



FORMULA 1

Addressing the Future of F1's Racers

Table of Contents

Introductions from your Formula One Dais	3
Committee Information	5
Committee Background	7
Old Tracks vs New Tracks	7
Environmental Sustainability	8
The Cost of the Sport	10
Drivers' Roles Beyond The Grid	11
Questions to Consider	12
Committee Positions	13
Lewis Hamilton	13
George Russell	13
Max Verstappen	13
Sergio Perez	13
Charles Leclerc	14
Carlos Sainz	14
Lando Norris	14
Daniel Ricciardo	14
Fernando Alonso	14
Esteban Ocon	15
Pierre Gasly	15
Yuki Tsunoda	15
Mick Schumacher	15
Kevin Magnussen	16

Alex Albon	16
Nicholas Latifi	16
Sebastian Vettel	16
Lance Stroll	17
Valtteri Bottas	17
Zhou Guanyu	17
Sources	18

Introductions from your Formula One Dais

Kia ora Delegates!

My name is Danielle and I'm so excited to be your chair for this F1 committee! A little bit about me, I'm currently a senior here at Stuy and am one of the USGs of StuyMUN this year! Outside of MUN, I'm also captain of the Girls' Lacrosse team and a part of SING!, Big Sibs and ARISTA.

I've been following Formula 1 since March 2021 and it has become my biggest obsession. I've gotten my whole family hooked, and I was even lucky enough to get tickets to the Formula E (F1's electric cousin) race in NYC this past July and meet the drivers, some of whom had previously or currently work for the Formula 1 teams. I'm a big McLaren fan but I follow the news about all the drivers and teams. As someone who wants to work within motorsport in the future, I've always questioned how the sport would evolve as questions about sustainability and the many entry barriers arise. Already, many historical tracks are being replaced by street circuits in countries that pay nearly triple the price, all as part of the effort by officials to keep up with the growing popularity of the sport. I think this committee is perfect for delegates to debate all the classic Model UN topics in the context of the ever changing world of sports.

While this will be my last miniMUNC, this will be the first MUN conference for most of you. Don't stress! We want you all to gain real MUN experience without pressure, but more importantly, we want you to have fun and see why we all love this team. If you have any questions about this committee, F1, or your position, please don't hesitate to send me an email!

Cheers,

Danielle Que

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Hallihallo Delegates!

I'm Lesley and it's my pleasure to be your director for the miniMUNC 2022 F1 committee. I'm a junior at Stuy and I've been in MUN since my freshman year, but I'm also on the fencing team and the SU.

I started watching F1 a few months ago, and although I'm not on Danielle's level (yet), the sport really interested me and I found myself rooting for Ferrari at every race so far. However, a whopping amount of carbon emissions is released each season, making the question of F1's environmental impact a current issue that the sporting directors and even the drivers themselves are trying to approach. Last summer, I worked on a solar panel project in the context of social entrepreneurship in Berlin, and the focus on environmental consciousness in Germany drives residents, businesses, and the government to enact only climate-friendly solutions. I was inspired by the emphasis on sustainability and I believe that everyone in this committee can apply this to the future of F1.

For many of you, this will be your first conference, which is both exciting and nerve-wracking. My piece of advice is to always talk, even if you don't have anything completely prepared, which is easier said than done. However, we will be here to help you navigate the whole MUN process, so feel free to ask us any questions, even during committee. I hope that you're as excited for miniMUNC as you are for race week!

See you soon!

Lesley Lo

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Committee Information

This committee will be set in real time at the present day. This means that anything going on in Formula 1 is fair game for research, including events that happen the morning of the committee (October 22) until the end of opening ceremonies. At this point, delegates may not bring up any new events, nor use technology to look up new developments.

