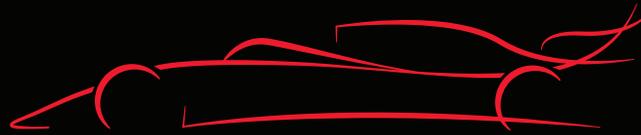


Mobil 1™



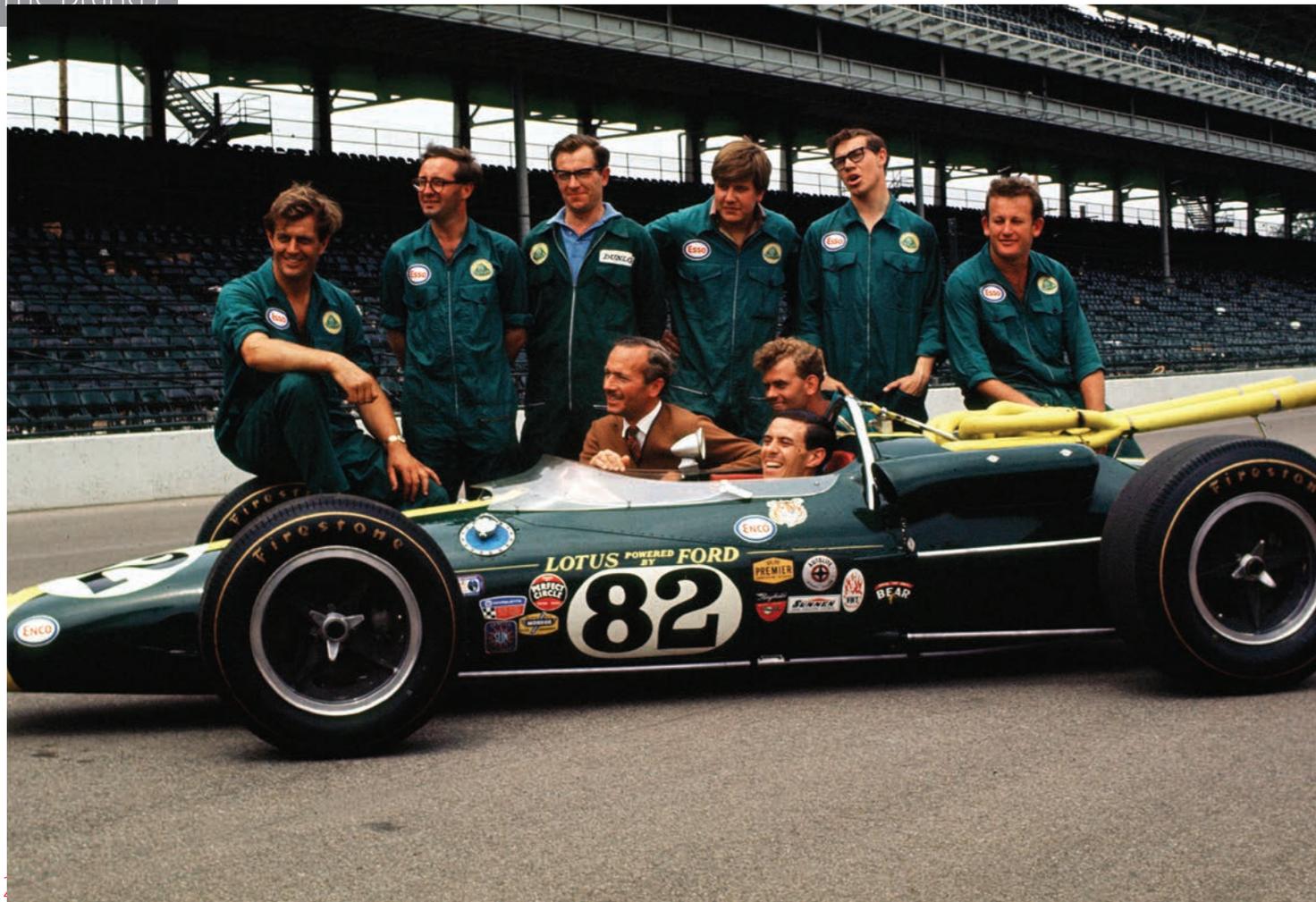
Exxon™

Mobil™



1000 Formula One™ Races





History, Heritage and Passion



ExxonMobil boasts a tremendous history, heritage and passion in world motorsport, particularly in Formula One™ where our brands have been involved from the very beginning when the World Championship began at the 1950 British Grand Prix at Silverstone.

The Esso, Exxon, Mobil and Mobil 1 brands have been instrumental in the progression of fuels and lubricants in Formula One for the past seven decades by developing cutting-edge and innovative technology advances.

We have achieved this by helping to power and protect some of the most iconic cars, teams and successful drivers in Formula One history, winning multiple Drivers' and Constructors' World Championships along the way.

Formula One Grand Prix racing has provided us with the ultimate proving ground to develop innovative fuels and lubricants, and continues to challenge us to explore new technology solutions as the sport evolves

at a rapid pace. It remains one of the most demanding environments that not only allows us to further enhance our products but also pioneer new and efficient technologies.

We have come a long way in the past 70 years of participation in Formula One, gaining insights and expertise from working directly with some of the world's greatest racing teams who have driven us to be the very best. The work we have achieved in Formula One has enabled us to offer our customers all over the world the very best fuels and lubricants for the road.

Kai Decker

Global Sponsorships & Motorsports Manager,
ExxonMobil



1000 Races

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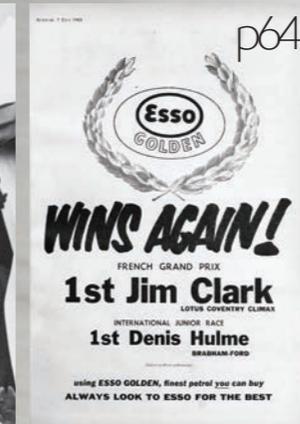
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Graham Hill driving the Brabham BT34 Ford during the Italian GP at the Autodromo Nazionale Monza on September 05, 1971



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TRMG Ltd, Winchester Court, 1 Forum Place, Hatfield, Herts. AL10 0RN
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Photographs: LAT Images



Milestones in F1

The Esso Petroleum Company Limited is the oldest major oil company in Great Britain. When Brooklands, the world's first permanent motor-racing circuit, opened in 1907, Anglo (as the company was then referred to) was present with supplies under the Pratts brand name. Pratts became Esso in 1935, and continued the Pratts tradition at all major racing events.

The Vacuum Oil Company Ltd, the parent company of which originated the *Mobil* trademark in 1899, started selling *MobilOil* products in the UK the following year, and was also active in motor racing from the very early years.

Silverstone GP – 18 May 1950

The first ever World Championship Formula 1 Grand Prix was held in England, with regulations that allowed either 1.5-litre supercharged or 4.5-litre normally aspirated engines, running on alcohol-based fuels with a mixture of 98.5% methanol, 1% castor oil and 0.5% water!

