## Bahrain Grand Prix

Qualifying at the Bahrain Grand Prix saw Verstappen secure another pole position over Leclerc by 0.226 seconds. From the race start, where Perez overtook Sainz for P4, to the chequered flag, Verstappen led the pack to complete his fifth grand slam. The Red Bull duo secured a one-two finish, while Sainz claimed P3. No safety cars disrupted the race, allowing Verstappen to take the win by 22 seconds and begin his bid for the 2024 title.
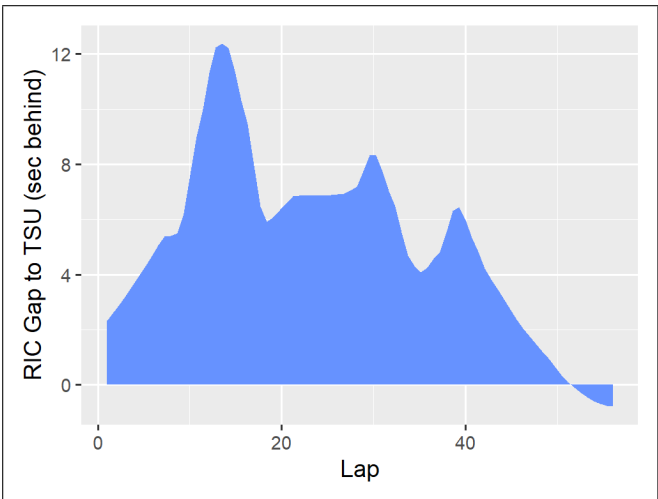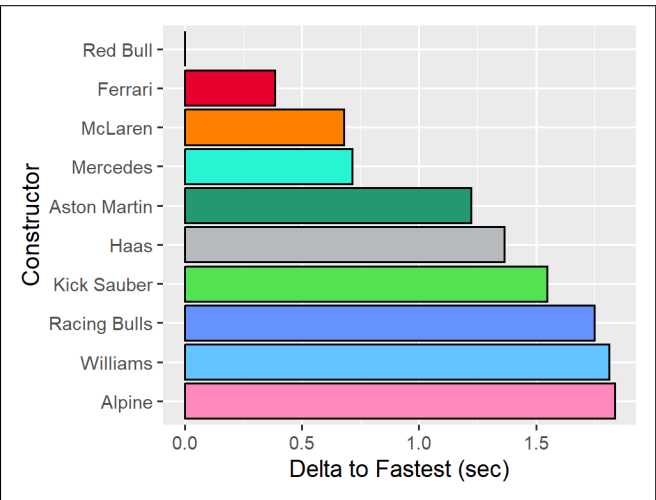

Outqualifying teammate Ricciardo by three positions, Tsunoda had the early advantage. However, diverging pit strategies saw Ricciardo on fresher softs in the closing stages, allowing him to overtake Tsunoda on the harder compound tires. Despite Tsunoda's initial lead, Ricciardo secured P13, one position ahead of his teammate in P14. Post-race, Tsunoda expressed his frustration with team orders that required him to swap positions to Ricciardo in the battle for P12 with Magnussen.

While limited track evolution occurred throughout the Grand Prix, tyre degradation on the Sakhir circuit played a significant role with an EVO rate of -0.051 sec/lap. A majority of the teams opted for two-stop strategy, with hard tires offering durability but sacrificing pace, while softer compounds delivered quicker lap times but wore out faster. There weren't any significant or abnormal lap times outside pit-stop-induced fluctuations.
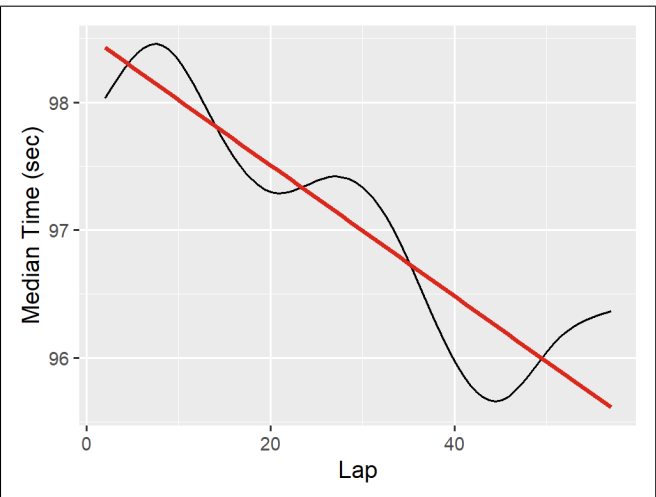
Saudi Arabian Grand Prix