As a specialized committee, the F1 committee will feature individuals. This means that each delegate will be representing an individual, unlike other specialized or GA committees where a delegate may represent a country. Committee will follow traditional GA procedure with crises created by the dais. The goal of the committee will be to debate and have multiple working papers that eventually merge into a single resolution by the end to respond to both the topic and the crises presented. These resolutions will be formatted like traditional GA resolutions.

Delegates will not have portfolio powers in this committee. This means that they will not be able to make crises on their own. However, they are encouraged to represent their person with respect to their role/job.

Roll Call: At the beginning of each committee session, the chairs will

take attendance. Delegates must respond with either, "Present" or, "Present and voting." If the delegation wishes to respond, "Present," they are able to abstain from voting for that committee session. If the delegate responds with, "Present and voting," the delegation must vote at every turn, whether that is a motion or passing of a resolution. This delegate would be unable to abstain from any vote. If a delegation arrives late, the delegate must send a note up to the dais to inform them of their presence.

Motions: Motions are used for opening and closing debate, proposing a speakers list, moderated, or unmoderated caucus, and deciding to move to voting procedure. To propose a motion, lift your placard.

Speakers List: The list of delegates which are often used to start committees. The speakers list is usually used to outline a country's agenda on the topic and jumpstart the networking process. If at any point during committee there are no new motions, the chair will revert back to the speakers list.

Moderated Caucus: a form of debate used to allow delegations to explain and debate their country's positions on a specific topic in front of the entire committee. For a moderated

caucus to be considered, the motion must include the overall speaking time, time per speaker, and the topic which will be discussed. Subsequently, the chairs will call on countries wishing to speak until the allotted time for the moderated caucus is over.

Unmoderated Caucus: an informal style of debate used for delegates to have time to form blocs and work on draft resolutions. Formal debate rules are suspended, and delegates are allowed to leave their seats. In order to move into an unmoderated caucus, the motion must only outline the overall caucus time.

Additionally, as per miniMUNC regulations, this committee **does not require position papers from delegates** but rather **highly recommends** them. Position papers can not only help you form a clear and detailed stance on what your opinions will be in committee, but can also give the dais an idea of what to expect from you, and can help give you a leg up. If you wish to submit a position paper, please send them to dque30@stuy.edu and llo40@stuy.edu. In order to receive feedback on your paper, please submit the paper **no later than** one week before the conference date.

If delegates have any questions and/or want to share their position papers for feedback, they may contact the dais by sending an email to dque30@stuy.edu or llo40@stuy.edu.

Committee Background

Formula One (Formula 1) (F1) is the highest level of motorsport, bringing together ten top constructors (teams) and twenty of the best drivers in the world who compete on circuits around the world for the teams' and drivers' championship titles.

Within the past 4 years, Formula One has grown massively in popularity. Many attribute this growth, particularly within the United States, mainly to the Netflix docuseries "Drive to Survive". However, that growth has brought many questions about the future of the sport in all aspects.

The growth in popularity of Formula One has opened up new markets for F1 to tap into. With this comes questions about "how much is too much" when it comes to breaking into new markets. Historic tracks that pay a quarter of what new tracks are paying could very likely be dropped to make room for more money-making venues in countries with questionable track records.

The climate crisis brings forward questions about the sustainability of racing cars powered by gasoline. On top of that, there are also questions on the environmental impact of the extensive traveling and shipping necessary to race on 5 continents every year.

As inflation rises worldwide, the issue of cost remains a major part of the conversation regarding Formula One. Budget caps and the roles sponsors play in getting drivers onto the grid bring up questions about spending millions in a year on that year's car and the high entry barriers for teams and drivers alike.

With the popularity of the sport growing, the popularity of the drivers also grows. They are given platforms to connect with fans and people across the world. With this comes questions of the drivers' role beyond driving cars, if such a role should even exist.

Old Tracks vs New Tracks

The 2022 race calendar was originally scheduled to have 23 races, but now only features 22. This is due to the dropping of the Russian Grand Prix (GP) due to the war in Ukraine. This is only one of the many examples of some

of the issues related to which tracks the sport visits in a single year.

