



Kevin Magnussen

Kevin Jan Magnussen (Danish pronunciation: [ˈkʰɛ.ven ˈjan ˈmaw.nus.n]; born 5 October 1992) is a Danish racing driver currently competing in Formula One for Haas F1 Team.

He is the son of four-time Le Mans winner and former Formula One driver Jan Magnussen. Magnussen came up through McLaren Formula One team's Young Driver Programme and drove for McLaren in the 2014 Formula One World Championship, before a stint with Renault in 2016. Magnussen drove for Haas from 2017 until the end of the 2020 season.^{[2][3][4]} In 2022, Magnussen rejoined Haas on a multi-year deal,^[5] and is due to again leave the team after the end of the 2024 season.^[6]

Early career

Born in Roskilde, Denmark, Magnussen began his career in karting. In 2008 he made the step up to Formula Ford in Denmark, taking 11 victories from 15 races and winning the championship.^[7] He also took part in six races of the ADAC Formel Masters series.^[7]

In 2009 Magnussen moved up to Formula Renault 2.0 with Motopark Academy. He finished runner-up to António Félix da Costa in the Northern European Cup and finished seventh in the Eurocup.^[7]

In 2010 Magnussen competed in the German Formula Three Championship with Motopark Academy, winning the opening round of the season at Oschersleben and taking two more race victories. He finished third in the championship, taking the rookie title in the process.^[8]

In 2011 Magnussen moved to the British Formula 3 Championship with Carlin.^[9] He took seven race victories and finished as championship runner-up to teammate Felipe Nasr. He also competed in the Masters of Formula 3 race at Zandvoort, finishing 3rd. 2011 marked Magnussen's first and only appearance at the Macau Grand Prix. He placed 7th in qualifying, but was forced to start from the back of the grid in the qualification race after ignoring yellow flags.^[10] He started the main race from 19th place, but was eliminated after a high-speed collision late in the race.^[11]

Magnussen moved up to the Formula Renault 3.5 Series in 2012 with the Carlin team, with Will Stevens as his teammate. Magnussen finished the opening race at Motorland Aragón in 2nd place, and took pole position in both races at Spa-Francorchamps, converting the second into a race victory. He ended the season in 7th place in the championship. He remained in Formula Renault 3.5 for 2013, moving to DAMS alongside Norman Nato. 2013 was far more successful for Magnussen, claiming five victories, eight other podium places and eight pole positions. He finished the season as champion, 60 points clear of runner-up Stoffel Vandoorne.

Formula One career

Magnussen had his first experience of the McLaren MP4-27 Formula One car on track at the Abu Dhabi Young Driver test in 2012. He set a quickest time of 1:42.651. Previously he had done work in the team's driving simulator.^[12] Magnussen's time was the best of the three-day test impressing McLaren's sporting director Sam Michael. The distance he covered in the course of the test was sufficient to earn his FIA Super Licence.^[13]

McLaren (2014–2015)

2014

Magnussen would drive for McLaren for the 2014 season, replacing Sergio Pérez.^[2] In line with a new rule introduced for the 2014 season requiring drivers to choose a car number to use during their Formula One career, Magnussen raced with number 20 as this was the number he had on his DAMS car in 2013 when he won the Formula Renault 3.5 championship.^[14]

At the Jerez and Bahrain pre-season tests he topped the timesheets, and at the first race in Australia, he qualified in fourth position.^[15] In the race itself, Magnussen avoided crashing at the start after his car encountered oversteer through wheelspin.^[16] After passing Lewis Hamilton's ailing Mercedes in the early stages, Magnussen maintained position to take a third-place finish; he finished 2.2 seconds behind Red Bull's Daniel Ricciardo.^[17] As a result, Magnussen became the second Danish driver – after his father Jan, who was sixth at the 1998 Canadian Grand Prix – to take a points-scoring finish, the first Danish podium finisher and the first debutant, since Hamilton at the 2007 Australian Grand Prix, to take a podium in his first Grand Prix.^{[18][19]} After the race, Magnussen described the result as "like a victory".^[20] He was later promoted to second place in the results, after Ricciardo was disqualified due to fuel irregularities,^[21] making him the first rookie to finish second since Jacques Villeneuve at the 1996 Australian Grand Prix.^[22] Magnussen recorded eleven further

Kevin Magnussen



Magnussen in 2019

Born	<div>Kevin Jan Magnussen</div> <div>5 October 1992</div> <div>Roskilde, Denmark</div>
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Racing licence	<div> FIA Platinum</div>
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Formula One World Championship career	
Nationality	 Danish
2024 team	Haas-Ferrari ^[1]
Car number	20
Entries	178 (177 starts)
Championships	0
Wins	0
Podiums	1
Career points	191
Pole positions	1
Fastest laps	2
First entry	2014 Australian Grand Prix
Last entry	2024 Belgian Grand Prix
2023 position	19th (3 pts)

