



Canadian Grand Prix

The **Canadian Grand Prix** (French: *Grand Prix du Canada*) is an annual motor racing event held since 1961.^[1] It has been part of the Formula One World Championship since 1967. It was first staged at Mosport Park in Bowmanville, Ontario, as a sports car event, before alternating between Mosport and Circuit Mont-Tremblant, Quebec, after Formula One took over the event. After 1971, safety concerns led to the Grand Prix moving permanently to Mosport. In 1978, after similar safety concerns with Mosport, the Canadian Grand Prix moved to its current home at Circuit Gilles Villeneuve on Notre Dame Island in Montreal, Quebec.

In 2005, the Canadian Grand Prix was the most watched Formula One Grand Prix in the world. The race was also the third most watched sporting event worldwide, behind the first place Super Bowl XXXIX and that year's UEFA Champions League Final.^[2]

The 2020 and 2021 events were cancelled due to the COVID-19 pandemic.^{[3][4]} After the cancellation of the 2021 Canadian Grand Prix, the contract was extended to 2031.^[5] The Canadian Grand Prix returned to the calendar in the 2022 season.

History




The early Canadian Grand Prix was one of the premier events of the new Canadian Sports Car Championship, a series which had been created alongside the Canadian Grand Prix at Mosport Park near Toronto in 1961. Mosport Park (which is still in its original layout configuration) was a spectacular and challenging circuit which had many ups and downs; the circuit was popular with drivers. Several international sports car as well as Formula One drivers participated in the event. For the first five years, the event would be won by drivers with either prior Formula One experience, or would enter the

Canadian Grand Prix

Circuit Gilles Villeneuve
(2002–present)



Race information




Number of times held	59
First held	1961
Most wins (drivers)	 <u>Michael Schumacher</u> (7)  <u>Lewis Hamilton</u> (7)
Most wins (constructors)	 <u>Ferrari</u> (14)
Circuit length	4.361 km (2.709 miles)
Race length	305.270 km (189.694 miles)
Laps	70

Last race (2024)


Pole position

 George Russell · Mercedes · 1:12.000

Podium

-  M. Verstappen · Red Bull Racing-Honda RBPT · 1:45:47.927
-  L. Norris · McLaren-Mercedes · +3.879
-  G. Russell · Mercedes · +4.317

Fastest lap

 Lewis Hamilton · Mercedes · 1:14.856

championship after winning the Canadian Grand Prix. In 1966 the Canadian-American Challenge Cup ran the event, with American Mark Donohue winning.^[1] Formula One took over the following year, although the CSCC and Can-Am series continued to compete at Mosport in their own events.

Formula One

Mosport Park and Mont-Tremblant

The event was run as part of the Formula One world championship first in 1967; Mosport Park was selected as the venue for the event. The Ontario circuit alternated with the Circuit Mont-Tremblant in Quebec, where the Canadian Grand Prix was held in 1968 and 1970. Mont-Tremblant, located 1½ hours northwest of Montreal, was much like Mosport Park in that it was a spectacular circuit which had significant elevation change and was very challenging. The first championship race was held between the German and Italian rounds on 27 August; it was won by Jack Brabham with his New Zealander teammate Denny Hulme completing a Brabham 1–2.

The 1968 event, which was moved to late September so it could be paired with the United States Grand Prix at Watkins Glen, saw the unlucky New Zealander Chris Amon lead from the start until 17 laps from the end of the 90 lap distance when his gearbox broke; the McLaren team finished 1–2 with Amon's countrymen Hulme and Bruce McLaren taking top honours.

Following the 1968 season, a group led by John Bassett and race sponsor Imperial Tobacco developed a proposal to move both the Grand Prix and Mosport's Telegram Trophy IndyCar race to a new street circuit in Toronto along Lake Shore Boulevard and through Exhibition Place with the start/finish line and pits to be located inside Exhibition Stadium.^{[6][7][8]} Bassett dropped the idea just as the bill was going through third reading before Toronto city council.^[9] The idea to move the race to an urban location would return a decade later.