So far in 2022, Formula 1 has visited Bahrain, Saudi Arabia, and Hungary, and will go on to Mexico, Brazil, and the United Arab Emirates.

All of these countries have been at the center of conversations about human rights and political issues. Yet, on the slate for 2023 are Qatar and China, more countries with controversial backgrounds.

Many Formula One and Fédération Internationale de l'Automobile (the FIA, the motorsport regulatory agency) officials, including the new president Mohammed bin Sulayem, a UAE national, have said that sport is sport and should not interfere or interact with political issues of the countries they race in. However, drivers like Lewis Hamilton and Sebastian Vettel, as well as online fans, have supported the idea that conversations should be had about the morality of racing in countries where women and minorities have limited rights and are often prosecuted. When Stefano Domenicali announced “There will be no more racing in Russia”, the comment sections on Instagram and Youtube were flooded with fans calling for Saudi Arabia, despite debuting only in 2021, to be next on the “ban” list.

The other half of the issues related to race tracks involves the sacrifice of historic, proper tracks in favor of new street tracks. The tracks with expiring contracts after the 2022 season are the Austrian, Belgian, French, Monaco, and Mexico City GPs. Monaco has long been the center of debate as races have few overtaking opportunities, with the podium essentially being decided in qualifying. France has long been considered a boring track, and while the past two GPs have created exciting races, F1 has many cities willing to pay more than the French organizers. Mexico City and Austria are arguably the most likely to be kept as they are popular (the former thanks to Sergio Perez’s popularity) and well sponsored (the latter by Red Bull), and provide more exciting races. The Belgian circuit of Spa-Francorchamps is deeply historic with iconic turns all over the circuit, but their \$15 million dollar contract pales in comparison to the reported \$50 million paid by Saudi Arabian organizers.

Environmental Sustainability

In 2019, Formula 1 released an estimated 256,551 tonnes of carbon dioxide into the atmosphere. The 45% majority was due to logistics, namely the moving of team and F1 equipment. The second largest factor was business and travel, which accounted for 27.7% of

emissions, made up of traveling individuals such as team members and employees who fly and stay in hotels for most of the year. In reality, only 0.7% of the carbon emissions from an entire season come from the cars themselves,

but for the sport, the broader implications are what matter most.

In the same year, Formula 1 committed to being net carbon zero by 2030. This ambitious goal promised net-zero carbon powered race cars, efficient and low carbon travel, renewably powered offices and facilities, as well as CO₂ offsets and sequestration. Their short term goal for 2025 was to have every race qualify as an “F1 sustainable spectacle”, taking smaller steps such as using sustainable materials and recycling them, racing on circuits that are less taxing on the environment, and offering fans incentives to go to races via public transport and bikes.

F1 has confirmed that from 2026 onward, 100% sustainable fuel will be used in F1 cars, backed by support from key stakeholders such as the FIA and Aramco. This sustainable fuel was developed with a drop-in function in mind, meaning that it can also be used in road cars as an alternative to gas, thus decarbonizing all new and existing Internal Combustion Engine based cars globally. Electric technology is currently not efficient enough to support long-distance shipping vehicles nor aviation, so F1’s engineers hope to provide an eco-friendly solution for customers and corporations outside of its sphere of influence, too.

Critics have also suggested streamlining the calendar by lining up races so that teams can travel more efficiently. In 2022, there were back to back races in Canada and Baku, whereas Russia’s race (now canceled), which is much closer to Baku, was scheduled for three months later. These convoluted journeys across the Atlantic are due to promoters’ fears of geographically close races being in competition for spectators, yet both Belgian and Dutch GPs, a week apart, were sold out.

