FORMULA 1

GRAN PREMIO DE LA CIUDAD DE MÉXICO

2026



MEXICO CITY | 30 OCTOBER - 01 NOVEMBER | OFFICIAL MEDIA KIT

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WELCOME TO THE

2026 MEXICO CITY *Grand Prix!*

Over the years, the Formula 1 Mexico City Grand Prix Presented by Heineken has established itself as one of the most iconic events on the Formula 1 calendar. Beyond the on-track competition, this race has built a unique identity through the passion of Mexican fans, the unparalleled atmosphere of the Autodromo Hermanos Rodríguez, and its ability to deliver moments that remain etched in the sport's history.

Each edition brings a new story. Some are defined by extraordinary performances; others by rivalries that shape an entire season or by moments that transcend the outcome of the race itself. This combination of competition, excitement, and unpredictability is what has made the Mexico City Grand Prix a benchmark event within the FIA Formula One World Championship.

This year, we once again welcome the pinnacle of motorsport at a pivotal moment in Formula 1 history. A new technological era is ushering in new drivers, new challenges, and compelling narratives that will shape the future of sport.

For the Mexico City Grand Prix, this weekend is another opportunity to showcase to the world what makes us unique: the unmatched passion of our fans, the cultural richness of our country, and our unwavering commitment to delivering a truly world-class event.

In addition, the race takes place during one of the most iconic and vibrant celebrations in Mexican culture: Day of the Dead. This tradition provides an opportunity to honor and remember both the heroes of the track who left their mark on motorsport and the loved ones who have passed on, keeping their legacy alive in the memories of those who admire and miss them.

We would also like to thank you for your presence and your work. Your professionalism plays a vital role in bringing this sport to millions of people around the world, as well as in documenting the stories that unfold both on and off the circuit.

On behalf of the entire Mexico City Grand Prix team, we extend our warmest welcome and wish you a successful event. We hope you enjoy your stay in Mexico City and experience everything that makes the great Mexico GP so special.

FRANCISCO VELÁZQUEZ
National Press Officer
FORMULA 1 MEXICO CITY GRAND PRIX Presented by Heineken

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Opening HOURS

MEDIA ACCREDITATION CENTRE & MEDIA CENTRE

28 WEDNESDAY OCTOBER

Media Accreditation Centre (MAC)
(FIA media accreditation available from 14:00)

09:00 - 18:00 hrs

Media Centre
14:00 - 18:00 hrs

29 THURSDAY OCTOBER

Media Accreditation Centre (MAC)
08:00 - 18:00 hrs

Media Centre
09:00 - 20:00 hrs

30 FRIDAY OCTOBER

Media Accreditation Centre (MAC)
08:00 - 16:00 hrs

Media Centre
07:00 - 23:00 hrs

31 SATURDAY OCTOBER

Media Accreditation Centre (MAC)
08:00 - 14:00 hrs

Media Centre
07:00 - 23:00 hrs

01 SUNDAY NOVEMBER

Media Accreditation Centre (MAC)
08:00 - 13:00 hrs

Media Centre
07:00 - Until the last journalist leaves.

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Opening HOURS

CAFETERIA MEDIA CENTRE

28 WEDNESDAY OCTOBER

Breakfast..... 06:30 - 10:30 hrs
Lunch..... 12:00 - 17:00 hrs
Dinner..... 20:00 - 21:00 hrs
Coffee Bar..... 07:00 - 17:00 hrs

29 THURSDAY OCTOBER

Breakfast..... 06:30 - 11:00 hrs
Lunch..... 12:00 - 17:00 hrs
Dinner..... 20:00 - 21:00 hrs
Coffee Bar..... 07:00 - 17:00 hrs

30 FRIDAY OCTOBER

Breakfast..... 06:30 - 11:00 hrs
Lunch..... 12:00 - 17:00 hrs
Dinner..... 20:00 - 21:00 hrs
Coffee Bar..... 07:00 - 17:00 hrs

31 SATURDAY OCTOBER

Breakfast..... 06:30 - 11:00 hrs
Lunch..... 12:00 - 17:00 hrs
Dinner..... 20:00 - 21:00 hrs
Coffee Bar..... 07:00 - 17:00 hrs

01 SUNDAY NOVEMBER

Breakfast..... 06:30 - 11:00 hrs
Lunch..... 12:00 - 17:00 hrs
Dinner..... 20:00 - 21:00 hrs
Coffee Bar..... 07:00 - 17:00 hrs

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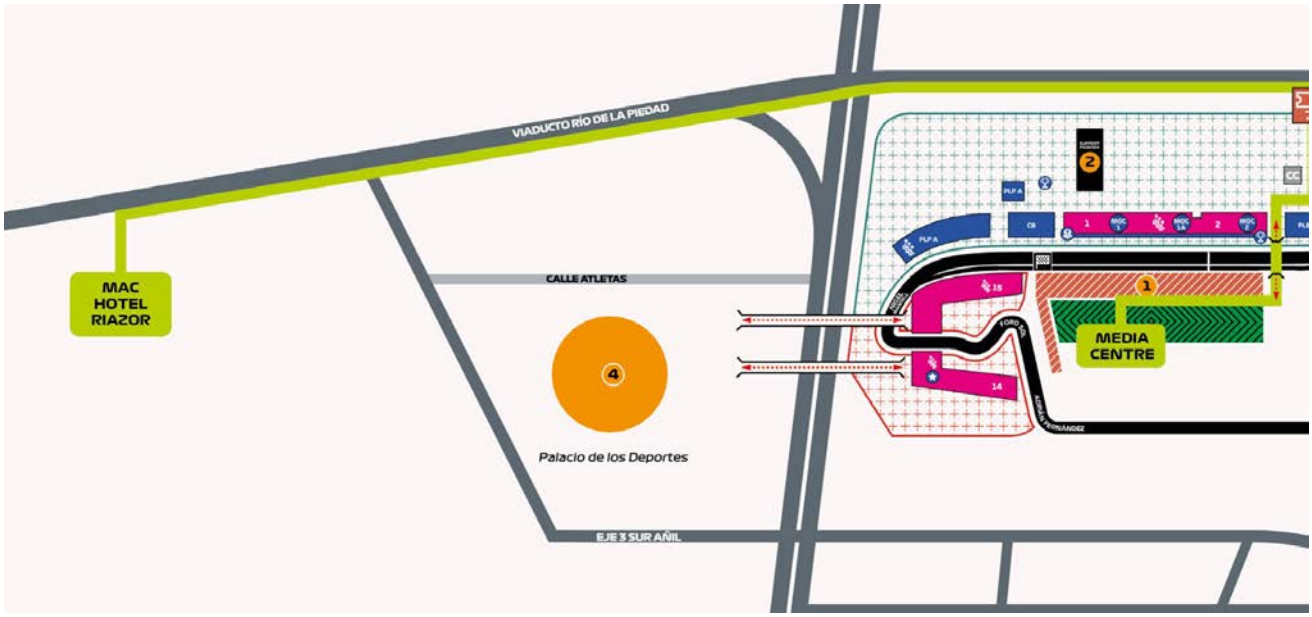
LOCATION - MAC

MEDIA CENTRE



Key STAFF

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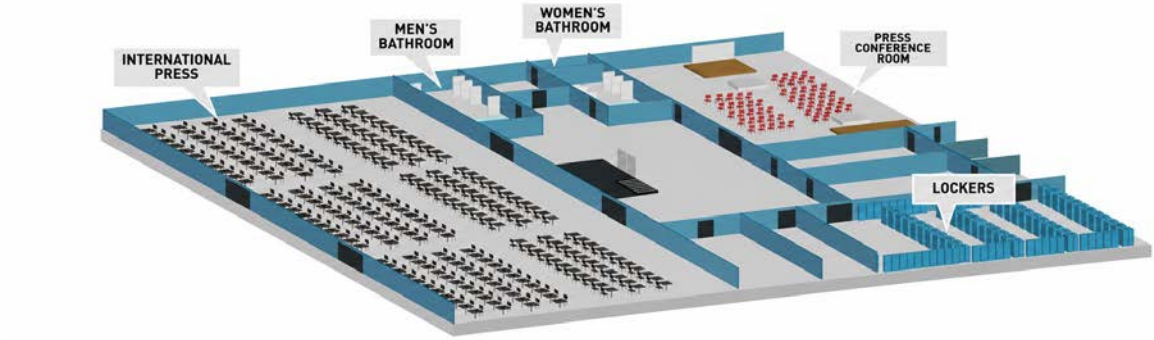
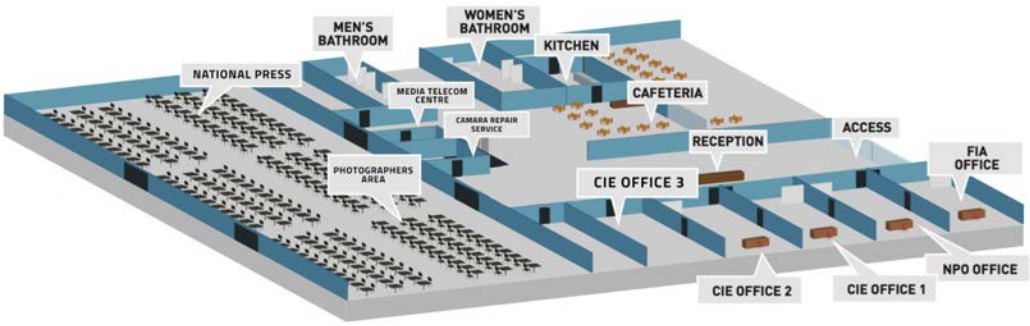
FACILITIES

MEDIA CENTRE

UPPER LEVEL



LOWER LEVEL



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Working IN THE MEDIA CENTRE

The Media Centre is located on the Formula 1® Paddock (driver's right). All accredited journalists and photographers must register at the 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.

› Standard telephone and IT services

Standard phone services will be available to all media without a connection fee. Phones will be available in the Media Telecom Centre located on the lower level of the Media Centre, also in this room, there will be computers with internet and printing access.