IndyCar Series career	
1 race run over 1 year	
2021 position	42nd
Best finish	42nd (2021)
First race	2021 REV Group Grand Prix at Road America (Road America)
Last race	2021 REV Group Grand Prix at Road America (Road America)

Wins	Podiums	Poles
0	0	0
Website	Official website (https://kevinmag)	

points-scoring finishes throughout 2014, the majority being ninth- or tenth-place finishes; although he recorded seventh-place finishes in [Austria](#) and [Great Britain](#) – circuits where he had prior experience from junior formulae – and a fifth-place finish in [Russia](#).

2015

[Fernando Alonso](#) replaced Magnussen for the [2015 season](#) and Magnussen became the test and reserve driver for McLaren.^[23] Magnussen had talks with Honda-powered team [Andretti Autosport](#) to compete in the [2015 IndyCar Series](#), but McLaren blocked the deal.^[24] Magnussen competed in one race, the [Australian Grand Prix](#) after doctors advised Alonso to not race due to a concussion sustained during an accident during pre-season testing.^{[25][26]} However, Magnussen failed to start the race after suffering an engine failure on the formation lap.^[27] Magnussen was released from McLaren at the end of the year.^[28]

Renault (2016)

After being released by McLaren, Magnussen was confirmed to have been in discussion to drive for the [Haas F1 Team](#), before [Romain Grosjean](#) and [Esteban Gutiérrez](#) were named as the team's drivers.^[29] Magnussen had reportedly also been in talks about a seat at [Manor Racing](#).^{[30][31]} Magnussen tested a Mercedes DTM car,^[32] and Porsche's LMP1 car,^[33] hinting that he may have had options outside Formula One, including [IndyCar](#), where he was believed to have entered talks with [Bryan Herta Autosport](#) about a drive.^[34]

In early 2016 unconfirmed reports emerged that Magnussen was set to replace [Pastor Maldonado](#) at [Renault](#) following a breach of contract between Maldonado and the team. Renault had purchased the [Lotus F1 Team](#) and were returning to the sport after a four-year hiatus.^[35] Renault later confirmed Magnussen had joined their [2016](#) campaign, partnering rookie [Jolyon Palmer](#).^[36]

Magnussen's early season was marred by a string of incidents. He suffered a puncture on the opening lap in Australia and went on to finish 12th. He was forced to start from the pit lane in Bahrain after failing to stop for the weighbridge in practice. He then crashed in practice for the [Chinese Grand Prix](#) after a tyre failure and could only finish the race in 17th. Magnussen collided with teammate Palmer in [Spain](#) and received a ten-second time penalty, then crashed in practice in [Monaco](#) before colliding with [Daniil Kvyat](#) in the race. He was forced to miss qualifying in [Canada](#) after again crashing during practice,^[37] and started from the pit lane in [Azerbaijan](#) when his car was modified under *parc fermé* conditions. The [Russian Grand Prix](#) was an exception to these incidents; after qualifying 17th he came back to finish 7th in what would eventually be Renault's best finish of the season.

Magnussen had a gearbox failure in the closing laps of the [British Grand Prix](#). He suffered a high-speed crash at the Eau Rouge–Raidillon complex whilst running 8th at the [Belgian Grand Prix](#), causing minor injuries and bringing out the red flag.^[38] Magnussen claimed his second and final points-finish of the season with 10th place in [Singapore](#). Two more mechanical retirements came before the end of the season; power loss in [Malaysia](#) and suspension damage in [Abu Dhabi](#). Magnussen finished the season in 16th place in the championship, scoring seven of Renault's eight points that season.

Haas (2017–2020, 2022–2024)

2017

Magnussen signed a contract with [Haas](#) for [2017](#), joining [Romain Grosjean](#) and replacing [Esteban Gutiérrez](#).^[39]

Magnussen retired from his first race with Haas in [Australia](#) with reported suspension failure, however it later emerged that he had actually suffered a puncture and that his retirement was unnecessary.^[40] He scored points with 8th place at the following race in [China](#) before retiring with electrical problems in [Bahrain](#). He was running 9th in [Spain](#) but made contact with [Daniil Kvyat](#) late in the race, causing him to fall to 14th with a puncture. He would claim a point with 10th place at the next race in [Monaco](#), in what was Haas's first ever double points-finish. At the [Azerbaijan Grand Prix](#), Magnussen had run as high as 3rd towards the end of the race in the uncompetitive [VF-17](#), but eventually finished 7th in what would be his best result of the season.