The 1969 event at Mosport Park saw Briton Jackie Stewart climb up from 4th to take the lead, but Jacky Ickx was coming up fast, and Stewart and Ickx battled until lap 33, when they came to lap privateer Al Pease for the fourth time, Ickx attempted to pass Stewart, and the two cars collided. Stewart was unable to get his Matra going, but Ickx did get his Brabham going, and held onto the lead until the checkered flag. An angry Stewart complained to his boss Ken Tyrrell about Pease, who complained to the organizers. The 48-year-old Pease was then given the black disqualification flag after completing less than half the number of laps the leaders had completed in an almost embarrassingly outdated Eagle-Climax, and became the only driver in F1 history ever to be disqualified for being too slow. The 1970 event saw Ickx win again with his Swiss teammate Clay Regazzoni making the result a Ferrari 1–2. But the Mont-Tremblant circuit was not used again for Formula One because of safety concerns regarding the bitter winters seriously affecting the track surface and a dispute with the local racing authorities there in 1972. The alternating of the race stopped and Mosport solely continued to hold the Canadian Grand Prix from 1971.

The 1971 event saw Mosport Park flooded with rain and fog; the main event was delayed after a fatal accident at a Formula Ford support race and by the time it started, it was raining heavily. Jackie Stewart took victory easily in a Tyrrell from Swede Ronnie Peterson in a March. 1972 saw Mosport upgraded with new safety features, and Stewart won again. 1973 was an interesting event; like the race 2 years previous it was a rain-soaked event. Austrian new-boy Niki Lauda in a BRM took the lead from Peterson

in a Lotus on Lap 3, Lauda led until the 20th lap when he came to change tires; there was considerable confusion after François Cevert and Jody Scheckter collided on Lap 33 leading to a bungled pace car interlude after which things became very confused as the pace car failed to pick up the leader and allowed those ahead to gain almost a lap. All this meant that Briton Jackie Oliver ended up in the lead with American Peter Revson second and Frenchman Jean-Pierre Beltoise third. Of these three Revson had the most competitive car and so eventually moved into the lead and led all the way to the flag while Peterson's Brazilian teammate Emerson Fittipaldi charged to try to make up for lost ground and overtook Oliver and Beltoise in the closing laps to grab second. For hours after the race confusion reigned but eventually it was confirmed that Revson was the winner- thanks to a lucky break when the pace car came out. The 1974 event saw Fittipaldi win while his championship rivals Clay Regazzoni finished 2nd and Jody Scheckter crashed heavily after a brake failure on his Tyrrell. There was no 1975 event, and the 1976 event was one where Briton James Hunt found out that his 9 points from Brands Hatch were taken away and he was disqualified; Hunt won the Canadian Grand Prix event that year, driving furiously throughout the race.



Peter Revson's crashed McLaren M19C. The crash occurred the lap after he set the pole position lap for the 1972 Canadian Grand Prix.

1977 was the race where French-Canadian Gilles Villeneuve made his debut for Ferrari. But concerns about the bumpy Mosport Park's safety arose when Briton Ian Ashley had a horrendous accident while cresting a bumpy rise. Ashley's Hesketh flipped over the Armco guardrails and went into a television tower. The German-born Englishman was seriously injured and safety operations to rescue him were inefficient and time-consuming; and the lack of safety at Mosport was underlined when Jochen Mass lost control of his McLaren and hit a guardrail that virtually flattened upon impact. Jody Scheckter won this race in his Wolf, but with continuing safety concerns, a new proposal was brought forward. Labatt, the sponsor who held the rights to F1 racing in Canada at the time, as well as the owners of Mosport Park revived the 1968 proposal to move the race to Toronto's Exhibition Place after the FIA deemed Mosport as an unsuitable host facility going forward.^[10] Toronto city council turned down the proposal by a margin of two votes and within a few hours, Montreal mayor Jean Drapeau had negotiated with Labatt to move the race permanently to Montreal.^{[11][12][7]} A third attempt at a Toronto race eventually came to fruition by competing Canadian brewer Molson in 1986 as the Molson Indy Toronto, part of the Indy Car World Series^{[13][14]}

A plan was quickly put together to develop a track called the Circuit Île Notre Dame on a man-made island in the middle of the St. Lawrence seaway that had been the site of the famous Expo '67; specific roads on the island were combined and modified, and then pit facilities were built to make a temporary race track. The Canadian Grand Prix was first held there in 1978 and it has been held there ever since, with the exception of four years when the event was cancelled.

