM driver. Starting sixth on the grid, by the end of lap five he was in the lead and, despite the best efforts of Chris Amon's March, he stayed there to secure the first win for BRM since Monaco in 1966.

'Not only was it a resounding, genuine victory, but it ranked as the fastest Grand Prix win in motor racing history... Without doubt it was Pedro Rodríguez's finest drive for BRM,' said BRM chief Louis Stanley. Second place at Watkins Glen and strong showings in Monaco and México, where he was sixth, saw Pedro amass 23 points and finish seventh overall.

By this time Pedro Rodríguez was established as one of the world's finest exponents of the art of sports car driving. He and Jackie Oliver teamed up to win the Le Mans classic for Ford in 1968; in 1970 he produced one of the most astonishing drives ever seen, in the pouring rain at Brands Hatch in England, to overcome a mid-race black flag, pass the entire field again and win by five laps.



Pedro himself once said he loved racing sports cars against the likes of Ickx, Vaccarella and Mario Andretti 'because they make me go faster'. **Mario himself recently spoke to us about his time spent racing alongside 'the little Mexican'.**

'I liked Pedro a lot,' the great American driver recalled. **'He was very laidback – he was a fiery driver but you would never know it! I really enjoyed being with him. Pedro was a true professional: I loved his demeanour, and he was one hell of a driver – in F1 or sports cars, he was fast. He was a nice chap in my lifetime, a nice friend, and his career speaks for itself.'**

Others who knew him well are happy to speak for Pedro Rodríguez nowadays. His compatriot Joaquin 'Jo' Ramirez carved out an outstanding career as a top-line racing mechanic in sports cars and then in F1, moving up to become a highly-regarded member of the McLaren F1 set-up.

Jo came to Europe with the Rodríguez brothers and by 1971 was working on Pedro's car in the International Championship of Makes – when Pedro partnered Swiss driver Jo Siffert in one of the mighty Gulf Oil Porsche 917s campaigned by JW Automotive.

'Pedro was a loner and never made friends with his fellow-drivers,' Ramirez remembers. "When another driver knows you better as a person, socially, he will have a better idea of how you would react, fighting

inside a racing car, when you are racing wheel to wheel, so I would rather not make friends among drivers," was how Pedro put it.'

Pedro and his girl-friend Glenda were expected for dinner at the Ramirez home in England in mid-summer 1971. Pedro called to say he had been offered a Ferrari drive at Germany's Norisring, so could he take a rain check on dinner? That relatively meaningless race cost him his life when his car hit the barriers and burst into flames. Pedro was leading the race.

The Rodríguez brothers each blazed his own trail, like a comet, across the racing horizon until they both gave their lives to the sport they loved. Their memory is cherished by all the racing insiders who knew and watched them and by generations of Mexican fans; they remain the greatest racing drivers their country has ever produced.

© 2014 Formula One World Championship Limited, a Formula One group company. All rights reserved.

The F1 FORMULA 1 logo, F1 logo, F1 FIA FORMULA 1 WORLD CHAMPIONSHIP logo, FORMULA 1, FORMULA ONE, F1, FIA FORMULA ONE WORLD CHAMPIONSHIP, GRAND PRIX and related marks are trade marks of Formula One Licensing BV, a Formula One group company. Licensed by Formula One World Championship Limited, a Formula One group company. All rights reserved.