Verstappen secured pole position in Jeddah by 0.319 seconds over Leclerc. The race began with a clean start but Perez immediately challenged Leclerc for second place. Ferrari remained the closest competition, with Leclerc ultimately finishing third behind Verstappen and Perez. Despite a safety car on lap 7 due to Stroll's crash, Verstappen emerged victorious by 14 seconds, extending his lead over Perez by 7 points.
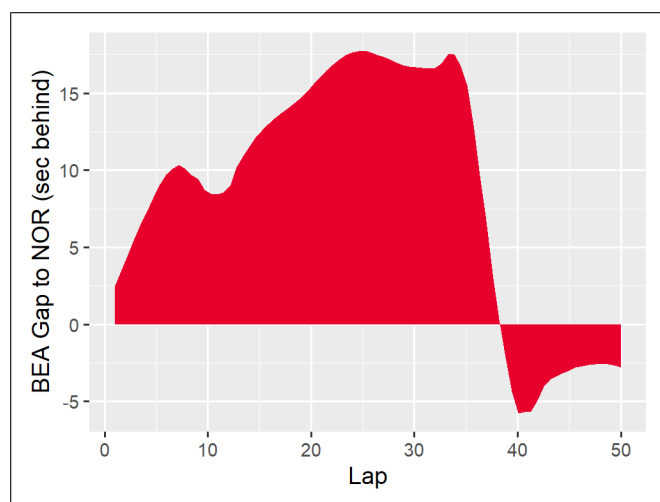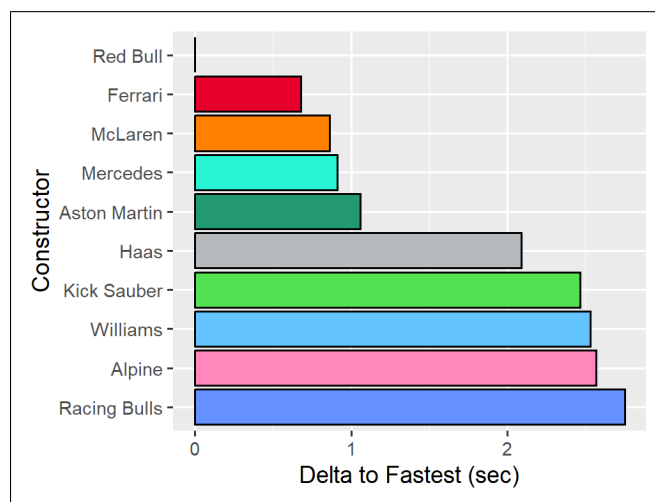
Norris started from a strong P6 on the grid, while Bearman lined up in P11 after just missing out on Q3. Norris initially stretched a 16-second lead, but after employing a different pit strategy from many others, and keeping Hamilton at bay, the gap turned in Bearman's favour by around 5 seconds. Norris stayed on mediums during the safety car period and later switched to brand new softs, while Bearman went for hards to run long. This gamble paid off for the debutant, who secured a remarkable P7 on his debut, finishing just 3 seconds in front.

