



2024 Formula One World Championship

<div><div><div><div><div></div><div>2024 FIA Formula One World Championship</div></div></div><div><div><div></div><div>Drivers' Champion:<div>Max Verstappen</div></div></div><div><div></div><div>Previous: 2023Next: 2025</div></div></div><div><div><div></div><div>Races by country · Races by venue</div></div><div><div></div><div>Support series:</div></div></div><div><div><div></div><div>Formula 2 Championship</div></div><div><div></div><div>FIA Formula 3 Championship</div></div><div><div></div><div>F1 Academy</div></div><div><div></div><div>Porsche Supercup</div></div></div></div></div>



Max Verstappen won his fourth World Drivers' Championship, driving for Red Bull Racing-Honda RBPT. McLaren-Mercedes are the current Constructors' Championship leaders.



























The **2024 FIA Formula One World Championship** is an ongoing motor racing championship for Formula One cars and is the 75th running of the Formula One World Championship. It is recognised by the Fédération Internationale de l'Automobile (FIA), the governing body of international motorsport, as the highest class of competition for open-wheel racing cars. The championship is contested over a record twenty-four Grands Prix held around the world. It began in March and will end in December.

Drivers and teams compete for the titles of World Drivers' Champion and World Constructors' Champion, respectively. Max Verstappen won his fourth consecutive Drivers' Championship title at the Las Vegas Grand Prix.^[1] Red Bull Racing-Honda RBPT are the defending Constructors' Champions.^[2]

Entries

The following constructors and drivers are competing in the 2024 World Championship. All teams compete with tyres supplied by Pirelli.^[3] Each team is required to enter at least two drivers, one for each of the two mandatory cars.^[4]

Teams and drivers competing in the 2024 World Championship

Entrant	Constructor	Chassis	Power unit	Race drivers		
				No.	Driver name	Rounds
 BWT Alpine F1 Team	Alpine-Renault	A524 ^[5]	Renault E-Tech RE24 ^[6]	10 31 61	 Pierre Gasly  Esteban Ocon  Jack Doohan	All 1–23 24
 Aston Martin Aramco F1 Team	Aston Martin Aramco-Mercedes	AMR24 ^[7]	Mercedes-AMG F1 M15 ^[8]	14 18	 Fernando Alonso  Lance Stroll	All All
 Scuderia Ferrari	Ferrari	SF-24 ^[9]	Ferrari 066/12 ^[10]	16 55 38	 Charles Leclerc  Carlos Sainz Jr.  Oliver Bearman	All All ^[a] 2
 MoneyGram Haas F1 Team	Haas-Ferrari	VF-24 ^[12]	Ferrari 066/10 ^[13] ^[14]	20 50 27	 Kevin Magnussen  Oliver Bearman  Nico Hülkenberg	1–16, 18–24 17, 21 All
 Stake F1 Team Kick Sauber ^[16] ^[c]	Kick Sauber-Ferrari	C44 ^[19]	Ferrari 066/12 ^[6]	24 77	 Zhou Guanyu  Valtteri Bottas	All All
 McLaren Formula 1 Team	McLaren-Mercedes	MCL38 ^[20]	Mercedes-AMG F1 M15 ^[6] ^[21]	4 81	 Lando Norris  Oscar Piastri	All All
 Mercedes-AMG Petronas F1 Team	Mercedes	F1 W15 ^[22]	Mercedes-AMG F1 M15 ^[23]	44 63	 Lewis Hamilton  George Russell	All All
 Visa Cash App RB F1 Team ^[24]	RB-Honda RBPT	VCARB 01 ^[25]	Honda RBPTH002 ^[26] ^[27] ^[28]	3 30 22	 Daniel Ricciardo  Liam Lawson  Yuki Tsunoda	1–18 19–24 All
 Oracle Red Bull Racing	Red Bull Racing-Honda RBPT	RB20 ^[29]	Honda RBPTH002 ^[27] ^[28] ^[30]	1 11	 Max Verstappen  Sergio Pérez	All All
 Williams Racing	Williams-Mercedes	FW46 ^[31]	Mercedes-AMG F1 M15 ^[32]	2 43 23	 Logan Sargeant  Franco Colapinto  Alexander Albon	1–15 ^[d] 16–24 All
Sources: ^[18] ^[34]						

Free practice drivers

Throughout the season, each team has to field a driver in one of the first two free practice sessions who has not competed in more than two races, on two occasions, once for each car.^[4] Oliver Bearman's debut for Ferrari at the Saudi Arabian Grand Prix did not count, as he only participated in the third practice session; the first two were driven by Carlos Sainz Jr. in the same car.^[35]

Drivers that took part in first or second free practice

Constructor	No.	Driver	Rounds
Alpine-Renault	61	 Jack Doohan	9, 12
Aston Martin Aramco-Mercedes	34	 Felipe Drugovich	20, 24
Ferrari	38	 Oliver Bearman	20
	39	 Arthur Leclerc	24
Haas-Ferrari	50	 Oliver Bearman	7, 10, 12–13
Kick Sauber-Ferrari	97	 Robert Shwartzman	15, 20
McLaren-Mercedes	29	 Patricio O'Ward	20
	28	 Ryō Hirakawa	24
Mercedes	12	 Andrea Kimi Antonelli	16, 20
RB-Honda RBPT	40	 Ayumu Iwasa	4, 24
Red Bull Racing-Honda RBPT	37	 Isack Hadjar	12, 24
Williams-Mercedes	45	 Franco Colapinto	12
	46	 Luke Browning	24
Source: ^[18] ^[36]			

Team changes

Alfa Romeo ended their partnership with Sauber and left Formula One in 2023 as Sauber prepares to become the Audi works team in 2026.^[37]^[38] The team was rebranded as Stake F1 Team Kick Sauber, competing with the constructor name Kick Sauber.^[39]^[16] AlphaTauri rebranded as RB and relocated the aerodynamics operations of the team to Milton Keynes in the United Kingdom amidst a management restructure.^[24]^[40]^[41]

Driver changes

The only change from the drivers contracted at the beginning of 2023 occurred at the former AlphaTauri team, who replaced Nyck de Vries with Daniel Ricciardo from the 2023 Hungarian Grand Prix onwards. All driver and team combinations that competed in the final round of the previous season remained unchanged for the start of the next season for the first time in Formula One World Championship history.^[42]^[43]

In-season changes



Oliver Bearman (centre) stood in for Carlos Sainz Jr. (left) at Ferrari in the Saudi Arabian Grand Prix and for Kevin Magnussen (right) at Haas in the Azerbaijan and São Paulo Grands Prix, respectively.



