FIA FORMULA 1 WORLD CHAMPIONSHIP

30 October - 01 November

From	The Stewards	**Document**	80
To	All Teams, All Officials	**Date**	01 November 2026
		Time	18:03

Title Race Deleted Lap Times

Description Race Deleted Lap Times

Enclosed MEX DOC 80 - Race Deleted Lap Times.pdf

Garry Connelly

Loïc Bacquelaine

Derek Warwick

Omar Chávez Jiménez

The Stewards

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2026 MEXICO CITY GRAND PRIX

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The Stewards, having received a report from the Race Director, have considered the following matter and determine the following:

Session Race

Fact The F1 Cars below did not use the track at turns 1, 2, 11 and 12.

No.	Turn	Car	Driver	Competitor	Time of Day	Lap Time
1	12	81	Oscar Piastri	McLaren Mastercard F1 Team	14:10:09	1:22.907
2	12	23	Alexander Albon	Atlassian Williams F1 Team	14:10:16	1:23.467
3	11	18	Lance Stroll	Aston Martin Aramco F1 Team	14:10:38	1:22.552
4	12	81	Oscar Piastri	McLaren Mastercard F1 Team	14:34:07	1:22.148
5	2	5	Gabriel Bortoleto	Audi Revolut F1 Team	14:29:29	1:24.109
6	12	50	Ryo Hirakawa	TGR Haas F1 Team	14:38:53	1:25.108
7	1	5	Gabriel Bortoleto	Audi Revolut F1 Team	14:48:48	1:23.328
8	12	10	Pierre Gasly	BWT Alpine F1 Team	14:55:20	1:23.262
9	12	1	Lando Norris	McLaren Mastercard F1 Team	15:56:06	1:20.455
10	1	27	Nico Hulkenberg	Audi Revolut F1 Team	15:59:36	1:22.395
11	1	10	Pierre Gasly	BWT Alpine F1 Team	16:12:18	1:23.100
12	12	50	Ryo Hirakawa	TGR Haas F1 Team	16:15:56	1:22.640
13	12	1	Lando Norris	McLaren Mastercard F1 Team	16:23:50	1:21.953

Infringement Breach of Appendix L Chapter IV Article 2 c) of the FIA International Sporting Code and Article B1.8.6 of the FIA F1 Regulations.

Decision Deletion of the lap times shown in accordance with Article 12.4.1.e of the FIA International Sporting Code.

Note Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Article 15 of the FIA International Sporting Code and Chapter 5 of the FIA Judicial and Disciplinary Rules, within the applicable time limits.

Decisions of the Stewards are taken independently of the FIA and are based solely on the relevant regulations, guidelines and evidence presented.

Garry Connelly

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