In the past three years, the COVID-19 pandemic revealed the true issue that F1 needs to address, which is the moving of equipment and teams on a weekly basis. Remote GPs under COVID-19 were F1’s “cleanest” events because they had no spectators and were European-based due to travel restrictions. They were run with the absolute minimum amount of staff required— in the 2020 season, teams and stakeholders reduced race attendance by over 50%, showing that it can be done. A lasting impact of the pandemic is that teams now have increasing personnel in “mission control”, or virtual garages where certain staff do not have to travel to races, decreasing the number of team members who have to travel. However, many of these carbon-reducing initiatives were triggered out of need by

the pandemic rather than concern for the environment.

The Cost of the Sport

In the 2019 season, the reigning team champions Mercedes had a budget of around \$484 million, followed by Ferrari and Red Bull Racing with \$463 and \$445 million, respectively. On the flip side, the Williams team had the least, with a mere \$132 million to spend. The next two lowest were Toro Rosso (now Alpha Tauri) and Alfa Romeo with \$138 and \$141 million, respectively. The midfield teams, Haas, Racing Point (now Aston Martin), McLaren, and Renault (now Alpine) each spent \$173, \$188, \$269, \$272 million, respectively. The wide gap made its effect known on the track, with the three biggest spenders pulling clear of the rest of the pack early on, and the lowest spenders quickly being relegated to backmarkers.

Thus, for the first time, in 2021, Formula One implemented a \$145 million cost cap that included everything except the salaries of drivers and the top three employees, as well as marketing costs. There are also regulations that state salary costs for staff on maternity/paternity & sick leave and medical coverage costs are not included, ensuring teams do not cut funds from these areas to stay within the cap. For most teams, more than half of their budgets go toward chassis and structural/aerodynamic development,

with the rest going to salaries, research and development, and manufacturing among other things. For context, a steering wheel can cost upwards of \$70,000, and front wings around \$300,000 (even though they're regularly damaged in races).

To assist (or arguably worsen the situation) teams in managing their funds, Formula One created caps for the number of specific parts that a team can use throughout the season. Before the cap, teams could use around half of their funds on the engine alone. Now, each driver can only go through three engines and two of some specific parts before facing grid penalties. Because of this, teams have had to balance stretching engines far beyond their reliable lifespan and when is best to take a grid penalty.

However, the one thing teams must account for is damages. In the 2022 Monaco GP, Mick Schumacher crashed and split his car in half, resulting in just about \$1 million in damages. Accidents like this force teams to readjust their budgets for that year to ensure they stay under the cost cap for the rest of the season.

However, teams must still raise their own funding, thus still leaving a \$10-20 million range of funds amongst

the teams. This means sponsors are still a necessity to keep the teams running. Thus comes the second issue related to cost: pay drivers. This moniker is given to drivers who earn a seat on the grid when a personal sponsor contributes a hefty sum to their new team, and who often show subpar performances compared to their teammates. Drivers

like Nicholas Latifi and Lance Stroll who fail to compete with their teammates often become popular targets for fans, and will forever be questioned on the future of their seat. When their funding is not necessary anymore, these drivers tend to be kicked from the league quickly in favor of more talented drivers.

Drivers' Roles Beyond The Grid

In 2020, Formula 1 launched the “We Race As One” initiative to recognize the most major issues facing the sport and global communities: the battle with COVID-19 and racism/inequality. The initiative mainly used visual displays to raise awareness, such as putting rainbows on cars and having drivers record videos and wear shirts to send messages. However, some drivers, such as Lewis Hamilton, have dismissed the campaign as “just words”, stating that there was no funding nor program to actively create change.

The F1 paddock is becoming increasingly divided over the topic of how politically active the teams and drivers should be, with some drivers like Max Verstappen constantly declining to speak about politics, stating that he is “just a Formula 1 driver.” Other drivers like Verstappen include Charles Leclerc and Carlos Sainz, both of which didn’t take the knee, saying that it is hurtful for the media to call them racist just

because they didn’t partake in the symbolic action. On the other end of the spectrum are drivers like Sebastian Vettel and Lewis Hamilton, who are not afraid to use their distinction within the sport to highlight issues they feel passionate about.