Franco Colapinto (top left) replaced Logan Sargeant (top right) at Williams from the Italian Grand Prix onwards. Liam Lawson (center left) replaced Daniel Ricciardo (center right) from the United States Grand Prix onwards. Jack Doohan (bottom left) is set to replace Esteban Ocon (bottom right) at Alpine in the Abu Dhabi Grand Prix.

Carlos Sainz Jr. was forced to withdraw from the Saudi Arabian Grand Prix after he was diagnosed with appendicitis and required an appendicectomy.^[44] He was replaced by Ferrari reserve and Formula 2 driver Oliver Bearman, who made his Formula One debut.^[11] Sainz returned at the following Australian Grand Prix.^[45]

From the Italian Grand Prix onwards, Formula 2 driver Franco Colapinto replaced Logan Sargeant at Williams, making his Formula One debut.^[46]

Kevin Magnussen of Haas received two penalty points for causing a collision at the Italian Grand Prix, taking his total to twelve penalty points in twelve months, and triggering an automatic race ban for the following Azerbaijan Grand Prix.^[47] He was replaced by Bearman, who raced for the second time in the season as a reserve driver.^[48] Magnussen returned at the subsequent Singapore Grand Prix.^[47]

Daniel Ricciardo was dropped from RB ahead of the United States Grand Prix.^{[49][50]} He was replaced by the reserve driver Liam Lawson, who drove in the 2023 season in place of the injured Ricciardo at the same team, then known as AlphaTauri.^[51]

Bearman replaced Magnussen at Haas during the São Paulo Grand Prix for the free practice and sprint sessions as Magnussen felt unwell.^{[52][53][54]} This was later expanded to the rest of the weekend following sprint qualifying.^[15]

Reserve driver Jack Doohan is set to replace Esteban Ocon at Alpine in the Abu Dhabi Grand Prix after Ocon was allowed to vacate his seat to drive for Haas in the post-season test. Doohan is set to make his Formula One debut.^[55]

Calendar

The 2024 calendar comprises a record twenty-four Grands Prix.^[56] The Chinese, Miami, Austrian, United States, São Paulo and Qatar Grands Prix featured the sprint format.^[57]

Round	Grand Prix	Circuit	Race date
1	Bahrain Grand Prix	 Bahrain International Circuit, Sakhir	2 March
2	Saudi Arabian Grand Prix	 Jeddah Corniche Circuit, Jeddah	9 March
3	Australian Grand Prix	 Albert Park Circuit, Melbourne	24 March
4	Japanese Grand Prix	 Suzuka International Racing Course, Suzuka	7 April
5	Chinese Grand Prix	 Shanghai International Circuit, Shanghai	21 April
6	Miami Grand Prix	 Miami International Autodrome, Miami Gardens, Florida	5 May
7	Emilia Romagna Grand Prix	 Imola Circuit, Imola	19 May
8	Monaco Grand Prix	 Circuit de Monaco, Monaco	26 May
9	Canadian Grand Prix	 Circuit Gilles Villeneuve, Montreal	9 June
10	Spanish Grand Prix	 Circuit de Barcelona-Catalunya, Montmeló	23 June
11	Austrian Grand Prix	 Red Bull Ring, Spielberg	30 June
12	British Grand Prix	 Silverstone Circuit, Silverstone	7 July
13	Hungarian Grand Prix	 Hungaroring, Mogyoród	21 July
14	Belgian Grand Prix	 Circuit de Spa-Francorchamps, Stavelot	28 July
15	Dutch Grand Prix	 Circuit Zandvoort, Zandvoort	25 August
16	Italian Grand Prix	 Monza Circuit, Monza	1 September
17	Azerbaijan Grand Prix	 Baku City Circuit, Baku	15 September
18	Singapore Grand Prix	 Marina Bay Street Circuit, Singapore	22 September
19	United States Grand Prix	 Circuit of the Americas, Austin, Texas	20 October
20	Mexico City Grand Prix	 Autódromo Hermanos Rodríguez, Mexico City	27 October
21	São Paulo Grand Prix	 Interlagos Circuit, São Paulo	3 November
22	Las Vegas Grand Prix	 Las Vegas Strip Circuit, Paradise, Nevada	23 November
23	Qatar Grand Prix	 Lusail International Circuit, Lusail	1 December
24	Abu Dhabi Grand Prix	 Yas Marina Circuit, Abu Dhabi	8 December
Sources: ^{[56][58]}			

Calendar expansion and changes

The [Chinese Grand Prix](#) returned to the calendar for the first time since 2019 after being cancelled for four years in a row due to difficulties presented by the [COVID-19 pandemic in the country](#).^[56] The [Emilia Romagna Grand Prix](#), which was cancelled in the [preceding year](#) due to [flooding in the area](#), also returned to the calendar.^[56] The [Russian Grand Prix](#) was under contract to feature on the 2024 calendar.^[59] However, the contract was terminated in [2022](#) in response to the [Russian invasion of Ukraine](#).^[60]

Regulation changes

Technical regulations

In response to extreme weather conditions resulting in cockpit overheating during the [2023 Qatar Grand Prix](#), teams are now allowed to install a scoop to the car that is intended to cool down the driver and cockpit area.^{[61][62]} Wheel covers aiming to reduce spray in wet weather conditions will be further tested during the season.^[63] Teams will not be allowed to start wind tunnel or [computational fluid dynamics](#) work for the 2026 season, which will see major technical regulations rule changes, until 1 January 2025. However, teams may still do other preliminary research and development work not covered by these restrictions.^{[64][65]}