Montreal

The first winner in Montreal was Quebec native Villeneuve, driving a Ferrari. 1979 saw circuit layout modifications to make it faster, and Australian Alan Jones win, and he then won the 1980 race and the Drivers' Championship that year. 1980 also saw a big startline pile-up with involved Jones's Brazilian championship rival Nelson Piquet after he and Jones collided going into the very fast Droit du Casino

corner. Piquet jumped into his spare car with a more powerful qualifying engine; but the engine blew up and Piquet retired from the race. Frenchman Jean-Pierre Jabouille's season and F1 racing career came to an end when he crashed his Renault head-on into a tire wall. He had badly broken legs; it took the tall Frenchman months to recover. 1981 saw a rain-soaked event in which near end of the race, Villeneuve demonstrated his car control skill when the front wing of his Ferrari was askew from a crash and he drove on to third place with the car in this condition. Frenchman Jacques Laffite took what was to be his last F1 victory, followed by Briton John Watson and Villeneuve.



Salut Gilles on the track of Circuit Gilles Villeneuve. The Quebec-born Gilles Villeneuve won the 1978 Canadian Grand Prix.

Villeneuve was killed in 1982 on his final qualifying lap for the Belgian Grand Prix. A few weeks after his death, the race course in Montreal was renamed Circuit Gilles Villeneuve after him. Gilles Villeneuve was one of the first people inducted into the Canadian Motorsport Hall of Fame, and is so far the only Canadian winner of the Formula One Canadian Grand Prix. The 1982 Canadian Grand Prix was a tragic event, in the shadow of the death of Villeneuve a month earlier. It saw another accident when Villeneuve's teammate Didier Pironi stalled at the front of the grid. First, Raul Boesel struck a glancing blow to the stationary vehicle, and then Riccardo Paletti crashed directly into the rear of Pironi's Ferrari at over 180 km/h (110 mph). Pironi and F1 doctor Sid Watkins came to Paletti's aid to try to extract him from his car, which briefly caught fire. After a half-hour, the 23-year-old Paletti

was extracted and flown to a nearby hospital, where he succumbed to his injuries. Nelson Piquet won the race in his Brabham. 1982 was also significant in that the race was moved from October to June with the event happening in early June ever since.

In 1983, Frenchman René Arnoux scored his first race win as a Ferrari driver, and the following year Piquet won again in a BMW-powered Brabham. 1985 saw Ferrari finish 1–2 with Italian Michele Alboreto and Swede Stefan Johansson taking top honours from Frenchman Alain Prost, while Lotus gained their final ever lock-out of the front row when Elio de Angelis and Ayrton Senna started 1–2. 1986 was a competitive race. Finn Keke Rosberg in a McLaren charged through the field, caught and then passed British leader Nigel Mansell. But Rosberg, like the other front runners, encountered problems, benefiting Mansell who won the race. In 1987, the race was not held due to sponsorship dispute between two local breweries, Labatt and Molson.^[15] During the break the track was modified, and starting line moved to its current position.

1988 saw Brazilian Ayrton Senna take victory in the all-conquering McLaren MP4/4 with its Honda turbo engine, and the following year he so very nearly won again, but the Honda engine in his McLaren failed and Belgian Thierry Boutsen took victory, which was the first in his F1 career. 1990, like the year before, was a rain-soaked event, and it saw a number of accidents; Senna came out to win again. 1991 saw a dramatic finale in which Nigel Mansell's Williams failed on the very last lap only a few corners from the finish line; Nelson Piquet took his 23rd and final F1 victory in a Benetton. Austrian Gerhard Berger won the 1992 event after the dominant Mansell spun off after a collision with Berger's teammate Senna.