The Jeddah Corniche Circuit saw a EVO rate of -0.070 seconds per lap. Medium tires were initially favored, but a shift to hards became the favourite after the safety car. Norris had one of the longest medium stints, lasting 37 laps before switching to softs. Hamilton had the same strategy, but a triggered it a lap earlier. The lap time had one big change, with a spike on lap 10 as drivers followed race leader Norris after the safety car period.
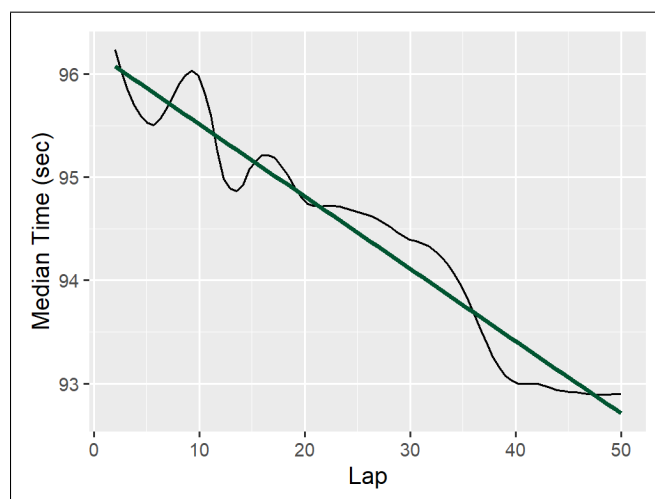
Australian Grand Prix

The Australian Grand Prix saw an unexpected change in the grid order. Verstappen secure pole position by 0.730 seconds but was forced to retire his car early on due to a brake failure. Ferrari capitalized on this, with Sainz taking the win and Leclerc holding off Norris for P2. Two safety cars following each Mercedes driver added to the race's unexpectedness. Sainz's eventual victory promoted him to fourth in the drivers' championship, while Leclerc went second, placing himself 4 points behind Verstappen.
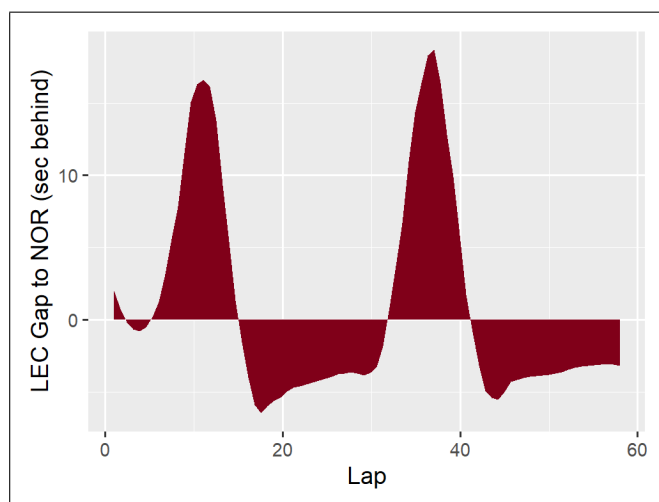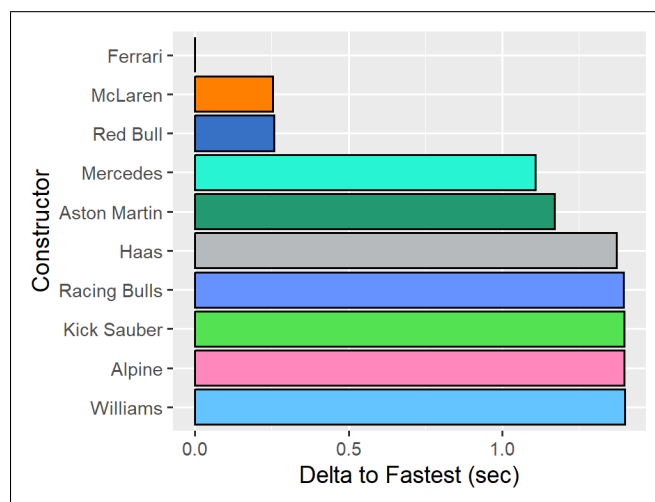

Starting P3 and running a shorter medium stint, Leclerc initially led Norris who began P4 and opted for a longer starting stint. Despite Norris' initial tyre advantage and pursuit on the hard compound, Ferrari's strategic call for an earlier pit stop for Leclerc proved successful. With fresher tires in the closing stages, Norris was catching up to Leclerc but finished in P3, 3.5 seconds behind Leclerc in P2.

