



Charles Leclerc

Charles Marc Hervé Perceval Leclerc^[2] (French pronunciation: [ʃaʁl ləklɛʁ]; born 16 October 1997) is a Monégasque racing driver, currently racing in Formula One for Scuderia Ferrari.

Graduating from karting to junior formulae in 2014, Leclerc won his first championship at the 2016 GP3 Series with ART Grand Prix. He then won the inaugural FIA Formula 2 Championship in 2017 with Prema Racing, becoming the fourth driver to win the GP2/Formula 2 championship in their rookie season.

Leclerc made his Formula One debut in 2018 with Sauber as part of the Ferrari Driver Academy, leading their Constructors' Championship charge from last the year prior to eighth, scoring 81% of their tally from 10 points finishes. He joined Ferrari for the 2019 season to partner Sebastian Vettel, and became the second-youngest driver to qualify on pole position in Formula One at the 2019 Bahrain Grand Prix. Leclerc took his maiden career win at the 2019 Belgian Grand Prix. After winless seasons for Ferrari in 2020 and 2021, Leclerc finished runner-up to Max Verstappen in the 2022 World Drivers' Championship. In 2024, Leclerc won the Monaco Grand Prix, becoming the first Monégasque driver to win the race in 93 years.

As of the 2024 Italian Grand Prix, Leclerc has achieved seven race wins, 25 pole positions, nine fastest laps and 38 podiums in Formula One. He scored the first grand slam of his career at the 2022 Australian Grand Prix. Leclerc is set to remain at Ferrari until at least the end of the 2026 season.^[3]

Personal life

Born to father Hervé Leclerc and mother Pascale Leclerc,^[4] Leclerc grew up as the middle child between older brother Lorenzo and younger brother Arthur. His father also raced cars, driving in Formula 3 in the 1980s and 1990s. Hervé died after a long illness, aged 54, four days before Leclerc won the feature race at the 2017 Baku Formula 2 round.^{[5][6]} Two days before his death, Leclerc lied to his father that he had signed a Formula One contract for the 2018 season; he signed with Sauber a month later.^[7] Leclerc's older brother Lorenzo was best friends with the late Jules Bianchi, who became Leclerc's godfather until Bianchi's death in 2014. Leclerc's younger brother Arthur is also a racing driver in the European Le Mans Series, having raced in the FIA Formula 2 Championship the year before.

Leclerc is trilingual, fluent in French, Italian, and English.^[8] Although the French pronunciation of his name uses silent final consonants, he has stated that when speaking English he often uses the Anglicised pronunciation. He has said "he likes both", and that others using either pronunciation is acceptable to him.^[9] Leclerc has described his religious stance as "[believing] in God, but [not someone] who would pray or go to church."^[10]

Early career

2005–2013: Karting

Leclerc began his karting career in 2005, winning the French PACA Championship in 2005, 2006, and 2008.^[11] In 2009 he became French Cadet champion before moving up to the KF3 class in 2010, where he won the Junior Monaco Kart Cup.^[12] He continued in the KF3 class for 2011, winning the CIK-FIA KF3 World Cup, the CIK-FIA Karting Academy Trophy and the ERDF Junior Kart Masters.^[13] During the year, Leclerc also became a member of Nicolas Todt's All Road Management company.^[14]

Leclerc graduated to the KF2 category in 2012 with the factory-backed ART Grand Prix team, winning the WSK Euro Series title,^[15] as well as finishing runner-up in the CIK-FIA European KF2 Championship and the CIK-FIA Under 18 World Karting Championship.^[16] In his final year of karting in 2013, Leclerc won the South Garda Winter Cup and claimed sixth position in the CIK-FIA European KZ Championship and finished second in the CIK-FIA World KZ Championship, behind current Red Bull Formula One driver Max Verstappen.^[17]

2014–2016: Formula Renault, Formula Three, and GP3

In 2014, Leclerc graduated to single-seaters, racing in the Formula Renault 2.0 Alps championship for British team Fortec Motorsports.^[18] During the season, he took seven podium positions, including a double victory at Monza,^[19] to finish runner-up in the championship behind Koiranen GP's Nyck de Vries.^[20] Leclerc also won the Junior Championship title at the final race of the season in Jerez, finishing ahead of teenager Matevos Isaakyan.^[21]

Charles Leclerc	
 <div>Leclerc in 2020</div>	
Born	Charles Marc Hervé Perceval Leclerc <div></div> 16 October 1997 <div>Monte Carlo, Monaco</div>
Relatives	Arthur Leclerc (brother)
Formula One World Championship career	
Nationality	 Monégasque
2024 team	Ferrari ^[1]
Car number	16
Entries	141 (139 starts)
Championships	0
Wins	7
Podiums	38
Career points	1291
Pole positions	25
Fastest laps	9
First entry	2018 Australian Grand Prix
First win	2019 Belgian Grand Prix
Last win	2024 Italian Grand Prix
Last entry	2024 Italian Grand Prix
2023 position	5th (206 pts)
Website	Official website (https://www.charlesleclerc.com/)
Previous series	
2017	FIA Formula 2 Championship
2016	GP3 Series
2015	European Formula 3 Championship
2014	Eurocup Formula Renault 2.0
2014	Formula Renault 2.0 Alps
Championship titles	
2017	FIA Formula 2 Championship
2016	GP3 Series
Awards	
2023	Overtake of the Year
2019, 2022	FIA Pole Trophy
2017–2018	FIA Rookie of the Year
2017–2018	Autosport Rookie of the Year
Signature	
	

Leclerc also took part in a partial [Eurocup Formula Renault 2.0](#) season with Fortec as a guest driver. In the six races he contested he finished on the podium three times, taking a second place at the [Nürburgring](#) followed by a pair of second-place finishes at the [Hungaroring](#).^[22]

Leclerc graduated to [Formula Three](#) in 2015, racing in the [FIA Formula 3 European Championship](#) with Dutch team [Van Amersfoort Racing](#).^[23] At the opening round of the season in [Silverstone](#), Leclerc inherited pole position for the second and third races of the weekend after original pole-sitter [Felix Rosenqvist](#) was excluded for a technical infringement.^[24] He went on to take his first race victory in the third race of the weekend, ahead of [Antonio Giovinazzi](#) and [Jake Dennis](#).^[25] He took his second victory at the following round in [Hockenheim](#), winning the third race as well as taking two additional podiums and three rookie victories over the course of the event.^[26] Leclerc scored his third win in the first race at [Spa-Francorchamps](#) which saw him take the lead in the championship. However, Leclerc finished fourth in the standings, mostly due to damage sustained to his car's chassis following a collision with [Lance Stroll](#) at [Zandvoort](#).