The supercharged engines consumed five times as much fuel as the normally aspirated engines. The Alfa Romeo 158 won the first race with Italian Nino Farina at the wheel; he went on to win the first Drivers' World Championship. Several of the contenders of that very first race used Esso fuel and oil.

The Alfa Romeo 158 won the first race with Italian Nino Farina at the wheel; he went on to win the first Drivers' World Championship

1953 – Indianapolis 500

The Indy 500 race was included in the FIA F1 Drivers' World Championship between 1950 and 1960 but few regular F1 competitors ventured across the Atlantic to race. In 1956 *Mobiloil* celebrated a 6th straight win at the prestigious event and in that 11-year period *Mobiloil* won a total of eight races.

In that year, too, Alberto Ascari won the Swiss GP in a Ferrari

1954 – Scuderia Lancia

The radical Lancia D50 first made its appearance in January of 1954. Lancia ran into financial troubles in 1955 (the company was then bought out) and handed the cars over to Scuderia Ferrari. Mobilgas racing fuel and Mobiloil lubricant were used in the car's 2.5-litre V8 engine. Designed by soon-to-be Ferrari engine guru Vittorio Jano, the compact Lancia V8 produced a potent 260bhp

1955 – Italian GP Monza

Fangio wins the seventh and final race of the 1955 World Championship at the Esso-sponsored Italian Grand Prix

Cuba 1957

Non-Championship F1 GP races were run in Cuba 1957 and '58, just before Fidel Castro came to power. The 1958 event was noticeable for the kidnap of Fangio before the race.

The 1958 season saw the first mandatory use of Av-gas fuel and the end of alcohol fuel use

1958 – Monaco GP

Graham Hill drove a Lotus 12 using *Esso Extra Motor Oil* in his F1 race debut at the 1958 Monaco Grand Prix, an event he would go on win 5 times. Graham is still the only driver to have won the 'triple crown' of motorsport – Le Mans, Indy 500 and the F1 World Championship

● **Constructors' Championship first awarded**

1959 – Cooper Cars Ltd

Cooper cars, the British equipe that pioneered the return to mid-engined single seater race cars, used *Esso Extra Motor Oil* in all their F1 and F2 cars from the beginning.

In 1959 Bruce McLaren won his first Grand Prix at Sebring in Florida using *Esso Extra Motor Oil* in his works Cooper Climax T51

Jack Brabham, also using *Esso Extra Motor Oil*, crossed the line 3rd in Sebring to win the 1959 World Championship, thus making it the first F1 title for a car with the engine behind the driver

1960 – Cooper Cars Ltd

In 1960 Jack Brabham won both the Drivers' and Manufacturers' World Championships, again using *Esso Extra Motor Oil*

1962 – Lotus-Climax

Graham Hill in a BRM won the 1962 Drivers' World Championship, while Jack Brabham won the non-Championship Danish Grand Prix that year using *Esso Extra Motor Oil* in his Lotus-Climax

1963 A Golden Period

Over five seasons from 1959 to 1963, more World Championships were won on *Esso Extra Motor Oil* than any other brand of oil.

Jim Clark won five Grands Prix in '63 his Lotus 25 Climax to win the World Championship

1960s Lotus Cars

In the 1960s Lotus Cars won the Drivers' World Championship – two times with Jim Clark in 1963 and '65 and with Graham Hill 68.

In 1967 Jim Clark scored *Esso's* twentieth pole position in F1 in a Lotus 49 at the Nürburgring in a time of 8:04.3 The monocoque chassis Lotus 49, with its new Ford-

financed Cosworth DFV (Double Four Valve) engine, was a game changer in F1

1966 – Brabham Racing Organisation Ltd

Jack Brabham won the 1966 World Championship driving a Brabham BT19, and thus became both the first race winner and first World Champion driving a car constructed by his own company and bearing his name on its badge. The car's Repco RB620 F1 3-litre engine ran on *Esso* fuel and oil

1967– Brabham Racing Organisation Ltd

Denny Hulme won the 1967 World Championship driving a Brabham BT22 Repco. Its Repco RBE740 F1 3-litre engine produced 330bhp at 8400rpm running on *Esso* fuel and oil

1970 – Brabham BT33 Cosworth

Brabham's first monocoque car, designed by Ron Tauranac, was

among the fastest cars in 1970 but was let down by reliability. At the end of the year, Jack would retire from F1 racing, albeit with three World Championships to his name

1971 – Brabham BT34

Graham Hill drove the distinctive 'Lobster Claw' Brabham BT34. At the end of the year, Bernie Ecclestone purchased the team

1973

After pioneering the development of fully synthetic oils for jet-aircraft engines, *Mobil* begin marketing *Mobil 1*, the world's first globally available fully synthetic automotive engine oil. Designed to exceed industry performance specifications, *Mobil 1* immediately set new standards in lubrication technology and continues to do so today

1979–1988

Mobil enters Grand Prix racing first as a sponsor and then technical partner of the Williams team.

Williams and *Mobil 1* go on to score 40 races wins, four Constructors' World Championships and three Drivers' World Championships

1981

First *Mobil 1* win: Alan Jones, Williams Ford, US West Grand Prix, Long Beach, California

1987–1992

Mobil enters a new sponsorship deal with the Benetton team. The successful six-year partnership delivered five Grand Prix victories and three top-3 finishes in the Constructors' Championship

1995

Mobil's involvement in Formula 1 is strengthened as it becomes proud partner of the McLaren Formula One team. The partnership marks the beginning of a programme of integrated product development, which helps to deliver results both on and off the track

1996

Mobil introduces 'SuperSyn' technology to the racetrack, allowing the McLaren Formula One cars to perform in extreme race conditions while minimising engine stress. In 2002 'SuperSyn' technology is applied to *Mobil 1* products for road cars

1998–1999

Mika Häkkinen wins the Drivers' Championship back-to-back in 1998 and 1999 while McLaren claim the Constructors' Championship in 1998. The team wins 16 races over these two seasons

2006

McLaren and *ExxonMobil* race their 200th Grand Prix together. Engines switch from 3-litre V10s to 2.4-litre V8 units resulting in a new powerful blend of *Mobil 1 Engine Oil* bespoke to the McLaren engine

2007–2009

Lewis Hamilton wins four races and finishes second in the 2007 Drivers' Championship in only his first season. He eventually takes the title in 2008 with five race wins. In 2009, Hamilton won the first race for a hybrid Grand Prix race car, powered by a Kinetic Energy Recovery System (KERS)

2015–2016

The presence of *Esso*, *Exxon* and *Mobil*-branded fuels returns to Formula 1 as the official fuels partner of the McLaren-Honda Formula One team. 2016 concluded a 21-year partnership between *ExxonMobil* and McLaren

2017–2018

ExxonMobil joins forces with the Red Bull Racing team, powered by Renault, claiming seven race wins with drivers Daniel Ricciardo and Max Verstappen

2019

Aston Martin Red Bull Racing switch to Honda power for this season with drivers Max Verstappen and Pierre Gasly in their RB15 racers

World Drivers' Champions

1982 Keke Rosberg, Williams Ford
1987 Nelson Piquet, Williams Honda
1998 Mika Häkkinen, McLaren Mercedes
1999 Mika Häkkinen, McLaren Mercedes
2008 Lewis Hamilton, Vodafone McLaren Mercedes
2009 Jenson Button, Brawn GP*

World Constructors' Champions

1981 Williams-Ford
1986 Williams-Honda
1987 Williams-Honda
1998 McLaren-Mercedes
2009 Brawn GP*

*Product supply only, not sponsorship



Fuel and Oil Development Milestones

Engine Oil Development Milestones

In a span of just over 20 years, lubricant technology used in high-performance F1 engines evolved dramatically.