A string of seven races without points followed. This included a hydraulic failure in [Austria](#), engine issues in [Singapore](#), and an incident in [Hungary](#) where he forced [Nico Hülkenberg](#) off the track, damaging Hülkenberg's car and forcing him to retire. Hülkenberg confronted Magnussen after the race, branding him the "most unsporting driver on the grid" to which Magnussen replied "suck my balls".^[41] Magnussen ended the season with two 8th-place finishes in [Japan](#) and [Mexico](#), but collided with former [Formula Renault](#) rival [Stoffel Vandoorne](#) in [Brazil](#), causing both cars to retire.

Magnussen ended the season 14th in the championship with 19 points, nine points short of teammate Grosjean.^{[42][43][44]}

2018

Magnussen retained his seat at Haas for the [2018 season](#).^[45] The [Haas VF-18](#) was a vast improvement on its predecessor, enabling Magnussen to compete at the front of the midfield. At the opening race in [Australia](#), Magnussen lined up 5th on the grid, Haas's highest ever starting position.^[46] He had run as high as 4th, however both Haas cars would retire from the race after their wheels were fitted incorrectly during their pit stops. Magnussen then finished 5th in [Bahrain](#), his best result since the [2014 Russian Grand Prix](#). At the [Azerbaijan Grand Prix](#) he collided with [Pierre Gasly](#), who criticised Magnussen's defensive driving and branded him "the most dangerous guy" he had ever raced with.^[47]

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Previous series	
2012–2013	Formula Renault
2011	3.5 Series
2010	British Formula 3
2009	German Formula
2009	Three
2008	Formula Renault
2008	2.0 NEC
	Eurocup Formula
	Renault 2.0
	Danish Formula
	Ford
	ADAC Formel
	Masters
Championship titles	
2013	Formula Renault
2008	3.5 Series
	Danish Formula
	Ford



Magnussen in 2012



Magnussen at the 2014 British Grand Prix



Magnussen at the 2016 Malaysian Grand Prix



Magnussen driving for Haas at the 2017 Malaysian Grand Prix.

Magnussen scored valuable points again with a 6th-place finish in [Spain](#). Another 6th place came in [France](#), followed by 5th place in [Austria](#) behind teammate Grosjean, the team's best ever race result. More points finishes soon followed with 9th in [Britain](#), 7th in [Hungary](#) and 8th in [Belgium](#). At the [Italian Grand Prix](#), Magnussen clashed for position with Fernando Alonso in qualifying. Magnussen later commented that Alonso "thinks he's God" and "I can't wait for him to retire".^[48] Magnussen collided with [Sergio Pérez](#) during the race, damaging the Haas's floor and eventually causing Magnussen to finish last of the running cars in 16th.^[49] Similar woes came in [Singapore](#), when he failed to progress out of the first part of qualifying and he struggled to overtake during the race, finishing 18th. However, he set the fastest lap of the race after a late pit stop for fresh tyres, his and the team's first fastest lap.^{[50][51]} Magnussen then qualified 5th and finished 8th in [Russia](#).



Magnussen at the [2018 Austrian Grand Prix](#)

More controversy came at the [Japanese Grand Prix](#), when Sauber driver [Charles Leclerc](#) called Magnussen "stupid" over the radio after his attempt to pass the Haas resulted in contact.^[52] Magnussen received a puncture, which damaged his floor and forced him into retirement. He finished the [United States Grand Prix](#) in 9th place, but was later disqualified after his car was found to have used more than the legal limit of fuel.^[53] Magnussen ended the season with two more points finishes, 9th in [Brazil](#) and 10th in [Abu Dhabi](#).

He finished the season 9th in the championship with 56 points, his best ever finish and 19 points clear of teammate Grosjean.

2019

Magnussen continued to drive for Haas for the [2019 season](#) alongside Grosjean.^[54] The Haas VF-19 proved uncompetitive and became more so as the season went on. The car often performed well during qualifying but suffered during the race. At the first race in [Australia](#), Magnussen finished 6th in what would later turn out to be his best finish of the season. He finished 13th at the next three races, despite having qualified in the top ten in two of them. He recorded another points finish in [Spain](#), finishing 7th.



Magnussen at the [2019 Canadian Grand Prix](#)

Poor finishes followed at the next five races. In [Austria](#), Magnussen showed the strong qualifying pace of the VF-19 by qualifying in 5th, before a gearbox penalty dropped him to 10th on the grid. During the race he was found to have overstepped his grid line at the start, receiving a drive-through penalty and eventually finishing the race in 19th place. In [Britain](#), Magnussen and teammate Grosjean made contact on the first lap, causing race-ending damage for both drivers. Both were blamed and criticised for the incident, at a race in which Grosjean was testing the old spec of the VF-19 so that the team could understand their recent lack of pace.^[55]

Magnussen next scored points at the rain-affected [German Grand Prix](#), finishing 10th before being promoted to 8th after the [Alfa Romeo](#) drivers were penalised post-race for the use of driver aids. He retired in [Italy](#) with a hydraulics issue, before setting the fastest lap at the next race in [Singapore](#), a feat he had achieved at the same race in 2018.^[56] He was not awarded a point for this as he finished in 17th place—a driver must finish in the top ten to be awarded a fastest lap point. A 9th-place finish in [Russia](#) would be his fourth and final points finish of the season. His third retirement of the season came in the [United States](#) when he suffered a brake failure on the penultimate lap.

