

2025 Formula One World Championship

2025 FIA Formula One World Championship	
Constructors' Champion: McLaren-Mercedes	
Previous: 2024	Next: 2026
Races by country	Races by venue
Support series: Formula 2 Championship FIA Formula 3 Championship F1 Academy Porsche Supercup	



Lando Norris is the current World Drivers' Championship leader. McLaren-Mercedes won their second consecutive Constructors' Championship and tenth overall.

The **2025 FIA Formula One World Championship** is an ongoing motor racing championship for Formula One cars and the 76th running of the **Formula One World Championship**. It is recognised by the **Fédération Internationale de l'Automobile** (FIA), the governing body of international **motorsport**, as the highest class of competition for **open-wheel racing cars**. The championship is contested over twenty-four Grands Prix held around the world. It began in March and will end in December.

Drivers and teams compete for the titles of **World Drivers' Champion** and **World Constructors' Champion**, respectively. Max Verstappen, driving for Red Bull Racing-Honda RBPT, is the reigning Drivers' Champion,^[1] while McLaren-Mercedes, who were the reigning Constructors' Champions, secured their tenth title, and second in a row, at the **Singapore Grand Prix**, the first time McLaren had won consecutive constructors' titles since 1991.

The 2025 season is the last year to utilise the power unit configuration [introduced in 2014](#). A revised configuration without the Motor Generator Unit-Heat (MGU-H), but with a higher power output from the Motor Generator Unit-Kinetic (MGU-K), will be introduced for 2026.^[2] 2025 also marks the final year of the ground-effect generation of cars introduced in 2022, and the last year of the **drag reduction system** (DRS) introduced as an overtaking aid in 2011, as cars with active aerodynamics and moveable wings will be introduced in 2026.^[3]

2025 also marks Renault's final season as an active engine supplier for its team Alpine, with the manufacturer planning to discontinue engine production post-2025.^[4]



Formula One celebrated its 75th anniversary in 2025. This logo was displayed on its graphics package and trackside until the **Hungarian Grand Prix**.

Entries

All teams compete with tyres supplied by Pirelli.^[5] Each team is required to enter at least two drivers, one for each of the two mandatory cars.^[6]

Teams and drivers competing in the 2025 World Championship

Entrant	Constructor	Chassis	Power unit	Race drivers		
				No.	Driver name	Round
■ BWT Alpine F1 Team ^[7]	Alpine-Renault	A525 ^[8]	Renault E-Tech RE25 ^[9]	7 43 10	Jack Doohan Franco Colapinto Pierre Gasly	1–6 7–2 1–2
UK Aston Martin Aramco F1 Team ^[10]	Aston Martin Aramco-Mercedes	AMR25 ^[11]	Mercedes-AMG F1 M16 ^{[12][13]}	14 18	Fernando Alonso Lance Stroll	1–2 1–21
Italy Scuderia Ferrari HP ^[15]	Ferrari	SF-25 ^[16]	Ferrari 066/15 ^[9]	16 44	Charles Leclerc Lewis Hamilton	1–2 1–2
USA MoneyGram Haas F1 Team ^[17]	Haas-Ferrari	VF-25 ^[18]	Ferrari 066/15 ^[19]	31 87	Esteban Ocon Oliver Bearman	1–2 1–2
Switzerland Stake F1 Team Kick Sauber ^{[20][b]}	Kick Sauber-Ferrari	C45 ^[23]	Ferrari 066/15 ^{[24][25]}	5 27	Gabriel Bortoleto Nico Hülkenberg	1–2 1–2
UK McLaren Formula 1 Team	McLaren-Mercedes	MCL39 ^[26]	Mercedes-AMG F1 M16 ^[27]	4 81	Lando Norris Oscar Piastri	1–2 1–2
Germany Mercedes-AMG Petronas F1 Team ^[28]	Mercedes	F1 W16 ^[29]	Mercedes-AMG F1 M16 ^[9]	12 63	Kimi Antonelli George Russell	1–2 1–2
Italy Visa Cash App Racing Bulls F1 Team ^[30]	Racing Bulls-Honda RBPT	VCARB 02 ^[31]	Honda RBPTH003 ^[32]	6 22 30	Isack Hadjar Yuki Tsunoda Liam Lawson	1–2 1–2 3–2
Germany Oracle Red Bull Racing ^[33]	Red Bull Racing-Honda RBPT	RB21 ^[34]	Honda RBPTH003 ^[32]	1 30 22	Max Verstappen Liam Lawson Yuki Tsunoda	1–2 1–2 3–2
UK Atlassian Williams Racing ^[35]	Williams-Mercedes	FW47 ^[36]	Mercedes-AMG F1 M16 ^[37]	23 55	Alexander Albon Carlos Sainz Jr.	1–2 1–2

Sources:^{[38][22]}

Free practice drivers

On four occasions throughout the season, twice for each of its cars, each team has to field a driver who has not competed in more than two races, in one of the first two free practice sessions.^[6] The debuts of Gabriel Bortoleto, Isack Hadjar, Kimi Antonelli and Jack Doohan's participation at the Australian and Chinese Grands Prix fulfilled both of the required rookie sessions for their respective cars at Mercedes, Sauber, Racing Bulls and Alpine.^[39]

Drivers that took part in first or second free practice sessions

Constructor	Practice drivers		
	No.	Driver name	Rounds
Alpine-Renault	62 61	● Ryō Hirakawa ■ Paul Aron	3 16, 20
Aston Martin Aramco-Mercedes	34 35	■ Felipe Drugovich ■ Jak Crawford	4, 14 20
Ferrari	38 38	■ Dino Beganovic ■ Antonio Fuoco	4, 11 20
Haas-Ferrari	50	● Ryō Hirakawa	4, 9, 20
Kick Sauber-Ferrari	97	■ Paul Aron	12, 14
McLaren-Mercedes	89 89	■ Alexander Dunne ■ Patrício O'Ward	11, 16 20
Mercedes	72	■ Frederik Vesti	4, 20
Racing Bulls-Honda RBPT	40	● Ayumu Iwasa	20
Red Bull Racing-Honda RBPT	37 36	● Ayumu Iwasa ■ Arvid Lindblad	4 12, 20
Williams-Mercedes	46 45	■ Luke Browning ■ Victor Martins	4, 20 9