Tyres

The "alternative tyre allocation" trialled at the [2023 Hungarian](#) and [Italian](#) Grands Prix, where drivers were given 11 sets of tyres in an attempt to cut costs in the sport, was discontinued. Therefore, teams reverted to having 13 sets of tyres available per driver during every non-sprint race weekend with the allocation being 12 sets for a sprint weekend.^[66] The C0 tyre compound (the hardest compound in [Pirelli's](#) dry tyre range), which was introduced but not used during the [2023](#) season, was dropped from the tyre line-up.^[67] This compound was previously known as the C1, but was renamed at the start of the 2023 season following the introduction of a new C1 compound that slotted between the old C1 and current C2 compounds in terms of hardness.^{[68][67]} A proposed trial for a ban on tyre blankets for this season and a full ban in 2025 was abandoned.^[69]

Sporting regulations

Appeals process

The decision appeal process was amended for the 2024 season. The deadline to submit a right of review request was reduced from fourteen to four days after an event. In an attempt to stop potentially frivolous appeal attempts, the FIA will also introduce a fee for the process.^[70]

Sprint weekends

The structure of the sprint weekends was changed again for 2024, with the goal of rationalising sprint events and separating them from the rest of the Grand Prix weekend.^{[71][72][4]} A sprint weekend now begins with a single practice session, followed by the sprint qualifying session, which sets the starting grid order for the sprint race. The sprint is then the first session to take place on Saturday, followed by qualifying for the main race. The Grand Prix itself remains on Sunday.^[73] The FIA sporting regulations for the championship now refer to the qualifying for the sprint as "sprint qualifying", as opposed to "sprint shootout". The term "sprint qualifying" was previously used in the inaugural season of the sprint format in 2021 to refer to the sprint itself.^[74] Additionally, sprint weekends now have two separate *parc fermé* periods as opposed to one. The first lasts from the beginning of sprint qualifying to the end of the sprint, and the second lasts from the beginning of qualifying for the Grand Prix until the start of the Grand Prix itself.^[75]

DRS usage

The rules for DRS usage in Grands Prix were adjusted slightly. Drivers are now allowed to use DRS one lap after a race start, safety car restart, or red flag restart, one lap earlier than in previous seasons. This was tested during the sprints of 2023.^[76]

Power unit allocation

The power unit allocation per season was again expanded from three to four per driver for the 2024 and 2025 championships.^[77]

Maximum lap time

Prior to Thursday's two practice sessions at the season-opening Bahrain Grand Prix, updated rules were introduced to discourage drivers from driving too slowly on in-laps and reconnaissance laps during qualifying. Drivers were initially required to not exceed a maximum time taken to drive through each marshalling sector. This was a change from 2023, when the FIA introduced a maximum time across an entire lap.^[78] However, prior to Friday's third practice session and qualifying, the rules were reverted to the 2023 full-lap method, though the rule now applies on both in-laps and out-laps.^[79]

Penalties

The standard sanction for a driver overtaking another driver off the track and gaining a lasting advantage has been upgraded from a five-second time penalty to a ten-second time penalty, although five-second penalties could still be awarded. The change was made as the five-second penalty was considered insufficient, with drivers regularly gaining more than five seconds through illegally overtaking slower cars off track.^[80]

From the Miami Grand Prix onwards the FIA altered the regulations for judging a potential jump start. Under the previous regulations, stewards were unable to penalise a driver for a jump start if it had not been picked up by an FIA transponder. This rule led to Lando Norris of McLaren appearing to avoid a penalty despite visibly moving early at the start of the Saudi Arabian Grand Prix. The update to regulations allows stewards to penalise a driver if they are moving before the start, even if the transponder does not register the infringement. The regulation also clarifies jump starts will be judged "after the four-second light is illuminated and before the start signal is given by extinguishing all red lights."^[81]

From the Dutch Grand Prix, penalties accrued during the sprint race which could not be served, due to retirement, can be transferred into grid penalties for their next race. This had already been the case for penalties accrued in Grands Prix.^{[4][82][83]}

Testing

During the summer break, the regulations were updated to allow teams to create mule cars based on existing cars from the 2020–2023 period to enable teams to better prepare for the changes to the technical regulations due for the 2026 season. Teams using the mule cars will only be allowed to use drivers with 500 kilometres (310 mi) of experience of driving a current Formula One car at consistent racing speeds.^{[4][84][83]}

Red flag procedure

During the summer break, the regulations for red flag procedures were clarified: during a red flag period, cars may be instructed to line-up on the starting grid, instead of in the pit lane, where the pit lane needs to be closed for safety reasons. The regulations were additionally altered to state that a driver who stops outside of the pit lane during qualifying and receives physical assistance will no longer be able to participate in qualifying.^{[82][83]}

Season summary

Pre-season

A single pre-season test was held at the Bahrain International Circuit in Sakhir on 21–23 February.^{[85][86]} Carlos Sainz Jr. of Ferrari set the fastest time in the three-day test.^[87]

Opening rounds

The season began with a Red Bull Racing 1–2 at the Bahrain Grand Prix. Max Verstappen won the race ahead of teammate Sergio Pérez and Carlos Sainz Jr.^[88] After starting on pole, Verstappen led every lap and took fastest lap, for his fifth career grand slam. Charles Leclerc, who started on the front row, finished fourth after dealing with brake issues throughout the race. After finishing sixth in the Constructors' Championship in the previous year, Alpine performed below expectations: Esteban Ocon and Pierre Gasly qualified nineteenth and twentieth and finished the race in seventeenth and eighteenth, respectively.^{[89][90]}