In November 2015, Leclerc finished second at the [Macau Grand Prix](#).^[27]

In December 2015, Leclerc partook in post-season testing with [ART Grand Prix](#) and [Arden International](#). In February 2016, de Vries confirmed that Leclerc would race in the 2016 GP3 season.^[28] ART signed Leclerc the following week. With the team, he claimed three victories and took the title in his first year of the series, despite crashing out in the feature race of the season's final race in Abu Dhabi.^[29]

2017: FIA Formula 2 Championship

The week following his victory in the GP3 title race, Charles Leclerc was confirmed to be graduating to the Formula 2 series for the [2017 season](#) with [Prema Racing](#), alongside fellow GP3 racer and Ferrari junior [Antonio Fuoco](#).^[30]

He made his debut at [Bahrain](#), where he took pole position for the feature race, but only finished third.^[31] In the sprint race, his Prema team chose to take a mid-race pit stop, which is very uncommon in the shorter sprint races. He pushed harder on his medium [Pirelli](#) tyres, creating a nine-second lead before pitting. This would drop him down to 14th place, but Leclerc overtook 13 cars and took victory by overtaking [Luca Ghiotto](#) on the final lap.^[32] After taking pole position for the second time in a row, he then fought off Ghiotto to win again in the [Catalunya](#) feature race, despite a radio issue.^{[33][34]}

Leclerc did not score any points at his home round at [Monaco](#). He was on pole but retired from the lead of the race with a suspension problem. The retirement also meant he would start the sprint race from the back of the grid, and in this race, he collided with [Norman Nato](#) whilst trying to make his way up the grid, which ultimately resulted in both drivers retiring from the race. He retained the championship lead despite the bad weekend, which he described as 'hugely disappointing'.^{[35][36][37]}

Leclerc took a fourth consecutive pole in [Azerbaijan](#), which he dedicated to his late father, Hervé.^[6] He converted this into another win, although the race was red-flagged five laps before the scheduled end.^[38] In the sprint race, he started from eighth, and dropped to tenth early on, but fought back to sixth. The retirement of the race leader, his title rival [Oliver Rowland](#), and De Vries, who was also ahead of Leclerc, meant Leclerc improved to fourth. He then passed [Nicholas Latifi](#) and [Jordan King](#), and began to close on the new leader, Nato. He passed Nato, but had been given a ten-second penalty for failing to slow for yellow flags, and therefore finished second.^[39]

In [Austria](#) he took his fifth pole position, and then won the feature race from pole despite coming under pressure from teammate Fuoco, and towards the end, the DAMS of Latifi.^{[40][41]} He would retire from the sprint race after colliding with Fuoco and spinning out.^[42] By taking pole for the sixth time for the next race, at [Silverstone](#), he matched the record for most pole positions in a row, which was set by [Stoffel Vandoorne](#) in 2014 and 2015, when the series were called [GP2 Series](#). He won the feature race, even after his car set alight during the race, and even after one of his wing mirrors detached in the closing stages.^[43]

He would not start from pole in Hungary, despite taking his seventh successive pole position, as he was disqualified for a technical infringement. Despite starting from the back, he was in 12th position by turn 1. Using an alternative tyre strategy that saw him start on the medium tyres, Leclerc was stuck behind [Alexander Albon](#), who was on the same strategy, although he eventually got past and would finish fourth. He would also finish fourth in the sprint race the next day, giving him a 50-point championship lead over Rowland.^{[44][45][46]}

For the Belgian rounds, Leclerc again took pole and won the race by a convincing margin of over 20 seconds, however, his win was disqualified as one of his [skid blocks](#) was excessively worn. Having to start in 19th place, Leclerc got back up to fifth place and finished 3.8 seconds behind race winner [Sérgio Sette Câmara](#).



Leclerc racing in the [2015 European Formula 3 Championship](#)



Leclerc leading the [2017 Jerez Formula 2 round](#), on his way to winning the Formula 2 championship



Leclerc at the [2017 Monza Formula 2 round](#)

For the Italian feature race, Leclerc was battling for the lead; on the final lap, however, he was involved in an accident with De Vries. After starting towards the back of the grid for the second consecutive sprint race, Leclerc managed to fight his way back to ninth position, albeit out of the points.

With a 57-point margin over Rowland heading into the penultimate rounds at Jerez, Leclerc gained his eighth pole position of the season, with both of his timed laps being good enough for pole position. In the feature race, Leclerc dominated most of the early stint on soft tyres and was able to overtake most of the runners on the alternate strategy. With seven laps to go, however, [Nobuharu Matsushita](#) collided with [Santino Ferrucci](#), which brought out the safety car. At the point that the race resumed, Leclerc was misinformed over team radio that it was the "last lap" even though there were four laps to go,^[47] so after pushing hard to build a gap Leclerc's tyres were "overheated badly"^[47] with several laps still to run, yet despite his tyres being "completely gone" by the end Leclerc managed to hold off a charging Rowland by

0.23 seconds,^[48] and claim the FIA Formula 2 championship in his rookie season in the main F1 feeder series.^[49]

In claiming the championship, Leclerc became the youngest ever champion of the main support series for Formula 1 at 19 years, 356 days old, and the first driver since [Nico Hülkenberg](#) in 2009 to win the championship in their rookie season (a feat which only [Nico Rosberg](#) and [Lewis Hamilton](#) have previously accomplished) and is the only driver to claim a championship with the Dallara GP2/11 chassis in their rookie season.