Hamilton formed The Hamilton Commission in association with the Royal Academy of Engineering to identify the root causes of the lack of diversity in F1 and UK motorsport as a whole. Their statistics show that only 1% of motorsport engineering jobs are held by people from Black backgrounds due to elements of systematic racism. For example, motorsport teams usually favor students from specific schools which happen to be white-dominated, along with geographical factors and other educational barriers such as the amount of Black people pursuing careers in STEM. Moreover, the students and engineers that The Hamilton Commission interviewed

stated that they faced microaggressions and racism that was dismissed as “banter”.

Both Hamilton and Vettel happen to be relatively senior drivers who have spent years in F1 compared to other younger drivers, bringing up the role that age plays in activism. As Vettel matured, he felt more responsibility for his role as an F1 driver to apply change and address issues in the real world as well as outside of his career, which was a large change from the cheeky young personality that he once was. Even so, he was branded a “hypocrite” for criticizing others on environmental sustainability while being an F1 driver, showing that drivers inevitably face

criticism whether they speak out or stay silent.

Some younger drivers such as Lando Norris have spoken out on mental health, but he doesn’t think it’s realistic to expect a driver in the early stages of their career to be as outspoken as the more senior drivers have been. Nevertheless, F1’s increasing popularity, especially because of *Drive to Survive*, have turned drivers almost into superstars that have a realm of influence over fans of all ages worldwide, begging the question of whether or not drivers have the responsibility to speak out on world issues.

Questions to Consider

- What is the most pressing issue in the mind of your driver? What is your driver’s opinion on each of the four main subtopics?
- Is Formula 1 doing enough to be environmentally sustainable? Is it taking action quick enough?
- Should Formula One implement regulations for keeping, renewing, and dropping a track from future seasons? What would such regulations look like and how might they be implemented?
- Is the cost cap effective? Should there be modifications to the value or regulations surrounding or related to it?
- How can the concept of pay drivers be dealt with? What are some alternatives for teams who would lack funding if pay drivers were to be regulated?
- Do drivers have the responsibility or the right to be political activists? Is there something that Formula 1 as a whole should be doing to address growing concerns of inclusivity in the sport?

Committee Positions

Lewis Hamilton

Arguably F1's biggest voice and activist, Lewis Hamilton, a 7-time world champion driving for Mercedes, has been outspoken on nearly all issues concerning the sport. As the only African-American driver, Hamilton has campaigned for and organized initiatives to bring more people of color into the sport. He has also been an advocate for LGBTQ+ and women's rights, and has been especially outspoken on the morality of racing in countries where these communities are limited and sometimes persecuted. Also a vegan, Hamilton consistently pushes for the sport to head toward a green future. As an advocate, Hamilton has often found opponents among fans and the FIA president who believe he is bringing unnecessary politics into the sport and that he should focus on driving.

George Russell

Driving in a Mercedes for the first time this year, George Russell has been seen as the natural successor to Lewis Hamilton when he retires. While not as outspoken as his teammate, Russell has talked about being a celebrity, the effects of social media on his mind, and how that impacts his racing. Russell has also touched on the long calendar and the effects of traveling for 10 months a year

affects both the drivers, everyone working in the sport, and their families.

Max Verstappen

One of the top championship contenders for the 2022 season, Max Verstappen has risen from F1's hottest young talent to a Red Bull driver who consistently delivers, winning his first world title last year in Abu Dhabi. Verstappen has remained silent on the new political activist movement taking place in F1, stating that he will focus on performance alone. Before the Jeddah circuit, Verstappen was also asked by the Dutch branch of Amnesty International to speak out on the human rights situation in Saudi Arabia, to which he remained quiet. Some fans believe that he is right in separating politics from sports, while others expect him to use his influence by following in the footsteps of Hamilton and Vettel.