Red Bull Racing continued to show their pace at the Saudi Arabian Grand Prix with Verstappen winning the race ahead of teammate Pérez and Charles Leclerc, with Verstappen securing his 100th podium.^[91] While he led a majority of the race, a safety car caused by Lance Stroll's crash, which allowed a majority of the field to change their strategies, allowed McLaren's Lando Norris to inherit the lead temporarily before Verstappen overtook him. During the weekend, Sainz was affected with appendicitis, which resulted in his withdrawal from the event. In his place, Ferrari junior driver Oliver Bearman, who had secured pole position for the Formula 2 feature race that same weekend, stood in for Sainz while he underwent surgery.^[92] Bearman qualified eleventh and went on to finish seventh. Gasly retired on lap one due to a gearbox problem.^[93]

Verstappen's run of nine wins in a row ended at the [Australian Grand Prix](#), where he retired on lap four from a dislodging of his brake disc, marking his first retirement since the [2022 Australian Grand Prix](#). Returnee Sainz inherited the race lead and took his third career victory, with his teammate [Charles Leclerc](#) finishing second for Ferrari's first 1–2 finish since the [2022 Bahrain Grand Prix](#). Norris completed the podium and succeeded [Nick Heidfeld](#) for the most podiums without a victory in Formula One, while [Haas](#) scored double points, and [Yuki Tsunoda](#) scored [RB's](#) first points, respectively. Additionally to Verstappen's retirement, both Mercedes drivers also did not finish the race, with [Lewis Hamilton](#) having an engine failure and [George Russell](#) hitting the wall heavily, ending his race on the last lap.^[94]

Verstappen returned to the top step of the podium at the [Japanese Grand Prix](#), where he was unchallenged for the majority of the race with teammate [Sergio Pérez](#), who had his first front-row start since the [2023 Miami Grand Prix](#), and Sainz completing the podium. The race was red-flagged due to a heavy crash that involved [Daniel Ricciardo](#) and [Alexander Albon](#), which necessitated repairs to the tyre barriers.^[95] Ricciardo's teammate Tsunoda scored a point, making him the first Japanese driver to score points at their home race since [Kamui Kobayashi's](#) podium in the [2012](#) edition of the race.^[96]

Despite taking pole for the [Chinese Grand Prix](#), Verstappen struggled in qualifying for the first sprint weekend of the season, only qualifying fourth behind sprint pole-sitter Norris, followed by Hamilton and Fernando Alonso. At the beginning of the sprint, Hamilton took the lead from Norris, who slid down to seventh at the first turn. The former would lead for nearly half of the sprint's distance before Verstappen overtook him and won the sprint from Hamilton and Pérez. Verstappen went on to win the Grand Prix the next day from Norris and Pérez, meaning Ferrari did not score a podium for the first time this season.^[97]

At the next sprint weekend in the [Miami Grand Prix](#), Verstappen took sprint pole and won the sprint ahead of Leclerc and Pérez, while Ricciardo scored his first points of the season with a fourth place. Verstappen took pole for the Grand Prix and led the race in the opening laps before his pit stop. A safety car triggered by Kevin Magnussen and Logan Sargeant allowed Norris to benefit during his pit stop with him re-joining the race in the lead. Norris was able to open a gap to Verstappen in second and took his maiden Formula One victory, having previously held the record of the most podiums without a victory, and giving McLaren their first victory since the [2021 Italian Grand Prix](#). Verstappen was second from Leclerc, Pérez, Sainz, with Hamilton achieving his best result of the season at that point with sixth. Ocon scored Alpine's first point of the season with tenth place.^[98]

European and Canadian rounds

At the [Emilia Romagna Grand Prix](#), Verstappen equalled [Ayrton Senna's](#) record of most consecutive poles in Formula One history at eight. He also secured his fifth win of the season, ahead of Lando Norris and Charles Leclerc, who finished second and third, respectively.^[99]

Leclerc took pole position at the [Monaco Grand Prix](#), ending Verstappen's run of eight consecutive pole positions; the latter qualifying sixth on the grid. At the start, Pérez got into a crash with Magnussen and his teammate [Nico Hülkenberg](#), causing a red flag. The Alpines of Ocon and Gasly also had a collision, with the former retiring as a result. Ocon received a grid penalty for the following race in Canada. Leclerc took his first win since the [2022 Austrian Grand Prix](#), becoming the first Monégasque driver to win his home event since [Louis Chiron](#) won the [1931](#) edition and the first Monégasque driver to win it as a World Championship event. [Oscar Piastri](#) took his first podium of the season in second, and Sainz finished third after originally dropping back on lap one as a result of a puncture caused by a collision with Piastri.^[100]

After a [dead heat](#) between Verstappen and Russell during qualifying for the [Canadian Grand Prix](#), with Russell winning out by virtue of setting the time first, the start was held under intermediate conditions. Ferrari recorded its first retirements of the season when Leclerc and Sainz failed to finish, with Leclerc experiencing engine issues. Sainz meanwhile spun at turn 7 and collected Albon, who was the last Williams on track at that time as Sargeant had retired earlier. This was Ferrari's first double retirement since the [2022 Azerbaijan Grand Prix](#). Meanwhile, Sergio Pérez, who got knocked out in Q1 for the second consecutive race weekend in a row, failed to finish after he spun into the barrier, damaging the back of his [RB20](#). He was later given a three-place grid penalty to be served in the following [Spanish Grand Prix](#) for trailing back to the pits with a damaged rear wing. Two safety car periods were observed during the race, which was won by Verstappen ahead of Norris and Russell, who recorded Mercedes' first podium of the season. Hamilton, who attained the fastest lap of the race, finished behind Russell in fourth, his best result of the season to date.^[101]

Norris took pole position at the [Spanish Grand Prix](#), but lost the lead to Russell after a slow start. Verstappen overtook Russell on lap three and led the remainder of the race to take victory ahead of Norris and Hamilton, who recorded his first podium of the season and Mercedes' second consecutive podium in a row.^[102]