For the sprint race, Leclerc started in eighth place, however, due to his car's aggressive setup, he and his teammate, Antonio Fuoco, had to pit in the sprint race. Due to the aggressive pace of Leclerc however, he rose through the field, yet because of the excessive wear on his tyres, he conceded three positions on the final lap and finished in seventh position.

For the final rounds at Abu Dhabi, Leclerc qualified in sixth place for the Feature race, his lowest starting position all season excluding penalties. Despite this, however, he managed to finish the highest of the alternate strategy runners in Abu Dhabi (Soft then Super Soft) in fourth place (he had made it up till third until the final corner of the final lap where he was pipped by Antonio Fuoco). This position however was subsequently changed to second after the race winner, Oliver Rowland, and Fuoco were disqualified for excessive floor wear and under-inflated front tyres respectively.

For Leclerc's final race, he started in seventh position. He was initially able to make up two places but was running slower than the race leaders [Alexander Albon](#) and [Nicholas Latifi](#). As the race progressed, however, Leclerc started gaining time compared to his rivals and managed to take Latifi with a few laps to go. For the final three laps, DRS was disabled and yellow flags in the final sector meant that Leclerc was stuck behind Albon, however on the final lap, both drivers tangled, triggered by Leclerc nudging Albon, and both had a drag race which they constantly were pushing each other until Leclerc finally took the lead and won by 1.293 seconds, his final victory in his last F2 race.

Formula One career

Test driver

In 2016, Leclerc joined the [Ferrari Driver Academy](#) and he acted as development driver for [Haas F1 Team](#) and [Scuderia Ferrari](#).^[50] As part of his role as development driver, Leclerc participated in the first practice session of the [British](#) and [German Grands Prix](#) driving for [Haas](#). It was believed that if Leclerc won the [GP3 Series](#) championship, he would follow [Daniil Kvyat](#) and [Valtteri Bottas](#) direct from GP3 into F1 with Haas.^[51] However this was debunked by Haas team principal [Guenter Steiner](#) who said that Leclerc would progress to the [2017 FIA Formula 2 Championship](#).^[52]

In 2017, he took part in the mid-season [Hungaroring](#) test following the [Hungarian Grand Prix](#), driving the [Ferrari SF70H](#). He was the fastest on the first day of the test, running 98 laps in the process and he did not take part in the second day's test.^[53] [Kimi Räikkönen](#) also praised Leclerc saying "It's not easy to do well in a different car from what you normally drive. But Leclerc has shown great progress, and for sure he will do great things in the future".^[54]



Leclerc testing for [Haas](#) in 2016



Leclerc testing for [Sauber](#) at the [2017 Malaysian Grand Prix](#)

Sauber (2018)

For the [2018 Formula One World Championship](#), Leclerc signed for the [Sauber F1 Team](#) as a race driver,^[55] replacing [Pascal Wehrlein](#) and alongside [Marcus Ericsson](#). This marked the first appearance of a [Monégasque Formula One driver](#) since [Olivier Beretta](#) in 1994.^[N 1] At the [Azerbaijan Grand Prix](#), a sixth-place finish saw him become the second [Monégasque driver](#) to score points in Formula One after [Louis Chiron](#), who finished third at the [1950 Monaco Grand Prix](#). At his [first home race](#) in Formula One, Leclerc suffered a brake failure in the closing laps, colliding into the back of [Brendon Hartley](#) and forcing both cars into retirement.^[57] Three consecutive points finishes followed before a run of five races without points. This run included three retirements; a loose wheel in [Britain](#), suspension damage after colliding with [Sergio Pérez](#) in [Hungary](#), and a multi-car accident in [Belgium](#) caused by [Nico Hülkenberg](#) which resulted in [Fernando Alonso](#) being launched over the top of Leclerc's car.



Leclerc racing for [Sauber](#) at the [2018 Chinese Grand Prix](#)

More points finishes came with ninth in [Singapore](#) and seventh in [Russia](#), before retirements from a mechanical failure in [Japan](#) and damage from a collision with [Romain Grosjean](#) in the [United States](#). He ended the season with three consecutive seventh-place finishes in the final three races. Leclerc out-qualified teammate [Ericsson](#) seventeen times from twenty-one races and finished 13th in the championship with 39 points.^{[58][59]}

Ferrari (2019–present)

2019: Maiden podium, pole and race win

[Scuderia Ferrari](#) signed Leclerc for the [2019](#) season, replacing [2007](#) World Champion [Kimi Räikkönen](#), who took his place at Sauber (which later rebranded to [Alfa Romeo](#)).^{[60][61]} While initially only announced for 2019, a few days later, then-Ferrari team principal [Maurizio Arrivabene](#) indicated that Leclerc's contract was going to be four seasons long, running "at least until 2022."^[62] Leclerc made his first test day as an official Ferrari race driver in November 2018 during the end of season test.^[63]

In his first Grand Prix driving for Ferrari, he started and finished in the fifth position at the [Australian Grand Prix](#). In his second qualifying for Ferrari, at the [Bahrain Grand Prix](#), he qualified on pole position for the first time in his Formula One career, having the fastest times in two of the three practice sessions and in all three qualifying sessions, setting a new track record, and becoming the youngest Ferrari pole-sitter.^{[64][65]} Leclerc led for the majority of the race, but lost the lead and was overtaken by [Lewis Hamilton](#) and [Valtteri Bottas](#) due to his engine dropping a cylinder with a failed fuel injector. A late-race [safety car](#) prevented the charging [Max Verstappen](#) from taking third place, leading to the first podium of Leclerc's Formula One career.^[66]



Leclerc at the [2019 Chinese Grand Prix](#)