Source:^{[22][40]}

Team changes

RB discontinued its use of initialism and entered instead as *Racing Bulls*, thus changing its team and constructor name.^[30]

Driver changes

Lewis Hamilton left Mercedes after twelve seasons to join Ferrari, ending his record breaking streak of the most consecutive seasons driving for a single constructor, as well as competing in his first season without a Mercedes power unit.^[41] He replaced Carlos Sainz Jr., who left Ferrari after four seasons to join Williams on a multi-year deal. Sainz was initially set to replace Logan Sargeant, but Sargeant was replaced by Franco Colapinto midway through the 2024 season.^{[42][43][44][45]} Hamilton was replaced by Mercedes junior Kimi Antonelli, who was promoted from Formula 2.^{[46][47]} In January 2025, Colapinto left Williams to join Alpine as a reserve driver.^[48]



Oliver Bearman (top left), Kimi Antonelli (top centre), Jack Doohan (top right), Gabriel Bortoleto (bottom left), Liam Lawson (bottom centre) and Isack Hadjar (bottom right) made their debuts as full-time drivers with Haas, Mercedes, Alpine, Sauber, Red Bull Racing, and Racing Bulls, respectively.

Haas is fielding an all-new line-up in 2025; Nico Hülkenberg departed the team after two seasons to drive for Sauber, with whom he last competed with in 2013.^{[49][50]} He was replaced by Haas's reserve driver Oliver Bearman, who stepped up from Formula 2, having previously raced in the 2024 Saudi Arabian Grand Prix for Ferrari, and in the 2024 Azerbaijan and São Paulo Grands Prix for Haas.^[51] Kevin Magnussen also departed the team after seven seasons across two stints.^[52] He was replaced by Esteban Ocon, who split from Alpine before the 2024 Abu Dhabi Grand Prix after five seasons with them.^[53] Jack Doohan, who replaced Ocon for the 2024 Abu Dhabi Grand Prix, obtained the seat at Alpine for 2025.^{[54][55]}

Valtteri Bottas and Zhou Guanyu both left Sauber after three years,^[56] the former rejoining Mercedes as a reserve driver after having previously raced for the team from 2017 to 2021,^[57] and the latter joining Ferrari as a reserve driver.^[58] The vacant seat alongside Hülkenberg was filled by reigning Formula 2 Champion Gabriel Bortoleto.^[59]

Despite a previously signed contract until 2026, Sergio Pérez left Red Bull Racing after the conclusion of the 2024 season.^[60] He was replaced by Liam Lawson, who was promoted from Racing Bulls after five Grands Prix with them in 2023 under the AlphaTauri moniker, and six Grands Prix in 2024 under the initialism RB.^[61] Red Bull Racing reserve and 2024 Formula 2 runner-up Isack Hadjar was promoted to Racing Bulls in his place.^[62]

In-season changes



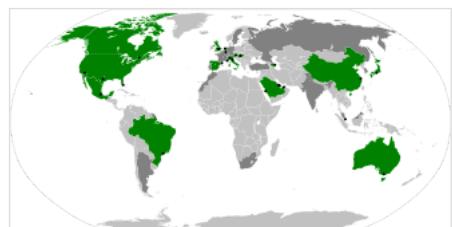
Yuki Tsunoda (left) moved from Racing Bulls to Red Bull Racing from the Japanese Grand Prix onwards, switching with Liam Lawson. Franco Colapinto (right) replaced Jack Doohan at Alpine from the Emilia Romagna Grand Prix onwards.

Following the Chinese Grand Prix, Liam Lawson was demoted to Racing Bulls, with Yuki Tsunoda making his debut for Red Bull Racing at the subsequent Japanese Grand Prix.^[63]

Following the Miami Grand Prix, Jack Doohan was relegated to a reserve driver role for Alpine. His seat was given to former reserve driver Franco Colapinto on a "rotating seat" basis, with the latter debuting at the subsequent Emilia Romagna Grand Prix and being initially scheduled to race for the team until the Austrian Grand Prix. Before the race at Spielberg, it was confirmed that Colapinto would retain his seat with the team, effectively on a race-by-race basis.^[64] Colapinto previously raced for Williams in nine Grands Prix in 2024.^[65]

Calendar

The 2025 calendar comprises the same twenty-four Grands Prix as the previous season.^{[66][67]} The Chinese, Miami, Belgian, United States, São Paulo and Qatar Grands Prix feature the sprint format.^{[68][69]}



Nations scheduled to host a Grand Prix in 2025 are highlighted in green, with circuit locations marked with a black dot. Former host nations are shown in dark grey, and former host circuits are marked with a white dot.