The [Austrian Grand Prix](#) featured the third sprint of the season. Verstappen took pole position for the sprint, which he proceeded to win ahead of the McLarens of Piastri and Norris. Verstappen also took pole position for the main race and was on course to win after leading the majority of it, but Norris soon closed the gap to him after a slow pit stop for Verstappen, who was now on older tyres with Norris having a tyre advantage. After multiple laps battling for the lead, Verstappen and Norris made contact, marking Norris' second retirement of the season following the Miami Grand Prix sprint, and Verstappen dropped down to fifth after a puncture. Russell benefited from the two making contact to take his second career victory, and Mercedes' second victory in the ground effect era, after the [2022 São Paulo Grand Prix](#). He was joined on the podium by Piastri and Sainz.^[103]

Russell took pole position for the [British Grand Prix](#) and led the first half of the race, which was held under intermittent rain, before retiring due to a water cooling issue. Norris inherited the lead after passing Russell, but he lost time switching to soft tyres after the period of rain had ended. Hamilton took advantage of this to inherit the lead as Norris' soft tyres began to degrade, allowing Verstappen, who was on hard tyres, to overtake him. By the end of the race, Verstappen began to close in on Hamilton, but the latter held on to take his first victory since the [2021 Saudi Arabian Grand Prix](#). Following Russell's victory at the Austrian Grand Prix a week earlier, Mercedes won consecutive Grands Prix for the first time since 2021. Hamilton's victory was the 104th of his career, and his ninth [British Grand Prix](#) victory, which also broke the record he shared with [Michael Schumacher](#) for most Grand Prix wins at a single circuit. This made Hamilton the first driver to win after his 300th start.^[104]



Red Bull Racing dominated the opening races of the season with 1–2 victories at the Bahrain, Saudi Arabian and Japanese Grands Prix, and a 1–3 at the Chinese Grand Prix.



McLaren drivers Lando Norris (left) and Oscar Piastri (right) claimed their maiden wins at the Miami and Hungarian Grands Prix, respectively.

Norris and Piastri locked out the front row at the [Hungarian Grand Prix](#), which was McLaren's first front-row lockout since the [2012 Brazilian Grand Prix](#). Piastri led a majority of the race before Norris gained the lead via an [undercut](#). McLaren invoked [team orders](#) on Norris, telling him to slow down and let Piastri by to take his maiden Grand Prix victory and McLaren's first 1–2 finish since the [2021 Italian Grand Prix](#), where Norris had also finished second to his teammate. The result meant they overtook Ferrari in the Constructors' Championship. Hamilton, having battled with Verstappen for the majority of the race, finished in third for his 200th career Formula One podium, and Verstappen, who criticised the car's pace and strategy options, ended up finishing in fifth after colliding with Hamilton. Meanwhile, Pérez, who was knocked out of Q1 after crashing out, recovered from sixteenth to seventh.^[105]

Verstappen qualified fastest for the [Belgian Grand Prix](#), but took a grid penalty leaving second-fastest Leclerc on pole position. Hamilton jumped Pérez off the line and overtook Leclerc in the opening laps to take the lead of the race before Russell shuffled into the lead following pit stops. Russell was running older hard tyres, but brought the car home without any further pit stops to take what was initially a victory ahead of Hamilton and Piastri. Russell was later disqualified post-race due to having an underweight car, promoting Hamilton to victory, Piastri to second and Leclerc to the podium. This marked the first time that a driver was disqualified from first place since [Michael Schumacher](#) at the [1994](#) edition of the race.^[106]

The [Dutch Grand Prix](#) marked the first race following the summer break. Norris took pole position for the race, but lost out to second-placed Verstappen at the start. Norris caught up to, and passed Verstappen and went on to win his second Grand Prix, by over twenty-two seconds, ahead of Verstappen; Leclerc completed a one-stop strategy to finish in third. Norris's victory marked McLaren's first at the venue since [Niki Lauda's](#) triumph in [1985](#), and ended a three-year streak of Verstappen victories at the [Circuit Zandvoort](#) since its reintroduction to the Formula One calendar in [2021](#).^[107]

At the [Italian Grand Prix](#), Norris and Piastri locked-out the front row for McLaren ahead of third-placed Russell with the Ferraris in fourth and fifth. Norris lost out at turn four to Piastri, and Russell sustained front-wing damage. Most teams opted to run a two-stop strategy, but Ferrari opted to run a one-stop strategy which Leclerc initially criticised. The one-stop strategy would pay off eventually, with Leclerc cycling into the lead ahead of Piastri. Leclerc kept his lead until the chequered flag was flown to win the Grand Prix, scoring Ferrari's first victory at their home race since [2019](#), which was also won by Leclerc. Piastri and Norris, the latter scoring the fastest lap on lap 53, rounded off the podium. The race also saw the debut of [Franco Colapinto](#) for Williams, the team replacing [Logan Sargeant](#) for the rest of the season. Colapinto finished twelfth in his debut race.^[108]

Closing rounds

At the [Azerbaijan Grand Prix](#), Leclerc took the pole position ahead of Piastri and Sainz, while Verstappen qualified sixth and Norris down in 17th. Norris would make up two places after Hamilton and Ocon were relegated to a pit lane start for changing power unit components during [parc fermé](#). In the race, Leclerc maintained his lead off the line with Piastri in second, ahead of Pérez in third. The front-runners started on the medium tyres before swapping them for hards. The leading trio maintained their places, closely following each other after the round of pit stops. Piastri took the lead on lap 20 and defended it against Leclerc for the rest of the race to take his second victory. Pérez and Sainz, while battling for third, crashed on the penultimate lap, which elevated Russell to the last podium spot. Norris, who initially started fifteenth, finished fourth ahead of his championship rival Verstappen and also took the fastest lap. Colapinto, who had made his debut in the previous race, scored the first points of his Formula One career, after finishing eighth; this made him the first [Argentine](#) driver to score a point since [Carlos Reutemann](#) at the [1982 South African Grand Prix](#). Bearman, who returned as a replacement for the banned Magnussen at Haas, took the final point, becoming the first driver in history to score for two different teams in his first two races. McLaren took the lead of the Constructors' Championship from Red Bull, leading it for the first time since the [2014 Australian Grand Prix](#). This also marked the first time a non-Red Bull team led the Constructors' Championship since the [2022 Miami Grand Prix](#).^[109]