In [China](#), Leclerc qualified fourth behind his teammate, [Sebastian Vettel](#). After overtaking Vettel during the start, he was asked to yield and let Vettel pass, eventually finishing the race in fifth.^[67] In [Azerbaijan](#), he was the favourite for pole position until a crash in the second qualifying session ended his contention. He started eighth after penalties for the two Alfa Romeos and finished the race fifth with an extra point for the fastest lap of the race.^[68] At the following race in [Monaco](#), he was eliminated in Q1 and started 15th due to Ferrari's erroneous strategy that kept him in the garage to save tyres, underestimating track evolution at the end of the qualifying session. He suffered a puncture and severe floor damage after a failed attempt to pass [Nico Hülkenberg](#), leading to his second

retirement at his home race. Leclerc qualified and finished third in Canada, his second podium finish, behind the controversial 1–2 finish of Hamilton and teammate Sebastian Vettel. He would finish third again in [France](#). At the [Austrian Grand Prix](#), he qualified on pole position, the second pole of his Formula One career. He subsequently finished second after colliding with Red Bull's Max Verstappen, having led for the major part of the race.^[69] The incident was investigated by the stewards after the race, who deemed it a racing incident and decided against taking action.^[70]

At the [British Grand Prix](#), Leclerc qualified in third ahead of Max Verstappen.^[71] He eventually finished the race in third place and was also voted 'Driver of the day' for defending his position against numerous attacks by Verstappen during the early stages of the race.^[72] This was his fourth consecutive podium finish of the season.^[73] Despite having finished in the top two in all the three practice sessions, Leclerc qualified in tenth place at the [German Grand Prix](#) after an issue with the fuel system prevented him from setting a lap time in the final qualifying session.^[74] In what turned out to be a sensational rain-hit race, he made his way up to fourth in the early laps. A questionable tactic by his team's strategists of installing soft tyres despite the track being too wet culminated in him losing control and crashing into the barriers on lap 29, leading to his second retirement of the season.^[75] At the [Hungarian Grand Prix](#), Leclerc suffered a rear-end crash in qualifying but still completed the session. He ultimately finished the race in fourth place.



Leclerc at the [2019 Austrian Grand Prix](#)



Leclerc (right) defending his position from Hamilton (left) at the [2019 Italian Grand Prix](#)

At the first race after the summer break, the [Belgian Grand Prix](#), Leclerc took his third pole position of the season alongside teammate Sebastian Vettel in second—the second Ferrari front-row lockout of the season. During the race, Leclerc fended off the charging Mercedes of Lewis Hamilton to record his maiden Grand Prix win, making him the youngest ever Ferrari race winner. After the race, he dedicated his maiden victory to his former competitor [Anthoine Hubert](#), who was killed in an accident during the [previous day's Formula 2 feature race](#) at the same circuit. At the [Italian Grand Prix](#), Leclerc won the race from pole position after defending his position from both Mercedes drivers and became the first Ferrari driver to win at Monza since Fernando Alonso won there for the team in 2010.^[76] He scored his third consecutive pole in [Singapore](#). Initially leading the race, he finished in second place after he was undercut by teammate Vettel. In [Russia](#), he took his fourth consecutive pole position and his sixth of the season. Vettel passed Leclerc into the first corner and led for the first half of the race before the team orchestrated an undercut in Leclerc's favour to let him retake the lead. Vettel retired from the race shortly after with a hybrid system failure, bringing out the [virtual safety car](#).

This greatly benefited the Mercedes drivers, who made their pit stops and eventually finished the race ahead of Leclerc in third.^[77]

Leclerc qualified in second in [Japan](#), but took damage in a first-lap collision with Max Verstappen. He would go on to finish the race in sixth place, his worst finish of the season. Leclerc took his seventh pole position of the year in [Mexico](#) after Verstappen—who had qualified in first place—was handed a grid penalty for a [yellow flag](#) infringement. He went on to finish the race in fourth place. After another fourth-place finish in the [United States](#), a controversial collision with teammate Vettel caused Leclerc's third retirement of the season in [Brazil](#), ending both drivers' races. Leclerc ended the season with a third-place finish in [Abu Dhabi](#).

Leclerc ended the 2019 season in fourth place in the championship with 264 points, ahead of teammate Vettel. During his first season at Ferrari, he recorded ten podium finishes, two wins, four fastest laps, and the most pole positions of any driver that season, with seven. He also became the first Monégasque to win a Formula One World Championship Grand Prix (although Louis Chiron had won several Grands Prix before the inaugural championship in 1950).

2020 season

Leclerc qualified seventh for the [2020 Austrian Grand Prix](#). The team struggled for pace in the race but due to the chaotic nature of the race recovered to finish second with Leclerc pulling off crucial overtaking manoeuvres on fresh tyres after the final restart. In the build-up to the [Styrian Grand Prix](#) weekend, Leclerc and Ferrari were investigated by the FIA after allegedly breaching the governing body's strict [COVID-19](#) safety protocols after returning home to [Monaco](#) (with permission from his team) in between the [Austrian](#) and [Styrian Grands Prix](#) events with social media posts showing Leclerc socialising with fans, friends and his girlfriend. Leclerc initially denied any wrongdoing.^[78] However, Leclerc and Scuderia Ferrari were given a warning after it was clear he had been in contact with people not included in his bubble.^{[79][80]} In the qualifying session for the [2020 Styrian Grand Prix](#), he ended up 11th fastest in a full wet session and was knocked out in Q2. He was demoted to 14th after receiving a three-place penalty for impeding [Daniil Kvyat](#) in the session.^[81] In the race, Leclerc collided with his team-mate Sebastian Vettel on the first lap, causing them both to retire.^[82] Despite the fact the stewards took no action – viewing the collision as a racing incident and gave no penalties to either driver – Leclerc accepted full responsibility for the collision saying in one of his post-race interviews, "I've been a total asshole, today I fucked it up".^[83]



Leclerc driving at the [2020 Tuscan Grand Prix](#)

At the next race, the [Hungarian Grand Prix](#), Leclerc qualified sixth, one place behind Vettel.^[84] In the race, Leclerc struggled with tyre wear and general lack of speed and finished in 11th place, five places behind teammate Vettel.^[85] Leclerc qualified fourth at the [British Grand Prix](#) and went on to finish third, claiming the 12th podium finish of his F1 career and second of the season.^{[86][87]} For the [70th Anniversary Grand Prix](#) Leclerc qualified eighth.^[88] He subsequently pulled off a one-stop strategy to advance to fourth in the race.