Round	Grand Prix	Circuit	Race date
1	Australian Grand Prix	Albert Park Circuit, Melbourne	16 March
2	Chinese Grand Prix	Shanghai International Circuit, Shanghai	23 March
3	Japanese Grand Prix	Suzuka Circuit, Suzuka	6 April
4	Bahrain Grand Prix	Bahrain International Circuit, Sakhir	13 April
5	Saudi Arabian Grand Prix	Jeddah Corniche Circuit, Jeddah	20 April
6	Miami Grand Prix	Miami International Autodrome, Miami Gardens, Florida	4 May
7	Emilia Romagna Grand Prix	Imola Circuit, Imola	18 May
8	Monaco Grand Prix	Circuit de Monaco, Monaco	25 May
9	Spanish Grand Prix	Circuit de Barcelona-Catalunya, Montmeló	1 June
10	Canadian Grand Prix	Circuit Gilles Villeneuve, Montreal	15 June
11	Austrian Grand Prix	Red Bull Ring, Spielberg	29 June
12	British Grand Prix	Silverstone Circuit, Silverstone	6 July
13	Belgian Grand Prix	Circuit de Spa-Francorchamps, Stavelot	27 July
14	Hungarian Grand Prix	Hungaroring, Mogyoród	3 August
15	Dutch Grand Prix	Circuit Zandvoort, Zandvoort	31 August
16	Italian Grand Prix	Monza Circuit, Monza	7 September
17	Azerbaijan Grand Prix	Baku City Circuit, Baku	21 September
18	Singapore Grand Prix	Marina Bay Street Circuit, Singapore	5 October
19	United States Grand Prix	Circuit of the Americas, Austin, Texas	19 October
20	Mexico City Grand Prix	Autódromo Hermanos Rodríguez, Mexico City	26 October
21	São Paulo Grand Prix	Interlagos Circuit, São Paulo	9 November
22	Las Vegas Grand Prix	Las Vegas Strip Circuit, Paradise, Nevada	22 November ^[c]
23	Qatar Grand Prix	Lusail International Circuit, Lusail	30 November
24	Abu Dhabi Grand Prix	Yas Marina Circuit, Abu Dhabi	7 December

Source:^[66]

Calendar changes

The Australian Grand Prix hosted the opening race of the 2025 season for the first time since 2019. For the past three years, it was scheduled as the third round of the season, following the Bahrain and Saudi Arabian Grands Prix, respectively. In 2025, however, these races were pushed back to avoid conflict with Ramadan.^{[70][71]} The Russian Grand Prix was under contract to feature on the 2025 calendar.^[72] However, the contract was terminated in 2022 due to the Russian invasion of Ukraine.^[73]

Regulation changes

Technical regulations

Minimum weight changes

The minimum driver weight allowance was increased from 80 kilograms (176.4 lb) to 82 kilograms (180.8 lb). Consequently, the overall minimum weight limit of the car, excluding fuel, rose from 798 kilograms (1,759 lb) to 800 kilograms (1,764 lb). The adjustment was implemented to promote driver well-being, particularly for individuals who are taller or heavier.^{[74][75][76]}

Driver cooling

A driver cooling kit has been introduced for 2025. The system will only be mandated by the FIA in extreme heat conditions, with the minimum weight of the cars increased correspondingly when applicable. This is aimed at avoiding a repeat of overheating of the drivers, as witnessed at the 2023 Qatar Grand Prix.^[77] When the FIA predicts a temperature of over 30.5 °C (86.9 °F), a "heat hazard" will be declared. This will require teams to equip the drivers with their cooling systems, and the minimum weight will be raised by 5 kilograms (11 lb) to compensate for the equipment.^[78]

Drag reduction system (DRS) parameters

The slot gaps for the rear wing between the two modes of the DRS have been changed, with the minimum gap reduced. It has been shrunk from 10–15 millimetres (0.39–0.59 in) to 9.4–13 millimetres (0.37–0.51 in); the upper boundary remains at 85 millimetres (3.3 in) with DRS open. The FIA has also tightened up the rules on the DRS modes, stating that there must only be two positions, and that ending the application of DRS must return the wing exactly as defined to the initial mode.^[78]

Number of gearboxes

There is no longer a limit on the number of gearboxes used by teams, as the reliability of current designs renders this restriction obsolete.^[79]

Wing flexibility

The FIA introduced stricter rear wing deflection tests that mandated the slot gap – the distance between the mainplane and rear-wing flap – be restricted to 2 mm (0.079 in) under a 2 kN (450 lb_f) load, which was again reduced to 0.5 mm (0.020 in) from the Chinese Grand Prix onwards to counteract teams' usage of a "mini-DRS".^[80] Additional front wing tests were implemented in a four-month forewarned technical directive for the Spanish Grand Prix, reducing the deflection under a 1 kN (220 lb_f) load from 10 mm (0.39 in) to 5 mm (0.20 in).^[81]

Sporting regulations and related material

Fastest lap point

The point awarded to drivers finishing in the top ten positions for setting the fastest lap in the race, which was reintroduced in 2019, has been abolished.^{[6][82][83]}

Driving standards guidelines publication

Ahead of the Austrian Grand Prix, the FIA released the latest version of its driving standards guidelines into the public domain. Originally introduced in 2024, these written guidelines aimed to provide drivers with a clearer understanding of the expected racing etiquette during on-track battles. Making the guidelines publicly available was intended to help fans and media better understand the rationale behind the FIA's decision-making and race officiating processes.^[84]

Young driver free practice requirements

The requirement for teams to run a young driver during free practice sessions was increased from once to twice per season per car.^[85]

Testing of previous cars

The sporting regulations introduced stricter limitations on "testing of previous cars" (TPC), defined as cars designed and constructed to the technical regulations of any of the three championships run from 2 to 4 years prior to the current championship. A cap of twenty days was imposed on TPC activities, with championship drivers restricted to a maximum of 1,000 kilometres (620 mi) across four days of testing. Testing was permitted at any circuit holding FIA Grade 1 or FIA Grade 1T license, but with specific restrictions relating to testing on the circuits included on the current year's calendar (namely, it was prohibited at circuits scheduled to host a race within sixty days of the test, or if the circuit was not used in the previous season at all or if it was deemed by the FIA to have undergone significant modifications since its use in the previous season).^{[6][86]}