Magnussen finished the season in 16th place in the championship with 20 points, 12 points ahead of teammate Grosjean.

2020

Magnussen continued driving for Haas in [2020](#), again partnering with Grosjean.^[57] The opening two rounds of the championship at the [Red Bull Ring](#) proved to be difficult for Magnussen and Haas, as the [Haas VF-20](#) was off the pace. In the early stages of the [Hungarian Grand Prix](#), Magnussen was running third, thanks to a strategy decision at the beginning of the race. Whilst he ultimately fell back throughout the race, he managed to cross the finish line in ninth. After the race, it was determined that Haas had broken rules regarding team radio in telling both drivers to pit at the end of the formation lap, and Magnussen was given a ten-second penalty. This demoted him to tenth, and Magnussen claimed his and Haas' first point of the year. Magnussen suffered a power unit failure at the [Italian Grand Prix](#) and was rear-ended in a multi-car accident at the [Tuscan Grand Prix](#), his fifth retirement in nine races.



Magnussen at [pre-season testing in 2020](#)

Magnussen and teammate Grosjean departed the team at the end of the 2020 season,^[58] to be replaced with [Formula 2](#) champion [Mick Schumacher](#), as well as [Nikita Mazepin](#) for the 2021 World Championship.^[59]

2022: Return to F1 and maiden pole position

Following the [Russian invasion of Ukraine](#), Haas terminated its contract with their driver [Nikita Mazepin](#). Magnussen returned to the team as his replacement on a multi-year deal, partnering existing driver [Mick Schumacher](#) for the [2022 season](#).^[5] In his return for Haas at [Bahrain](#), Magnussen managed to start 7th and finish 5th, scoring one of only five top five finishes in Haas's history up to that point.^[60] In the [2022 Saudi Arabian Grand Prix](#), he made it into Q3 and qualified tenth. He later turned that into a ninth-place finish, securing Haas consecutive points for the first time since 2019.^{[61][62]} Magnussen finished 10th at Silverstone with his teammate Mick Schumacher finishing eighth giving Haas a first double-point finish since Germany 2019,^[63] and the pair would continue this run by scoring points again in the following round in [Austria](#), despite the Dane experiencing engine issues during the race.^[64] At the [2022 São Paulo Grand Prix](#), Magnussen took his and Haas' first pole position in Formula One. Magnussen qualified first after George Russell spun at turn 4, bringing out a red flag during which track conditions deteriorated meaning no driver could set a faster time than before the crash.^[65] Magnussen became just the second driver in F1 history to set a pole for a non-Ferrari team using a Ferrari engine, 14 years after [Sebastian Vettel](#) did so for [Toro Rosso](#) at the [2008 Italian Grand Prix](#). He would ultimately finish the sprint race in 8th position, and would retire from the Grand Prix on the opening lap following a collision with [Daniel Ricciardo](#).



Magnussen at the [2022 Austrian Grand Prix](#)

2023

Magnussen partnered [Nico Hülkenberg](#) for the [2023 season](#). Magnussen struggled with the car, the [Haas VF-23](#), as the car did not perform well with Magnussen's preferred driving style.^[66] Additionally, the VF-23 had poor tyre management, causing both drivers to lose time relative to rivals over the course of the race, although this issue was managed better by Hülkenberg. Magnussen struggled with qualifying relative to his teammate, although he qualified strongly at the [Miami](#) and [Singapore](#) Grands Prix (fourth and sixth respectively),^[67] and finished in points paying positions three times over the course of the season, achieving tenth place at the [Saudi Arabian](#), Miami and Singapore Grands Prix, for three points to teammate Hülkenberg's 9.^[68] Magnussen summarised the season by stating "There's not been any great highlights [...] there have been races where I've been extremely happy with [tenth], which, you know, just shows what kind of season we've had."^[69]



Magnussen at the [2023 Austrian Grand Prix](#)

2024

Magnussen and Hülkenberg were retained by Haas for the 2024 season. Magnussen finished 12th in the season opener in Bahrain, then finished 11th in Saudi Arabia, but received two ten-second time penalties. He finished 10th in Australia with Hülkenberg in 9th scoring Haas's first double points finish since the [2022 British Grand Prix](#). He crashed on the opening lap of the [Monaco Grand Prix](#) where he collided with Sergio Pérez; the impact was judged to be a racing incident. He had a great start on the opening lap of the [Canadian Grand Prix](#) in 4th place but losing time in the pitstop on lap 8; he finished 12th behind teammate Hülkenberg who was in 11th. He finished 17th in the [Spanish Grand Prix](#). He finished 8th in the [2024 Austrian Grand Prix](#) and helped guide teammate Hülkenberg to 6th.