Before competing in the [70th Anniversary Grand Prix](#) in 2020 at Silverstone, Leclerc reacted angrily to accusations that he was racist and opposed to the [Black Lives Matter](#) movement, responding by saying racism is "disgusting" and accusing headlines of attempting to manipulate his words.^[89] The accusations came after he was one of six drivers who opted not to take a knee during the pre-race ceremonies of the opening events of the [2020 Formula One World Championship](#) as part of the sports anti-racism campaign. He stated that he chose not to take a knee due to the negative political connotations he felt such a gesture could have.^[90]

At the [2020 Italian Grand Prix](#) he qualified thirteenth but in the race, he crashed out at Parabolica on lap 24, while he was in fourth, thanks to a pitstop earlier than others who pitted during a Safety Car period. The crash caused a red flag.^[91]

Starting from round 12 at Portimão, Leclerc went on to take three consecutive top-5 finishes. At the rain-hit [Turkish Grand Prix](#), Leclerc was running in third place after producing a comeback from 14th on the intermediate tyres. However, a mistake while attempting to pass [Sergio Pérez](#) for second on the final lap resulted in Leclerc running wide and losing the podium to teammate Vettel. The doubleheader in Bahrain was rather forgettable for Leclerc, who finished tenth

in the first race and retired after a first-lap collision with Pérez in the second. At the final round in Abu Dhabi, both Ferraris lacked pace and finished outside the points, with Leclerc in 13th ahead of Vettel.^[92] Leclerc finished the championship in eighth, scoring 98 points.^[93]

2021 season

At the beginning of the season, Leclerc extended his contract with Ferrari until the end of 2024.^[94] Leclerc had a new teammate at Ferrari for 2021 with Carlos Sainz Jr. replacing Sebastian Vettel, who signed for Aston Martin.^[95] Leclerc started the Bahrain Grand Prix in fourth behind Valtteri Bottas and finished sixth.^[96] He then started fourth and also finished fourth at the Emilia Romagna Grand Prix behind Lando Norris after struggling to keep his pace after the red flag at the middle of the race. He spent half of the race without a radio.^[97] Leclerc then finished sixth at the Portuguese Grand Prix which placed him fifth in the points standings, above his teammate Sainz, who finished 11th in the race. He qualified on pole for his home event - the Monaco Grand Prix despite crashing in the final part of qualifying but was unable to start the race due to suffering a driveshaft issue on his way to the grid.^[98] He qualified for back-to-back poles during Qualifying for the 2021 Azerbaijan Grand Prix,^[99] later finishing fourth. At the British Grand Prix at Silverstone, Leclerc qualified fourth but inherited the lead of the race on lap 1, passing Valtteri Bottas at the start and taking advantage of a collision between title rivals Verstappen and Hamilton. Leclerc held on to the lead of the race until 2 laps to go when he was ultimately caught and overtaken by Hamilton, finishing the race in second place and claiming his first and only podium of 2021.



Leclerc at the 2021 Austrian Grand Prix

At the Hungarian Grand Prix, Leclerc was hit from the side by Lance Stroll on turn 1 and did not finish. In Italy, Leclerc finished in fifth, promoted to fourth after Sergio Perez's penalty. Leclerc took grid penalties in the 2021 Russian Grand Prix and started from 19th. He was in the top 5 at one point but fell to fifteenth by the end of the race after heavy rain fell and he was the last to pit for intermediate tyres. In Turkey, Leclerc would qualify fourth, but would start third after engine penalties for Lewis Hamilton.^[100] In Abu Dhabi, a decision to pit under a virtual safety car proved to be the wrong one as Leclerc failed to make up for the lost track position. This resulted in him finishing only tenth. Meanwhile, teammate Sainz finished third, moving him up to fifth in the drivers' standings and dropping Leclerc to seventh. This marked the first and only time Leclerc had been beaten by a teammate in his car racing career.^[101]

2022: Curtailed championship challenge

Leclerc took pole in the season opening Bahrain Grand Prix, his tenth career F1 pole.^[102] He won the Grand Prix, his and Ferrari's first Formula 1 victory since 2019, battling closely with Red Bull driver Max Verstappen throughout the race. His Ferrari teammate Carlos Sainz Jr. finished second for a Ferrari 1–2. Leclerc received 25 points, plus an additional 1 point for the fastest lap of the race, bringing his total to 26. The result meant he and Ferrari took the lead in the Drivers' and Constructors' Championship respectively.^[103] In doing so, he led the Formula One World Championship for the first time, and also became the first-ever Monégasque driver to lead the Formula One World Championship.^[104] After a second-place finish in the Saudi Arabian Grand Prix, Leclerc took a dominant victory in the Australian Grand Prix, achieving his first grand slam in Formula One, and Ferrari's first since the 2010 Singapore Grand Prix.^{[105][106]} At the Spanish Grand Prix, Leclerc led the race with a large margin until a power unit issue forced his retirement, handing Max Verstappen both the race victory and the World Championship lead.^[107] After taking pole position at his home race in the Monaco Grand Prix, Leclerc finished the race in 4th place due to strategical error and a wet track.^[108] The next race in Azerbaijan saw Leclerc retire from the lead yet again with a power unit failure, which put him at third in the drivers' standings behind Red Bull drivers Max Verstappen and Sergio Pérez.^[109] Leclerc started 19th for the Canadian Grand Prix due to a grid penalty for exceeding his allocation for power unit components; he went on to finish the race in fifth.^[110]