Alain Prost won the 1993 event while fending off a spirited drive from Senna, and in response to the Imola tragedies, the 1994 event saw the very fast Droit du Casino curve being turned into a chicane. German Michael Schumacher won this event. Ferrari's Jean Alesi won the 1995 edition, which occurred on his 31st birthday and which would be the only win of his career. Alesi had inherited the lead when

Michael Schumacher pitted with electrical problems and Damon Hill's hydraulics failed. The victory was a popular one for Alesi, particularly after several unrewarded drives the year before, namely in Italy. Alesi's win at Montreal was voted the most popular race victory of the season by many, as it was the number 27 Ferrari—once belonging to the famous Gilles Villeneuve at his much loved home Grand Prix. Schumacher gave Alesi a lift back to the pits after Alesi's car ran out of fuel just before the Pits Hairpin.

The Canadian Grand Prix race had grown in importance around this time; the demise of Grands Prix in Detroit, Phoenix and Mexico City meant that it had been the only North American Grand Prix round since 1993 and would continue to be the only round in North America up until 2000, and again from 2008 to 2011 after yet another demise of the United States Grand Prix, this time at Indianapolis. It was also one of two races in the entire Americas, the other being the Brazilian Grand Prix, although the Argentine Grand Prix had returned for 4 brief years from 1995 to 1998.

The 1996 race saw the Casino corner removed and the layout changed; the run from the hairpin at the bottom of the circuit was turned into a straight. Briton Damon Hill won this event, and the 1997 race was stopped early due to a crash involving Olivier Panis. He was sidelined for nine races and some see it as a turning point in the career of the 1996 Monaco Grand Prix winner. The races from 1997 to 2004 (except 1999 and 2001) saw a romp of Michael Schumacher victories, all in a Ferrari. 1999 saw Finn Mika Häkkinen win, and in 2001, there was the first sibling 1–2 finish in the history of Formula 1, as Ralf and Michael Schumacher topped the podium. The Schumacher brothers would finish 1–2 in the 2003 edition as well, 2001 was also noted for Jean Alesi achieving Prost's best finish of the season; he celebrated his fifth place by doing several donuts in his vehicle, and throwing his helmet into the crowd.



Ayrton Senna celebrates his victory at the 1988 Canadian Grand Prix with Alain Prost and Thierry Boutsen.



Jean Alesi at the 1995 Canadian Grand Prix



Lewis Hamilton and Fernando Alonso during the 2007 Canadian Grand Prix

The 2007 race was the site of rookie Lewis Hamilton's first win. On lap 67, Takuma Sato overtook McLaren-Mercedes's Fernando Alonso, to cheers around the circuit, just after overtaking Ralf Schumacher and having overtaken Ferrari's Kimi Räikkönen earlier in the race.^[16] The race saw Sato move from the middle of the grid to the back of the pack and to a high of fifth before a pit-stop error caused him to move back to eleventh. Sato fought up 5 places in the field in the last 15 laps to finish sixth. Sato was voted "Driver of the Day" on the ITV website over Lewis Hamilton's first win. The race also saw an atrocious crash involving Robert Kubica (who went on to win the race the following season, resulting to be his only one in F1).

2009 hiatus

On 7 October 2008, the Canadian Grand Prix was dropped from the 2009 Formula One calendar, which left the Montreal race off the list for the first time since 1987.^[17] Since the United States Grand Prix was dropped after 2007, this meant that in 2009 no Formula One race was held in North America for the first time since 1958^[18] (the American Indianapolis 500 formed part of the FIA World Drivers' Championship from 1950 to 1960, but was not run to Formula One regulations and only very rarely entered by regular championship competitors).

During the Australian Grand Prix, reports surfaced that the Canadian Grand Prix could return during the 2009 season in the event that the race circuit in Abu Dhabi was not ready in time.^[19] On 26 April 2009, Speed reported Bernie Ecclestone as saying the FIA was negotiating a return of the Canadian Grand Prix for the 2010 season, provided upgrades to the circuit were completed.