Qualifying contingencies

The sporting regulations now include specific provisions for setting the starting grid in the event that qualifying sessions for either the sprint or the main race are cancelled. In such cases, the starting grid will be determined based on the Drivers' Championship standings. Previously, when a qualifying session could not be held, the starting order was left entirely to the discretion of the stewards. If the championship standings cannot be used to determine the grid, the decision remains at the discretion of the race stewards.^{[6][87]}

Starting grid formation

The protocol for closing up the grid when some cars do not make it to the start of a race was amended following the starting grid formation for cars withdrawn before the start of the 2024 São Paulo Grand Prix. The final grid will now be determined one hour before the start of the race. Cars that are withdrawn up to 75 minutes before the start will not be included in the final grid, and the following cars will all move up the relevant positions.^[77]

Regulation of public comments

Drivers' comments are due to be subject to more stringent regulation and stricter punishment. The issue had first come to light when Fédération Internationale de l'Automobile president Mohammed Ben Sulayem said in an interview that he wanted to see less bad language in Formula One.^[88] This was closely followed by Max Verstappen and Charles Leclerc, both being investigated and punished for swearing in Formula One interviews.^{[89][90]} The penalties for "driver misconduct" covers "language, [...], gesture[s] and/or sign[s] that is offensive, insulting, coarse, rude or abusive and might reasonably be expected or be perceived to be coarse or rude or to cause offense, humiliation or to be inappropriate", as well as assault and "incitement to do any of the above".^[88] A first offence would incur a €40,000 fine; a second, an €80,000 fine and one-month suspension; and a third, a €120,000 fine, one-month suspension, and point deduction. The same penalty scale will apply to any "moral injury or loss" to the "FIA, its bodies, its members or its executive officers" or its values. The making of "political, religious and personal statements or comments" which contravenes the FIA's neutrality will also be subject to the same penalties, with the added caveat that drivers will be required to make a full apology and retract their statement.^[88] Prior to the Emilia Romagna Grand Prix, the FIA softened its stance, allowing race stewards more discretion in determining whether it is necessary to punish a driver for inappropriate language, and giving officials the option to suspend penalties in cases of mitigating circumstances.^[91]

Tyres and safety car starts in wet races

The rules surrounding tyres and safety car starts for wet races were tweaked for this season. Since Formula One reverted to a sole tyre supplier in 2007, if a race held in wet conditions started behind the safety car, the FIA mandated the use of full wet tyres. However, in 2025 competitors are no longer forced to fit full wet tyres for wet safety car starts, giving teams the option to fit intermediate tyres. However, the revised regulations give the FIA the flexibility to mandate the use of full wet tyres should race officials deem it necessary for safety reasons.^[92]

Monaco Grand Prix

A minimum two-stop strategy, in both wet and dry conditions, was implemented for the Monaco Grand Prix in an effort to promote better racing.^[79] Teams were also mandated to use at least three sets of tyres in the races, with a minimum of two different tyre compounds for a dry race.^[93]

Protocol for damaged cars

Following concerns raised during the 2024 Canadian Grand Prix, where Sergio Pérez controversially returned to the pits to avoid a safety car deployment, helping teammate Max Verstappen win the race, the FIA has now introduced a new regulation to prevent severely damaged cars from attempting to return to the pits. Previously, drivers could navigate back to the garage even if their cars were damaged and posed a safety risk to others on track. The updated rule now allows the race director to instruct teams to retire a car if it has substantial structural damage or a critical failure that could endanger others or hinder competition. In such cases, the driver must pull over at the nearest safe location rather than continue towards the pit lane.^[94]

Formation lap for pit lane starts

Drivers starting from the pit lane are now required to take part in the formation lap, marking a departure from previous seasons in which they were permitted to remain in the garage until the race began. Under the updated regulation, once all cars on track have passed the pit exit, pit lane starters must leave in the prescribed order – unless delayed – before re-entering the pit lane at the end of the formation lap. The change was intended to streamline race starts and establish a more consistent pre-race procedure.^[94]

Season summary

Season launch

As part of the series' celebration of the sport's 75th anniversary, all ten teams took part in a collective season launch event called F1 75 Live at The O2 Arena in London on 18 February 2025. Each team unveiled its car liveries for the season while its drivers and team principals were interviewed in front of a live audience. Additionally, other live entertainment and previews of the Formula One film were shown too. The event was broadcast live on Sky Sports in the United Kingdom and ESPN in the United States, as well as Formula One's social media accounts.^{[95][96]} On YouTube, the event surpassed Formula One's previous live events' viewership records, with 1.1 million concurrent viewers.^{[97][98]}

Pre-season

A single pre-season test was held at the Bahrain International Circuit in Sakhir on 26–28 February.^[99] Carlos Sainz Jr., driving for Williams, set the fastest time in the three-day test.^[100]

Opening rounds

McLaren's Lando Norris took pole position for the Australian Grand Prix, which was held under changing, intermediate conditions. Isack Hadjar did not start the race, crashing his Racing Bulls during the formation lap. Norris led a majority of the race, but he briefly lost the lead when he and teammate Oscar Piastri lost control in intermediate conditions. Because of this, Piastri was beached for a short time before he freed himself, dropping to thirteenth and later recovering to ninth. Max Verstappen, in the Red Bull, was trailing Norris as the race reached its closing stages. Norris kept Verstappen behind to win the Grand Prix, bringing McLaren its first win in Australia since 2012. In doing so, Norris also broke Verstappen's reign of consecutive days leading the Drivers' Championship, which the Red Bull driver had held since the 2022 Spanish Grand Prix. Kimi Antonelli recovered twelve places from his sixteenth-place start to finish in fourth. Five further retirements were observed: Jack Doohan for Alpine, Carlos Sainz Jr. for Williams, Fernando Alonso for Aston Martin, Gabriel Bortoleto for Sauber, and Verstappen's teammate, Liam Lawson.^[101]