Leclerc at the 2022 Australian Grand Prix

At the British Grand Prix, Leclerc finished fourth after losing out on pit strategy to his teammate.^[111] Leclerc then took first place at the Austrian Grand Prix.^[112] At the French Grand Prix he took pole position before crashing out of the race on lap 18, after making a mistake.^[113] At the Hungarian Grand Prix he qualified third behind his teammate but finished the race sixth after a strategic error made by Ferrari to place him on the hard compound tyres, despite other drivers such as Fernando Alonso losing significant lap time on them, Max Verstappen eventually took the win despite qualifying tenth and extended his lead in the Formula One World Championship to Leclerc by 80 points.^{[114][115]} After the summer break was the Belgian Grand Prix which saw Leclerc start in 15th place, behind Verstappen as both drivers took grid place penalties for the use of additional power unit and gearbox elements.^[116] Despite working his way through the grid well he had to pit eventually for mediums due to a tear-off in his brake ducts. The pitstop cost Leclerc a podium finish. In order to gain some more points in the Formula One World Championship he pitted for soft tyres, the fastest compound tyres, to get the fastest lap point but could not beat Verstappen's time of 1:49.354. Leclerc finished in 5th place in front of Fernando Alonso but suffered a 5-second time penalty for speeding in the pit lane, consequently finishing in 6th place.^[117] At the Dutch Grand Prix, he admitted that he had 'stopped counting' the points deficit to Verstappen.^[118] He started 2nd and finished 3rd after losing his second-place position to Mercedes' George Russell. Leclerc took pole position at Ferrari's home race in Italy at the Monza Circuit, but due to a team decision from Ferrari to pit under a Virtual safety car, he lost the race lead to Red Bull's Max Verstappen and took the checkered flag in second place due to the race ending under a safety car.^[119] Leclerc took pole position at the Singapore Grand Prix, he finished in second place to Red Bull's Sergio Pérez who had taken the lead at the first corner.^[120]



Leclerc celebrating on the podium after winning the 2022 Austrian Grand Prix

In the final race of the 2022 season, at the Abu Dhabi Grand Prix, Leclerc and Sergio Perez faced off for second place in the Drivers' Championship tied at an even 290 points each. Despite starting the race in P3, one place behind Perez in P2, Leclerc overtook his competitor and held on to finish P2 in the race, securing both 2nd place in the Drivers' Championship for himself as well as 2nd in the Constructors' Championship for Ferrari.

2023 season

During the 2023 Bahrain Grand Prix, the first race of 2023 Formula One World Championship, Leclerc's car suffered technical problems, forcing the driver to end the race prematurely during lap 41 while on course for a third-place finish.^[121] The following race, at the Saudi Arabian Grand Prix, Leclerc took a ten-place grid penalty after a new set of control electronics was installed on his car in breach of the allowed quota for the season. Starting from 12th on the grid,

Leclerc was able to recover to a seventh-place finish behind his teammate [Carlos Sainz](#).^[122] Leclerc retired for the second time in three races following a lap 1 collision with [Lance Stroll](#) at the [Australian Grand Prix](#).^[123] Leclerc scored his and Ferrari's first pole position of the 2023 season at the [Azerbaijan Grand Prix](#), though he failed to convert it to a victory as [Sergio Pérez](#) took victory in both the sprint and main race. However, he was on the podium during both races.^[124]

In the [Miami Grand Prix](#), Leclerc started seventh after crashing during Q3. He finished the race in the same position to cap off a frustrating weekend. In his home event the [Monaco Grand Prix](#), he qualified third but started sixth after being given a three-place grid penalty for impeding [Lando Norris](#) during Q3. In the race, he finished sixth. In [Spain](#), he qualified nineteenth and started the race from the pitlane. He would go on to finish eleventh in the race. In [Canada](#) Leclerc qualified eleventh and started tenth. His team opted not to pit during a safety car which left Leclerc and Sainz in fourth and fifth position respectively. The gamble would pay off, with both drivers building enough of a gap to those behind them to make a pit stop and rejoin in the same positions. Leclerc would finish the race fourth, less than five seconds shy of third-placed Hamilton. In [Austria](#) he started behind Verstappen on the front-row. Leclerc meanwhile qualified sixth for the sprint before penalties were applied that dropped him down to ninth. Leclerc finished twelfth in the sprint. During the main race, Leclerc remained behind Verstappen for a majority of the race before Verstappen had his mandatory stop on lap 24, which Leclerc was able to capitalise upon. This allowed him to lead a race, his first since Azerbaijan. Over the next nine laps, Verstappen would close up to him and overtake him with DRS. Leclerc would finish second in the race.

Leclerc achieved his third podium finish of the season in the main race at the [2023 Belgian Grand Prix](#), after taking pole position in qualifying. He also achieved another pole position at the [2023 United States Grand Prix](#), however he finished 6th in the main race before being disqualified along with [Lewis Hamilton](#) due to their cars having excessive wear on their skid blocks.^[125] In the following race at [Mexico City](#), Ferrari locked out the front row in qualifying with Leclerc starting on pole. However, in the first corner of the race, Leclerc and Pérez collided, ending the race of the latter. Nevertheless, Leclerc finished third.

The following weekend in [São Paulo](#), Leclerc again qualified on the front row, behind poleman Max Verstappen. He crashed out on the formation lap of the race after a hydraulics issue at Ferradura, the same corner in which he crashed in the previous year's edition of the race.

He managed to secure the 5th place in the Championship, although it was his teammate [Carlos Sainz](#) who achieved Ferrari's only win of the year in the [Singapore Grand Prix](#), interrupting Red Bull's perfect winning streak.

2024 season

Ahead of the 2024 season, Leclerc opted to extend his contract with Ferrari.^[3] The length of the contract was not specified, although the press release published by Ferrari stated the deal would see Leclerc "wearing the Scuderia Ferrari race suit for several more seasons to come."^[126]

Leclerc finished fourth in the [season opener](#) after a battle with teammate Sainz. He achieved his first podium of the season in [Jeddah](#) while Ferrari junior and Formula 2 driver [Oliver Bearman](#) substituted for Sainz, the latter going into surgery due to appendicitis. Leclerc finished second in the [Australian Grand Prix](#) to teammate, Sainz to complete a Ferrari 1-2 finish, their first since Bahrain in 2022. Leclerc picked up his third and fourth podium of the season in [Miami](#) and [Imola](#), finishing third on both occasions.^{[127][128]}

Leclerc won the [Monaco Grand Prix](#), his home race, for the first time ever, from pole position. He became the first [Monégasque](#) to win the Monaco Grand Prix since [Louis Chiron](#) in 1931, and for the first time since the event became part of the Formula One World Championship.^[129] It was his sixth career win to date.^[130] At the following race in [Canada](#), he and Sainz were both knocked out in Q2. Both drivers failed to finish for the first time this season, with Ferrari recording their first double retirement since the [2022 Azerbaijan Grand Prix](#).^[131]