› Free wireless internet services

Free wireless internet will be available in the Media Centre and Photographer's Centre. This network will allow 50 Mbps services for national and international press. Ethernet will be allowed in the Photographer's area, this will include internet browsing, mail services and FTP services. A technician is available everyday (during opening hours). Inquire at the Reception Desk.

› Electrical power

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

› Lockers

Lockers are available on the upper and lower levels for photographers and press with a refundable deposit of $10 USD / $100 Mexican pesos.

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Press CONFERENCE

SCHEDULE

29 THURSDAY OCTOBER

13:30 hrs Press conference with 6 drivers divided in 2 groups of 3 drivers in each nominated by the FIA F1 Media Delegate.

30 FRIDAY OCTOBER

14:30 hrs Press conference with 3 team representatives nominated by the FIA F1 Media Delegate

31 SATURDAY OCTOBER

16:00 hrs F1 Press conference with Top three drivers in qualifying

01 SUNDAY NOVEMBER

F1 Press conference with Top three finishing drivers in the race
After the #MexicoGP race

***Schedules may change without prior notice**

PLEASE NOTE

All Press Conferences organized by the FIA will be held in the Press Conference Room on Level 1 of the Media Centre.

The qualifying press conferences will take place after the track interviews. The post-race Press Conference will take place following the Drivers' TV Pen. Please refer to the track timetable.

Following the end of the race, drivers who do not have sessions for print media organized by their team will be available for interviews in the Written Media Pen immediately after they have completed their TV interview obligations. A list of these drivers will be distributed to all media at the event during the race.

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SHUTTLE BUS

SCHEDULE

Details of this service will be posted on the noticeboard prior to the event.

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

HOTEL RIAZOR - TRACK / PALACIO DE LOS DEPORTES (DOOR 3) - TRACK EVERY 20 MINS
PICK UP

WEDNESDAY 28 OCTOBER	09:00 - 18:00 HRS
THURSDAY 29 OCTOBER	08:00 - 18:00 HRS
FRIDAY 30 OCTOBER	06:30 - 16:30 HRS
SATURDAY 31 OCTOBER	06:30 - 15:00 HRS
SUNDAY 01 NOVEMBER	06:30 - 14:00 HRS

TRACK - HOTEL RIAZOR (EVERY 20 MINS) / TRACK - PALACIO DE LOS DEPORTES (DOOR 3) - EVERY 20 MINS
RETURN

WEDNESDAY 28 OCTOBER	15:00 - 20:30 HRS
THURSDAY 29 OCTOBER	16:00 - 22:30 HRS
FRIDAY 30 OCTOBER	16:00 - 23:30 HRS
SATURDAY 31 OCTOBER	16:00 - 23:30 HRS
SUNDAY 01 NOVEMBER	17:00 - 00:30 HRS

Please check the noticeboard for updates on the schedule.

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Race TIMETABLE

FOM

29 THURSDAY OCTOBER

07:30 hrs		Team curfew ends (started 18:30 Wednesday)		
09:00 hrs	11:45 hrs	FORMULA 1	TRACK	TRACK OPEN TO F1 PASS HOLDERS
12:00 hrs	15:00 hrs	FIA	TRACK	TRACK CLOSED, FIA/F1 SYSTEMS CHECKS, TRACKS ACCESS FOR FIA/F1 ONLY
12:30 hrs	13:00 hrs	PROMOTER ACTIVITY	ONLINE MEETING	SECURITY BRIEFING
13:30 hrs	14:30 hrs	FORMULA 1	PRESS CONFERENCE ROOM	DRIVERS' PRESS CONFERENCE
13:45 hrs	14:00 hrs	FIA	TRACK	TRACK INSPECTION -TRACK COMPLETELY CLEAR
14:00 hrs	15:00 hrs	FIA	TRACK	HIGH SPEED TRACK TEST - FIA SAFETY & MEDICAL CARS
15:15 hrs	18:15 hrs	PROMOTER ACTIVITY	PIT LANE	PIT LANE WALK
15:20 hrs		Track open to F1 pass holders		
15:30 hrs	17:15 hrs	F1 EXPERIENCES	TRACK	F1 EXPERIENCES 'LIVE' SETUP
17:00 hrs	**20:00 hrs**	**PROMOTER ACTIVITY**	**F1 PADDOCK**	**PADDOCK WELCOME PARTY**
17:15 hrs	19:45 hrs	F1 EXPERIENCES	TRACK	F1 EXPERIENCES LIVE
18:15 hrs	19:15 hrs	F1 EXPERIENCES	TRACK	F1 EXPERIENCES PIT LANE WALK
18:30 hrs		Team curfew starts		

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Race TIMETABLE

F O M

30 FRIDAY OCTOBER

08:30		Team curfew ends		
08:40 hrs	09:15 hrs	GTM SUPER COPA	TRACK	PRACTICE SESSION
09:30 hrs	10:30 hrs	FORMULA 1	PRESS CONFERENCE ROOM	TEAM MANAGERS' MEETING
09:40 hrs	10:05 hrs	MASTERS HISTORIC	TRACK	PRACTICE SESSION
10:30 hrs	10:55 hrs	FORMULA 4 NACAM CHAMPIONSHIP	TRACK	PRACTICE SESSION
11:00 hrs	12:00 hrs	PADDOCK CLUB	TRACK	PADDOCK CLUB TRACK TOUR
11:00 hrs	12:00 hrs	PADDOCK CLUB	PIT LANE	PADDOCK CLUB PIT LANE WALK
11:00 hrs	12:00 hrs	FIA	PIT LANE	F1 CAR PRESENTATION
12:10 hrs	12:20 hrs	FIA	TRACK	TRACK INSPECTION
12:30 hrs	**13:30 hrs**	**FORMULA 1**	**TRACK**	**FIRST PRACTICE SESSION**
14:00 hrs	14:25 hrs	GTM SUPER COPA	TRACK	QUALIFYING SESSION
14:30 hrs	15:30 hrs	FORMULA 1	PRESS CONFERENCE ROOM	TEAMS' PRESS CONFERENCE
14:40 hrs	15:30 hrs	PADDOCK CLUB	TRACK	PADDOCK CLUB TRACK TOUR
14:40 hrs	15:35 hrs	PADDOCK CLUB	PIT LANE	PADDOCK CLUB PIT LANE WALK
15:40 hrs	15:50 hrs	FIA	TRACK	TRACK INSPECTION
16:00 hrs	**17:00 hrs**	**FORMULA 1**	**TRACK**	**SECOND PRACTICE SESSION**
17:30 hrs	17:55 hrs	MASTERS HISTORIC	TRACK	QUALIFYING SESSION
18:00 hrs	19:00 hrs	PADDOCK CLUB	TRACK	PADDOCK CLUB PIT LANE WALK
18:00 hrs	19:00 hrs	PADDOCK CLUB	PIT LANE	PADDOCK CLUB TRACK TOUR
18:15 hrs		Track open to F1 Pass Holders		
18:30 hrs	19:30 hrs	FIA	PRESS CONFERENCE ROOM	F1 DRIVERS MEETING
19:00 hrs	20:00 hrs	FIA	PIT LANE	MARSHALS PIT LINE WALK
19:00 hrs	20:00 hrs	F1 EXPERIENCES	TRACK	F1 EXPERIENCES TRUCK TOUR & TROPHY PHOTO
20:00 hrs	20:30 hrs	F1 EXPERIENCES	PIT LANE	F1 EXPERIENCES PIT WALK
21:00 hrs		Team Curfew Starts		

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Race TIMETABLE

FOM

31 SATURDAY OCTOBER

08:30 hrs		Team Curfew Ends		
09:25 hrs	09:50 hrs	FORMULA 4 NACAM Championship	TRACK	QUALIFYING SESSION
10:15 hrs	**10:45 hrs**	**MASTERS HISTORIC**	**TRACK**	**FIRST RACE (25 MINS)**
11:10 hrs	11:20 hrs	FIA	TRACK	TRACK INSPECTION
11:30 hrs	**12:30 hrs**	**FORMULA 1**	**TRACK**	**THIRD PRACTICE SESSION**
12:55 hrs	**13:25 hrs**	**GTM SUPER COPA**	**TRACK**	**FIRST RACE (25 MINS)**
13:30 hrs	14:30 hrs	PADDOCK CLUB	PIT LANE	PADDOCK CLUB PIT LANE WALK
13:30 hrs	14:35 hrs	PADDOCK CLUB	PIT LANE	PADDOCK CLUB PIT TRACK TOUR
14:40 hrs	14:50 hrs	FIA	TRACK	TRACK INSPECTION
15:00 hrs	**16:00 hrs**	**FORMULA 1**	**TRACK**	**QUALIFYING SESSION**
16:00 hrs	17:00 hrs	FORMULA 1	PRESS CONFERENCE ROOM	PRESS CONFERENCE
16:45 hrs	**17:15 hrs**	**FORMULA 4 NACAM CHAMPIONSHIP**	**TRACK**	**FIRST RACE (25 MINS)**
17:25 hrs	18:25 hrs	PADDOCK CLUB	PIT LANE	PADDOCK CLUB PIT LANE WALK
17:25 hrs	18:25 hrs	PADDOCK CLUB	TRACK	PADDOCK CLUB TRACK TOUR
17:35 hrs		Track open to F1 Pass Holders		
18:25 hrs	19:25 hrs	F1 EXPERIENCES	TRACK	F1 EXPERIENCES CHAMPIONS CLUB GRID WALK & TROPHY PHOTO