- In the 1950s vegetable-based esters and single viscosity Newtonian mineral straight and ring-based hydrocarbons were in use, while non-Newtonian multigrade mineral oils with polymeric viscosity modifiers were used in the 1960s and '70s
- *Mobil 1* was developed in the early 1970s
- Synthetic molecule mixtures PAO/Ester were developed and started to find use in the late 1970s and the '80s legendary turbo-engined era
- *Mobil 1 15W-50* race is developed for F1 cars in 1981
- As engine speed and power progressively climbed in the V10 and V8 era, so highly complex synthetic mixtures with extreme range viscosity characteristics were developed to increase engine power

Fuel Development Milestones

- In 1950 F1 engine regulations stipulated the use of 1.5-litre supercharged engines or naturally aspirated units of up to 4.5 litres in capacity
- Regulations allowed free choice of fuel between 1950 and the end of 1957 and was generally alcohol based
- In 1954 and '55 Mercedes used a toxic recipe of 45% Benzene, 25% Methanol, 23% Av-gas, 3% Acetone and 2% Nitrobenzene – the remaining 2% was secret but was most likely an upper cylinder lubricant
- From 1958 to the end of 1960 teams were all required to use Av-gas
- The use of regular pump petrol was stipulated from the beginning of 1961
- Fuel development took off in the early 1980s with the development of 1.5-litre turbocharged engines that produced up to 1000bhp per litre in qualifying trim
- In 1989 turbo engines were dropped for 3.5-litre normally aspirated engines and fuel development shifted again
- For 1992 new fuel regulations stipulated limits to oxygen, nitrogen and disallowed alcohol and power-boosting nitrogen compounds
- In 1993 the fuel regulations were revised again to reflect European road car pump fuel requirements





A Unique Competitive Advantage

- Formula One Grand Prix racing is the ultimate proving ground for ExxonMobil to develop innovative fuels and lubricants technology
- Providing technology solutions in one of the most demanding environments allows us to not only further enhance Mobil 1™ lubricants, but also pioneer new technology advances
- The insights and expertise gained from ExxonMobil's racing team partners in Formula One are then used to develop our Mobil 1™ motor oil and Esso, Exxon, and Mobil Synergy™ fuels for the road





MOBIL 1™ MOTOR OIL Improves engine efficiency while maximising power and performance by protecting, cooling and reducing friction in the 1.6-litre V6 engine, essential in maximising power and performance

SYNERGY™ RACE FUEL Improves engine power, reduces power degradation and debris build-up

MOBILUBE™ RACING GEAR OIL Protects, cools and improves gearbox efficiency and reliability, giving more power to rear wheels

MOBILITH SHC™ SYNTHETIC GREASE Lubricates drive-shafts and minimises resistance in wheel bearings to help maximise speed and withstand extreme temperatures

MOBIL SHC™ HYDRAULIC OIL Enables hydraulic systems to function (gear shift, clutch, differential, power unit actuators, rear brakes, steering and DRS) with extreme temperatures and pressures





Did you know...

- *Mobil 1™ motor oil* lubricates more than 4000 moving parts in the race engine, including the ICE, turbo & MGU
- Oil circulates around the engine up to nine times per minute
- Lead, indium, copper, tin and iron are five of 15 elements monitored during oil-analysis tests to help keep the race cars on the track
- Peak temperatures in the engine turbine can reach 950°C
- *Synergy™ Race Fuel* helps provide improved engine power. Each car has a 110 kg fuel limit per race
- The oil film protecting the race car's gear teeth is ~20µm thick – that's about half the thickness of a human hair

- *ExxonMobil* brings a mobile analytical laboratory to every Grand Prix. More than 50 fuel and lubricant samples are taken from the two cars during a race weekend
- The *ExxonMobil* technical engineering team provides trackside expertise at all 21 Formula One races





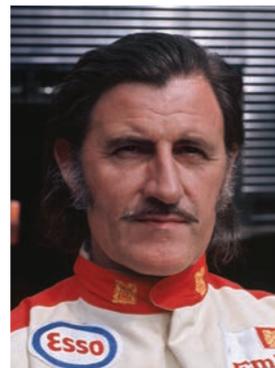
Hall of Fame



Jack Brabham

Nat: AUS
Born: 2/4/26
Died: 19/5/2014
Sir John Arthur 'Jack' Brabham started racing dirt track in his native New South Wales in Australia and was persuaded to travel to England to further his career in the mid 1950s. He struck

up a friendship with John Cooper, having driven one his cars back home in Australia, and was soon competing with his then quite radical rear-engined racers. After success in Cooper F2 and sports cars, Jack graduated to F1 in 1957 with the marque and quickly established himself as a formidable and hard racer, leading to his nickname of 'Black Jack'. Brabham won the opening round of the 1958 World Championship at the Monaco Grand Prix and triumphed again in Great Britain to take the title. The following year he took five Grands Prix in a row to win his 2nd World Championship in a row. By now Jack was developing his own cars and, as well as being the first driver to win a Grand Prix in a car bearing his own name at Reims, France, in 1966, he also took his 3rd World Championship that year.



Graham Hill

Nat: GBR
Born: 15/2/29
Died: 29/11/75
Never a 'natural' driver, Graham Hill's success came from his dogged determination to succeed. Indeed, he didn't pass his driving test until he was 24, but quickly discovered he had a real aptitude for driving fast. By chance he met Lotus founder Colin Chapman and started work as a racing mechanic for him before talking himself into

some race drives. Colin was a fearsomely quick driver himself and spotted Graham's talent immediately. By 1958 and the age of 29, Hill made his Grand Prix debut but his first 2 years at the sport's highest level were dogged by Lotus unreliability. Graham secured his first World Championship in 1962 for BRM, but was back to Lotus in 1967 to drive the radical monocoque chassis 49 alongside his former rival Jim Clark, but once again Lotus reliability cost the pair much success. After Clark's tragic death in early 1968, Graham rallied the Lotus team and took his 2nd World Championship.