After a run of 4 disappointing races including finishing out of the points in [Austria](#) and [Silverstone](#), Leclerc qualified 2nd at the [Belgian Grand Prix](#) but was promoted to pole position due to Max Verstappen getting a 10 place engine penalty.^[132] Leclerc would lose the lead to Lewis Hamilton on lap 2 and despite a decent drive he would finish 4th behind winner [George Russell](#), Lewis Hamilton and Oscar Piastri.^[133] However after the race, Russell was disqualified for having an underweight car, promoting Leclerc to third which marked his first podium since his win at the Monaco Grand Prix.^[134]

Leclerc won the [2024 Italian Grand Prix](#) after managing to complete a one-pit stop strategy for the race, marking Ferrari's first home win since Leclerc won in 2019.^[135]

2025 season

Leclerc's teammate for 2025 is due to be seven-time World Driver's Champion [Lewis Hamilton](#), who will replace [Carlos Sainz Jr.](#) on a 'multi-year contract'.^[136]



Leclerc ahead of teammate [Carlos Sainz Jr.](#) at the [2023 Austrian Grand Prix](#)



Leclerc at the [2024 Japanese Grand Prix](#)

Driving style and reception

Leclerc has a strong record of qualifying on pole positions, and currently holds the record for achieving the highest tally of pole positions without winning a World Championship. His driving style tends to favour a car with more oversteer and throughout his career his one lap pace has outperformed his race pace. He became the youngest recipient of the FIA pole position trophy for the most qualifying poles in the 2019 season.^[137]

Awards and honours

Awards	Year	Ref.
Autosport Awards Rookie of the Year	2017	^[138]
FIA Rookie of the Year	2017	^[139]
Autosport Awards Rookie of the Year	2018	^[140]
FIA Rookie of the Year	2018	^[141]
Confartigianato Motori Best Young Driver	2018	^[142]
Pole Position Trophy	2019	^[143]
Confartigianato Motori Driver of the Year	2020	^[144]
Monaco Medal of Honour	2020	^[145]
Overtake of the Year Award	2023	^[146]

Other ventures and philanthropy

Leclerc made an appearance in the film *Le Grand Rendez-vous*, a remake of the 1976 French short film *C'était un rendez-vous*.^{[147][148]} In 2020, Leclerc also became an endorsement model for Giorgio Armani.^[149]

In 2018, Leclerc was named Ambassador for the Princess Charlene of Monaco Foundation, helping to promote the benefits of learning to swim.^[150] In 2020, Leclerc assisted the Red Cross of Monaco, delivering meals and transporting hospital equipment amid the COVID-19 pandemic in Monaco.^[151] He also supported the Italian Red Cross fundraising campaigns, encouraging donations towards its relief efforts.^[152] In 2023, Leclerc auctioned off the helmet he wore at that year's Monaco Grand Prix, raising €306,000 for victims of the Emilia-Romagna floods.^[153]

Leclerc voiced a character in the Italian-language dubbed version of Pixar's *Toy Story* spin-off film *Lightyear* (2022).^[154]

In April 2023, Leclerc released his debut piano-composed single "AUS23 (1:1)", whose title is a reference to Ferrari's internal name for the 2023 Australian Grand Prix. His musical endeavours are managed by Verdigris Management.^[155]

In April 2024, Leclerc launched his own ice cream brand.^[156]

Discography

Extended plays

Title	Details	Peak chart positions			
		GER ^[157]	SWI ^[158]	US Classical ^[159]	US CC ^[160]
<i>Dreamers</i> <div>(with Sofiane Pamart)</div>	<div><ul style="list-style-type: none">Released: 16 February 2024^[161]Label: Verdigris, 88 TouchesFormats: Physical, digital download, streaming</div>	12	92	2	1

Singles

Title	Year	Peak chart positions		Album or EP
		UK Down. <div>^[162]</div>	UK Sales <div>^[162]</div>	
"AUS23 (1:1)"	2023	58	87	Non-album singles
"MIA23 (1:2)"		—	—	
"MON23 (1:3)"		—	—	
"—" denotes a recording that did not chart or was not released in that territory.				

Other charted songs

Title	Year	Peak chart	Album or EP
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		positions		
		UK Phys. ^[163]	UK Vinyl ^[163]	
"Focus" (with Sofiane Pamart)	2024	17	21	<i>Dreamers</i>

Karting record

Karting career summary

Season	Series	Team	Position
2005	Championnat de France Regional PACA — Mini Kart		1st
	Coupe de France — Mini Kart		19th
2006	Championnat de France Regional PACA — Mini Kart		1st
	Coupe de France — Mini Kart		11th
2007	Championnat de France — Minime		22nd
	Championnat de France Regional PACA — Minime		2nd
	Trophée Claude Secq — Minime		1st
2008	Bridgestone Cup — Minime		5th
	Championnat de France — Minime		2nd
2009	Trophée de France — Cadet		
	Coupe de France — Cadet		4th
	Championnat de France — Cadet		1st
	Bridgestone Cup — Cadet		1st
	Championnat de la Ligue Rhone Alpes — Cadet		1st
2010	South Garda Winter Cup — <u>KF3</u>	Maranello Kart Srl	18th
	WSK Euro Series — <u>KF3</u>		28th
	CIK-FIA World Cup — <u>KF3</u>	Sodikart	29th
	CIK-FIA Karting Academy Trophy		5th
	Monaco Kart Cup — <u>KF3</u>		1st
	Grand Prix Open Karting — <u>KF3</u>		2nd
2011	South Garda Winter Cup — <u>KF3</u>	Sodi Racing Team	8th
	Grand Prix Open Karting — <u>KF3</u>		44th
	Rotax Max Euro Challenge — Junior	Sodi Racing Team	43rd
	WSK Euro Series — <u>KF3</u>		23rd
	CIK-FIA World Cup — <u>KF3</u>	Intrepid Driver Program	1st
	WSK Master Series — <u>KF3</u>		15th
	WSK Final Cup — <u>KF3</u>		2nd
	CIK-FIA Karting Academy Trophy	Leclerc, Hervé	1st
	ERDF Masters Kart — Junior		1st
2012	South Garda Winter Cup — <u>KF2</u>		25th
	WSK Master Series — <u>KF2</u>	ART Grand Prix	20th
	Trofeo Andrea Margutti — <u>KF2</u>		7th
	Grand Prix Open Karting — <u>KF2</u>		10th
	CIK-FIA European Championship — <u>KF2</u>	ART Grand Prix	2nd
	WSK Euro Series — <u>KF2</u>		1st
	CIK-FIA World Cup — <u>KF2</u>		5th
	WSK Final Cup — <u>KF2</u>		5th
	CIK-FIA U18 World Championship	Machac Racing	2nd
	SKUSA SuperNationals — TaG Senior	ART Grand Prix America	4th
2013	South Garda Winter Cup — <u>KZ2</u>	ART Grand Prix	1st
	WSK Euro Series — <u>KZ1</u>		12th
	CIK-FIA European Championship — <u>KZ</u>		6th
	WSK Master Series — <u>KZ2</u>		4th
	CIK-FIA World Championship — <u>KZ</u>		2nd
Sources: ^[164] ^[165]			