On 29 August 2009, the BBC reported the provisional schedule for the 2010 season, which had both the Canadian and British Grand Prix marked down as "provisional". The Canadian GP was originally scheduled for 6 June.^[20] The 2010 Canadian Grand Prix was eventually run in Montreal on 13 June 2010.^[21] On 27 November 2009, Quebec's officials and Canadian Grand Prix organizers announced they had reached a settlement with Formula One Administration and signed a new five-year contract spanning the 2010–2014 seasons.^[22] Under the five-year agreement, the government pays 15 million Canadian dollars a year to host the race, much less than the 35 million a year Ecclestone initially asked for.^[23]

2010–present

The 2011 Canadian Grand Prix became the longest ever Formula One race to date; rainstorms delayed the race for hours; but when it got going again Briton Jenson Button stormed through the field from last place after the restart on lap 41 and caught German leader Sebastian Vettel; whom he forced into making a mistake, passed the Red Bull driver and the Briton took victory, in what he described as "my best ever race".^[24] The 2013 Canadian Grand Prix saw Vettel dominate in his Red Bull, but it was also to see the first Formula One-related fatality in 12 years. Thirty-eight-year-old track marshal Mark Robinson was run over by a recovery vehicle, and the accident happened while marshals were removing the Sauber of Esteban Gutiérrez after the Mexican had spun off during the closing stages of the race. Robinson died later in hospital and became the first track-side death in Formula One since that of marshal Graham Beveridge at the 2001 Australian Grand Prix.



Start of the 2011 Canadian Grand Prix. The race was the longest ever F1 race to date due to rainstorms.

Wildlife

In the weeks leading up the Grand Prix, city officials trap as many groundhogs as they can in and around the race course, and transport the animals to nearby Île Ste-Helene.^[25] Nonetheless, in 1990, Alessandro Nannini struck a gopher on the track which damaged his tire. In 2007, a groundhog disrupted the practice session of Ralf Schumacher. On race day itself, Anthony Davidson had been running in third until he struck a groundhog, initially thought to be a beaver, which forced him to pit and repair the damage to his front wing. In 2008, a groundhog crossed the track at the hairpin in the 2nd practice session but luckily

did not disrupt the session. In 2018, Romain Grosjean struck a groundhog in the 2nd practice session on the approach to turn 13, damaging his front wing. In 2022, Nicholas Latifi hit a groundhog in third practice in the braking zone of turn 8.

Wall of Champions

The final corner of Circuit Gilles Villeneuve became well known for crashes involving former World Champions. In 1999, Damon Hill, Michael Schumacher and Jacques Villeneuve all crashed into the same wall at the final chicane. The wall became ironically known as "Wall of Champions". The wall also was involved in a crash with Ricardo Zonta, who was, at the time, the reigning FIA GT sports car champion. In recent years, CART Champion Juan Pablo Montoya, Formula Renault 3.5 Champion Carlos Sainz Jr. and 2009 Formula One World Champion Jenson Button have also fallen victim to the wall.^[26] In 2011 Friday practice the wall claimed 4-time F1 Champion Sebastian Vettel.^[27] During Q2 in 2019, the wall claimed another former Formula Renault 3.5 champion, Kevin Magnussen, though he escaped serious injury.^[28]



The "Wall of Champions"

Before the wall was named it also claimed victims such as 1992 World Sportscar Champion and long-time F1 driver Derek Warwick who spectacularly crashed his Arrows-Megatron during qualifying for the 1988 Canadian Grand Prix.^[29]

Winners











Repeat winners (drivers)

Drivers **in bold** are competing in the Formula One championship in the current season.

A pink background indicates an event which was not part of the Formula One World Championship.



Lewis Hamilton celebrates winning the 2015 Canadian Grand Prix

Wins	Driver	Years won
7	 <u>Michael Schumacher</u>	<u>1994</u> , <u>1997</u> , <u>1998</u> , <u>2000</u> , <u>2002</u> , <u>2003</u> , <u>2004</u>
	 <u>Lewis Hamilton</u>	<u>2007</u> , <u>2010</u> , <u>2012</u> , <u>2015</u> , <u>2016</u> , <u>2017</u> , <u>2019</u>
3	 <u>Nelson Piquet</u>	<u>1982</u> , <u>1984</u> , <u>1991</u>
	 <u>Max Verstappen</u>	<u>2022</u> , <u>2023</u> , <u>2024</u>
2	 <u>Pedro Rodríguez</u>	<u>1963</u> , <u>1964</u>
	 <u>Jacky Ickx</u>	<u>1969</u> , <u>1970</u>
	 <u>Jackie Stewart</u>	<u>1971</u> , <u>1972</u>
	 <u>Alan Jones</u>	<u>1979</u> , <u>1980</u>
	 <u>Ayrton Senna</u>	<u>1988</u> , <u>1990</u>
	 <u>Sebastian Vettel</u>	<u>2013</u> , <u>2018</u>
Sources: ^[30] ^[31]		

Repeat winners (constructors)

Teams ***in bold*** are competing in the Formula One championship in the current season.