In spite of severe leg injuries sustained the following year in America, Graham bravely continued driving, even with his own Embassy Racing squad, before he finally retired in 1975. Graham also remained the only driver to have won motor racing's 'Triple Crown': the F1 World Championship, the Indy 500 and the Le Mans 24 Hours. Graham died in a plane crash, alongside several team members including his gifted protégé Tony Brise, in 1975.



Bruce McLaren

Nat: NZL
Born: 30/8/37
Died: 2/6/70
New Zealander
Bruce McLaren won a scholarship to race in Europe after a successful early career at home where he competed mostly in Cooper sports cars and single seaters. He travelled to England

in 1958 and went off to Surrey to see John Cooper and agreed to drive Formula 2 with him, alongside fellow Antipodean Jack Brabham. After a successful campaign the 21-year-old Bruce moved up to F1 with Cooper, again partnering Jack, for the following season. He did well alongside Brabham, winning his 1st Grand Prix at the end of season USA Grand Prix at Sebring and the following year's opener in Argentina, eventually finishing runner-up in the 1960 series to Jack. McLaren remained a Cooper works driver for the following 5 seasons, taking podium places every year, including victory at Monaco in 1962 but, like Brabham, Bruce had plans to build his own cars. He lost his life while testing a Can-Am racer at Goodwood, England, in 1970 but his name lives proudly on with one of the most successful teams in F1 history.



Jim Clark

Nat: GBR
Born: 4/3/36
Died: 7/4/68
If ever there was a humble World Champion it was James 'Jim' Clark, the son of a farmer from the Scottish borders and a man who seemed much more at home on the farm tending sheep than he did in the spotlight of fame. Clark and road and race-car manufacturer Colin Chapman became inseparable when Colin offered Jim a

Formula Junior Drive for 1959 and a Grand Prix seat for the following season. In fact, Jim would drive most anything and everything for Colin from sports cars, to saloons (Lotus Cortinas – he was 1964 British Touring Car Champion) and of course single seaters. In Grands Prix alone, Jim won a then record 25 victories (eclipsing the 24 of Fangio) from 73 starts with 33 pole positions and 28 fastest laps. He was World Champion in 1963 and 1965, and was 2nd for Lotus at his first Indy 500 in 1963, on pole the following year and then won in 1965, a season when as well as his F1 title he was also F2 Champion. And in that epic season he competed in 9 of the 10 Grands Prix (he missed Monaco to win Indy...) and won 6 of them. Jim lost his life at a streaming wet Hockenheim in 1968 competing in a Formula 2 race. Juan Manuel Fangio would later say that, in his opinion, Jim Clark was the greatest driver ever, and one Ayrton Senna, who visited the memorial room to Jim Clark in the Scot's home town of Duns, said that the quiet racer was 'the best of the best'..



Nigel Mansell

Nat: GBR
Born: 8/8/53
Nigel Mansell fought hard to get to the top of the racing ladder, and his fearless determined style won him legions of fans on the way both in his native Britain and in Italy

where he was nicknamed 'Il Leone' (the lion). Nigel really came to the fore when he moved to Williams in 1985, winning two races for them in that first season. After finishing runner-up in the world Championship twice, he moved on before coming back to his spiritual home of Williams in 1991 where he took his third runner-up spot in the series. It all came good for Mansell in 1992 when he won 9 Grands Prix in his FW14B, came 2nd in three races (he retired in the remaining 3 races...) comfortably to secure the World Championship.



Mika Häkkinen

Nat: FIN
Born: 28/9/68
Mike Häkkinen was not the first 'Fast Finn' in Formula 1 but he is the most successful in terms of World Championships, with 2; his compatriot Kimi Räikkönen has 21 GP wins (so far) to Mika's 20, but just 1 World title! Mika won Formula Ford, Formula Opel-Lotus and F3 titles on the way up the racing ladder before being snapped up by the Lotus F1

team in 1991. McLaren's Ron Dennis saw potential in Häkkinen and signed him for 1993 as a test driver. Mika had to wait until Portugal for his debut and outqualified Senna at his first attempt in Portugal, and secured his first podium next time out in Japan. For the next few years McLaren struggled to make a competitive car for Mika but he finally took his debut win for the squad at the European Grand Prix at Jerez at the last race of 1997.

The next three seasons saw Mika at the top of his game as he won 8 GPs in 1998 and 5 in 1999 to secure a brace of World Championships, and 4 Grands Prix the following year when he was runner-up to Michael Schumacher. It was in Belgium that year that Mika made one of the greatest overtakes in GP history when, having been blocked for several laps by Schumacher, he dived up the inside of Riccardo Zonta's BAR-Honda to lap him on the Kemmel Straight just as Michael went for the outside. Mika outbraked both on the damp track, took the lead and held on for victory.



Michael Schumacher

Nat: GER
Born: 3/1/69
Michael Schumacher has won more Grands Prix (91) and more World Championships (7) than any other F1 driver.

After winning the German Formula König and F3 titles, Michael really came to prominence with a brace of victories in World Sports Cars.

After a sensational debut in Formula 1 in 1991 at Spa-Francorchamps he was snapped up by Benetton and he would stay with them for the next 4 full seasons, winning his first Grand Prix at Spa the year after his debut and winning World Championships for them in 1994 and 1995.

Michael would go on to take a further 5 World Championships, and it will take a herculean effort for anyone to better Michael Schumacher's record in Formula 1.



Jenson Button

Nat: GBR
Born: 19/1/80
Jenson Button came from a racing family, his father John being a successful rallycross driver who named his son after the famous British car manufacturer, Jensen. The young Button had a stellar career in karting, only missing out on the World Championship with a mechanical failure

in the final. After notable success in junior formulae in the United Kingdom, Jenson won the chance for a McLaren F1 test at just 19 and was quicker than regular driver Jean Alesi when he later tested for Prost. Button raced for several teams before securing his first victory in Hungary in 2006. After two more fruitless years, it looked as if Button would be drive less for 2009, but his Team Principal Ross Brawn bought out the old Honda team, did a deal to secure Mercedes engines and built a fantastic car. The rest, as is often said, is history. Jenson tested the car pre season, said it felt 'slow' when it was a whole second clear of the rest, and won 6 of the first 7 races and on to World Championship success.

Next it was a move to McLaren and more wins and 2nd in the title race in 2011 before the British team's form started to slip.

Still active in endurance racing, after winning the Japanese Super GT title in 2017, Jenson remains one of the friendliest and open drivers who has ever raced F1.



Lewis Hamilton

Nat: GBR

Born: 7/1/85

Briton Lewis Hamilton was courted and then signed by McLaren after his early extensive karting success and they nurtured him through the junior formulae. Success and titles came in Formula Renault, Formula 3 Euro Series and then GP2 in 2006, the last rung of the ladder before Grands Prix. In a baptism of fire, Lewis started off his first season in Grands Prix as team-mate to double World Champion Fernando Alonso and shared the podium with him on his F1 debut at Australia, Lewis taking 3rd. At the next round in Malaysia, Lewis was one place behind Alonso again, this time 2nd to the Spaniard's victory. From then on it was Lewis who took up the cudgels to fight for the title, only failing at the last round due to a gearbox issue on his McLaren Mercedes. He ended up tied on points with Alonso, but places higher with a greater amount of 2nd places since they both tied on 4 victories.