Sergio Perez

Red Bull's Sergio Perez, nicknamed Checo, is beloved by his country for being F1's most accomplished Mexican driver with 3 wins and 21 podiums. He has always shown solidarity by putting his country first, famously dropping one of his personal sponsors, Hawkers, after a tweet that mocked Mexicans after Trump's presidential election victory.

Perez acknowledges that he is viewed as a sporting hero in his home country where poverty and corruption are rampant, and he hopes to deliver in the midst of underperformance by other Mexican athletes.

Charles Leclerc

The story of Charles Leclerc never fails to include his late father Herve as well as the death of his godfather and mentor Jules Bianchi, an F1 driver who crashed in 2015. The Monegasque's career has been defined by his mental strength— he is open about the emotional crisis that he experienced right in the middle of his F2 championship year, and the journey that he took to overcome his grief. He joined Ferrari in 2019 after only a year in F1, riding on high expectations and driving to honor his late friend, bringing a new perspective and level of maturity from someone so young into the highest level of racing.

Carlos Sainz

“Smooth Operator” Carlos Sainz captured his maiden win at this season's incident-packed British GP, where protestors advocating for climate change invaded the track. The Ferrari driver acknowledged that F1's effect on the environment is an issue that needs to be solved, but discouraged the danger caused by the activists. Sainz is also among the drivers who refused to take a

knee before races, stating that Lewis Hamilton's activism has a positive impact, but that he will not be pressured to kneel.

Lando Norris

McLaren's “golden boy”, Lando Norris, is among the most popular drivers on the grid. Mainly an advocate for mental health, he has opened up about the effect of mental health struggles on his driving and how the vicious F1 press contributes to the issue. Beyond that, he has taken actions with his fellow drivers to address other issues, such as racial injustice and the struggles that come with the long race calendar.

Daniel Riccardo

Beloved by the media and fans across the world, McLaren's Daniel Riccardo has been a quiet but active voice. He joined the many of the drivers in kneeling before each race to protest racial injustice across the world. However, as the media's favorite, Riccardo has brought up how they are often scrutinized by fans and motorsport icons alike for what they say and how well they perform. After weeks of speculation, Riccardo & McLaren jointly announced that he would be leaving after 2022, 1 year earlier than his contract states, calling into questions about “flexibility” within contracts and if McLaren should be able to do this.

Fernando Alonso

3-time world champion Fernando Alonso is the oldest driver on the 2022 grid at 41. While the Alpine driver has little to say on political topics, he has joined Vettel and the other drivers in wearing shirts to bring awareness to climate change and the environment. However, his main issue has been his age, which is a hot topic considering the limited number of seats and large number of drivers who want to drive in F1.

Esteban Ocon

Alpine's younger driver, Esteban Ocon's path to Formula 1 is the less common one. Similar to Lewis Hamilton, he grew up in a family that had less money than most other drivers. They lived in a caravan to fund Ocon's driving and sacrificed a lot. His story is consistently brought up with the argument that the sport is far too expensive and requires the privilege of being rich.

Pierre Gasly

AlphaTauri driver Pierre Gasly has battled many obstacles in his career, having been dropped by Red Bull mid-season in 2019 and then losing his longtime friend Anthoine Hubert in an F2 crash shortly after. Despite this rollercoaster of events, Gasly's resilience helped him bounce back and perform exceptionally well in AlphaTauri,

claiming his maiden win in the 2020 Italian GP. As a result, Gasly has advocated for mental health awareness and isn't afraid to be emotionally vulnerable, also speaking out on socio-political issues including Russia's war with Ukraine.

Yuki Tsunoda

Currently the youngest driver on the grid, Yuki Tsunoda, backed by Red Bull and Honda, rapidly made his way into F1 after a successful F2 debut. The AlphaTauri driver is known for his aggressiveness in the sport and temper over the radio, leading to Red Bull adviser Helmut Marko hiring a psychologist for "problem child" Tsunoda. Though Tsunoda's response portrayed openness towards working with a psychologist, F1 Twitter fans have accused Marko of racism for his alleged double standards in dealing with Tsunoda's and Max Verstappen's tempers.