At the [Singapore Grand Prix](#), Norris took pole position, led all laps, and won comfortably ahead of Verstappen and Piastri. However, he was denied his first grand slam by [RB](#) driver [Daniel Ricciardo](#) who set the fastest lap of the race,^[110] in what would turn out to be his final Grand Prix before departing the team days later and being replaced by [Liam Lawson](#).^[51]

At the [United States Grand Prix](#), Verstappen took pole position for the sprint, led all laps, and won comfortably ahead of Sainz and Norris who took pole position for the main race ahead of Verstappen and Sainz. Fourth-placed [Charles Leclerc](#) took the race lead on lap one and went on to win. Leclerc finished ahead of teammate Sainz for a Ferrari 1–2, and Norris finished third on track before being dropped to fourth behind championship rival Verstappen due to receiving a penalty. [Lewis Hamilton](#) endured a bad Grand Prix, suffering a Q1 exit and early retirement from the race, while teammate [George Russell](#) crashed out in qualifying, started in the pit lane, and finished in sixth. On [Liam Lawson's](#) first race of the season, he endured a grid penalty which meant he started 19th, and recovered ten places to finish in ninth. [Esteban Ocon](#) scored the fastest lap, obtaining the first of his Formula One career and Alpine's first ever fastest lap on his 152nd start.^[111]

At the [Mexico City Grand Prix](#), Sainz took pole position for the race, but briefly lost the lead to second-placed Verstappen. He passed the lead Red Bull, who would later receive two separate ten-second time penalties for forcing Norris off-track and gaining an advantage. Sainz led all laps from lap nine onwards to take a comfortable win, the second consecutive for Ferrari, and the fourth win of his career. Leclerc was running in second for the majority of the race before he survived a near-encounter with a wall that allowed Norris to pass him for second. Leclerc got the fastest lap, while Pérez's home race ended in him qualifying eighteenth, fighting with sister team driver Lawson, and finishing last of the finishers. Three cars retired: Alonso on his 400th Grand Prix entry, along with Albon and Tsunoda, following a lap one tussle that ended with both retiring. The success of Ferrari allowed them to pass Red Bull for second in the Constructor's Championship.^[112]

At the [São Paulo Grand Prix](#), Piastri took pole in sprint qualifying, with Norris second, Leclerc third, and Verstappen fourth. The top four kept the position they started in for the first 17 laps, until Verstappen passed Leclerc for third on lap 18. On lap 20, Hülkenberg retired due to a mechanical failure, necessitating a virtual safety car. Shortly before the virtual safety car was deployed, McLaren swapped their cars, putting Norris into the lead. Norris finished the sprint first, ahead of Piastri, and Verstappen. However, Verstappen later received a five-second time penalty for a virtual safety car infringement, dropping him to fourth, which promoted Leclerc to the final podium spot. The points positions were completed by Sainz, Russell, Gasly, and Pérez.^[113] Qualifying was postponed from Saturday afternoon to Sunday morning due to heavy rain. Norris took pole position during a session disrupted by five red flags, ahead of Russell in second. [Yuki Tsunoda](#) qualified in third, the highest starting position ever for him and his team [RB](#). The race was held four hours after qualifying. Before the start, Williams were unable to repair Albon's car on time after he crashed out in qualifying, and Stroll was stuck in the run-off area on the formation lap after an unsuccessful attempt of rejoining the track, forcing both drivers out of the race. Russell held the lead for the first half of the race before Hülkenberg spun, bringing out a virtual safety car. Russell and Norris pitted in response, which allowed [Esteban Ocon](#) to inherit the lead ahead of Verstappen and teammate [Pierre Gasly](#). Heavy rain soon brought out the safety car, which turned into a red flag on lap 32 as Colapinto crashed in the last corner. Racing resumed again for a short period before Sainz spun into the barrier on lap 39, which brought out another safety car. The subsequent restart allowed Verstappen to take the lead from Ocon, while

Norris dropped down to seventh after going off-track. He later was let past by his teammate Piastri, who received a ten-second penalty earlier for causing a collision with Lawson. Verstappen took his first victory in ten races after starting from seventeenth on the grid. He was joined on the podium by Ocon and Gasly, marking Alpine's first-ever double podium and their first podiums of the season.^[114]

Verstappen had a chance to secure his fourth World Drivers' Championship title at the Las Vegas Grand Prix, with him being able to do so as long as he outscored Norris.^[115] Russell took pole position and led a majority of the race from lights to flag, leading Hamilton, who endured a poor qualification, behind him. Russell secured his second win of the season, and this is the first time Russell won more than one Grand Prix in a single season. Additionally, Sainz and Leclerc finished in third and fourth, respectively, bridging closer Ferrari's gap to McLaren in the Constructors' Championship. Verstappen qualified and finished in fifth, with Norris behind him in sixth, allowing him to clinch his fourth consecutive title. Two retirements were observed, both due to mechanical issues: Pierre Gasly, who endured his best qualification of the season in third, and Alexander Albon due to overheating. Albon's teammate Franco Colapinto started from the pit lane after enduring a heavy crash in qualifying.^[116]

McLaren had a chance to secure its ninth World Constructors' Championship title, the first since 1998, at the Qatar Grand Prix. McLaren could win the title as long as they outscored Ferrari and Red Bull in Sunday's race. Sprint polesitter Norris finished behind winner Piastri, for what was to be the final sprint of the season. Verstappen set the fastest time in qualifying, but was demoted one position due to driving unnecessarily slowly to allow Russell to inherit the pole position. Verstappen took the lead off Russell, which he held to win the race. Meanwhile, at the back, Esteban Ocon, in his final race start for Alpine before being released, was hit by Hülkenberg's car, giving him a hole in his sidepod, forcing him into Colapinto and taking both right out of the race. Colapinto's teammate Albon was tapped by Lance Stroll, the latter of whom later retired. Lawson joined Albon in spinning and was given a penalty due to hitting Valtteri Bottas; additionally, Hamilton received a penalty due to a false start. Albon's wing mirror dropped off his car, resulting in double-waved yellow flags. The mirror was hit by Bottas; as a result, debris was scatted across the track, and Hamilton and Sainz hit them and received punctures. Some time later, the safety car was deployed. Norris was given a ten second stop-and-go penalty due to failing to slow under yellow flags, and Hamilton a drive-through for speeding in the pit lane. Zhou Guanyu finished eighth, rewarding him with four points and scoring Sauber's first ever points of the season. Despite Verstappen's victory, Red Bull dropped out of contention for the Constructors' Championship.^[117]



The season would be the twelfth and final year for Lewis Hamilton at Mercedes, where he holds the records for most races, wins, and championships with a single constructor.