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Race TIMETABLE

FOM

01 SUNDAY NOVEMBER

06:00 hrs		Team curfew ends		
08:30 hrs	08:40 hrs	FIA	TRACK	MEDICAL INSPECTION
08:40 hrs	08:55 hrs	FIA	TRACK	TRACK INSPECTION & SAFETY CAR TEST
09:00 hrs		F1 car cover seals removed		
09:05 hrs	**09:35 hrs**	**GTM SUPER COPA**	**TRACK**	**SECOND RACE (25 MINS)**
10:05 hrs	**10:35 hrs**	**MASTERS HISTORIC**	**TRACK**	**SECOND RACE (25 MINS)**
11:05 hrs	**11:35 hrs**	**FORMULA 4 NACAM CHAMPIONSHIP**	**TRACK**	**SECOND RACE (25 MINS)**
11:55 hrs	12:25 hrs	PADDOCK CLUB	TRACK	PADDOCK CLUB TOUR
11:55 hrs	12:55 hrs	PADDOCK CLUB	PIT LANE	PADDOCK CLUB PIT LANE WALK
12:00 hrs	**12:30 hrs**	**FORMULA 1**	**TRACK**	**DRIVERS PARADE**
12:30 hrs	13:00 hrs	PROMOTER ACTIVITY	TRACK	STARTING GRID PRESENTATION
12:50 hrs	13:10 hrs	FIA	TRACK	TRACK & MEDICAL INSPECTION
13:20 hrs	13:30 hrs	FORMULA 1	PIT LANE	PIT LANE OPEN
13:44 hrs	13:46 hrs	FORMULA 1	TRACK	NATION ANTHEM
13:46 hrs	13:48 hrs	PROMOTER ACTIVITY	AIR DISPLAY	FLY PAST - TBC
14:00 hrs	**16:00 hrs**	**FORMULA 1**	**TRACK**	**GRAND PRIX (71 LAPS or 120 MINS)**

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2026 FIA FORMULA 1®

WORLD CHAMPIONSHIP

Entry List

McLAREN MASTERCARD F1 TEAM



Oscar Piastri
No. 81
ENGINE: MERCEDES

Lando Norris
No. 1
ENGINE: MERCEDES

SCUDERIA FERRARI HP



Charles Leclerc
No. 16
ENGINE: FERRARI

Lewis Hamilton
No. 44
ENGINE: FERRARI

ORACLE RED BULL RACING



Max Verstappen
No. 3
ENGINE: RED BULL FORD

Isack Hadjar
No. 6
ENGINE: RED BULL FORD

MERCEDES-AMG PETRONAS FORMULA ONE TEAM



George Russell
No. 63
ENGINE: MERCEDES

Kimi Antonelli
No. 12
ENGINE: MERCEDES

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2026 FIA FORMULA 1®

WORLD CHAMPIONSHIP

Entry List

ASTON MARTIN ARAMCO FORMULA ONE TEAM



Lance Stroll
No. 18
ENGINE: HONDA

Fernando Alonso
No. 14
ENGINE: HONDA

BWT ALPINE FORMULA ONE TEAM



Pierre Gasly
No. 10
ENGINE: MERCEDES

Franco Colapinto
No. 43
ENGINE: MERCEDES

TGR HAAS F1 TEAM



Esteban Ocon
No. 31
ENGINE: FERRARI

Oliver Bearman
No. 87
ENGINE: FERRARI

VISA CASH APP RACING BULLS FORMULA ONE TEAM



Arvid Lindblad
No. 41
ENGINE: RED BULL FORD

Liam Lawson
No. 30
ENGINE: RED BULL FORD

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2026 FIA FORMULA 1®

WORLD CHAMPIONSHIP

Entry List

ATLASSIAN WILLIAMS F1 RACING



Alexander Albon
No. 23
ENGINE: MERCEDES

Carlos Sainz
No. 55
ENGINE: MERCEDES

AUDI REVOLUT F1 TEAM



Nico Hulkenberg
No. 27
ENGINE: AUDI

Gabriel Bortoleto
No. 5
ENGINE: AUDI

CADILLAC FORMULA 1 TEAM



Sergio Pérez
No. 11
ENGINE: FERRARI

Valtteri Bottas
No. 77
ENGINE: FERRARI

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The World CHAMPIONSHIP CALENDAR

DATE	GRAND PRIX	CIRCUIT
March 8	AUSTRALIA	Albert Park Grand Prix Circuit
March 15	CHINA	Shanghai International Circuit
March 29	JAPAN	Suzuka International Racing Course
May 3	MIAMI	Miami International Autodrome
May 24	CANADÁ	Circuit Gilles-Villeneuve
June 7	MONACO	Circuit de Monaco
June 14	SPAIN	Circuit of Barcelona-Catalunya
June 28	AUSTRIA	Red Bull Ring
July 5	UNITED KINGDOM	Silverstone Circuit
July 19	BELGIUM	Circuit of Spa-Francorchamps
July 26	HUNGARY	Hungaroring
August 23	THE NETHERLANDS	Circuit Zandvoort
September 6	ITALY	Autodromo Nazionale Di Monza
September 13	SPAIN	Madring
September 26	AZERBAIJAN	Baku City Circuit
October 4	BAHRAIN	Sepang International Circuit
October 11	SINGAPORE	Marina Bay Street Circuit
October 25	UNITED STATES	Circuit Of The Americas
November 1	MEXICO CITY	Autódromo Hermanos Rodríguez
November 8	SÃO PAULO	Autodromo Jose Carlos Pace
November 21	LAS VEGAS	Las Vegas Strip Circuit
November 29	QATAR	Lusail International Circuit
December 6	ABU DHABI	Yas Marina Circuit

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THE 2026 SEASON

AT A GLANCE

("Falta actualizar - Info Stuart")

RACE	COUNTRY	WINNER	2nd	3rd	POLE	FASTEST LAP
1	Australia	RUSSELL	Antonelli	Leclerc	Russell	Verstappen
2	China	ANTONELLI	Russell	Hamilton	Antonelli	Antonelli
3	Japan	ANTONELLI	Piastri	Leclerc	Antonelli	Antonelli
4	Miami	ANTONELLI	Norris	Piastri	Antonelli	Norris
5	Canada	ANTONELLI	Hamilton	Verstappen	Russell	Antonelli
6	Monaco	ANTONELLI	Hamilton	Hadjar	Antonelli	Antonelli
7	Barcelona	HAMILTON	Russell	Norris	Russell	Hamilton
8	Austria	RUSSELL	Verstappen	Antonelli	Russell	Antonelli
9	Great Britain	LECLERC	Russell	Hamilton	Antonelli	Antonelli
10	Belgium	ANTONELLI	Leclerc	Verstappen	Antonelli	Norris
11	Hungary	NORRIS	Verstappen	Antonelli	Norris	Leclerc
12	Netherlands	NORRIS	Antonelli	Russell	Norris	Leclerc
13	Italy	ANTONELLI	Russell	Verstappen	Gasly	Antonelli
14	Spain	ANTONELLI	Verstappen	Norris	Norris	Russell
14	Azerbaijan	RUSSELL	Verstappen	Hadjar	Russell	Russell
15	Bahrain	VERSTAPPEN	Antonelli	Hamilton	Verstappen	Verstappen
16	Singapore	VERSTAPPEN	Leclerc	Antonelli	Verstappen	Leclerc
17	United States	ANTONELLI	Leclerc	Verstappen	Antonelli	Leclerc

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Standings AFTER USA

DRIVERS

	DRIVER	WINS	PODIUMS	POLES	FASTEST LAP	SPRINT WINS	POINTS
1	Antonellii	9	15	7	7	1	365
2	Russell	3	8	5	2	3	242
3	Hamilton	1	6	0	1	0	241
4	Verstappen	2	10	2	2	1	236
5	Leclerc	1	6	0	4	0	233
6	Norris	2	5	3	2	1	211
7	Piastri	0	2	0	0	0	144
8	Hadjar	0	2	0	0	0	105
9	Lawson	0	0	0	0	0	77
10	Gasly	0	0	1	0	0	42
11	Lindblad	0	0	0	0	0	38
12	Colapinto	0	0	0	0	0	27
13	Bearman	0	0	0	0	0	23
14	Hulkenberg	0	0	0	0	0	13
15	Bortoleto	0	0	0	0	0	10
16	Ocon	0	0	0	0	0	7
17	Alonso	0	0	0	0	0	7
18	Sainz	0	0	0	0	0	7
19	Albon	0	0	0	0	0	5
20	Tsunoda	0	0	0	0	0	1
21	Stroll	0	0	0	0	0	0
22	Bottas	0	0	0	0	0	0
23	Perez	0	0	0	0	0	0

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Standings AFTER USA

CONSTRUCTORS

	TEAM	WINS	PODIUMS	POLES	FAST LAPS	SPRINT WINS	POINTS
1	MERCEDES-AMG PETRONAS FORMULA 1 TEAM	12	23	12	9	4	607
2	SCUDERIA FERRARI HP	2	12	0	5	0	474
3	ORACLE RED BULL RACING	2	12	2	2	1	355
4	McLAREN MASTERCARD FORMULA 1 TEAM	2	7	3	2	1	355
5	VISA CASH APP RB FORMULA ONE TEAM	0	0	0	0	0	102
6	BWT ALPINE FORMULA ONE™ TEAM	0	0	1	0	0	69
7	TGR HAAS F1 TEAM	0	0	0	0	0	30
8	Revolut F1® TEAM	0	0	0	0	0	23
9	AW	0	0	0	0	0	12
10	aramco FORMULA ONE™ TEAM	0	0	0	0	0	7
11	CADILLAC FORMULA 1 TEAM	0	0	0	0	0	0

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GRAN PREMIO DE LA CIUDAD DE MÉXICO 2026

Team & DRIVER STATISTICS

(AFTER USA) | ALL TIME

McLAREN MASTERCARD F1 TEAM

1012 races ▪ 205 wins ▪ 180 poles



Oscar Piastri
6-APR-2001 • F1® debut 2023
9 wins ▪ 28 podiums ▪ 6 Poles ▪ 943 Points

Lando Norris
13-NOV-1999 • F1® debut 2019
13 wins ▪ 49 podiums ▪ 19 Poles ▪ 1641 Points

SCUDERIA FERRARI HP

1141 races ▪ 251 wins ▪ 254 poles



Charles Leclerc
16-OCT-1997 • F1® debut 2018
9 wins ▪ 56 podiums ▪ 27 Poles ▪ 1905 Points

Lewis Hamilton
7-JAN-1985 • F1® debut 2007
106 wins ▪ 208 podiums ▪ 104 Poles ▪ 5259.5 Points