Lewis Hamilton took sprint pole position for the Chinese Grand Prix, which he converted into Ferrari's first sprint victory ahead of Piastri and Verstappen. Norris qualified in sixth for the sprint and finished in eighth.^[102] Piastri then took pole for the main race, achieving his maiden career pole position.^[103] Piastri controlled the race from start to finish, leading a 1–2 with teammate Norris, who was fighting a late-stage brake failure, followed by George Russell in third for Mercedes. This race marked McLaren's 50th 1–2 finish since joining the sport.^[104] Following the race, Charles Leclerc and Pierre Gasly were disqualified due to their cars being overweight,^[105] while Hamilton was disqualified for excessive skid wear.^[106]

Verstappen took his first pole position of the season at the Japanese Grand Prix, marking the first time he started on pole since the 2024 Austrian Grand Prix; Yuki Tsunoda joined him from Racing Bulls as his new teammate, with Lawson being demoted in his place. Verstappen finished the race with a commanding victory, ahead of the two McLarens – Lando Norris and Oscar Piastri. Antonelli, driving for Mercedes, became both the youngest driver to lead a race and to set the fastest lap in Formula One history. The race featured no retirements.^[107]

Piastri took his second pole position of the season at the Bahrain Grand Prix and controlled the race to win ahead of Russell, whose car was suffering from numerous electrical issues, and Piastri's teammate, Lando Norris. Williams's Carlos Sainz Jr. was the sole retiree during the race, having suffered a collision with Tsunoda.^[108] Nico Hülkenberg was disqualified after the race due to excessive skid wear.^[109]

Verstappen took his second pole position of the season at the Saudi Arabian Grand Prix, while Norris crashed out in Q3, leaving him tenth; he recovered to fourth during the race. Piastri, who started second, won the race ahead of Verstappen, who was given a five-second penalty for leaving the track and gaining an advantage early in the race. Leclerc took Ferrari's first Grand Prix podium of the season. Following the race, Piastri took the lead of the World Drivers' Championship for the first time in his career, making him the first Australian to lead the championship since his manager Mark Webber at the 2010 Japanese Grand Prix. Gasly and Tsunoda were the only retirements from the race following a first lap collision between the pair.^[110]

Antonelli took pole position for the sprint at the Miami Grand Prix, but dropped to seventh following an unsafe pit release with Verstappen, who was given a penalty and dropped to last – the first pointless finish for the latter in any race format since the 2016 Belgian Grand Prix. After Fernando Alonso suffered a heavy crash, a late safety car was called. Norris ended up undercutting Piastri to win the race; Hamilton rounded off the podium,^[111] while Leclerc crashed during a reconnaissance lap and did not take part in the sprint.^[112] For the main race, Verstappen took pole ahead of Norris and Antonelli; Piastri and Norris were able to pass him and take a 1–2 finish, with Russell rounding off the podium. Four retirements were observed, those being Haas' Oliver Bearman, Doohan in his last and most recent Formula One race start, Bortoleto, and Lawson.^[113]

Mid-season rounds

Piastri took pole position in the final running of the [Emilia Romagna Grand Prix](#), but lost the lead to Verstappen in Red Bull Racing's 400th Grand Prix start,^[114] by making a move into the [Tamburello](#) chicane. He kept the lead all the way to the chequered flag ahead of Piastri and Norris. After a poor qualifying, Tsunoda recovered to tenth, Hamilton and Leclerc climbed to fourth and sixth, respectively and Antonelli suffered Mercedes' first retirement of the season due to a mechanical failure.^[115] Additionally, Doohan was substituted with [Franco Colapinto](#) at Alpine.^[65] Colapinto finished 16th after suffering a poor qualifying result.

The [Monaco Grand Prix](#) saw the introduction of a mandatory two-stop strategy in an effort to promote closer racing. Norris took pole position and converted it into victory ahead of Leclerc and teammate Piastri. As a result of the mandatory two-stop strategy, certain teams chose to have one of their drivers block others in an attempt to prevent their teammate from losing track position. Gasly retired after a collision with Tsunoda after leaving the tunnel whilst Alonso retired due to engine issues.^[116]

Oscar Piastri returned to pole position at the [Spanish Grand Prix](#), which he converted into a victory ahead of his teammate Lando Norris and Ferrari's Charles Leclerc. Following a retirement of Kimi Antonelli's Mercedes – caused by mechanical failure – a safety car was brought out on lap 53. Shortly after the race resumed on lap 60, Max Verstappen collided with Antonelli's teammate George Russell, after the former was told to give the position back to the Mercedes driver after he overtook Russell off track. Verstappen ultimately received a ten-second time penalty, which resulted in him dropping to tenth. Nico Hülkenberg was one of many beneficiaries, finishing in fifth place and earning Sauber's highest finish since the [2022 Emilia Romagna Grand Prix](#). Meanwhile, Fernando Alonso, who finished in ninth place, scored his first points of the season eight races in, equalling [2015](#) for his worst start to a season.^[117]



Opening lap of the [Canadian Grand Prix](#)

Russell became the first non-McLaren and non-Red Bull driver of the season to take pole position, doing so at the [Canadian Grand Prix](#). Piastri started third with teammate Norris starting seventh after making a mistake in his flying lap. In a race ultimately defined by strategy calls, Russell won out in the end following a late safety car period, marking Mercedes's first win of the season – finishing ahead of Verstappen and Antonelli, the latter recording his maiden career podium in third to become the [third-youngest podium finisher in Formula One history](#). The race ended under the safety car after Norris rammed Piastri's diffuser while attempting an overtake on the pit straight, forcing the former into the wall and inflicting terminal damage to his [MCL39](#) – his and the McLaren team's first retirement since the [2024 Austrian Grand Prix](#). He would still be classified in 18th following two other retirements: the Williams or [Alex Albon](#) and [Lawson](#).^[118]