A pink background indicates an event which was not part of the Formula One World Championship.

Wins	Constructor	Years won
14	 Ferrari	<u>1963</u> , <u>1964</u> , <u>1970</u> , <u>1978</u> , <u>1983</u> , <u>1985</u> , <u>1995</u> , <u>1997</u> , <u>1998</u> , <u>2000</u> , <u>2002</u> , <u>2003</u> , <u>2004</u> , <u>2018</u>
13	 McLaren	<u>1968</u> , <u>1973</u> , <u>1974</u> , <u>1976</u> , <u>1988</u> , <u>1990</u> , <u>1992</u> , <u>1999</u> , <u>2005</u> , <u>2007</u> , <u>2010</u> , <u>2011</u> , <u>2012</u>
7	 Williams	<u>1979</u> , <u>1980</u> , <u>1986</u> , <u>1989</u> , <u>1993</u> , <u>1996</u> , <u>2001</u>
5	 Red Bull	<u>2013</u> , <u>2014</u> , <u>2022</u> , <u>2023</u> , <u>2024</u>
4	 <u>Brabham</u>	<u>1967</u> , <u>1969</u> , <u>1982</u> , <u>1984</u>
	 Mercedes	<u>2015</u> , <u>2016</u> , <u>2017</u> , <u>2019</u>
2	 <u>Lotus</u>	<u>1961</u> , <u>1962</u>
	 <u>Tyrrell</u>	<u>1971</u> , <u>1972</u>
	 <u>Benetton</u>	<u>1991</u> , <u>1994</u>
Sources: ^[30] ^[31]		

Repeat winners (engine manufacturers)

Manufacturers ***in bold*** are competing in the Formula One championship in the current season.

A pink background indicates an event which was not part of the Formula One World Championship.

Wins	Manufacturer	Years won
14	 Ferrari	<u>1963</u> , <u>1964</u> , <u>1970</u> , <u>1978</u> , <u>1983</u> , <u>1985</u> , <u>1995</u> , <u>1997</u> , <u>1998</u> , <u>2000</u> , <u>2002</u> , <u>2003</u> , <u>2004</u> , <u>2018</u>
12	 Ford *	<u>1968</u> , <u>1969</u> , <u>1971</u> , <u>1972</u> , <u>1973</u> , <u>1974</u> , <u>1976</u> , <u>1977</u> , <u>1979</u> , <u>1980</u> , <u>1991</u> , <u>1994</u>
10	 Mercedes **	<u>1999</u> , <u>2005</u> , <u>2007</u> , <u>2010</u> , <u>2011</u> , <u>2012</u> , <u>2015</u> , <u>2016</u> , <u>2017</u> , <u>2019</u>
6	 Renault	<u>1989</u> , <u>1993</u> , <u>1996</u> , <u>2006</u> , <u>2013</u> , <u>2014</u>
4	 Honda	<u>1986</u> , <u>1988</u> , <u>1990</u> , <u>1992</u>
	 BMW	<u>1982</u> , <u>1984</u> , <u>2001</u> , <u>2008</u>
2	 Climax	<u>1961</u> , <u>1962</u>
	 Chevrolet	<u>1965</u> , <u>1966</u>
	 Honda RBPT	<u>2023</u> , <u>2024</u>
Sources: ^[30] ^[31]		

* Built by Cosworth, funded by Ford

** Between 1999 and 2005 built by Ilmor, funded by Mercedes

By year

A pink background indicates an event which was not part of the Formula One World Championship.



A map of all the locations of the Canadian Grand Prix.