ORACLE RED BULL RACING

436 races ▪ 132 wins ▪ 113 poles

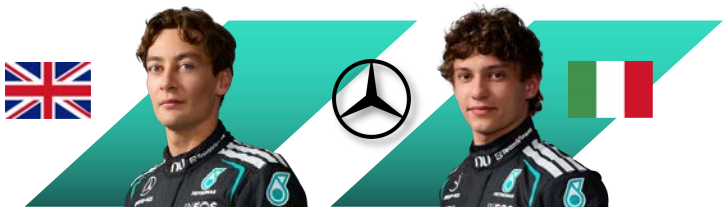


Max Verstappen
30-SEP-1997 • F1® debut 2015
73 wins ▪ 137 podiums ▪ 50 Poles ▪ 3680.50 Points

Isack Hadjar
28-SEP-2004 • F1® debut 2025
0 wins ▪ 3 podiums ▪ 0 Poles ▪ 156 Points

MERCEDES-AMG PETRONAS FORMULA ONE TEAM

347 races ▪ 134 wins ▪ 148 poles



George Russell
15-FEB-1998 • F1® debut 2019
8 wins ▪ 32 podiums ▪ 13 Poles ▪ 1275 Points

Kimi Antonelli
25-AUG-2006 • F1® debut 2025
9 wins ▪ 18 podiums ▪ 7 Poles ▪ 515 Points

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GRAN PREMIO DE LA CIUDAD DE MÉXICO 2026

Team & DRIVER STATISTICS

(AFTER USA) | ALL TIME

ASTON MARTIN ARAMCO FORMULA ONE TEAM

170 races ▪ 1 wins ▪ 1 poles



Lance Stroll

29-OCT-1998 • F1® debut 2017

0 wins ▪ 3 podiums ▪ 1 Poles ▪ 325 Points

Fernando Alonso

29-JUL-1981 • F1® debut 2001

32 wins ▪ 106 podiums ▪ 22 Poles ▪ 2400 Points

BWT ALPINE FORMULA ONE TEAM

410 races ▪ 21 wins ▪ 21 poles



Pierre Gasly

7-FEB-1996 • F1® debut 2017

1 wins ▪ 5 podiums ▪ 1 Poles ▪ 500 Points

Franco Colapinto

27-MAY-2003 • F1® debut 2024

0 wins ▪ 0 podiums ▪ 0 Poles ▪ 32 Points

TGR HAAS F1 TEAM

232 races ▪ 0 wins ▪ 0 poles



Esteban Ocon

17-SEP-1996 • F1® debut 2016

1 wins ▪ 4 podiums ▪ 0 Poles ▪ 490 Points

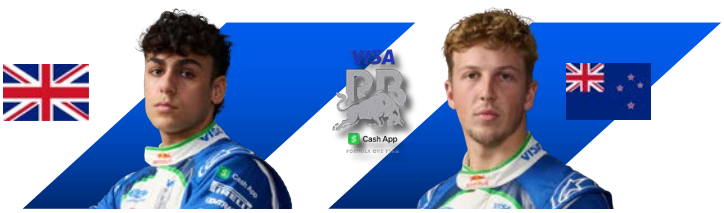
Oliver Bearman

8-MAY-2005 • F1® debut 2024

0 wins ▪ 0 podiums ▪ 0 Poles ▪ 71 Points

VISA CASH APP RACING BULLS FORMULA ONE TEAM

417 races ▪ 2 wins ▪ 1 poles



Arvid Lindblad

8-AUG-2007 • F1® debut 2026

0 wins ▪ 0 podiums ▪ 0 Poles ▪ 38 Points

Liam Lawson

11-FEB-2002 • F1® debut 2023

0 wins ▪ 0 podiums ▪ 0 Poles ▪ 121 Points

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GRAN PREMIO DE LA CIUDAD DE MÉXICO 2026

Team & DRIVER STATISTICS

(AFTER USA) | ALL TIME

ATLASSIAN WILLIAMS F1 RACING

869 races ▪ 114 wins ▪ 128 poles



Alexander Albon

23-MAR-1996 • F1® debut 2019

0 wins ▪ 2 podiums ▪ 0 Poles ▪ 318 Points

Carlos Sainz

1-SEP-1994 • F1® debut 2015

4 wins ▪ 29 podiums ▪ 6 Poles ▪ 1343 Points

AUDI REVOLUT F1 TEAM

18 races ▪ 0 wins ▪ 0 poles



Nico Hulkenberg

19-AUG-1987 • F1® debut 2010

0 wins ▪ 1 podiums ▪ 1 Poles ▪ 635 Points

Gabriel Bortoleto

14-OCT-2004 • F1® debut 2025

0 wins ▪ 0 podiums ▪ 0 Poles ▪ 29 Points

CADILLAC FORMULA 1 TEAM

18 races ▪ 0 wins ▪ 0 poles



Sergio Pérez

26-JAN-1990 • F1® debut 2011

6 wins ▪ 39 podiums ▪ 3 Poles ▪ 1638 Points

Valtteri Bottas

28-AUG-1989 • F1® debut 2013

10 wins ▪ 67 podiums ▪ 20 Poles ▪ 1797 Points

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FORMULA 1 GRAN PREMIO DE LA CIUDAD DE MÉXICO 2025
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Q U A L I F Y I N G

POS	N°	DRIVER	COUNTRY	TEAM	QUALIFYING TIME
1	4	Norris	United Kingdom	McLaren	1:15.586
2	16	Leclerc	Monaco	Ferrari	1:15.848
3	44	Hamilton	United Kingdom	Ferrari	1:15.938
4	63	Russell	United Kingdom	Mercedes	1:16.034
5	1	Verstappen	Netherlands	Red Bull	1:16.070
6	12	Antonelli	Italy	Mercedes	1:16.118
7	55	Sainz	Spain	Williams	1:16.172
8	81	Piastri	Australia	McLaren	1:16.174
9	6	Hadjar	France	Racing Bulls	1:16.252
10	87	Bearman	United Kingdom	Haas	1:16.460
11	22	Tsunoda	Japan	Red Bull	1:16.816
12	31	Ocon	France	Haas	1:16.837
13	27	Hulkenberg	Germany	Sauber	1:17.016
14	14	Alonso	Spain	Aston Martin	1:17.103
15	30	Lawson	New Zealand	Racing Bulls	1:18.072
16	5	Bortoleto	Brasil	Sauber	1:17.412
17	23	Albon	Thailand	Williams	1:17.490
18	10	Gasly	France	Alpine	1:17.546
19	18	Stroll	Canada	Aston Martin	1:17.606
20	43	Colapinto	Argentina	Alpine	1:17.670

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FORMULA 1 GRAN PREMIO DE LA CIUDAD DE MÉXICO 2025
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F A S T E S T L A P

N°	DRIVER	COUNTRY	TEAM	QUALIFYING TIME
63	Russell	United Kingdom	Mercedes	1:20.052

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FORMULA 1 GRAN PREMIO DE LA CIUDAD DE MÉXICO 2025
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R A C E

● PENDIENTE P2 · título 2025 / "Presentado" (no coincide con la p.25) · P6 "+1 Vuelta"

POS	N°	DRIVER	TEAM	TIME
1	4	Norris	McLaren	1:37:58.574
2	16	Leclerc	Ferrari	+30.324s
3	1	Verstappen	Red Bull	+31.049s
4	87	Bearman	Haas	+40.955s
5	81	Piastri	McLaren	+42.065s
6	12	Antonelli	Mercedes	+47.837s
7	63	Russell	Mercedes	+50.287s
8	44	Hamilton	Ferrari	+56.446s
9	31	Ocon	Haas	+75.464s
10	5	Bortoleto	Sauber	+76.863s
11	22	Tsunoda	Red Bull	+79.048s
12	23	Albon	Williams	+1 Lap
13	6	Hadjar	Racing Bulls	+1 Lap
14	18	Stroll	Aston Martin	+1 Lap
15	10	Gasly	Alpine	+1 Lap
16	43	Colapinto	Alpine	+1 Lap
17	55	Sainz	Williams	DNF
NC	14	Alonso	Aston Martin	DNF
NC	27	Hulkenberg	Sauber	DNF
NC	30	Lawson	Racing Bulls	DNF

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Mexico STATISTICS

2015 - 2025



2015

Winner	Nico Rosberg (Mercedes)
Second Place	Lewis Hamilton (Mercedes)
Third Place	Valtteri Bottas (Williams)
Pole Position	Nico Rosberg (Mercedes) 1:19.480 (194.947 km/h)
Fastest Lap	Nico Rosberg (Mercedes) 1:20.521 (192.426 km/h) – lap 67



2016

Winner	Lewis Hamilton (Mercedes)
Second Place	Nico Rosberg (Mercedes)
Third Place	Daniel Ricciardo (Red Bull TAG Heuer)
Pole Position	Lewis Hamilton (Mercedes) – 1:18.704 (196.869 km/h)
Fastest Lap	Daniel Ricciardo (Red Bull TAG Heuer) – 1:21.134 (190.972 km/h) – lap 53



2017

Winner	Max Verstappen (Red Bull)
Second Place	Valtteri Bottas (Mercedes)
Third Place	Kimi Räikkönen (Ferrari)
Pole Position	Sebastian Vettel (Ferrari) – 1:16.488 (202.572 km/h)
Fastest Lap	Sebastian Vettel (Ferrari) – 1:18.785 (196.666 km/h) – lap 68



2018

Winner	Max Verstappen (Red Bull)
Second Place	Sebastian Vettel (Ferrari)
Third Place	Kimi Räikkönen (Ferrari)
Pole Position	Ricciardo (Red Bull) – 1:14.759 (207.257 km/h)
Fastest Lap	Valtteri Bottas (Mercedes) – 1:18.741 (196.776 km/h) – lap 65



2019

Winner	Lewis Hamilton (Mercedes)
Second Place	Sebastian Vettel (Ferrari)
Third Place	Valtteri Bottas (Mercedes)
Pole Position	Max Verstappen (Red Bull) – 1:14.758 (207.260 km/h)
Fastest Lap	Charles Leclerc (Ferrari) – 1:19.232 (195.557 km/h) – lap 53