Albert Park saw high tire degradation throughout the race. With an EVO rate of -0.043 seconds per lap, the hard tires were the preferred compound. Some drivers like Hamilton and Ricciardo started on the softer compounds in a bid to be faster than those on the medium starting stint. However, their stints ended up being the shortest, leading them to and early pit disadvantage. Two safety cars, on laps 17 and 55, caused temporary spikes in lap times.
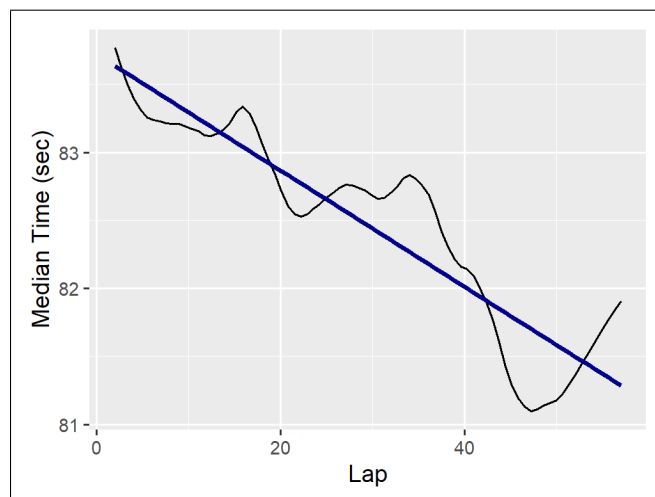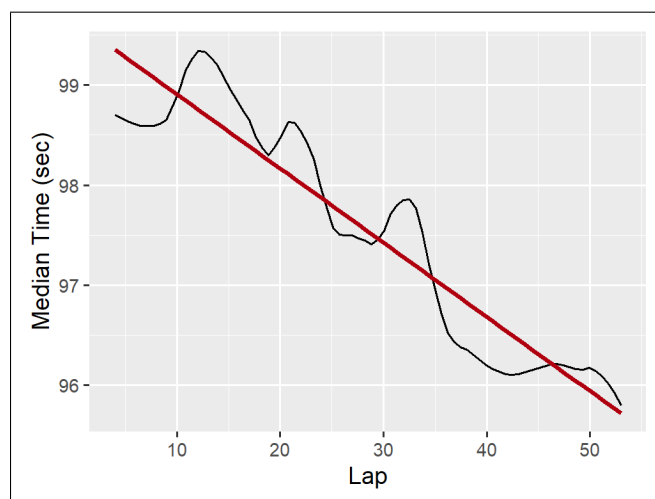
Japanese Grand Prix

