

Mexico



October 30rd, 2016

PRACTICE 1
PRACTICE 2
PRACTICE 3
QUALIFYING
RACE

FRI
FRI
SAT
SAT
SUN

11AM
3PM
11AM
2PM
3PM

What's Inside...

p.1 – Paddock Pointers
p.2 – Rewind with Rob
p.3 – Track Talking and Charlie's Chatter
p.4 – Fantasy Focus
p.5 – Moment in History
p.6 – Tyre Me Out
p.7 – Circuit City

Paddock Pointers

Senors,

Como se llama, "I have a question?"

I am in a bit of a tough spot. I was turned onto F1 by a few friends who also happen to publish a newsletter every couple weeks, you may have heard of them. I really like watching the races and reading their articles, but I have put up this false exterior mocking racing. I feel like I have gone too far negative and cannot dig myself out of this mess. Is it possible for me to come clean with these guys and let them know I would love to watch a few races together?

*Sincerely,
Shamefully Watching*

Mi Amigo,

I think your Spanish needs a little work. This is a great question because it spans way beyond Formula 1. Think about and guilty pleasure you may have; it would feel so much better to be honest with yourself and enjoy it out in the open. Maybe you only play heavy metal when passengers are in your car, but the second they leave you throw on some Celine and sing so loudly her entire Canadian family can hear. I get it, we all go through this. My advice, since you asked for it, invite the boys over to watch a race at your place, have a few pints, and enjoy the sport. You will not regret it.

Your Pals.



Rewind with Rob



Last weekend's Grand Prix in Austin sounded like a great party, but the racing was only so-so. Lewis Hamilton took an uneventful P1 from the pole position and his teammate Nico Rosberg was able to grab P2. As a result, Rosberg's championship lead is a still-formidable 26 points with only 3 races to go. Red Bull was clearly the next best car, with Ferrari quite a few seconds back. The midfield was delightfully scrambled, in one of the few areas of the race to provide some excitement. Let's dive into the details.

This year, Hamilton was on pole and Rosberg started second. Last year they were in the opposite positions. And last year, Hamilton quite memorably passed Rosberg in Turn 1. At Circuit of the Americas, the pole sitter is on the right side of the grid. Turn 1 is a left turn. The racing line is wide right-to the apex-back to the right side of the track on exit. But when the field is bunched up, as it is at the start, sometimes the inside line is advantageous. That's what we saw in 2015. In that case, Hamilton started on the left (P2 is on the left) and got off to a slightly better start than Rosberg. Hamilton braked late into Turn 1, which allowed him to stick the nose of his car inside of Rosberg's. Hamilton was going too fast to turn left enough to leave room for his teammate, so he drove Rosberg off the track.

This year, the positions were flipped and Hamilton did a great job not allowing Rosberg to pull the same stunt. When the lights went out, Hamilton drove aggressively to the left, into Rosberg's line. That caused Rosberg to veer to the right to take the right/outside of the corner, rather than brake excessively in order to stay behind Hamilton on the inside. Hamilton hit the apex first and maintained his P1.

Meanwhile, Ricciardo started the race on the SuperSoft compound. The better grip of the SS, combined with Rosberg's outside line, allowed Ricciardo's Red Bull to move up a spot to P2. Ricciardo probably would have finished in P2 except that Max Verstappen's gearbox failure caused the Virtual Safety Car to come out. Ricciardo had already made his final pit stop, so he couldn't take advantage, but Rosberg could. That reduced-cost pitstop allowed Rosberg to jump back to P2.

Red Bull seemed aware that the VSC would cost Ricciardo a position and they initially told Verstappen to try to drive all the way around the track in first gear rather than cause a safety car. After the back stretch, however, further damage to the car seemed imminent and Red Bull told Verstappen to pull over at a gap in the wall. The car wouldn't switch into neutral so it couldn't be quickly cleared and that caused the VSC.

The greatest excitement of the day was provided by Sainz, Massa and Alonso, in P5, P6 and P7 respectively, with 10 laps to go. Massa and Alonso were all over Sainz but couldn't make the pass. They then backed off for a few laps while they allowed Sainz's Soft tyres to wear out a bit more. With a handful of laps remaining, they closed the gaps back up. At a double apex turn, Massa was wide at the second turn and Alonso dove for the apex. Some say Alonso was reckless. Alonso said he was side-by-side with Massa and off the brake already when Massa turned into him to belatedly "close the door." They touched and both went off the track as a result of the collision, but Alonso moved into P6. After the race, the stewards looked into the collision and called it a racing incident with neither driver penalized.