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Mexico STATISTICS

2015 - 2025



2021

Winner	Max Verstappen (Red Bull)
Second Place	Lewis Hamilton (Mercedes)
Third Place	Sergio Pérez (Red Bull)
Pole Position	Valtteri Bottas (Mercedes) – 1:15.875v (202.572 km/h)
Fastest Lap	Valtteri Bottas (Mercedes) – 1:17.774 (199.223 km/h) – lap 69



2022

Winner	Max Verstappen (Red Bull)
Second Place	Lewis Hamilton (Mercedes)
Third Place	Sergio Pérez (Red Bull)
Pole Position	Max Verstappen (Red Bull) - 1:17.775 (199.220 km/h)
Fastest Lap	George Russell (Mercedes) - 1:20.153 (193.310 km/h)



2023

Winner	Max Verstappen (Red Bull)
Second Place	Lewis Hamilton (Mercedes)
Third Place	Charles Leclerc (Ferrari)
Pole Position	Charles Leclerc (Ferrari) - 1:17.166
Fastest Lap	Lewis Hamilton (Mercedes) - 1:21.334 (lap 71)



2024

Winner	Carlos Sainz
Second Place	Lando Norris
Third Place	Charles Leclerc
Pole Position	Carlos Sainz - 1:15.946
Fastest Lap	Charles Leclerc - 1:18.336



2025

Winner	Lando Norris
Second Place	Charles Leclerc
Third Place	Max Verstappen
Pole Position	Norris - 1:15.586
Fastest Lap	Russell - 1:20.052

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Drivers' Record in MEXICO

(QUALIFYING / RACE)

DRIVER	2015	2016	2017	2018	2019	2021	2022	2023	2024	2025
ALBON					5 / 5	-	19/12	14/9	9/dnf	17/12
ALONSO	16/dnf	11 / 13	14 / 10	12 / dnf	-	16 / 9	9/19	13/dnf	13/dnf	14/dnf
ANTONELLI*										6/6
BEARMAN*										10/4
BORTOLETO*										16/10
COLAPINTO									16/12	20/16
GASLY			nt / 13	15 / 10	10 / 9	5 / 4	14/11	11/11	8/10	18/15
HADJAR*										9/13
HAMILTON	2 / 2	1 / 1	3 / 9	3 / 4	4 / 1	2 / 2	3/2	6/2	6/4	3/8
HULKENBERG	10/7	5/7	8/dnf	7/6	12/10	-	-	12/13	10/9	13/dnf
LAWSON									13/16	15/dnf
LECLERC				9 / 7	2 / 4	8 / 5	7/6	1/3	4/3	2/2
NORRIS					8 / dnf	10 / 10	8/9	19/5	3/2	1/1
OCON	-	20 / 21	6 / 5	11 / 11	-	15 / 13	10/8	16/10	19/13	12/9
PIASTRI								7/8	17/8	8/5
RUSSELL					19 / 16	13 / 16	2/4	8/6	5/5	4/7
SAINZ	11 / 13	10 / 16	9 / dnf	8 / dnf	7 / 13	6 / 6	5/5	2/4	1/1	7/17
STROLL			12 / 6	19 / 12	16 / 12	20 / 14	18/15	18/17	14/11	19/14
TSUNODA						9 / dnf	13/dnf	15/12	11/dnf	11/11
VERSTAPPEN	8 / 9	3 / 4	2 / 1	2 / 1	1 / 6	3 / 1	1/1	3/1	2/6	5/3

* Drivers making first appearance in Mexico

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Try to see the BIGGER PICTURE

F1'S A DIFFERENT GAME THESE DAYS

What kind of chess player are you, or would you be? Defense or offense? The right move at the right time? Brilliant opening gambit or lethal end-game?

These are the questions Mexico's passionate fans should be asking themselves as they get ready for the 11th race in this third era of the Mexican Grand Prix. And the comparison comes from the youthful Grand Master who leads the World Championship race, Kimi Antonelli himself.

The 20-year-old Italian was perhaps the first driver to realize how significant the changes to the 2026 regulations would be. "This is a massive rule change," said Antonelli, "and it kind of resets everything because everyone has to re-learn the car. Whoever understands it the best way and earlier than the others can really make the difference."

The cars are smaller, for a start. They are also lighter, and they enjoy less downforce than their recent predecessors. Nowadays it's all a question of balance: the relationship between the car's ICE, or internal combustion engine, and its electric battery. That balance will continue to swing back in the ICE's favor in years to come.

While Antonelli's 28-year-old Mercedes team-mate George Russell – seen by many as the likely World Champion before the season began – struggled to get his head around it all, Kimi – not long out of school! – was quick to grasp the nature of the 2026 beasts.

"You have to come into the season very open-minded and need to be very creative as well," Antonelli said, "because you can play so much with the energy, especially when fighting with other people – it's like playing chess, but a kind of speed chess."

Five straight wins in the first six races, and eight by the time of writing are proof that Antonelli has mastered the board presented by this new game. F1 2026 is based on engineering and intelligence, not on outright speed.

Just ask Toto Wolff, the Mercedes team principal. Summing up the season ahead, Wolff said early in 2026: "The most clever guys in the car and on the engineering side are going to win."

Toto was onto something: his own 'clever guys' came up with the W17, the dominant force in the first half of the year, while his clever drivers, Antonelli especially, drove them smartly enough to top both Championships at time of writing.

So in this game, what tools can the driver use? He has a BOOST control to allow temporary use of maximum power from both components of the propulsive system; and OVERTAKE does what it promises when a driver spots an opportunity.

Add in ACTIVE AERO – the driver's ability to manage movable parts like wings and flaps – and there's a lot for the man in the cockpit to think about as well as 'just' going fast. So, the driver can exercise more control over drag and downforce to manage his speed on straightaways and through corners.

He must also be sensitive to the behavior of the rear end of his car under the reduced downforce configuration; and most of all he must figure out how to balance 'harvesting', or finding ways to top up the car's battery, and 'deployment' – the way to use that energy. No wonder Ferrari, back in March, called F1 2026 'a complete rethink of the actual car concept.

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As George Russell put it, "That takes a little bit of time to get your head around: understanding the small techniques that will gain you a couple of percent of energy re-harvesting and just the small quirks around this new power unit."

"It is mostly my style," was how Kimi explained the scintillating form behind his early-season wins. "I try to shorten the radius of the corner, as well as the time I spend between driving and the dead zone [a term borrowed from video gaming to describe the moments in a lap where driver inputs have minimum effect on power output]. "I turn at the last moment, very aggressively. Let's say I make the car work more."

That is like a great footballer saying he lets the ball do the work, and it works better this year for F1 drivers because the cars are visibly nimbler and more forgiving than their more cumbersome predecessors.

The season has also seen a strong correlation between driving styles and track conditions from race to race. For Mexico, as elsewhere, the ideal configuration for the car will depend on track surface, the tires and the combined level of grip, and temperature.

Last but not least, success or failure will depend on the strategies each team and driver can come up with: when to attack, when to defend, how to make the right move at the right time – and most of all how to see the bigger picture across a 71-lap, high-speed game of chess.



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Checo: RE-SETTING THE STANDARD OF THE WORLD?

PATIENCE IS THE NAME OF THE GAME FOR MEXICO'S MAIN MAN

What do these names have in common: Toyota, Super Aguri, HRT, Marussia, Caterham, Haas?

If you said they are F1 teams that have come (and mostly gone) in the 21st century, take a bow - and spare a thought for Cadillac and Sergio Pérez. How brave are they to try to break into the F1 fortress together, and how long might it take for that bravery to be rewarded?

Unlike this year's other 'new' team, Audi, which has a long F1 history in other guises, Cadillac opted to start from scratch, albeit with the safety blanket of an engine supplier in the shape of the sport's greatest name, Ferrari.

Given F1's global reach, whoever you drive for, homecomings are always special, especially if you've been away for longer than usual. Pérez, now 36, missed out in 2025, but now he is back, complete with a new team in the shape of Cadillac-Ferrari. So the Mexican favorite's return to his home track will be a familiar experience, but also a new one.

Cadillac, perhaps wisely, also chose to kick-start their F1 adventure with two experienced men in the cockpit: they signed up former Williams and Mercedes star Valtteri Bottas to partner with Pérez, who will shortly join the very small club of Grand Prix drivers with 300 races to their name.

"Getting a chance to race at my home Grand Prix again is something very special to me," he told us. "Coming here with Cadillac is a new challenge, and as we have with every race this season, we will bring everything we've got for my home race."

Right at the beginning of this, his 15th season as a Grand Prix driver, Pérez said, "It feels like when I joined Formula 1", but Checo might just want to think about that. When he first came into F1 back in 2011 with Sauber, he surely didn't believe he would have to wait for 190 races to go by before he recorded his first win, in Bahrain in 2020. It's a record he still holds: the most F1 race starts before reaching the top step of the podium.

Less than a year after returning, Pérez may have begun to feel the frustration of waiting for success again. For all the good things they have done, Cadillac reached the mid-year break still without their first World Championship point, prompting Pérez to say: "Right now it is a time where we start focusing on next year. It's a bit of a balance, but still I think no-one in the team is happy with where we currently are."

His frustration is shared, of course, by his hard-working team.They were then 11th in an 11-team series. His best result? P13 in Zandvoort, best qualifying 14th in Austria. So Checo was right, and the collective unhappiness at Cadillac led to the first major change in the new outfit: the replacement of team principal Graeme Lowdon ("a planned leadership transition") with the vastly experienced Marcin Budkowski in time for the restart in Holland.

"This is a phase of huge opportunity for the team, one that will be defined by a clear objective: maximizing car development within the cost cap and turning every team function on to compete," said Budkowski, a man

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with quarter of a century's experience in F1 and the F1-speak to go with it.

"That means building an elite organization with a winning mindset – driven, relentless in the face of setbacks, obsessed with detail and process, and able to execute with precision on race day. My focus will be on aligning our people, tools and information flow so the right decisions are made quickly, and the performance of the car improves every time we go racing."