Magnussen at the [2024 Austrian Grand Prix](#)

Ahead of the [Hungarian Grand Prix](#), Magnussen announced that he would leave the team at the end of the season.^[70]

Sports car racing

2015

Magnussen tested for Porsche in a [Porsche 919 Hybrid](#) in November 2015, on [Circuit de Barcelona-Catalunya](#).^[71] No contract was made since Magnussen continued in Formula One for [Renault](#) in 2016.

2021

Magnussen competed in the [WeatherTech SportsCar Championship](#) in 2021, driving the No. 01 [Chip Ganassi Racing DPi](#) car alongside Dutch driver [Renger van der Zande](#).^[72] On 12 June, he won his first race at the [Detroit Grand Prix](#).^[73] Magnussen ended the season 7th.

On 23 April, it was announced that Magnussen would drive the No. 49 [High Class Racing LMP2](#) car with his father [Jan Magnussen](#) and [Anders Fjordbach](#) in the [2021 24 Hours of Le Mans](#).^[74] He classified 29th in the overall standings and 17th in the LMP2 class.^[75]

2022

On 8 February 2021, it was announced that Magnussen would be a part of the driver line-up for [Peugeot Sport](#) in the [2022 FIA World Endurance Championship](#) season.^{[76][77]}

Magnussen competed in the [WeatherTech SportsCar Championship](#) in 2022, as third driver in the No. 02 [Chip Ganassi Racing DPi](#) car alongside [Earl Bamber](#) and [Alex Lynn](#), but was released from his contracts with Peugeot and Chip Ganassi Racing after returning to Formula One with Haas in 2022.^[78]

Following the Formula One season finale at the [2022 Abu Dhabi Grand Prix](#), it was confirmed that Magnussen would race alongside his father Jan at the [2022 Gulf 12 Hours](#) at the [Yas Marina Circuit](#), during the final round of the [2022 Intercontinental GT Challenge](#).^[79] Magnussen qualified 15th on the grid for the race and subsequently finished seventh place overall, less than a second behind sixth after a clean race.

2023

Magnussen was confirmed to compete alongside his father in the [2023 24 Hours of Daytona](#) in a new [Porsche 911 GT3 R](#), run by MDK Motorsports, the same team that ran his Ferrari in the Gulf 12 Hours.^[80] However, he withdrew from the event a week prior due to necessary hand surgery.^{[81][82]}

IndyCar

In June 2021, Magnussen was drafted in by [Arrow McLaren SP](#) to fill in for the injured [Felix Rosenqvist](#) at the [Grand Prix of Road America](#).^[83] He qualified 21st and retired with mechanical issues during the race.

Personal life

Magnussen lived in Woking, Surrey, near the [McLaren Technology Centre](#) whilst racing for McLaren.^[84] He currently lives in [Copenhagen, Denmark](#) with his family.^[85]

Between participating in Formula Ford in 2008 and unexpectedly securing sponsorship for Formula Renault in 2009, Magnussen was forced to abandon his racing career and work as a factory welder due to lack of funding.^[86]



Magnussen retiring from the race at the 2021 [Grand Prix of Road America](#)

In 2019, Magnussen married Louise Gjørup in a private ceremony.^[87] They have two daughters, the first one born in 2021^[88] and the second one born in 2023.^[89]