Results and standings

Grands Prix

























Round	Grand Prix ^[e]	Pole position	Fastest lap	Winning driver	Winning constructor	Report
1	<u>Bahrain Grand Prix</u>	<u>Max Verstappen</u>	<u>Max Verstappen</u>	<u>Max Verstappen</u>	<u>Red Bull Racing-Honda RBPT</u>	<u>Report</u>
2	<u>Saudi Arabian Grand Prix</u>	<u>Max Verstappen</u>	<u>Charles Leclerc</u>	<u>Max Verstappen</u>	<u>Red Bull Racing-Honda RBPT</u>	<u>Report</u>
3	<u>Australian Grand Prix</u>	<u>Max Verstappen</u>	<u>Charles Leclerc</u>	<u>Carlos Sainz Jr.</u>	<u>Ferrari</u>	<u>Report</u>
4	<u>Japanese Grand Prix</u>	<u>Max Verstappen</u>	<u>Max Verstappen</u>	<u>Max Verstappen</u>	<u>Red Bull Racing-Honda RBPT</u>	<u>Report</u>
5	<u>Chinese Grand Prix</u>	<u>Max Verstappen</u>	<u>Fernando Alonso</u>	<u>Max Verstappen</u>	<u>Red Bull Racing-Honda RBPT</u>	<u>Report</u>
6	<u>Miami Grand Prix</u>	<u>Max Verstappen</u>	<u>Oscar Piastri</u>	<u>Lando Norris</u>	<u>McLaren-Mercedes</u>	<u>Report</u>
7	<u>Emilia Romagna Grand Prix</u>	<u>Max Verstappen</u>	<u>George Russell</u>	<u>Max Verstappen</u>	<u>Red Bull Racing-Honda RBPT</u>	<u>Report</u>
8	<u>Monaco Grand Prix</u>	<u>Charles Leclerc</u>	<u>Lewis Hamilton</u>	<u>Charles Leclerc</u>	<u>Ferrari</u>	<u>Report</u>
9	<u>Canadian Grand Prix</u>	<u>George Russell</u>	<u>Lewis Hamilton</u>	<u>Max Verstappen</u>	<u>Red Bull Racing-Honda RBPT</u>	<u>Report</u>
10	<u>Spanish Grand Prix</u>	<u>Lando Norris</u>	<u>Lando Norris</u>	<u>Max Verstappen</u>	<u>Red Bull Racing-Honda RBPT</u>	<u>Report</u>
11	<u>Austrian Grand Prix</u>	<u>Max Verstappen</u>	<u>Fernando Alonso</u>	<u>George Russell</u>	<u>Mercedes</u>	<u>Report</u>
12	<u>British Grand Prix</u>	<u>George Russell</u>	<u>Carlos Sainz Jr.</u>	<u>Lewis Hamilton</u>	<u>Mercedes</u>	<u>Report</u>
13	<u>Hungarian Grand Prix</u>	<u>Lando Norris</u>	<u>George Russell</u>	<u>Oscar Piastri</u>	<u>McLaren-Mercedes</u>	<u>Report</u>
14	<u>Belgian Grand Prix</u>	<u>Charles Leclerc</u> ^[f]	<u>Sergio Pérez</u>	<u>Lewis Hamilton</u> ^[g]	<u>Mercedes</u>	<u>Report</u>
15	<u>Dutch Grand Prix</u>	<u>Lando Norris</u>	<u>Lando Norris</u>	<u>Lando Norris</u>	<u>McLaren-Mercedes</u>	<u>Report</u>
16	<u>Italian Grand Prix</u>	<u>Lando Norris</u>	<u>Lando Norris</u>	<u>Charles Leclerc</u>	<u>Ferrari</u>	<u>Report</u>
17	<u>Azerbaijan Grand Prix</u>	<u>Charles Leclerc</u>	<u>Lando Norris</u>	<u>Oscar Piastri</u>	<u>McLaren-Mercedes</u>	<u>Report</u>
18	<u>Singapore Grand Prix</u>	<u>Lando Norris</u>	<u>Daniel Ricciardo</u>	<u>Lando Norris</u>	<u>McLaren-Mercedes</u>	<u>Report</u>
19	<u>United States Grand Prix</u>	<u>Lando Norris</u>	<u>Esteban Ocon</u>	<u>Charles Leclerc</u>	<u>Ferrari</u>	<u>Report</u>
20	<u>Mexico City Grand Prix</u>	<u>Carlos Sainz Jr.</u>	<u>Charles Leclerc</u>	<u>Carlos Sainz Jr.</u>	<u>Ferrari</u>	<u>Report</u>
21	<u>São Paulo Grand Prix</u>	<u>Lando Norris</u>	<u>Max Verstappen</u>	<u>Max Verstappen</u>	<u>Red Bull Racing-Honda RBPT</u>	<u>Report</u>
22	<u>Las Vegas Grand Prix</u>	<u>George Russell</u>	<u>Lando Norris</u>	<u>George Russell</u>	<u>Mercedes</u>	<u>Report</u>
23	<u>Qatar Grand Prix</u>	<u>George Russell</u> ^[h]	<u>Lando Norris</u>	<u>Max Verstappen</u>	<u>Red Bull Racing-Honda RBPT</u>	<u>Report</u>
24	<u>Abu Dhabi Grand Prix</u>					<u>Report</u>
Source: ^[56] ^[124]						