Team CEO Dan Towriss also issued a timely reminder: "From the beginning, our goal has not been simply to participate in Formula 1, but to build a next-generation team capable of competing at the very front." The new appointment was aimed at accelerating that process.

Pérez has his own views on the reasons for Cadillac's slow start. "It's a little bit of inefficiency," he said, "and obviously a lack of development because a lot of it is done through third parties, so we don't control much of it." He must hope that building a next-generation team can be achieved faster through the input of its current drivers.

Like everyone else on the grid Pérez has had another new experience in 2026: the revamped Formula 1 cars. It's a big ask for a man with a 15-year career behind him to get in tune with a formula that needs not just lap-by-lap but corner-by-corner responses from car and driver alike. Brave, again, for Cadillac to step into the slipstream of a sport in the process of generational change.

The Mexican will be taking part in his 10th Grand Prix in his home town, but that's no guarantee of anything in this new F1 era. "As we have been getting to grips with the new cars this season, this circuit will definitely provide a challenge," he admits.

"We will need to work throughout the practice sessions



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to make sure we have the balance correct throughout the lap and maximize where we can." That's the balance between using the car's energy resources and building them up again when they have given everything – but AHR, with its endless main straight, its sinuous section two and of course the Foro Sol, may just be balanced in its own helpful way.

"The twists and turns will allow us to recharge the battery after the long straights," Checo thinks, "providing for a bit of fun, but we will make sure we are prepared."

One thing, though, will still be very much the same. As Checo says, "The fans and the stadium section are amazing and the atmosphere here is unlike any other in the calendar."

As AHR welcomes another new team, we would all do well to remember two things. With well over 200 races and 10 seasons to its name, the 'other' American outfit, Haas, has yet to score its first podium, let alone a maiden race win. And, as a certain Mr Roosevelt once said, 'It is hard to fail, but it is worse never to have tried to succeed.'

More than a century ago, when Cadillac first entered the competitive arena of auto manufacturing, its most familiar slogan was 'Cadillac: the standard of the world'. How long will it take for the team to become 'the standard of the F1 world'? Time - and patience - will tell.



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F1: It's a GENERATION GAME

SOUTH AMERICANS AMONG THE YOUNG STARS SHOWING THE WAY

A certain young driver from Bologna may have been the runaway star of the Formula 1 show in 2026, but behind Kimi Antonelli there seems to be a generational change afoot across the 22-man field.

It's not just the cars that are providing a new generation. Look down the Entry List and there are at least half-a-dozen teams whose driver pairings differ widely in age: Red Bull, Audi, Alpine, Haas and, to a lesser extent, VCARB and title favorites Mercedes themselves.

Where the Silver Arrows are concerned, Antonelli, who turned 20 only in late August, is eight years younger than George Russell, but light years behind in terms of F1 experience. So much so that Russell, now 28, went into the 2026 season with justified confidence that he could become World Champion.

Clearly his junior partner had other ideas: while George won the opening round in Australia, Kimi went on to win the next five. Antonelli has eight wins on the board and a Championship lead of 81 points at the time of writing.

Highlight of his year? Surely, his home Grand Prix: at Monza Antonelli started 19th but on Saturday evening he said, "Tomorrow is all about enjoying the race and making the most of every opportunity. It's a track where you can have a lot of fun…"

So much fun, in fact, that Kimi blazed his way through the field to become the first Italian winner at Monza since Ludovico Scarfiotti triumphed for Ferrari - way back in 1966. "This," he said, "is a day that I will remember forever."

When it comes to team-mates, Max Verstappen is one that most young drivers would be happy to avoid in the early phase of their career. The current incumbent is Isaak Hadjar, and the young Frenchman has proved to be the Dutchman's most serious partner since the vastly experienced Sergio Pérez finished runner-up to Verstappen back in 2023.

Checo was then 33; Hadjar is just 22. In only his second F1 season, he has out-qualified the four-time World Champion a couple of times and out-scored him in two Grands Prix before injuring his wrist during the summer break and missing three Grands Prix.

Over at Racing Bulls an 18-year-old newcomer set the tone as he approached his first Grand Prix in Melbourne. "When I'm in the car I'm a fierce competitor," said Arvid Lindblad, a teenager of British/Swedish origins. "If there's an opportunity I'm going to get stuck in."

It wasn't precocious arrogance: Lindblad qualified a stunning ninth-fastest and ran as high as third before becoming the third-youngest points-scorer in F1 history in P8. Then from Monaco to Budapest Lindblad put together a string of six top-10 results.

In fact since Monaco only a time penalty for a yellow flag infringement in Holland denied Lindblad his regular place in the points - one of the most consistent performers in the 22-man field despite his tender years.

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The team with the widest gap between its drivers is one of the two F1 newcomers, Audi, where Brazilian Gabriel Bortoleto is a staggering 18 years younger than German veteran Nico Hülkenberg.

Gabby, as the team members call him, was mature enough to out-qualify his partner in the very first race in Melbourne despite missing the third segment of the session, then gave the new outfit a flying start by bringing home the points in ninth position.

"Probably more than we could have expected from the first race," was his reaction, but team principal Jonathan Wheatley called it a "fantastic way to start our journey". There have been bumps in the road since then - not until round nine in Britain did Audi score points again.

But Bortoleto followed up eighth place at Silverstone with the same result next time out at Spa-Francorchamps. "These consecutive points finishes are a huge boost for all of us," said the Brazilian. "It's a great feeling to know we are in the position to deliver results like this and keep fighting in the top 10 now."

Another youngster giving a seasoned team-mate a run for his money is Ollie Bearman, the 21-year-old Englishman who is nine years younger than Esteban Ocon in the other Ferrari-powered car. Ferrari protégé Bearman, in his second full season, has consistently out-qualified the Frenchman - a Grand Prix winner in his own right - and is above him in the standings.

When he finished 11th, one place outside the points, in Australia, Bearman called it "a great result being best of the rest". The high point so far has been his fifth place next time out in China; in round three in Japan he was fortunate to suffer only minor injuries to his right leg after a high-speed collision with Franco Colapinto. That, and a lack of effective upgrades, have put the brakes on the Englishman's season since then.

Speaking of Colapinto… here's another South American star on the up-and-up. Another 21-year-old, he too is nine years younger than Alpine team-mate Pierre Gasly. The latter is a driver whose career could have been right at the front if the right cars had come his way - his superb pole position and fastest lap at Monza bear that statement out.

But Argentine driver Colapinto has not been overshadowed. Six finishes in the top 10 after 14 races, with his first Alpine point coming in round two in China, have been his reward for a consistently quick and combative year so far. The highlight? A brilliant double overtake on his team-mate and Liam Lawson at Spa.

Colapinto's attitude was summed up at Monza, where a late-race mistake cost him several places. Though he finished ninth, he admitted: "I'm frustrated with myself as it could have been much better." Apologizing to the team, he added: "As a driver, when you're fighting for these positions, it gives you an extra buzz and motivation and you want more, and not to lose it."

Franco could have been speaking for any one of F1's exciting new generation…

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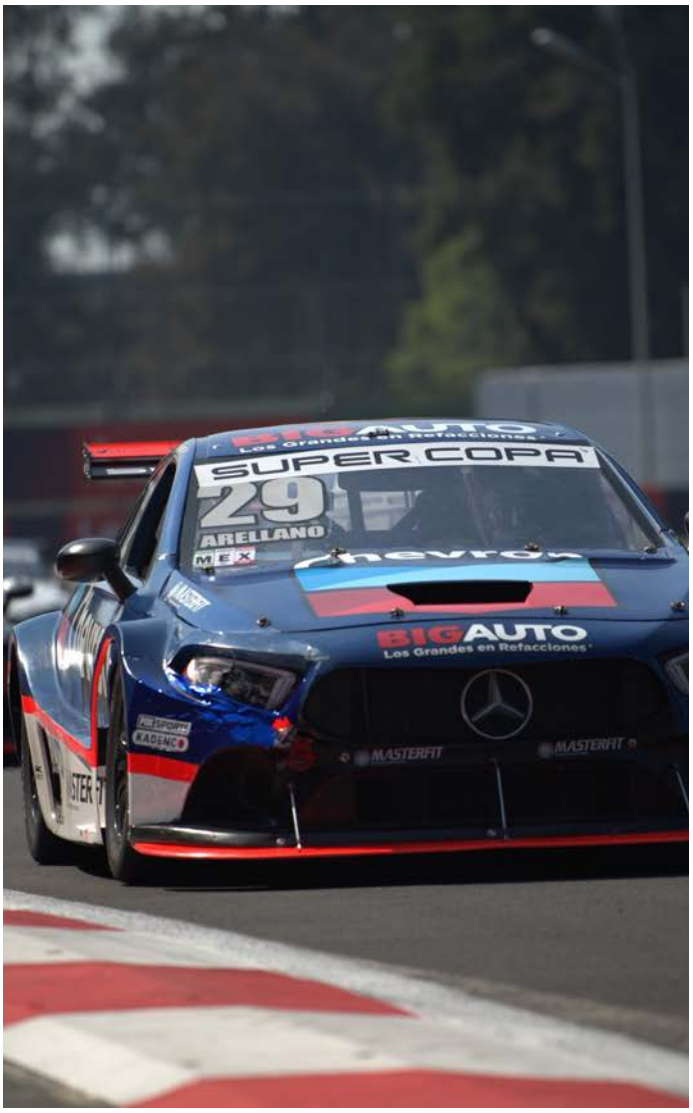
2026 SUPPORT RACES

GTM SUPER CUP



The GTM Super Cup makes its exciting return as part of the support program for the **FORMULA 1 MEXICO CITY GRAND PRIX 2026 Presented by Heineken™**.

Equipped with 580 horsepower engines, tubular chassis, and 6-speed sequential transmissions, these machines are capable of reaching nearly 250 km/h at the end of the legendary main straight—delivering an adrenaline-filled preview before Formula 1 takes the stage.