Racing record

Career summary

Season	Series	Team	Races	Wins	Poles	F/Laps	Podiums	Points	Position
2008	<u>Danish Formula Ford Championship</u>	Fukamuni Racing	15	11	6	10	12	267	1st
	<u>Formula Ford Duratec Benelux</u>		2	0	0	0	0	19	19th
	<u>Formula Ford Festival – Duratec Class</u>		1	0	0	0	0	N/A	7th
	<u>Formula Ford NEZ</u>		1	1	1	1	1	27	4th
	<u>ADAC Formel Masters</u>	<u>Van Amersfoort Racing</u>	4	0	0	1	2	30	12th
	<u>Formula Renault 2.0 Portugal Winter Series</u>	<u>Motopark Academy</u>	2	0	0	0	1	12	10th
2009	<u>Formula Renault 2.0 NEC</u>	<u>Motopark Academy</u>	14	1	2	4	12	278	2nd
	<u>Eurocup Formula Renault 2.0</u>		14	0	0	1	1	50	7th
	<u>Renault Clio Cup Denmark</u>	?	2	0	0	0	1	18	12th
2010	<u>German Formula 3 Championship</u>	<u>Motopark Academy</u>	18	3	0	0	8	96	3rd
	<u>Formula 3 Euro Series</u>		2	1	0	0	1	8	12th
2011	<u>British Formula 3 Championship</u>	<u>Carlin</u>	29	7	6	9	9	237	2nd
	<u>Masters of Formula 3</u>		1	0	0	0	1	N/A	3rd
	<u>Macau Grand Prix</u>		1	0	0	0	0	N/A	14th
2012	<u>Formula Renault 3.5 Series</u>	<u>Carlin</u>	17	1	3	0	3	106	7th
	<u>Danish Thundersport Championship</u>	<u>Fukamuni Racing</u>	1	1	0	0	1	0	NC
2013	<u>Formula Renault 3.5 Series</u>	<u>DAMS</u>	17	5	8	3	13	274	1st
2014	<u>Formula One</u>	<u>McLaren Mercedes</u>	19	0	0	0	1	55	11th
2015	<u>Formula One</u>	<u>McLaren Honda</u>	1	0	0	0	0	0	NC
2016	<u>Formula One</u>	<u>Renault Sport F1 Team</u>	21	0	0	0	0	7	16th
2017	<u>Formula One</u>	<u>Haas F1 Team</u>	20	0	0	0	0	19	14th
2018	<u>Formula One</u>	<u>Haas F1 Team</u>	21	0	0	1	0	56	9th
2019	<u>Formula One</u>	<u>Haas F1 Team^[a]</u>	21	0	0	1	0	20	16th
2020	<u>Formula One</u>	<u>Haas F1 Team</u>	17	0	0	0	0	1	20th
2021	<u>IMSA SportsCar Championship - DPi</u>	<u>Cadillac Chip Ganassi Racing</u>	10	1	1	4	5	2879	7th
	<u>IndyCar Series</u>	<u>Arrow McLaren SP</u>	1	0	0	0	0	7	42nd
2022	<u>Formula One</u>	<u>Haas F1 Team</u>	22	0	1	0	0	25	13th
	<u>IMSA SportsCar Championship - DPi</u>	<u>Cadillac Chip Ganassi Racing</u>	1	0	0	0	0	275	23rd
	<u>Intercontinental GT Challenge</u>	<u>AF Corse - MDK Motorsports</u>	1	0	0	0	0	8	18th
2023	<u>Formula One</u>	<u>MoneyGram Haas F1 Team</u>	22	0	0	0	0	3	19th
2024	<u>Formula One</u>	<u>MoneyGram Haas F1 Team</u>	14	0	0	0	0	5*	16th*

* Season still in progress.

Complete Formula Renault 2.0 NEC results

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

Year	Team	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	Pos	Points
2009	Motopark Academy	ZAN <u>1</u> 3	ZAN <u>2</u> 2	<i>HOC</i> 1 3	HOC <u>2</u> Ret	ALA <u>1</u> 1	ALA <u>2</u> 2	OSC <u>1</u> 2	OSC <u>2</u> 3	ASS <u>1</u> 3	ASS <u>2</u> 3	MST <u>1</u> 3	MST <u>2</u> 3	<i>NÜR</i> 1 1	NÜR <u>2</u> 5	SPA <u>1</u> 2	SPA <u>2</u> 3	2nd	278

Complete Eurocup Formula Renault 2.0 results

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

Year	Team	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Pos	Points
<u>2009</u>	<u>Motopark Academy</u>	CAT <u>1</u> Ret	CAT <u>2</u> Ret	SPA <u>1</u> 5	SPA <u>2</u> 4	HUN <u>1</u> 16	<i>HUN</i> <u>2</u> 21	SIL <u>1</u> 6	SIL <u>2</u> 10	LMS <u>1</u> 7	LMS <u>2</u> 3	NÜR <u>1</u> DSQ	NÜR <u>2</u> DSQ	ALC <u>1</u> 4	ALC <u>2</u> 5	7th	50

Complete German Formula 3 Championship results

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

Year	Team	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
<u>2010</u>	<u>Motopark Academy</u>	OSC1 <u>1</u> 1	OSC1 <u>2</u> 2	SAC <u>1</u> 5	SAC <u>2</u> 3	HOC <u>1</u> 2	HOC <u>2</u> 5	ASS1 <u>1</u> 7	ASS1 <u>2</u> 5	NÜR1 <u>1</u> Ret	NÜR1 <u>2</u> 7	ASS2 <u>1</u> 2	ASS2 <u>2</u> 4	LAU <u>1</u> 1	LAU <u>2</u> 9	NÜR2 <u>1</u> 1	NÜR2 <u>2</u> 5	OS