Mick Schumacher

Son of the legendary Michael Schumacher, Haas driver Mick Schumacher has a lot of pressure to perform like his father against the likes of Lewis Hamilton and Fernando Alonso. Mentored by the retiring Sebastian Vettel, he has been quiet on political matters but still took part in many of the drivers' actions. One area of issue for Schumacher has been the

constant, invasive questioning from the media about his father, who has not been seen for years since his skiing accident.

Kevin Magnussen

Driving under the radar most weekends, Kevin Magnussen received a second chance with Haas on the eve of the season opener in Bahrain. He tends to avoid questions from the media that aren't related to the sport. On the few occasions that he has commented on things not related to racing, he has touched on the commitments and time associated with being a driver. Magnussen has talked about the unnecessary repetition of questions asked by journalists, and called for the drivers' schedules to be lightened over the 4-day race weekends.

Alex Albon

A Red Bull-backed driver driving for a Mercedes-powered team would be the way to describe Williams' Alex Albon. A victim of the sport's pressure to perform, he spent the 2021 season as a reserve driver for Red Bull but was given a second chance at Williams this season. The pressure to perform has plagued Albon, as it has others like Ocon and Magnussen, and he has spoken out about how the sport's rapidly increasing popularity has also increased the pressure tenfold as they are expected to perform at their highest level for longer

seasons with more traveling and triple headers, meaning very little time for physical, and mental, recovery.

Nicholas Latifi

Williams' Nicholas Latifi is a popular name in the Formula 1 Instagram comment sections, however not for the desired reasons. Latifi is the son of millionaire father Michael, owner of Sofina Foods, the parent company of the coffee brand Lavazza. This rich background has earned him the "pay driver" title as he has consistently underperformed compared to his teammate Alex Albon yet managed to keep his seat due to the major funding Sofina Foods gives to Williams. Latifi, along with Aston Martin's Lance Stroll have been the poster boys of privilege and money in a sport so desperately trying to rid themselves of the "rich boy's playground" moniker.

Sebastian Vettel

Admired and respected by all, 4-time world champion Sebastian Vettel is spending his last season with Aston Martin in the face of an impending retirement. The 35-year-old has stated that his retirement comes with feelings of conflict towards F1's environmental impact, calling himself a "hypocrite" on BBC. His activism for diversity, LGBTQ+ rights, and climate change define the latter part of his career,

contributing to his already extensive legacy.

Lance Stroll

As the son of Canadian billionaire Lawrence Stroll, Lance Stroll has always been promised a seat in teams that benefit from his father's large investments. Stroll moved from Williams to Force India after his father led the consortium that took over the team in 2018, which was rebranded as Racing Point, and now Aston Martin. However, Lawrence Stroll has been urged to drop his son from the team if Lance continues to be outperformed by his teammate Sebastian Vettel.

Valtteri Bottas

One half of the all-new Alfa Romeo lineup this season includes Valtteri Bottas, a driver who has faced tremendous pressure partnered with Lewis Hamilton in Mercedes the past half decade. While in Mercedes, Bottas has shown support for inclusivity,

kneeling before races and keeping his anti-racism shirt on during the national anthem at the 2021 Hungarian GP, which earned him a non-driving reprimand. He has also tweeted about the unequal pay between male and female athletes which led to a Finnish member of parliament accusing him of "moral posing".

Zhou Guanyu

Formula 1's first ever Chinese racer Zhou Guanyu makes up the other half of the Alfa Romeo team. Guanyu's debut was met with online skepticism labeling him a "pay driver" because of his wealthy background. He moved to England at the age of 12 to pursue his motorsport ambitions, where he competed in F4, F2, and finally at the highest level. Guanyu is eager to showcase his skill to prove skeptics wrong.

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