* Season still in progress.

[†] Did not finish, but was classified as he had completed more than 90% of the race distance.

Complete Formula One results

(key) (Races in **bold** indicate pole position; races in *italics* indicate fastest lap)

Year	Entrant	Chassis	Engine	1	2	3	4	5	6	7	8	9	10
2016	Haas F1 Team	Haas VF-16	Ferrari 061 1.6 V6 t	<u>AUS</u>	<u>BHR</u>	<u>CHN</u>	<u>RUS</u>	<u>ESP</u>	<u>MON</u>	<u>CAN</u>	<u>EUR</u>	<u>AUT</u>	<u>GBR</u> ^{TD}
2017	Sauber F1 Team	Sauber C36	Ferrari 061 1.6 V6 t	<u>AUS</u>	<u>CHN</u>	<u>BHR</u>	<u>RUS</u>	<u>ESP</u>	<u>MON</u>	<u>CAN</u>	<u>AZE</u>	<u>AUT</u>	<u>GBR</u>
2018	Alfa Romeo Sauber F1 Team	Sauber C37	Ferrari 062 EVO 1.6 V6 t	<u>AUS</u> ₁₃	<u>BHR</u> ₁₂	<u>CHN</u> ₁₉	<u>AZE</u> ₆	<u>ESP</u> ₁₀	<u>MON</u> _{18[†]}	<u>CAN</u> ₁₀	<u>FRA</u> ₁₀	<u>AUT</u> ₉	<u>GBR</u> _{Ret}
2019	Scuderia Ferrari Mission Winnow	Ferrari SF90	Ferrari 064 1.6 V6 t	<u>AUS</u> ₅	<i>BHR</i> ₃	<u>CHN</u> ₅	<u>AZE</u> ₅	<u>ESP</u> ₅	<u>MON</u> _{Ret}	<u>CAN</u> ₃	<u>FRA</u> ₃	<i>AUT</i> ₂	<u>GBR</u> ₃
2020	Scuderia Ferrari Mission Winnow	Ferrari SF1000	Ferrari 065 1.6 V6 t	<u>AUT</u> ₂	<u>STY</u> _{Ret}	<u>HUN</u> ₁₁	<u>GBR</u> ₃	<u>70A</u> ₄	<u>ESP</u> _{Ret}	<u>BEL</u> ₁₄	<u>ITA</u> _{Ret}	<u>TUS</u> ₈	<u>RUS</u> ₆
2021	Scuderia Ferrari Mission Winnow	Ferrari SF21	Ferrari 065/6 1.6 V6 t	<u>BHR</u> ₆	<u>EMI</u> ₄	<u>POR</u> ₆	<u>ESP</u> ₄	<i>MON</i> _{DNS}	<i>AZE</i> ₄	<u>FRA</u> ₁₆	<u>STY</u> ₇	<u>AUT</u> ₈	<u>GBR</u> ₂
2022	Scuderia Ferrari	Ferrari F1-75	Ferrari 066/7 1.6 V6 t	<i>BHR</i> ₁	<u>SAU</u> ₂	<u>AUS</u> ₁	<u>EMI</u> _{6²}	<u>MIA</u> ₂	<u>ESP</u> _{Ret}	<i>MON</i> ₄	<i>AZE</i> _{Ret}	<u>CAN</u> ₅	<u>GBR</u> ₄
2023	Scuderia Ferrari	Ferrari SF-23	Ferrari 066/10 1.6 V6 t	<u>BHR</u> _{Ret}	<u>SAU</u> ₇	<u>AUS</u> _{Ret}	<i>AZE</i> _{3²}	<u>MIA</u> ₇	<u>MON</u> ₆	<u>ESP</u> ₁₁	<u>CAN</u> ₄	<u>AUT</u> ₂	<u>GBR</u> ₉
2024	Scuderia Ferrari	Ferrari SF-24	Ferrari 066/12 1.6 V6 t	<u>BHR</u> ₄	<u>SAU</u> ₃	<u>AUS</u> ₂	<u>JPN</u> ₄	<u>CHN</u> _{4⁴}	<u>MIA</u> _{3²}	<u>EMI</u> ₃	<i>MON</i> ₁	<u>CAN</u> _{Ret}	<u>ESP</u> ₅
Source: ^{[167][168]}													

[†] Did not finish, but was classified as he had completed more than 90% of the race distance.

[‡] Half points awarded as less than 75% of race distance was completed.

* Season still in progress.

Notes

1. Beretta is the last Monégasque to compete in the sport. However, the Dutch driver Robert Doornbos raced with a Monégasque licence in 2005.^[56]

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External links

- Official website (<http://www.charles-leclerc.com/>)
- Charles Leclerc (<https://www.driverdb.com/drivers/charles-leclerc>) career summary at DriverDB.com

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