Norris was back on pole position at the [Austrian Grand Prix](#). Following an aborted start due to issues with Carlos Sainz Jr.'s brakes, the McLarens broke out ahead while Antonelli locked up and hit Verstappen, forcing both to retire and the safety car to be deployed; Verstappen's Red Bull teammate did not fare any better, with Tsunoda finishing sixteenth – the last of the finishing cars – after receiving a time penalty. Due to this, Red Bull failed to score any points of any kind, the first since the [2022 Bahrain Grand Prix](#). After leading a majority of the race, Norris converted pole position into his third win of the season ahead of teammate and championship leader Piastri, and Leclerc. Gabriel Bortoleto scored his first points in the championship while Hülkenberg finished ninth, marking the first double points finish for Sauber since the [2023 Qatar Grand Prix](#).^[119]



Nico Hülkenberg claimed his first podium by finishing third for [Sauber](#) at the [British Grand Prix](#) in his 239th race start, setting a new record. It was also Sauber's first podium since the [2012 Japanese Grand Prix](#).

Verstappen found himself on pole position for the [British Grand Prix](#) after the cars he was battling with – the McLarens and Ferraris – made mistakes during their flying laps. The race began in wet conditions on intermediate tyres, but the Mercedes of Russell, Leclerc, Hadjar, Bortoleto, and Bearman opted to start from the pit lane after swapping to slick tyres following the formation lap. The slicks, however, were ineffective on the track, which remained damp. On the first few laps, green flag running was limited; Bearman's teammate [Esteban Ocon](#) squeezed himself between Tsunoda and Lawson, with the latter being the first to retire after suffering damage to his rear-left suspension. Soon afterward, Bortoleto then found himself in the wall with damage to his rear wing, and during a sustained period of heavy rain, Hadjar himself had a heavy hit into [Copse](#) corner after ramming Antonelli's diffuser and spinning off the track, facilitating a safety car period. Race leader Oscar Piastri braked erratically during this safety car period and was awarded a ten-second time penalty. As the race entered its closing stages, the track began to dry, and drivers returned to slick tyres. With Piastri serving his penalty, Norris took the race lead; he went on to become the thirteenth British driver to win their home race. He finished ahead of Piastri and Nico Hülkenberg, the latter of whom enjoyed his first career Formula One podium after a record 239 race starts, starting from 19th and last on the grid.^[120]

Piastri took pole position at the [Belgian Grand Prix](#) sprint, but lost out to Red Bull's Verstappen. Norris then took pole position for the main race, which was delayed due to heavy rain. The race began under a rolling start behind the safety car, where Piastri immediately overtook Norris and held the lead to win the race as Leclerc finished in third.^[121]

Leclerc took his first pole position of the season for the [Hungarian Grand Prix](#), ahead of the two McLarens. Norris went on to win the race, after deciding to risk a one-stop strategy to get ahead of teammate whilst title rival, Piastri, was on a two-stop and finished second. George Russell completed the podium and finished third after battling with Leclerc.^[122]

Piastri took another pole position for the [Dutch Grand Prix](#) and led the race from start to finish, scoring his maiden career grand chelem ahead of Red Bull driver Max Verstappen and Racing Bulls driver Isack Hadjar, the latter achieving his maiden career podium after starting from fourth, his highest starting position to date. Three retirements were observed during the race, with both the Ferrari drivers hitting the wall at the banked turn 3 – one by driver error and the other due to contact with Antonelli, whilst Norris experienced an oil leak on lap 65.^[123]

After taking the fastest pole position lap in Formula One history, Verstappen converted it into his and Red Bull's third win of the season at the [Italian Grand Prix](#), ahead of Norris and Piastri. Controversial late-stage [team orders](#) were given to the latter, following his teammate's slow pit stop resulting in the former overtaking him for second. Alonso suffered the race's only retirement, after his Aston Martin suffered a suspension failure; Hülkenberg did not start the race after experiencing hydraulic issues, pulling into the pit lane with his Sauber.^[124]

Closing rounds

Verstappen converted his pole position at the [Azerbaijan Grand Prix](#) into his career sixth grand slam, and Red Bull's first consecutive win of the season. McLaren had an opportunity to secure the Constructors' Championship in this race, but was unable to. Norris did not score sufficient points and his teammate Piastri had a mistake-laden weekend as he crashed out in qualifying, jumped the race start, stalled, and dropped to last in an attempt to correct his mistake, before ultimately crashing out on the first lap. Carlos Sainz Jr., who started second, scored [Williams'](#) first podium since the rain-curtailed [2021 Belgian Grand Prix](#).^[125]



McLaren secured its tenth Constructors' Championship at the [Singapore Grand Prix](#).

McLaren clinched the title at the [Singapore Grand Prix](#), their tenth title and second in a row – the first time the team won consecutive championships since 1991.^{[126][127]} Meanwhile, Russell converted his pole position into his and Mercedes' second win of the season, with Verstappen finishing in second.^{[127][128]}

Verstappen dominated both the sprint and race at the [United States Grand Prix](#) from pole position, while the McLarens retired in the sprint, and finished second (Norris) and fifth (Piastri) in the race, narrowing the competition at the top of the Drivers' Championship. After a late safety car caused by Stroll during the sprint race, Sainz scored Williams' first sprint podium.^[129]

Norris converted pole position for the [Mexico City Grand Prix](#) to a win ahead of Leclerc and Verstappen. Piastri finished in fifth, which meant Norris took the lead of the Drivers' Championship by one point, the first time he led since the [Bahrain Grand Prix](#). Holding off Piastri before a late virtual safety car period neutralised the race, Oliver Bearman recorded his highest career finish and a joint-best finish for [Haas](#) in fourth, matching Romain Grosjean's record at the [2018 Austrian Grand Prix](#).^[130]