What makes the GTM Super Cup truly special is not only the diverse lineup of cars but also the precision and dedication behind each team. Mechanics and engineers work tirelessly on engines, suspensions, brakes, and aerodynamics, chasing every fraction of performance to fight for victory.

For fans, it's more than a race this category represents a celebration of motorsports at its highest level, where speed, talent, and passion come together to offer fans a vibrant experience before the Mexican Grand Prix, with talented drivers such as Emiliano Richards, Paul Jourdain, Salvador de Alba, Irwin Vences, and Mario Domínguez.

Promoter

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GTM SUPER CUP

LIST OF ENTRY

N. AUTO	PILOTO	EQUIPO
0	Rafael Vallina	COCA COLA ZERO
1	Emilio Richards	MG MOTOR MX
3	Keko Perez	SHAMROCK
9	Paul Jordain	ANDRETTI JOURDAIN
12	Pablo Perez de Lara	BLAC-GOKARTMANIA
20	Ivanna Richards	HRI-ZAPATA-VALVOLINE
21	Esteban Alvaran	HRI-ZAPATA-VALVOLINE
26	Aldo Vicenti	ALESSANDROS
27	José Díaz	HO SPEEDRACING
29	José Arellano	CHEVRON- VALVOLINE
42	Gerardo Nieto	GAS NIETO
44	Franco Zanella	Z MOTORS
48	Salvador de Alba	TRANSMICIONES 20-07
99	Javier Gonzalez	ALPHA
8	Gerardo Hernandez	HO SPEEDRACING
11	Deko Abiakel	HO SPEEDRACING
33	Rafael Vallina JR	COCA COLA ZERO
89	Pepe Stege	ALPHA
91	Joshua Aguilar	AGUILAR RACING

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FIA FORMULA 4 NACAM

CHAMPIONSHIP



The FIA Formula 4 NACAM Championship has established itself as one of the main platforms for young drivers in Mexico who aspire to climb the ranks of international motorsport. Returning as a support race for the **FORMULA 1 MEXICO CITY GRAND PRIX 2026 Presented by Heineken™** it gives fans the chance to witness the early stages of future racing stars.

The single-seater cars in this category are powered by a 1.4-liter FIAT turbocharged engine producing 176 HP and compete under FIA standards. The championship, launched in 2015 at the Mexican Grand Prix, offers drivers aged 15 and older the opportunity to earn points toward obtaining a Super License, which will open the door to other single-seater championships and allow them to continue on their path to the top tier.

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FIA FORMULA 4 NACAM CHAMPIONSHIP

ENTRY LIST

N°	DRIVER	TEAM	CAR
1	Fernando Rivera	RAM Racing Motorsports	16
2	Emilio Martínez	RAM Racing Motorsports	57
3	Luis Fernando Nuñez	RAM Racing Motorsports	77
4	Oliver Trejo	RAM Racing Motorsports	90
5	Patrick Isavi	RAM Racing Motorsports	91
6	Mariano Alatorre	Alessandros Racing / Heraldo Media Group	4
7	Alejandro Bobadilla	Alessandros Racing / Heraldo Media Group	8
8	Octavio Ruano	Alessandros Racing / Heraldo Media Group	26
9	Leonardo Mancera	Alessandros Racing / Heraldo Media Group	27
10	Alan Zezatti	Alessandros Racing / Heraldo Media Group	33
11	Marco Alquicira	Santinel Racing Team	7
12	Agustín Herrera	Santinel Racing Team	14
13	Jose Lezama	Santinel Racing Team	15
14	Moises Zagursky	RRK Motorsports Racing Team	53

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MASTERS HISTORIC RACING

Masters Historic Racing returns to the **FORMULA 1 MEXICO CITY GRAND PRIX 2026 Presented by Heineken™** as one of the event's support categories, bringing its iconic historic Formula 1 cars back to the Autodromo Hermanos Rodriguez following successful appearances at previous editions of the Mexican Grand Prix.

Masters Racing Legends celebrates one of the most iconic eras in Formula 1 history, bringing together genuine Grand Prix cars from 1966 to 1985. Spanning almost two decades of remarkable technical evolution, the grid represents a period that helped shape modern Formula 1. At its heart is the legendary Ford-Cosworth DFV, whose unmistakable V8 sound became synonymous with Grand Prix racing and powered some of the sport's most successful cars.

From the elegant designs of the late 1960s and early 1970s to dramatic wings, iconic liveries and revolutionary ground-effect cars, Masters Racing Legends showcases an era of constant innovation and the transition toward the increasingly powerful and sophisticated machinery of the early 1980s.

Featuring cars associated with legendary constructors such as Lotus, McLaren, Williams, Tyrrell and Brabham, Masters Racing Legends is much more than a historic display. These authentic Grand Prix cars return to competition, recreating the speed, sound and spectacle of Formula 1's past on the race track.

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MASTERS HISTORIC

ENTRY LIST

NUMBER	DRIVER	CAR	TEAM
2	Kyle Collins	March 721G	TEMP
3	Paul Haggar	Tyrrell 010	Teran Motorsport
4	John Dimmer	Tyrrell 004	ELF Team Tyrrell
5	Jonathan Holtzman	Tyrrell P34	Front Row Racing
6	Osvaldo Gaio	Williams FW08	Front Row Racing
7	Mike Cantillon	Williams FW07C	Front Row Racing
10	John Spiers	March 761	Mirage Engineering
16	Mark Hazell	Williams FW08C	OC Racing
17	Octavio Ricon	March 821	Classic Competition
20	James Davison	Ensign N179	Phil Denny
22	James Hagan	Hesketh 308	Mirage Engineering
24	Fred Fatien	Hesketh 308B	GPX Historic
35	TBD TBD	Maki F101C	GPX Historic
61	Jann Mardenborough	Shadow DN8	GPX Historic
69	Oliver Chapman	March 761	G-CAT Racing
99	Jamie Constable	Tyrrell 011	OC Racing

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Mexico City: (55)5209-1400
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800 266 0046

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AIR CANADA
800 461 0361

LATAM AIRLINES
800 272-0330

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ALAMO
800 849-8001

EUROPCAR
800 201-2084

HERTZ
800 709-500

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TAXIS 3000
800 9539880

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(55) 5716-1616

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Campos Elíseos 252, Polanco
Chapultepec, Miguel Hidalgo, 11560

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Campos Elíseos 252, Polanco
Chapultepec, Miguel Hidalgo, 11560

JW Marriott Mexico City
Andrés Bello 29, Polanco, Polanco IV Secc
Miguel Hidalgo, 11560

Presidente InterContinental
Campos Elíseos 218, Polanco
Col. Chapultepec Polanco, Miguel Hidalgo, 11560

Hyatt Regency Mexico City
Campos Eliseos. 204 Polanco Chapultepec
Polanco, Chapultepec, 11560

Sofitel Reforma
Paseo de la Reforma 297, Cuauhtémoc, 06500
Ciudad de México, CDMX

Habita Hotel
Av. Pdte. Masaryk 201, Polanco, Polanco V Secc,
Miguel Hidalgo, 11580

City Express Suites by Marriott Anzures

Leibnitz 120, Anzures, Miguel Hidalgo, 11590

Camino Real Polanco
Calz. Gral. Mariano Escobedo 700, Anzures, Miguel Hidalgo, 11590

Wyndham Garden Polanco
Tolstoi 22, Anzures, Miguel Hidalgo, 11590

Grand Fiesta Americana Chapultepec

Calz. Gral. Mariano Escobedo 756, Anzures, Miguel Hidalgo, 11590

Marquis Reforma
Av. Paseo de la Reforma 465, Cuauhtémoc, 06500

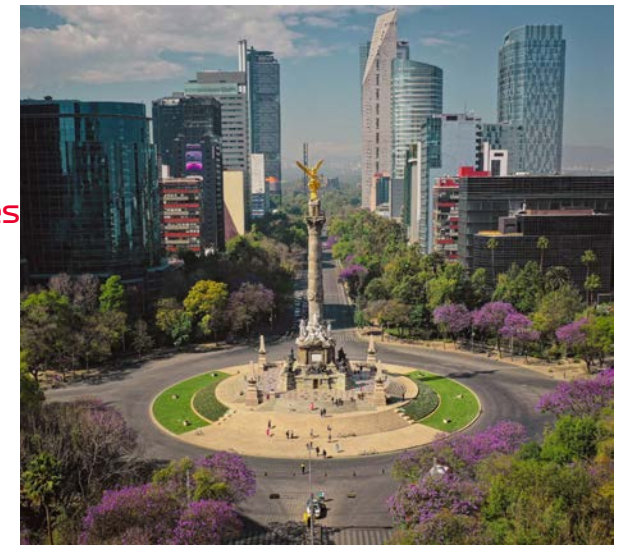
Hotel del Prado
Av. Paseo de la Reforma 465, Cuauhtémoc, 06500