Complete British Formula 3 Championship results

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

Year	Team	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
<u>2011</u>	<u>Carlin</u>	MNZ <u>1</u> 15	MNZ <u>2</u> 8	MNZ <u>3</u> 6	OUL <u>1</u> 8	OUL <u>2</u> 18	OUL <u>3</u> Ret	SNE <u>1</u> 1	<i>SNE</i> <u>2</u> 8	<i>SNE</i> <u>3</u> 1	BRH <u>1</u> 8	BRH <u>2</u> 11	<i>BRH</i> <u>3</u> 15	NÜR <u>1</u> 1	NÜR <u>2</u> 6	NÜR <u>3</u> 5	LEC <u>1</u> 4	LEC <u>2</u> 4	LEC <u>3</u> Ret	SPA <u>1</u> 7	SPA <u>2</u> 1

Complete Formula Renault 3.5 Series results

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

Year	Team	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	Pos	Points
<u>2012</u>	<u>Carlin</u>	ALC <u>1</u> 2	ALC <u>2</u> Ret	MON <u>1</u> Ret	SPA <u>1</u> 21	SPA <u>2</u> 1	NÜR <u>1</u> 5	NÜR <u>2</u> 8	MSC <u>1</u> 16†	MSC <u>2</u> 10	SIL <u>1</u> Ret	SIL <u>2</u> Ret	HUN <u>1</u> 2	HUN <u>2</u> 23†	LEC <u>1</u> 6	LEC <u>2</u> 24†	CAT <u>1</u> 5	CAT <u>2</u> 4	7th	106
<u>2013</u>	DAMS	MNZ <u>1</u> 2	MNZ <u>2</u> 2	ALC <u>1</u> 1	ALC <u>2</u> 9	MON <u>1</u> 4	SPA <u>1</u> 1	SPA <u>2</u> 3	MSC <u>1</u> 11	MSC <u>2</u> 2	RBR <u>1</u> 3	RBR <u>2</u> 3	HUN <u>1</u> 2	HUN <u>2</u> 2	— DSQ	LEC <u>2</u> 1	CAT <u>1</u> 1	CAT <u>2</u> 1	1st	274

† 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	
<u>2014</u>	<u>McLaren Mercedes</u>	<u>McLaren MP4-29</u>	<u>Mercedes PU106A 1.6 V6 t</u>	<u>AUS 2</u>	<u>MAL 9</u>	<u>BHR Ret</u>	<u>CHN 13</u>	<u>ESP 12</u>	<u>MON 10</u>	<u>CAN 9</u>	<u>AUT 7</u>	<u>GBR 7</u>	<u>GER 9</u>	<u>HUN 10</u>
<u>2015</u>	<u>McLaren Honda</u>	<u>McLaren MP4-30</u>	<u>Honda RA615H 1.6 V6 t</u>	<u>AUS DNS</u>	<u>MAL</u>	<u>CHN</u>	<u>BHR</u>	<u>ESP</u>	<u>MON</u>	<u>CAN</u>	<u>AUT</u>	<u>GBR</u>	<u>HUN</u>	<u>ESP 11</u>
<u>2016</u>	<u>Renault Sport F1 Team</u>	<u>Renault R.S.16</u>	<u>Renault R.E.16 1.6 V6 t</u>	<u>AUS 12</u>	<u>BHR 11</u>	<u>CHN 17</u>	<u>RUS 7</u>	<u>ESP 15</u>	<u>MON Ret</u>	<u>CAN 16</u>	<u>EUR 14</u>	<u>AUT 14</u>	<u>GBR 17</u>	<u>HUN 10</u>
<u>2017</u>	<u>Haas F1 Team</u>	<u>Haas VF-17</u>	<u>Ferrari 062 1.6 V6 t</u>	<u>AUS Ret</u>	<u>CHN 8</u>	<u>BHR Ret</u>	<u>RUS 13</u>	<u>ESP 14</u>	<u>MON 10</u>	<u>CAN 12</u>	<u>AZE 7</u>	<u>AUT Ret</u>	<u>GBR 12</u>	<u>HUN 10</u>
<u>2018</u>	<u>Haas F1 Team</u>	<u>Haas VF-18</u>	<u>Ferrari 062 EVO 1.6 V6 t</u>	<u>AUS Ret</u>	<u>BHR 5</u>	<u>CHN 10</u>	<u>AZE 13</u>	<u>ESP 6</u>	<u>MON 13</u>	<u>CAN 13</u>	<u>FRA 6</u>	<u>AUT 5</u>	<u>GBR 9</u>	<u>HUN 10</u>
<u>2019</u>	<u>Haas F1 Team^[a]</u>	<u>Haas VF-19</u>	<u>Ferrari 064 1.6 V6 t</u>	<u>AUS 6</u>	<u>BHR 13</u>	<u>CHN 13</u>	<u>AZE 13</u>	<u>ESP 7</u>	<u>MON 14</u>	<u>CAN 17</u>	<u>FRA 17</u>	<u>AUT 19</u>	<u>GBR Ret</u>	<u>HUN 10</u>
<u>2020</u>	<u>Haas F1 Team</u>	<u>Haas VF-20</u>	<u>Ferrari 065 1.6 V6 t</u>	<u>AUT Ret</u>	<u>STY 12</u>	<u>HUN 10</u>	<u>GBR Ret</u>	<u>70A Ret</u>	<u>ESP 15</u>	<u>BEL 17</u>	<u>ITA Ret</u>	<u>TUS Ret</u>	<u>RUS 12</u>	<u>HUN 10</u>
<u>2022</u>	<u>Haas F1 Team</u>	<u>Haas VF-22</u>	<u>Ferrari 066/7 1.6 V6 t</u>	<u>BHR 5</u>	<u>SAU 9</u>	<u>AUS 14</u>	<u>EMI 9^b</u>	<u>MIA 16†</u>	<u>ESP 17</u>	<u>MON Ret</u>	<u>AZE Ret</u>	<u>CAN 17</u>	<u>GBR 10</u>	<u>HUN 10</u>
<u>2023</u>	<u>MoneyGram Haas F1 Team</u>	<u>Haas VF-23</u>	<u>Ferrari 066/10 1.6 V6 t</u>	<u>BHR 13</u>	<u>SAU 10</u>	<u>AUS 17†</u>	<u>AZE 13</u>	<u>MIA 10</u>	<u>MON 19†</u>	<u>ESP 18</u>	<u>CAN 17</u>	<u>AUT 18</u>	<u>GBR Ret</u>	<u>HUN 10</u>
<u>2024</u>	<u>MoneyGram Haas F1 Team</u>	<u>Haas VF-24</u>	<u>Ferrari 066/10 1.6 V6 t</u>	<u>BHR 12</u>	<u>SAU 12</u>	<u>AUS 10</u>	<u>JPN 13</u>	<u>CHN 16</u>	<u>MIA 19</u>	<u>EMI 12</u>	<u>MON Ret</u>	<u>CAN 12</u>	<u>ESP 17</u>	<u>HUN 10</u>