It all went down to the wire the following year, too, this time to Lewis's advantage after he made up the one place he needed on almost the last corner of the Brazilian Grand Prix to snatch the title away from Ferrari's Felipe Massa. Two years in to his F1 career he had racked up 9 victories on his way to a title and a runner-up spot.

In the next 5 seasons he took 4 World Championships and one runner-up spot in 2016.

Coming into this season, Lewis had totalled 73 Grand Prix wins (second only to Michael Schumacher) and 73 Pole positions (15 more than the German) and who knows how many more will come his way?



Max Verstappen

Nat: NED

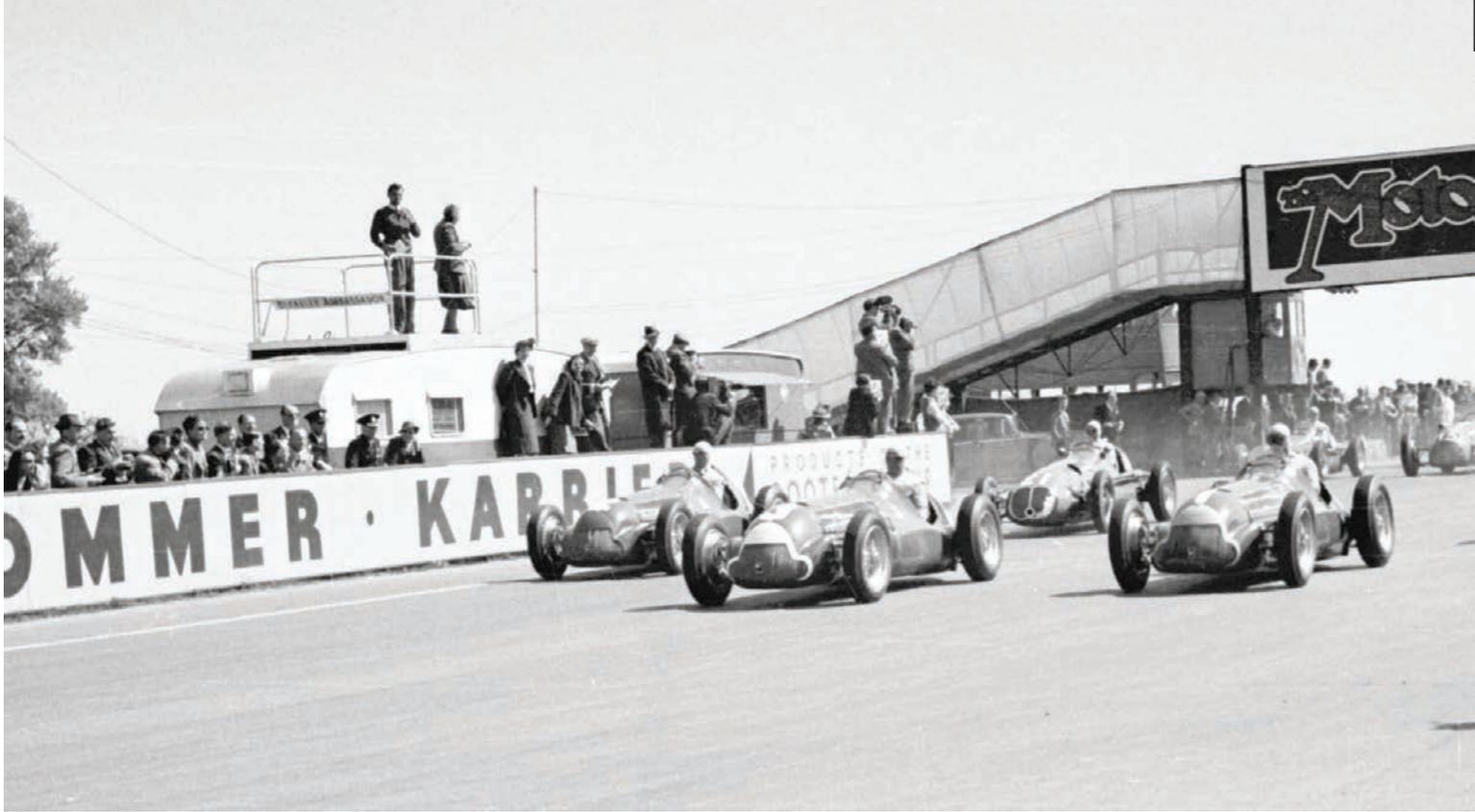
Born: 30/9/97

Grand Prix sensation Max Verstappen comes from a motorsport family, his Dutch father being former F1 driver Jos (with two GP podium placings for Benetton), while his Belgian mother, Sophie Kumpen, was a successful kart racer. Max started his motorsport career when he was just 4 years of age and had much success karting, too. To say that Max then took great strides rather than steady steps into F1 would be an understatement. He started his junior formula career in America in winter 2014 before coming back to Europe to tackle the Euro F3 series. Although he only finished 3rd in the title race (admittedly with a car with an unfancied Volkswagen engine), in mid season he took 6 victories on the bounce in Spa and Moscow, and then won the prestigious Zandvoort Masters event, to attract the attention of Red Bull Racing who fast tracked him into their Toro Rosso team for the 2015 season and made him test driver for the end of 2014. In Australia in 2015, he thus became the youngest ever F1 driver to start a Grand Prix at just under 17 and a half...

The next big step came for Max the following year when he was promoted into the full Red Bull squad after just 4 races, to replace Daniil Kvyat. His first race for Red Bull then saw Max become the youngest ever Grand Prix winner – at age 18 and a 228 days – as he triumphed in Spain, admittedly after the Mercedes duo had eliminated themselves...

In the past three years Max has finished 6th, 5th and 4th in the World Championships and now has 5 Grands Prix victories to his name, with many more surely to come.