Alonso lost a few seconds to Sainz because of the collision, but rapidly closed the gap and was able to overtake Sainz with the help of DRS at the end of the long backstraight. Alonso came into Turn 12 with a lot of speed and locked up his tyres, sliding off the track, but he was able to hold onto his new P5 and celebrated by yelling "Yeee-Haw" over the radio. Now that's racing!



Track Talking

Mexico, our hermanos to the south. I would bust right through a wall to watch this race in person if I needed to. I feel like there is a fair amount of tension between our two great nations right now, and I would like to go on the record and say that we here at The Newsletter are cool with Mexico.

Yeah, Nico won last year and he is racing for a championship this year, pick him in your F1 fantasy leagues if you want. But I know I will be pulling for our man Esteban Gutierrez this weekend. Mexican driver on an American F1 team, great unity, bringing a continent together. Racing is indeed larger than politics. Heck, I may even throw back a few margaritas before the lights go out on Sunday. I would encourage you all to do the same. Viva.



Charlie's Chatter

- The bubbly was flowing at the social event of the fall at the O'Brien/Mitchell wedding. Many of *The Newsletter* staffers and fans were in attendance
- In fact, sources say the EIC of *The Newsletter* was the #1 ranked dancer at the O'Brien Red Bull Audi wedding
- It is rumored that the wife of one of our top writers does not like his facial hair. It will be interesting to see how this one shapes up.
- The staffer responsible for the fan favourite 'Petrol Pals' and 'Track Talking' decided to pop the question to his WAG a couple weeks ago. All the lads are slowly settling down from the high-speed life style to which they are accustomed.

[Editor's note: Don't worry, Charlie will be back for our next edition of Charlie's Chatter]



Fantasy Focus



(P1) Schweizer F1 | (P2) O'Brien Red Bull Audi | (P3) Sauber Alfa Romeo

Schweizer F1's haul of almost 100 points in Austin shows that great swings are still possible in the overall standings with only three races remaining. In fact, there were four key position changes based on the results from the US Grand Prix.

- We had a big winner: Schweizer F1 correctly predicted the entire podium and collected the 40 bonus points for that
- The top three squads all picked Hamilton P1 and Rosberg P2; that was key, as it's 30 points right there
- The majority of squads thought Ferrari would be the second best team, not Red Bull
- The battle of teammates continues:
 - Only 4 (of 8) squads picked Ricciardo over Verstappen
 - Only 5 squads picked Hamilton over Rosberg
 - Only 6 squads picked Vettel over Raikkonen
- Vettel snagged the fastest lap with his last-minute pitstop onto SuperSofts, a prediction that Scuderia Drew picked up 5 bonus points for

Schweizer F1 (97)

As mentioned, this first place was earned primarily on the strength of the podium prediction. But Schweizer F1 also put Haas in P10 and correctly foresaw the strength of the McLaren, albeit, the wrong driver. The big story here is that Schweizer F1 lept Scuderia Drew in the overall standings to retake 4th place by 20 points with three races to go

O'Brien Red Bull Audi (60)

First place overall is pretty much wrapped up with this result. O'Brien Red Bull Audi is over 110 points ahead of Tonka BMW. This squad had Vettel besting the Bulls, but took enough points from Hamilton (P1), Rosberg (P2), and Grosjean (P10), to cover for the mistakes. It predicted that Force India and Williams would be the best of the midfield. Happily for race fans, it was not that predictable on Sunday.

Sauber Alfa Romeo (55)

The final podium position was made possible by the correct predictions of P1, P2 and P4. Perhaps most interesting here was the idea that Toro Rosso's Sainz would do well. Although the prediction of P10 didn't yield points, he was P6, it was a nice prediction. Sauber Alfa Romeo consolidated third place in the overall standings and pulled to within 41 points of second place.

Scuderia Drew (47)

Fourth place overall was lost to Schweizer F1 because Scuderia Drew swapped Rosberg (predicted P1) and Hamilton. It was spot on with Ricciardo (P3) and Vettel (P4). Notably, Scuderia Drew had Force

India at P7 and P8, followed by both Williams. With only 20 points, Scuderia Drew can retake its fourth place.

FO Racing (44)

Your weekly reminder that you can be beaten by a squad that hasn't updated its predictions in two months.

Tonka BMW (40)

In some races, 40 points will get you on the podium. Not here. Tonka BMW's top six picks were identical to those of Scuderia Drew. Further down the order, Tonka had more hope for McLaren (and no time for Williams as a result). Tonka BMW's second place overall is looking a bit perilous after Sauber's big weekend.

Pit Road Hooligans (34)

Your weekly reminder that you can be beaten by a squad that doesn't even make predictions for every finishing position.