Record		Achieved	Ref
Most points scored on debut	18	2014 Australian Grand Prix	^[90]
Most races without leading a lap	177	2023 Qatar Grand Prix	^[91]

Complete IMSA SportsCar Championship results

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

Year	Entrant	No.	Class	Make	Engine	1	2	3	4	5	6	7	8	9
2021	Cadillac Chip Ganassi Racing	01	DPI	Cadillac DPi-V.R	Cadillac 5.5 L V8	<i>DAY</i> 5	<i>SEB</i> 5	<i>MDO</i> 5	DET 1	<i>WGL</i> 6	<i>WGL</i> 2	<i>ELK</i> 3	<i>LGA</i> 2	<i>LBH</i> 2
2022	Cadillac Racing	02	DPI	Cadillac DPi-V.R	Cadillac 5.5 L V8	<i>DAY</i> 6	<i>SEB</i>	<i>LBH</i>	<i>LGA</i>	<i>MDO</i>	<i>DET</i>	<i>WGL</i>	<i>MOS</i>	<i>ELK</i>

IndyCar Series

Year	Team	Chassis	No.	Engine	1	2	3	4	5	6	7	8	9	10	11	12	13	1
2021	Arrow McLaren SP	Dallara DW12	7	Chevrolet	<i>ALA</i>	<i>STP</i>	<i>TXS</i>	<i>TXS</i>	<i>IMS</i>	<i>INDY</i>	<i>DET</i>	<i>DET</i>	<i>ROA</i> 24	<i>MDO</i>	<i>NSH</i>	<i>IMS</i>	<i>GTW</i>	<i>Pi</i>

Complete 24 Hours of Le Mans results

Year	Entrant	No.	Co-Drivers	Car	Class	Laps	Pos.	Class Pos.
2021	 High Class Racing	49	 Jan Magnussen <div> Anders Fjordbach</div>	<i>Oreca 07-Gibson</i>	LMP2	336	29th	17th

Complete Gulf 12 Hours results

Year	Entrant	No.	Co-Drivers	Car	Class	Laps	Pos.	Class Pos.
2022	 AF Corse - MDK Motorsports	43	 Jan Magnussen <div> Mark Kvamme</div>	<i>Ferrari 488 GT3 Evo 2020</i>	Pro	333	7th	5th

Notes

a. Haas entered rounds 1–14 as "Rich Energy Haas F1 Team".

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