1950

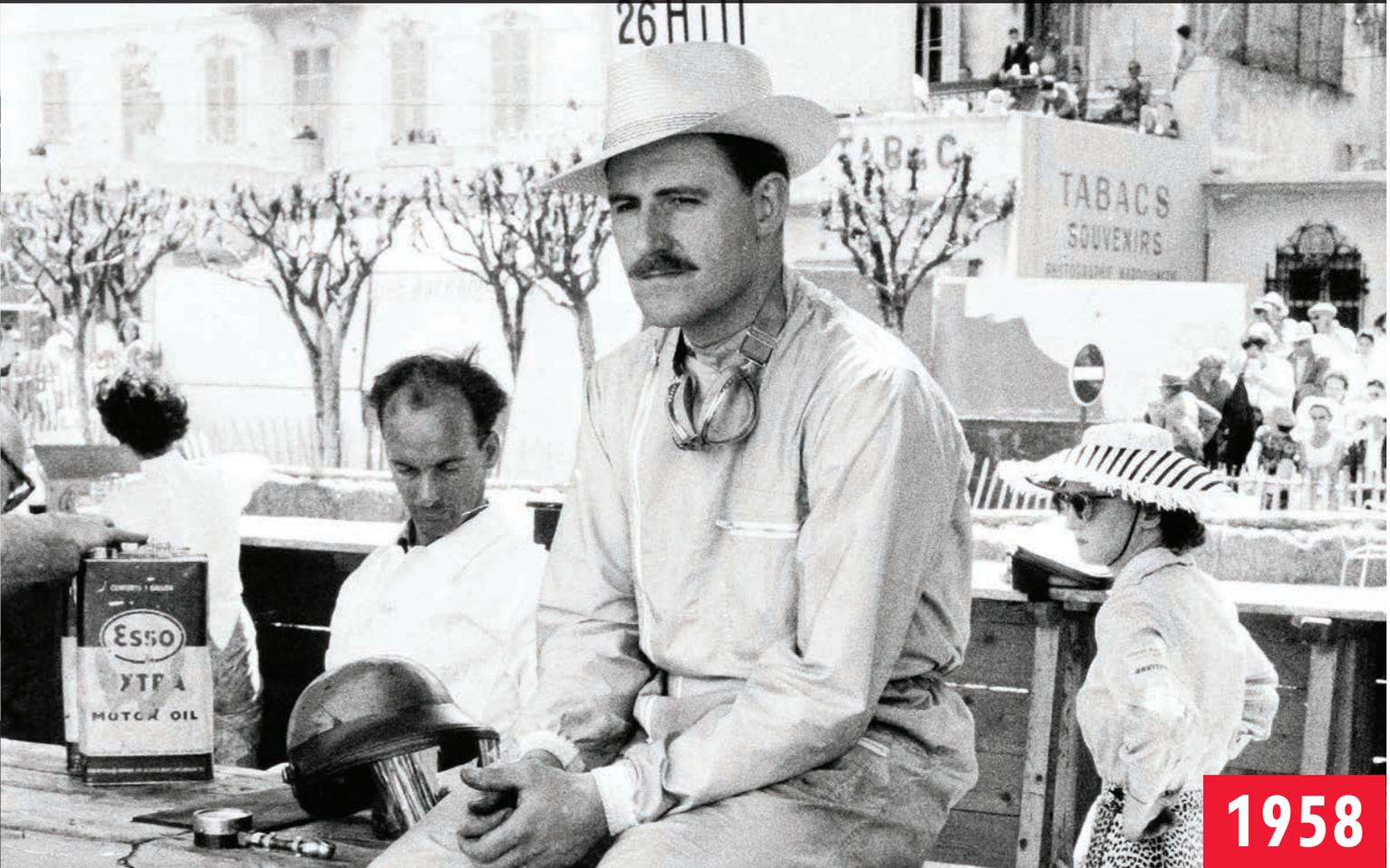


Race 1 of 1000

Esso Extra Motor Oil was present at the first ever World Championship Formula One Grand Prix at Silverstone in 1950

Esso Extra Motor Oil powered Graham Hill on his Formula One debut at the 1958 Monaco Grand Prix

Race 66 of 1000



1958

1959



Bruce McLaren won his first Formula One race at the 1959 United States Grand Prix using *Esso Extra Motor Oil* in his Cooper Climax T5

Race 84 of 1000

1971



Tim Schenken in his Brabham BT33 Ford powered by Esso fuel at the 1971 Monaco Grand Prix

Race 200 of 1000

1959



Race 84 of 1000

Jack Brabham (pictured in car no.8) won his first World Championship at the 1959 United States Grand Prix in his Cooper-Climax powered by *Esso Extra Motor Oil*. He went on to win another two titles in 1960 and 1966 powered by Esso

The start of the 1961 German Grand Prix with Jack Brabham in his Cooper T58 (using *Esso Extra Motor Oil*) leading from Stirling Moss