Hotel del Ángel Reforma
C. Río Lerma 154, Cuauhtémoc, 06500

Exe Suites Reforma
Río Amazonas 78, Colonia Cuauhtemoc, 6500

Hotel Plaza Florencia
Florencia 61, Juárez, Cuauhtémoc, 06600

Galería Plaza Reforma
Hamburgo 195, Juárez, Cuauhtémoc, 06600



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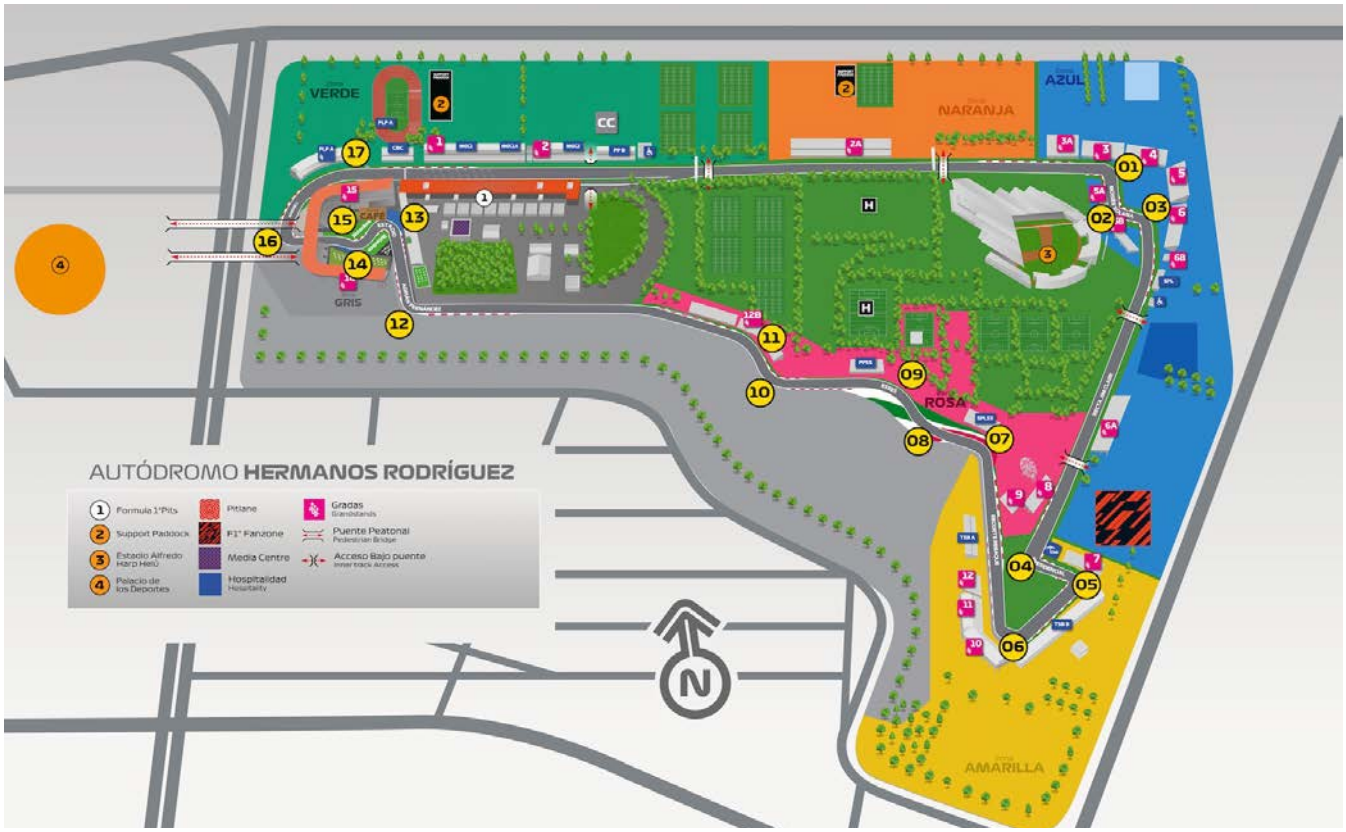

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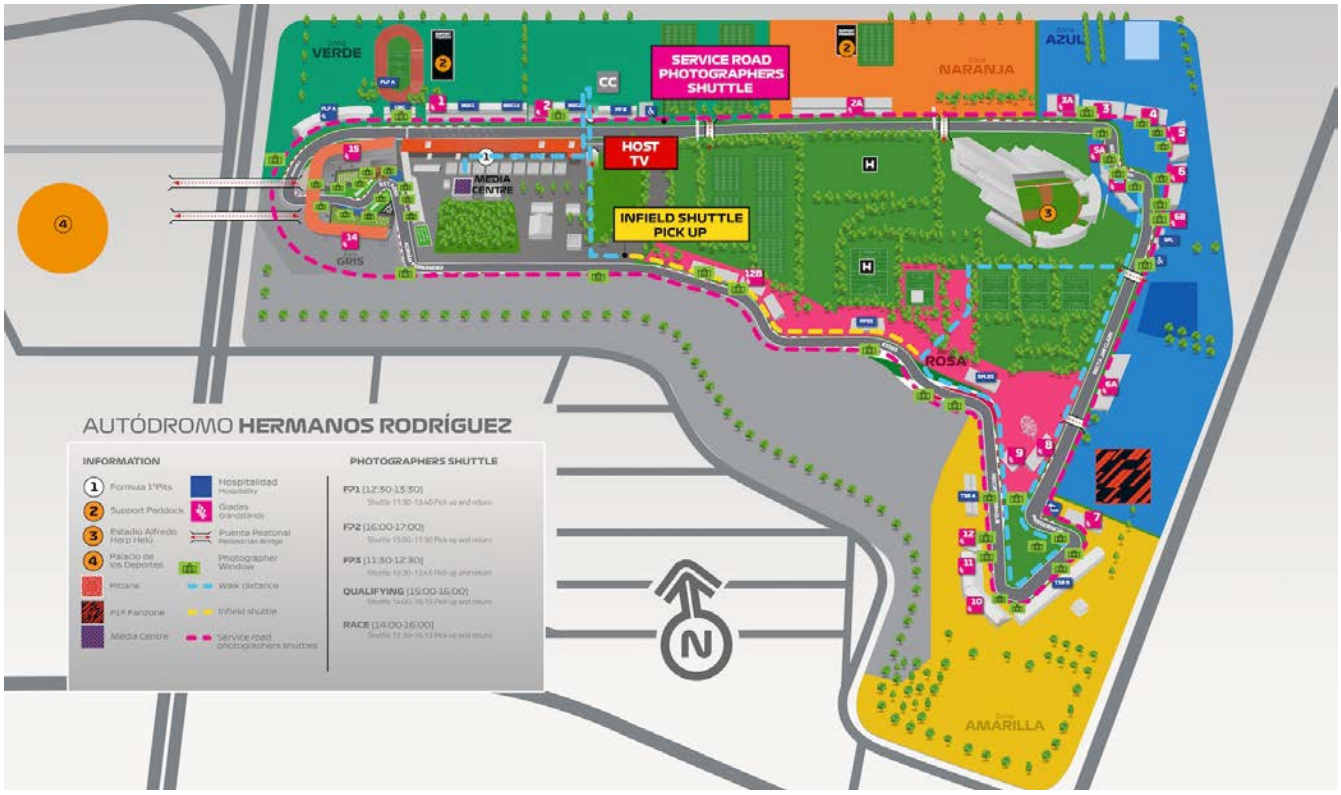

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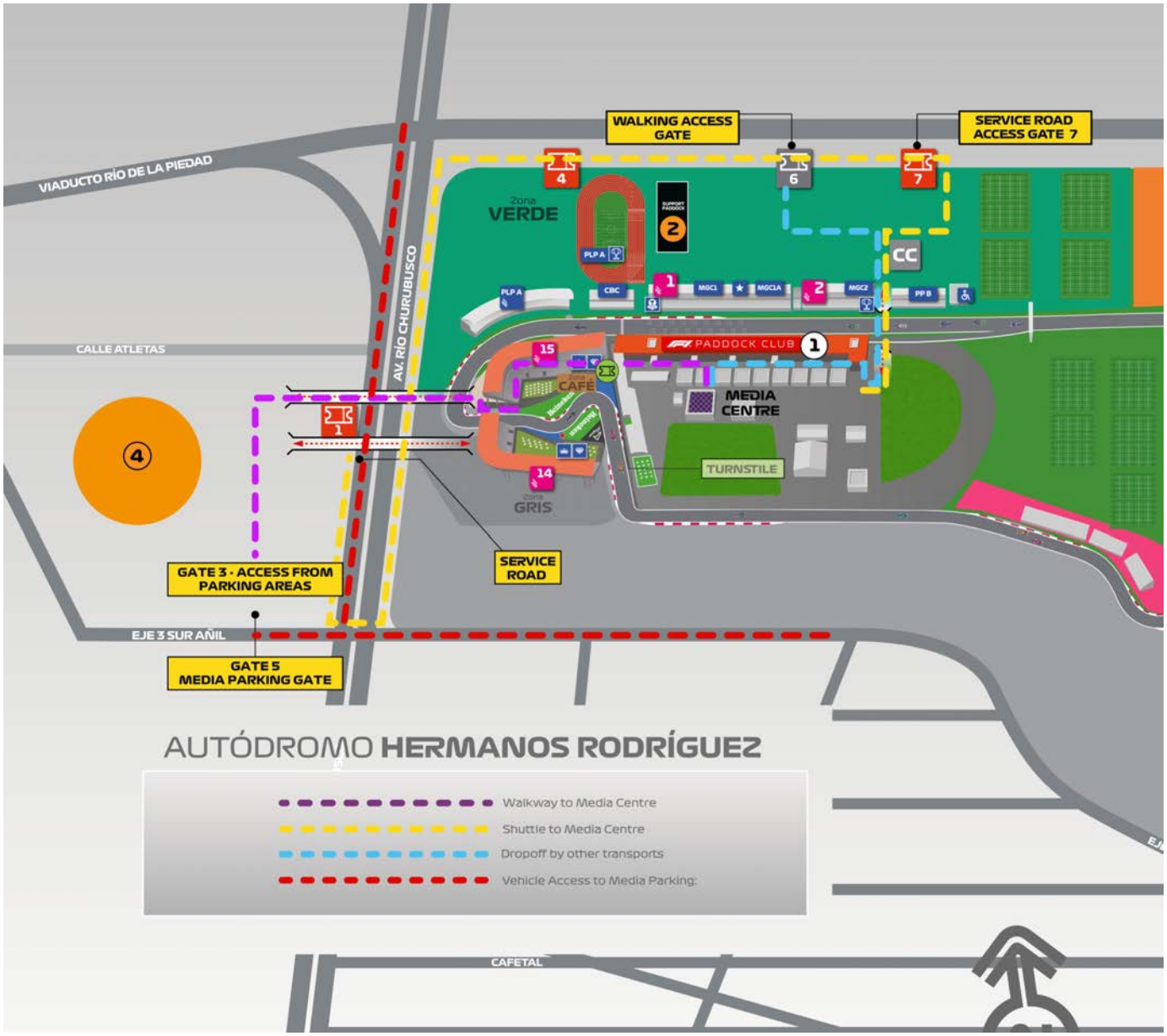

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