JBone (16)

Only 16 points was the result of bad luck and not ludicrous choices. JBone has Mercedes 1-2 (correct). It had a Red Bull in P3 and Ferrari in P4 (both correct). It had Force India, Williams and McLaren mixing it up at the back of the top 10 (all correct). But the drivers were all off or the positions were close but not correct. JBone fell behind the defunct FO Racing in the overall standings and has only 3 races to right the ship.

Moment in History

McLaren-Honda is an up-and-coming team on the Formula One circuit. Like many other F1 teams, McLaren-Honda is a partnership where one company, McLaren Technology Group, is in charge of the chassis, computers and aerodynamics while another company, Honda Motor Company, is responsible for the development of the engine and its parts. Both McLaren and Honda have rich histories in Formula One dating back to the 1960's, but the two companies did not always work together.

Honda first entered Formula One Grand Prix racing in 1964, just four years after producing their first road car. Honda did not just test the waters either.



Honda dove right in by developing and building the RA272 (pictured to the right) from the ground up. The only other 1964 F1 teams to build their own engine and chassis were Ferrari and British Racing Motors (BRM). Understandably, the Japanese factory team was a hot topic in the European-dominated Formula One paddock.

While Honda elected to keep everything in-house from a research and development perspective, they looked across the Pacific for drivers. So when the Honda cars finally hit the track, Americans Ronnie Bucknum and Richie Ginther were behind the wheels. The new kids on the block struggled out of the gate and it was not until the 1965 Mexican Grand Prix that Honda reached the stop step of the podium. Long story short, make sure you watch this Sunday's race. Maybe the 2016 Mexican Grand Prix will be McLaren-Honda's first win of the 2016 season. Then again, probably not.






































































Tyre me out

Last year, Pirelli offered the Medium and Soft tyres at the Mexican Grand Prix. The dominant strategy was to complete the 71 laps with two stops. The drivers started on Softs, then did two stints on Mediums. The Softs went about 30 laps and the Mediums could go even longer. Perez only made one stop, stretching the Mediums, and Hamilton memorable asked to do the same to try to beat Rosberg, but the team wouldn't let him.

This year, Pirelli is adding the SuperSoft compound into the mix. The tyres are asked to do a lot of work at the Mexican Grand Prix because the elevation of the track means that there the downforce package does not provide much aerodynamic grip and the tyres are asked to make up the difference.

In contrast to some of the other races we've seen this year, the teams have elected fairly balanced tyre allocations. Generally they have 6 or 7 red SuperSofts, 3 or 4 yellow Softs and 2 or 3 white Mediums. The Soft has been a very successful race tyre and we saw last year that it can go over $\frac{1}{3}$ of the race laps. Expect to see the Medium tyre if temperatures are abnormal or if a team gambles on a one-stop strategy. The SuperSoft wear out pretty quickly in practice and qualifying, so the relatively high number of them chosen is not an indication that they will dominate the race.

The most interesting element here may be the variation between teammates, just as we saw last week. Hamilton and Raikkonen are heavier on the Softs compared to their teammates. What does it mean? We'll see when the lights go out.

			
FORMULA 1 GRAND PRIX OF MEXICO			
MEXICO CITY - SELECTED SETS PER DRIVER			
DRIVER	WHITE MEDIUM	YELLOW SOFT	RED SUPERSOFT
#44 HAMILTON	3 	5 	5 
#6 ROSBERG	4 	4 	5 
#5 VETTEL	3 	4 	6 
#7 RAIKKONEN	2 	5 	6 
#19 MASSA	3 	3 	7 
#77 BOTTAS	3 	3 	7 
#3 RICCIARDO	3 	4 	6 
#33 VERSTAPPEN	3 	4 	6 
#27 HULKENBERG	3 	3 	7 
#11 PEREZ	3 	3 	7 
#20 MAGNUSSEN	5 	2 	6 
#30 PALMER	4 	3 	6 
#26 KVIAT	2 	3 	8 
#55 SAINZ	2 	3 	8 
#9 ERICSSON	3 	3 	7 
#12 NASR	3 	3 	7 
#14 ALONSO	3 	4 	6 
#22 BUTTON	3 	4 	6 
#94 WEHRLEIN	2 	5 	6 
#31 OCON	2 	5 	6 
#8 GROSJEAN	2 	4 	7 
#21 GUTIERREZ	1 	5 	7 

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Circuit City

AUTÓDROMO HERMANOS RODRÍGUEZ

FIRST GRAND PRIX	NUMBER OF LAPS	CIRCUIT LENGTH	RACE DISTANCE	LAP RECORD
1963	71	4.304 KM	305.354 KM	1:20.521 NICO ROSBERG (2015)