Starting from pole position with just a 0.066-second advantage, Verstappen continued his form throughout the Japanese Grand Prix. While the leaders remained unaffected during the opening lap, Ricciardo and Albon collided, resulting in the end of both their races and a red flag being brought out. For the rest of the race, Red Bull maintained a gap of around 0.250 seconds over Mercedes—the second-fastest team. Verstappen took the chequered flag, widening his lead in the Drivers' Championship from 4 points to 13.
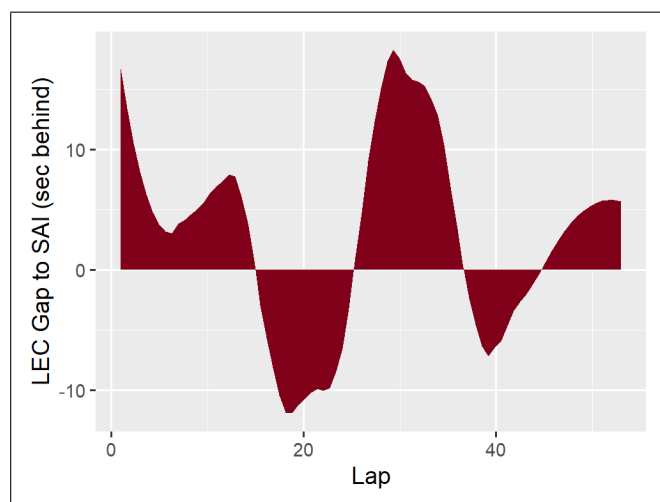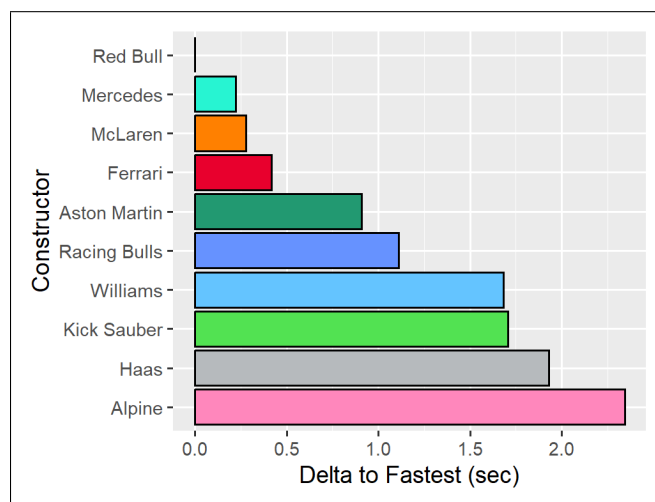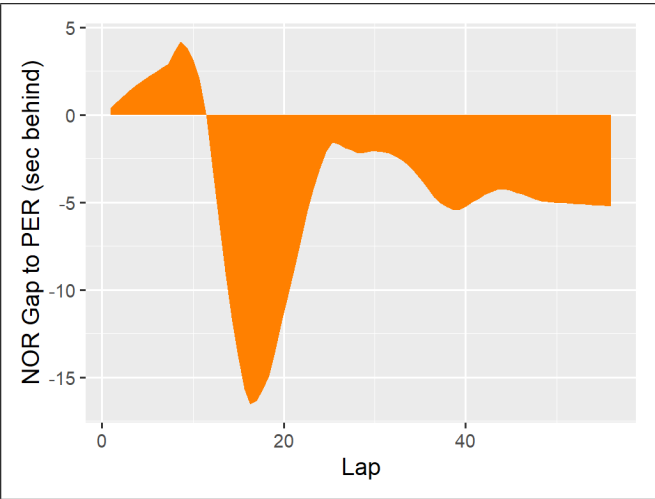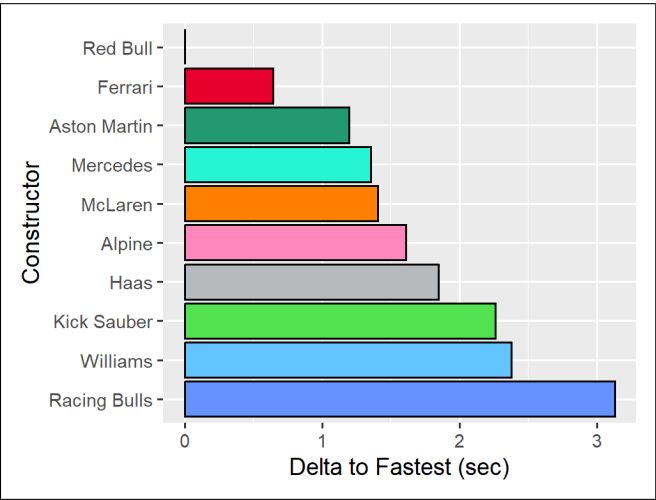
Despite the Ferrari drivers qualifying within 0.104 seconds of each other, Sainz benefited from strategy choice in the Grand Prix. Starting from 4th, he ran a two-stop strategy with mediums and a hard compound tyre, while Leclerc from 8th opted to pit only once. This put Leclerc on older tires for a longer stint, ultimately resulting in a 3rd place finish for Sainz and a 4th for Leclerc, with the former crossing the line nearly 6 seconds ahead.

The Suzuka Circuit featured low degradation, seen by an EVO rate of -0.074 seconds per lap. The medium compound was the tire of choice for the top 4 finishers, while the rest opted for the harder compound. Notably, Alonso benefited from starting on softs for an early advantage, and Stroll used a three-stop strategy to maximize their use. Lap times were excluded on lap 2 due to the red flag, and a significant drop occurred after lap 35, likely because the track evolved rapidly.

Chinese Grand Prix

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