Results and standings

Grands Prix

Round	Grand Prix ^[d]	Pole position	Fastest lap	Winning driver	Winning constructor	Report
1	Australian Grand Prix	Lando Norris	Lando Norris	Lando Norris	McLaren-Mercedes	Report
2	Chinese Grand Prix	Oscar Piastri	Lando Norris ^[e]	Oscar Piastri	McLaren-Mercedes	Report
3	Japanese Grand Prix	Max Verstappen	Kimi Antonelli	Max Verstappen	Red Bull Racing-Honda RBPT	Report
4	Bahrain Grand Prix	Oscar Piastri	Oscar Piastri	Oscar Piastri	McLaren-Mercedes	Report
5	Saudi Arabian Grand Prix	Max Verstappen	Lando Norris	Oscar Piastri	McLaren-Mercedes	Report
6	Miami Grand Prix	Max Verstappen	Lando Norris	Oscar Piastri	McLaren-Mercedes	Report
7	Emilia Romagna Grand Prix	Oscar Piastri	Max Verstappen	Max Verstappen	Red Bull Racing-Honda RBPT	Report
8	Monaco Grand Prix	Lando Norris	Lando Norris	Lando Norris	McLaren-Mercedes	Report
9	Spanish Grand Prix	Oscar Piastri	Oscar Piastri	Oscar Piastri	McLaren-Mercedes	Report
10	Canadian Grand Prix	George Russell	George Russell	George Russell	Mercedes	Report
11	Austrian Grand Prix	Lando Norris	Oscar Piastri	Lando Norris	McLaren-Mercedes	Report
12	British Grand Prix	Max Verstappen	Oscar Piastri	Lando Norris	McLaren-Mercedes	Report
13	Belgian Grand Prix	Lando Norris	Kimi Antonelli	Oscar Piastri	McLaren-Mercedes	Report
14	Hungarian Grand Prix	Charles Leclerc	George Russell	Lando Norris	McLaren-Mercedes	Report
15	Dutch Grand Prix	Oscar Piastri	Oscar Piastri	Oscar Piastri	McLaren-Mercedes	Report
16	Italian Grand Prix	Max Verstappen	Lando Norris	Max Verstappen	Red Bull Racing-Honda RBPT	Report
17	Azerbaijan Grand Prix	Max Verstappen	Max Verstappen	Max Verstappen	Red Bull Racing-Honda RBPT	Report
18	Singapore Grand Prix	George Russell	Lewis Hamilton	George Russell	Mercedes	Report
19	United States Grand Prix	Max Verstappen	Kimi Antonelli	Max Verstappen	Red Bull Racing-Honda RBPT	Report
20	Mexico City Grand Prix	Lando Norris	George Russell	Lando Norris	McLaren-Mercedes	Report
21	São Paulo Grand Prix	Lando Norris	Alexander Albon	Lando Norris	McLaren-Mercedes	Report
22	Las Vegas Grand Prix					Report
23	Qatar Grand Prix					Report
24	Abu Dhabi Grand Prix					Report

Source:^{[66][132]}

Scoring system

Points are awarded to the top ten classified drivers, and the top eight of the [sprint](#).^{[133][f]} In the case of a tie on points, a countback system is used where the driver with the most Grand Prix wins is ranked higher. If the number of wins is identical, then the number of second places is considered, and so on.^[133] Points are awarded using the following system:

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Race	25	18	15	12	10	8	6	4	2	1
Sprint ^[d]	8	7	6	5	4	3	2	1		
Source: ^[133]										

World Drivers' Championship standings

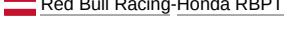
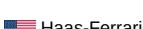
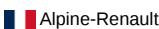
Pos.	Driver	AUS	CHN	JPN	BHR	SAU	MIA	EMI	MON	ESP	CAN	AUT	GBR	BEL	HUN	NED	ITA	AZ	Points	
1	Lando Norris	1PF	2 ⁸ F	2	3	4F	2 ¹ F	2	1PF	2	18†	1P	1	2 ³ P	1	18†	2F	7	390	
2	Oscar Piastri	9	1 ² P	3	1PF	1	1 ²	3P	3	1PF	4	2F	2F	1 ²	2	1PF	3	R6	366	
3	Max Verstappen	2	4 ³	1P	6	2P	4P	1F	4	10	2	Ret	5P	4 ¹	9	2	1P	1P	341	
4	George Russell	3	3 ⁴	5	2	5	3 ⁴	7	11	4	1PF	5	10	5	3F	4	5	2	276	
5	Charles Leclerc	8	DSQ ⁵	4	4	3	7	6	2	3	5	3	14	3 ⁴	4P	Ret	4	9	214	
6	Lewis Hamilton	10	DSQ ¹	7	5	7	8 ³	4	5	6	6	4	4	7	12	Ret	6	8	148	
7	Kimi Antonelli	4	6 ⁷	6F	11	6	6 ⁷	Ret	18	Ret	3	Ret	Ret	16F	10	16	9	4	122	
8	Alexander Albon	5	7	9	12	9	5	5	9	Ret	Ret	Ret	Ret	8	6	15	5	7	13	73
9	Nico Hülkenberg	7	15	16	DSQ	15	14	12	16	5	8	9	3	12	13	14	DNS	16	43	
10	Isack Hadjar	DNS	11	8	13	10	11	9	6	7	16	12	Ret	20 ⁸	11	3	10	10	43	
11	Oliver Bearman	14	8	10	10	13	Ret	17	12	17	11	11	11	11 ⁷	Ret	6	12	12	40	
12	Fernando Alonso	Ret	Ret	11	15	11	15	11	Ret	9	7	7	9	17	5	8	Ret	15	40	
13	Carlos Sainz Jr.	Ret	10	14	Ret	8	9	8	10	14	10	DNS	12	18 ⁶	14	13	11	3	38	
14	Liam Lawson	Ret	12	17	16	12	Ret	14	8	11	Ret	6	Ret	8	8	12	14	5	36	
15	Lance Stroll	6	9	20	17	16	16 ⁵	15	15	WD	17	14	7	14	7	7	18	17	32	
16	Esteban Ocon	13	5	18	8	14	12	Ret	7	16	9	10	13	15 ⁵	16	10	15	14	30	
17	Yuki Tsunoda	12	16 ⁶	12	9	Ret	10 ⁶	10	17	13	12	16	15	13	17	9	13	6	28	
18	Pierre Gasly	11	DSQ	13	7	Ret	13 ⁸	13	Ret	8	15	13	6	10	19	17	16	18	22	
19	Gabriel Bortoleto	Ret	14	19	18	18	Ret	18	14	12	14	8	Ret	9	6	15	8	11	19	
20	Franco Colapinto							16	13	15	13	15	DNS	19	18	11	17	19	0	
21	Jack Doohan	Ret	13	15	14	17	Ret											0		
Pos.	Driver	AUS	CHN	JPN	BHR	SAU	MIA	EMI	MON	ESP	CAN	AUT	GBR	BEL	HUN	NED	ITA	AZ	Points	