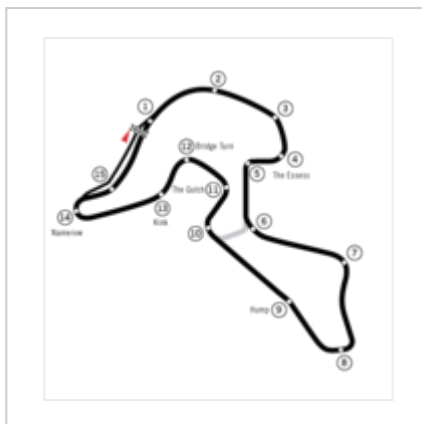
Year	Driver	Constructor	Location	Report
1961	 Peter Ryan	Lotus-Climax	Mosport Park	Report
1962	 Masten Gregory	Lotus-Climax		Report
1963	 Pedro Rodríguez	Ferrari		Report
1964	 Pedro Rodríguez	Ferrari		Report
1965	 Jim Hall	Chaparral-Chevrolet		Report
1966	 Mark Donohue	Lola-Chevrolet		Report
1967	 Jack Brabham	Brabham-Repco	Mosport Park	Report
1968	 Denny Hulme	McLaren-Ford	Mont-Tremblant	Report
1969	 Jacky Ickx	Brabham-Ford	Mosport Park	Report
1970	 Jacky Ickx	Ferrari	Mont-Tremblant	Report
1971	 Jackie Stewart	Tyrrell-Ford	Mosport Park	Report
1972	 Jackie Stewart	Tyrrell-Ford		Report
1973	 Peter Revson	McLaren-Ford		Report
1974	 Emerson Fittipaldi	McLaren-Ford		Report
1975	<i>Not held</i>			
1976	 James Hunt	McLaren-Ford	Mosport Park	Report
1977	 Jody Scheckter	Wolf-Ford		Report
1978	 Gilles Villeneuve	Ferrari	Circuit Île Notre-Dame	Report
1979	 Alan Jones	Williams-Ford		Report
1980	 Alan Jones	Williams-Ford		Report
1981	 Jacques Laffite	Ligier-Matra		Report
1982	 Nelson Piquet	Brabham-BMW	Circuit Gilles Villeneuve	Report
1983	 René Arnoux	Ferrari		Report
1984	 Nelson Piquet	Brabham-BMW		Report
1985	 Michele Alboreto	Ferrari		Report
1986	 Nigel Mansell	Williams-Honda		Report
1987	<i>Not held due to a sponsorship dispute between Labatt and Molson</i>			
1988	 Ayrton Senna	McLaren-Honda	Circuit Gilles Villeneuve	Report
1989	 Thierry Boutsen	Williams-Renault		Report
1990	 Ayrton Senna	McLaren-Honda		Report
1991	 Nelson Piquet	Benetton-Ford		Report
1992	 Gerhard Berger	McLaren-Honda		Report

1993	 Alain Prost	Williams-Renault	Circuit Gilles Villeneuve	Report
1994	 Michael Schumacher	Benetton-Ford		Report
1995	 Jean Alesi	Ferrari		Report
1996	 Damon Hill	Williams-Renault		Report
1997	 Michael Schumacher	Ferrari		Report
1998	 Michael Schumacher	Ferrari		Report
1999	 Mika Häkkinen	McLaren-Mercedes		Report
2000	 Michael Schumacher	Ferrari		Report
2001	 Ralf Schumacher	Williams-BMW		Report
2002	 Michael Schumacher	Ferrari		Report
2003	 Michael Schumacher	Ferrari		Report
2004	 Michael Schumacher	Ferrari		Report
2005	 Kimi Räikkönen	McLaren-Mercedes		Report
2006	 Fernando Alonso	Renault		Report
2007	 Lewis Hamilton	McLaren-Mercedes		Report
2008	 Robert Kubica	BMW Sauber		Report
2009	<i>Not held</i>			
2010	 Lewis Hamilton	McLaren-Mercedes	Circuit Gilles Villeneuve	Report
2011	 Jenson Button	McLaren-Mercedes		Report
2012	 Lewis Hamilton	McLaren-Mercedes		Report
2013	 Sebastian Vettel	Red Bull-Renault		Report
2014	 Daniel Ricciardo	Red Bull-Renault		Report
2015	 Lewis Hamilton	Mercedes		Report
2016	 Lewis Hamilton	Mercedes		Report
2017	 Lewis Hamilton	Mercedes		Report
2018	 Sebastian Vettel	Ferrari		Report
2019	 Lewis Hamilton	Mercedes	Report	
2020 – 2021	<i>Not held due to COVID-19 pandemic</i>			
2022	 Max Verstappen	Red Bull-RBPT	Circuit Gilles Villeneuve	Report
2023	 Max Verstappen	Red Bull-Honda RBPT		Report
2024	 Max Verstappen	Red Bull-Honda RBPT		Report
Sources: ^[30] ^[31]				