Race 100 of 1000



1961

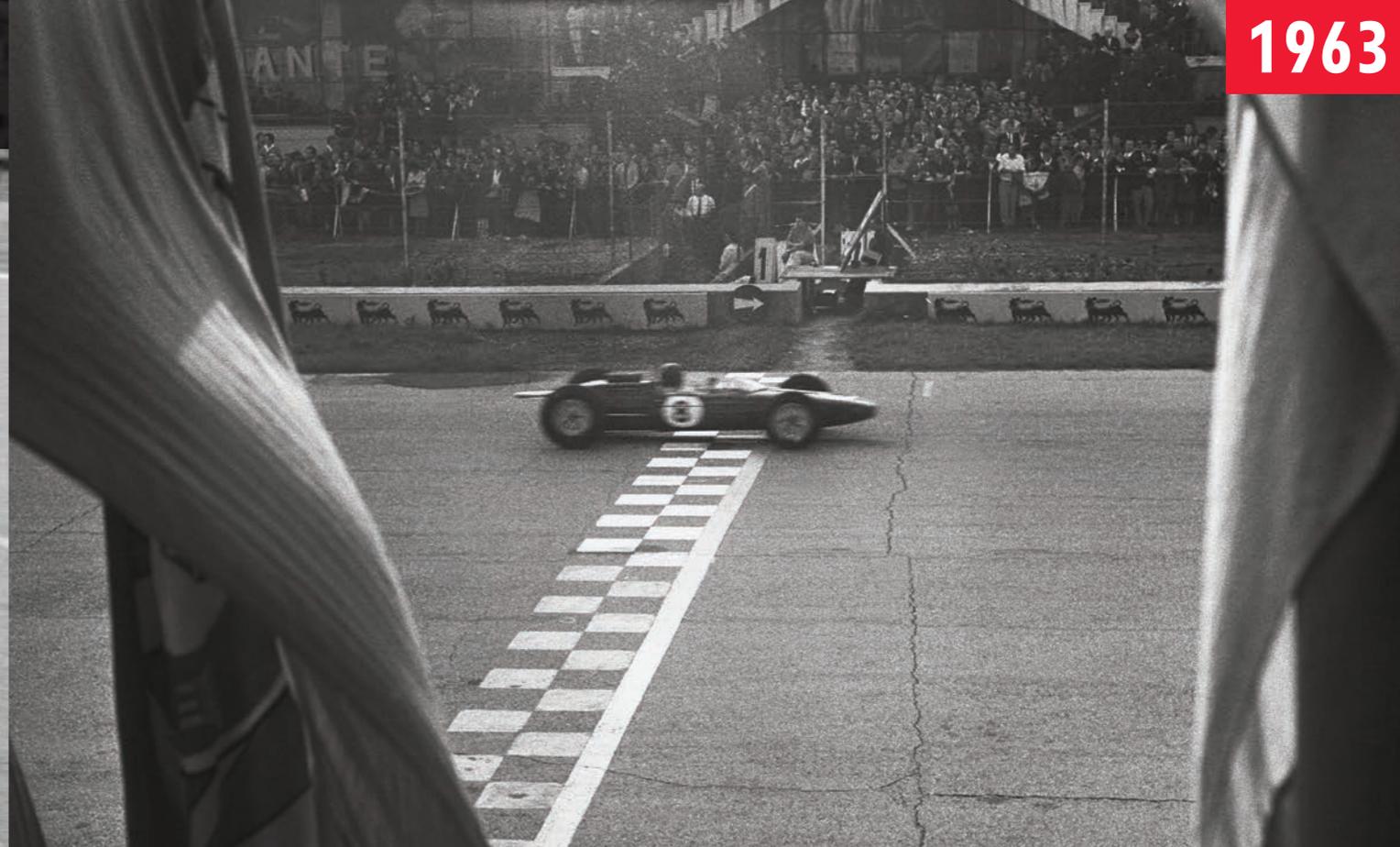
Race 111 of 1000

Graham Hill won his first World Championship at the 1962 South African Grand Prix with BRM using *Esso Extra Motor Oil*



1962

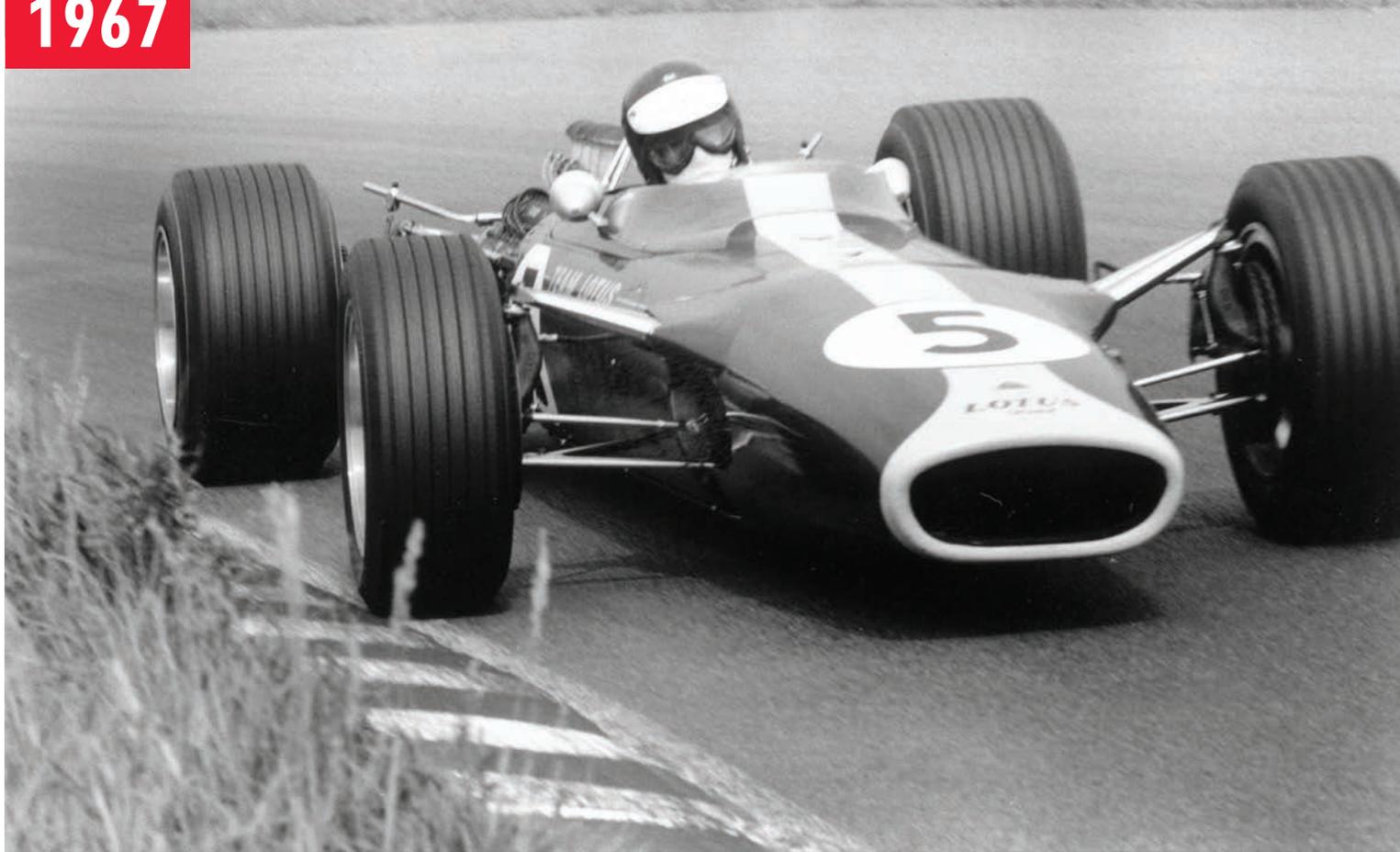
1963



Esso Extra Motor Oil helped power Jim Clark in his Lotus 25 to the World Championship at the 1963 Italian Grand Prix. He would add to this title with further triumphs in the 1965 World Championship