Source:^{[135][136][137][132]}

Notes:

- † – Driver did not finish the Grand Prix, but was classified as he completed more than 90% of the race distance.

World Constructors' Championship standings

Pos.	Constructor	AUS	CHN	JPN	BHR	SAU	MIA	EMI	MON	ESP	CAN	AUT	GBR	BEL	HUN	NED	Points
1	 McLaren-Mercedes	1 ^P F	1 ² P	2	1 ^P F	1	1 ²	2	1 ^P F	1 ^P F	4	1 ^P	1	1 ²	1	1 ^P F	756
		9	2 ⁸ F	3	3	4 F	2 ¹ F	3 P	3	2	18†	2 F	2 F	2 ³ P	2	18†	
2	 Mercedes	3	3 ⁴	5	2	5	3 ⁴	7	11	4	1 ^P F	5	10	5	3 F	4	398
		4	6 ⁷	6 F	11	6	6 ⁷	Ret	18	Ret	3	Ret	Ret	16 F	10	16	
3	 Red Bull Racing-Honda RBPT	2	4 ³	1 P	6	2 P	4 P	1 F	4	10	2	16	5 P	4 ¹	9	2	366
		Ret	12	12	9	Ret	10 ⁶	10	17	13	12	Ret	15	13	17	9	
4	 Ferrari	8	DSQ ¹	4	4	3	7	4	2	3	5	3	4	3 ⁴	4 P	Ret	362
		10	DSQ ⁵	7	5	7	8 ³	6	5	6	6	4	14	7	12	Ret	
5	 Williams-Mercedes	5	7	9	12	8	5	5	9	14	10	Ret	8	6	14	5	111
		Ret	10	14	Ret	9	9	8	10	Ret	Ret	DNS	12	18 ⁶	15	13	
6	 Racing Bulls-Honda RBPT	12	11	8	13	10	11	9	6	7	16	6	Ret	8	8	3	82
		DNS	16 ⁶	17	16	12	Ret	14	8	11	Ret	12	Ret	20 ⁸	11	12	
7	 Aston Martin Aramco-Mercedes	6	9	11	15	11	15	11	15	9	7	7	7	14	5	7	72
		Ret	Ret	20	17	16	16 ⁵	15	Ret	WD	17	14	9	17	7	8	
8	 Haas-Ferrari	13	5	10	8	13	12	17	7	16	9	10	11	11 ⁷	16	6	70
		14	8	18	10	14	Ret	Ret	12	17	11	11	13	15 ⁵	Ret	10	
9	 Kick Sauber-Ferrari	7	14	16	18	15	14	12	14	5	8	8	3	9	6	14	62
		Ret	15	19	DSQ	18	Ret	18	16	12	14	9	Ret	12	13	15	
10	 Alpine-Renault	11	13	13	7	17	13 ⁸	13	13	8	13	13	6	10	18	11	22
		Ret	DSQ	15	14	Ret	Ret	16	Ret	15	15	15	DNS	19	19	17	
Pos.	Constructor	AUS	CHN	JPN	BHR	SAU	MIA	EMI	MON	ESP	CAN	AUT	GBR	BEL	HUN	NED	Points

Source: [135][136][137][132]

Notes:

- † – Driver did not finish the Grand Prix, but was classified as he completed more than 90% of the race distance.
- Rows are not related to the drivers: within each constructor, individual Grand Prix standings are sorted purely based on the final classification in the race (not by total points scored in the event, which includes points awarded for the sprint).

Notes

- Lance Stroll was entered into the Spanish Grand Prix, but later withdrew due to pain in his hand and wrist. [14]
- Sauber's sponsorship arrangement is with Stake, whose co-founders are backers of Kick. [21] Sauber entered rounds 1, 9, 13, and 15 as "Kick Sauber F1 Team". [22]
- Saturday race.
- The Chinese, Miami, Belgian, United States, São Paulo and Qatar Grands Prix feature the sprint format. [68]
- Lewis Hamilton originally set the fastest lap, but was later disqualified as the thickness of the plank assembly was below the minimum thickness required. [106] Lando Norris, initially having the second-fastest lap, was recognised for setting the fastest lap of the race. [131]
- In the event of a race or sprint ending prematurely, the number of points paying positions can be reduced, depending on how much of the race or sprint had been completed. [134]

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