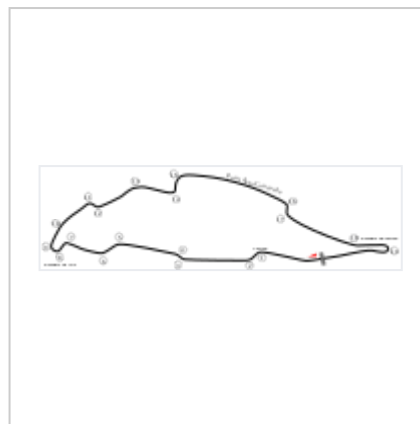
Previous circuits used



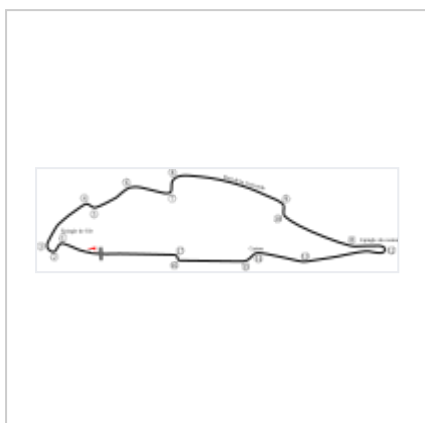
Mosport Park (1967, 1969,
1971–1974, 1976–1977)



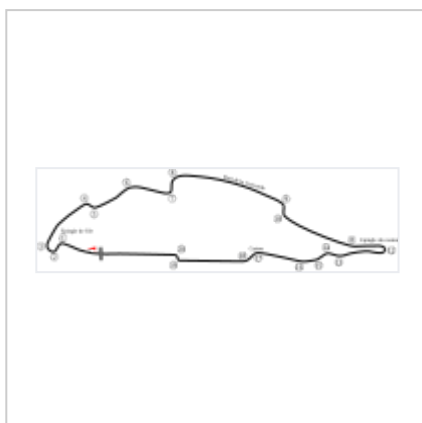
Circuit Mont-Tremblant (1968,
1970)



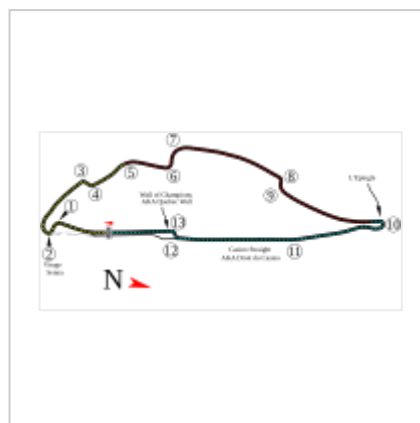
Circuit Île Notre Dame/Gilles
Villeneuve (1978–1986)



Circuit Gilles Villeneuve
(1988–1993)



Circuit Gilles Villeneuve
(1994–1995)



Circuit Gilles Villeneuve
(1996–2001)

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External links

- Official website (<https://www.gpcanada.ca/en/>)
 - Canadian Motorsport Hall of Fame (<http://www.cmhf.ca/>)
 - Circuit Gilles Villeneuve on Google Maps (Current Formula 1 Tracks) (<https://www.google.com/maps/d/viewer?mid=zAwYScNYWOgU.kH5VtuiZLUz4>)
 - Canadian Grand Prix (<http://thecanadianencyclopedia.com/index.cfm?PgNm=TCE&Params=A1ARTA0009383>) Archived (<https://web.archive.org/web/20081011072342/http://thecanadianencyclopedia.com/index.cfm?PgNm=TCE&Params=A1ARTA0009383>) 11 October 2008 at the [Wayback Machine](#) at [The Canadian Encyclopedia](#)
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