Race 118 of 1000

1967

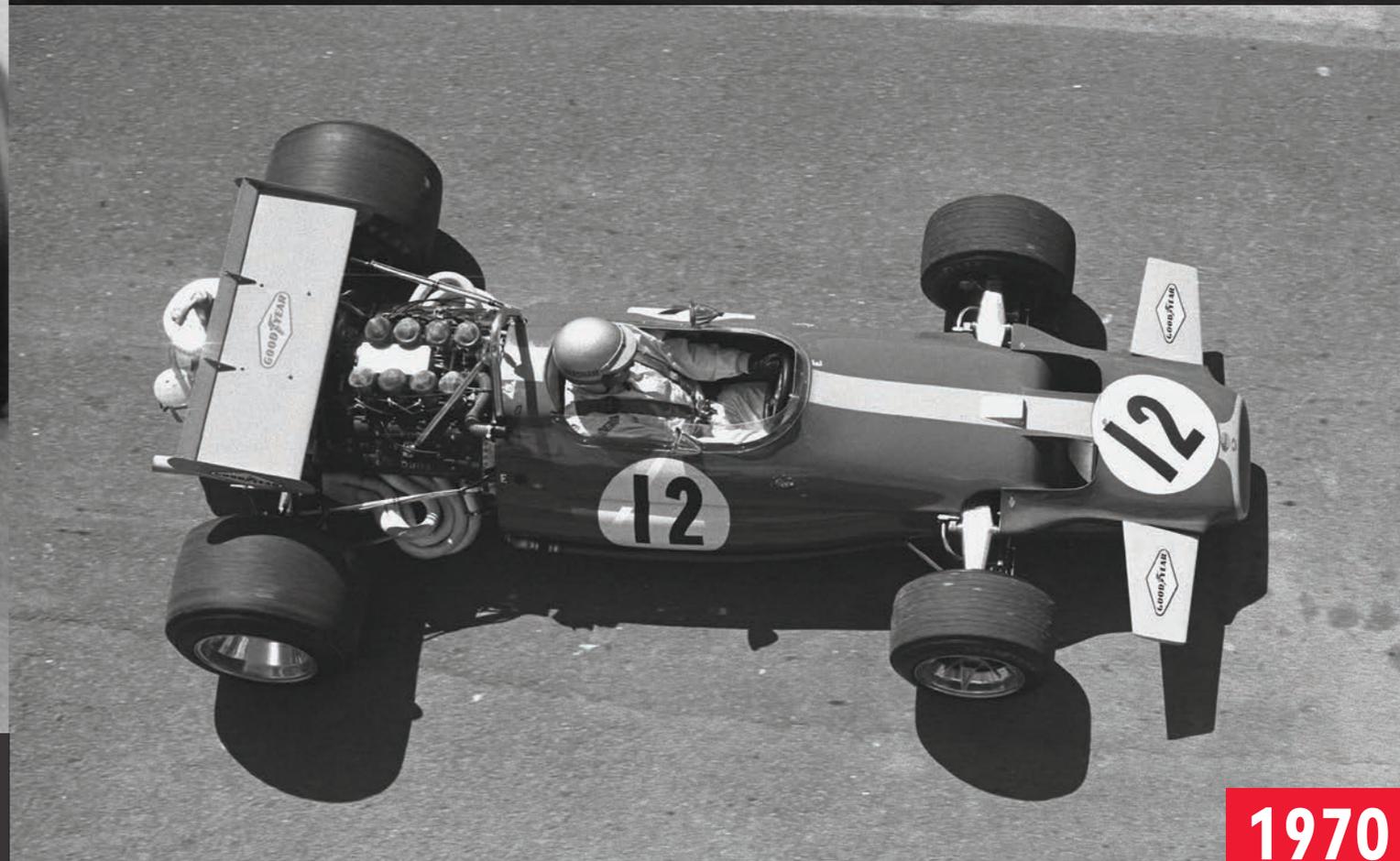


Race 153 of 1000

The Lotus 49, using *Esso Extra Motor Oil*, was first raced by Jim Clark and Graham Hill at the 1967 Dutch Grand Prix. The car became a game-changer in Formula One

Jack Brabham won the 1970 South African Grand Prix in a Brabham BT33-Ford which was powered by *Esso* race fuel

Race 185 of 1000



1970

Race 228 of 1000

Graham Hill drove a competitive race in his Shadow DN1, fuelled by *Esso*, at the 1973 French Grand Prix, Paul Ricard



1973

1975



Graham Hill and his mechanics at the 1975 Italian Grand Prix when *Esso* sponsored the Embassy Racing with Graham Hill team

Race 263 of 1000

1979



Race 322 of 1000

Clay Regazzoni won the 1979 British Grand Prix in a Williams FW07-Ford, supported by *Mobil* motor oil

Alan Jones claimed the first Formula One race win for *Mobil 1* in his Williams-Ford at the 1981 USA West Grand Prix, Long Beach

Race 343 of 1000



1981

Race 373 of 1000

Keke Rosberg won his only World Championship at the 1982 Caesars Palace Grand Prix in his Williams-Ford, powered and protected by *Mobil 1* motor oil and *Mobil* race fuel



1982

1984



Keke Rosberg competes at the 1984 Austrian Grand Prix in his Williams-Honda, powered by *Mobil 1* lubricants and *Mobil* race fuel

Race 400 of 1000

1985



Race 418 of 1000

Mobil 1 motor oil and Mobil race fuel helped power Nigel Mansell to victory at the 1985 European Grand Prix. He would go onto to win a further 12 races in the Williams-Honda car that year

Nelson Piquet won the World Championship at the 1987 Japanese Grand Prix in a Williams-Honda powered and protected by Mobil 1 motor oil and Mobil race fuel

Race 451 of 1000



1987

Race 500 of 1000

Nelson Piquet won the 1990 Australian Grand Prix in a Benetton-Ford which was powered and protected by *Mobil 1* motor oil and *Mobil* race fuel



1990

1992



Michael Schumacher won his first ever Formula One race at the 1992 Belgian Grand Prix powered by *Mobil 1* motor oil and *Mobil* race fuel in his Benetton-Ford

Race 528 of 1000

1997



Race 600 of 1000

David Coulthard in his McLaren-Mercedes using *Mobil 1* oil and *Mobil* fuel at the 1997 Argentinian Grand Prix

Mika Häkkinen and McLaren-Mercedes won the 1998 World Championships at the Japanese Grand Prix, with the help of *Mobil 1* motor oil and *Mobil* race fuel. Driver & team would go on to win the Championship double again in 1999

Race 650 of 1000



1998

Race 700 of 1000

Kimi Räikkönen, using *Mobil 1* motor oil and *Mobil* race fuel in his McLaren-Mercedes, leads team mate David Coulthard at the 2003 Brazilian Grand Prix

2005



2003

Juan-Pablo Montoya achieved the first of his three wins with McLaren-Mercedes at the 2005 British Grand Prix, using *Mobil 1* motor oil and *Mobil* race fuel

Race 742 of 1000

2007



Race 770 of 1000

Fernando Alonso won the 2007 Malaysian Grand Prix with *Mobil 1* motor oil and *Mobil* race fuel inside his McLaren-Mercedes

Heikki Kovalainen in action at the 2008 Singapore Grand Prix, powered by *Mobil 1* motor oil and *Mobil* race fuel in his McLaren-Mercedes

Race 800 of 1000



2008

Race 805 of 1000

Lewis Hamilton won his first World Championship at the 2008 Brazilian Grand Prix with McLaren-Mercedes, powered by Mobil 1 motor oil and Mobil race fuel



2008

2009



Jenson Button won his World Championship at the 2009 Brazilian Grand Prix in his Brawn GP car, powered by a Mercedes engine using Mobil 1 motor oil and Mobil race fuel

Race 819 of 1000

2014



Jenson Button competes at the 2014 Bahrain Grand Prix in his McLaren-Mercedes that used *Mobil 1* motor oil and *Mobil* race fuel

Race 900 of 1000

Race 964 of 1000

Daniel Ricciardo won the 2017 Azerbaijan Grand Prix, the first victory of the *ExxonMobil* & Red Bull Racing partnership



2018

Race 984 of 1000

Max Verstappen, powered by Mobil 1 motor oil and Esso Synergy race fuel, won the 2018 Austrian Grand Prix at Red Bull Racing's home track



2018

2018



Max Verstappen won the 2018 Mexican Grand Prix powered by Mobil 1 motor oil and Esso Synergy race fuel

Race 995 of 1000



The ExxonMobil Chinese Grand Prix poster commemorating the 1000th race in Formula1™



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