Scoring system

Points are awarded to the top ten classified drivers, the driver who sets the fastest lap during the Grand Prix (only if one of the top ten), and the top eight of the sprint.^{[125][i]} In the case of a tie on points, a countback system is used where the driver with the most Grand Prix wins is ranked higher. If the number of wins is identical, then the number of second places is considered, and so on.^[127] Points are awarded using the following system:

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	FL
Race	25	18	15	12	10	8	6	4	2	1	1
Sprint ^[el]	8	7	6	5	4	3	2	1			
Source: ^[125]											

World Drivers' Championship standings

P.os.	Driver	BHR	SAU	AUS	JPN	CHN	MIA	EMI	MON	CAN	ESP	AUT	GBR	HUN	BEL	NED	ITA	A	Points
1	 Max Verstappen	1 ^P ^F	1 ^P	Ret ^P	1 ^P ^F	1 ¹ ^P	2 ¹ ^P	1 ^P	6	1	1	5 ¹ ^P	2	5	4	2	6		429
2	 Lando Norris	6	8	3	5	2 ⁶	1	2	4	2	2 ^P ^F	20† ³	3	2 ^P	5	1 ^P ^F	3 ^P ^F		349
3	 Charles Leclerc	4	3 ^F	2 ^F	4	4 ⁴	3 ²	3	1 ^P	Ret	5	11 ⁷	14	4	3 ^P	3	1		341
4	 Oscar Piastri	8	4	4	8	8 ⁷	13 ⁶ ^F	4	2	5	7	2 ²	4	1	2	4	2		291
5	 Carlos Sainz Jr.	3	WD	1	3	5 ⁵	5 ⁵	5	3	Ret	6	3 ⁵	5 ^F	6	6	5	4	1	272
6	 George Russell	5	6	17†	7	6 ⁸	8	7 ^F	5	3 ^P	4	1 ⁴	Ret ^P	8 ^F	DSQ	7	7		235
7	 Lewis Hamilton	7	9	Ret	9	9 ²	6	6	7 ^F	4 ^F	3	4 ⁶	1	3	1	8	5		211
8	 Sergio Pérez	2	2	5	2	3 ³	4 ³	8	Ret	Ret	8	7 ⁸	17	7	7 ^F	6	8	1	152
9	 Fernando Alonso	9	5	8	6	7 ^F	9	19	11	6	12	18 ^F	8	11	8	10	11		68
10	 Nico Hülkenberg	16	10	9	11	10	11 ⁷	11	Ret	11	11	6	6	13	18	11	17		37
11	 Pierre Gasly	18	Ret	13	16	13	12	16	10	9	9	10	DNS	Ret	13	9	15		36
12	 Yuki Tsunoda	14	15	7	10	Ret	7 ⁸	10	8	14	19	14	10	9	16	17	Ret	1	30
13	 Lance Stroll	10	Ret	6	12	15	17	9	14	7	14	13	7	10	11	13	19	1	24
14	 Esteban Ocon	17	13	16	15	11	10	14	Ret	10	10	12	16	18	9	15	14		23
15	 Kevin Magnussen	12	12	10	13	16	19	12	Ret	12	17	8	12	15	14	18	10		16
16	 Alexander Albon	15	11	11	Ret	12	18	Ret	9	Ret	18	15	9	14	12	14	9		12
17	 Daniel Ricciardo	13	16	12	Ret	Ret	15 ⁴	13	12	8	15	9	13	12	10	12	13		12
18	 Oliver Bearman		7																7
19	 Franco Colapinto																12		5
20	 Zhou Guanyu	11	18	15	Ret	14	14	15	16	15	13	17	18	19	Ret	20	18		4
21	 Liam Lawson																		4
22	 Valtteri Bottas	19	17	14	14	Ret	16	18	13	13	16	16	15	16	15	19	16		0
23	 Logan Sargeant	20	14	WD	17	17	Ret	17	15	Ret	20	19	11	17	17	16			0
–	 Jack Doohan																		0
P.os.	Driver	BHR	SAU	AUS	JPN	CHN	MIA	EMI	MON	CAN	ESP	AUT	GBR	HUN	BEL	NED	ITA	A	Points
Sources: ^{[128][124][129][130]}																			

Notes:

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

World Constructors' Championship standings

Pos.	Constructor	BHR	SAU	AUS	JPN	CHN	MIA	EMI	MON	CAN	ESP	AUT	GBR	HUN	BEL	NLD	Points
1	McLaren-Mercedes	6	4	3	5	2 ⁶	1	2	2	2	2 ^{P F}	2 ²	3	1	2	1 ^f	640
		8	8	4	8	8 ⁷	13 ^{6 F}	4	4	5	7	20† ³	4	2 ^P	5	4	
2	Ferrari	3	3 ^F	1	3	4 ⁴	3 ²	3	1 ^P	Ret	5	3 ⁵	5 ^F	4	3 ^P	5	619
		4	7	2 ^F	4	5 ⁵	5 ⁵	5	3	Ret	6	11 ⁷	14	6	6	5	
3	Red Bull Racing-Honda RBPT	1 ^{P F}	1 ^P	5	1 ^{P F}	1 ^{1 P}	2 ^{1 P}	1 ^P	6	1	1	5 ^{1 P}	2	5	4	5	581
		2	2	Ret ^P	2	3 ³	4 ³	8	Ret	Ret	8	7 ⁸	17	7	7 ^F	6	
4	Mercedes	5	6	17†	7	6 ⁸	6	6	5	3 ^P	3	1 ⁴	1	3	1	5	446
		7	9	Ret	9	9 ²	8	7 ^F	7 ^F	4 ^F	4	4 ⁶	Ret ^P	8 ^F	DSQ	8	
5	Aston Martin Aramco-Mercedes	9	5	6	6	7 ^F	9	9	11	6	12	13	7	10	8	1	92
		10	Ret	8	12	15	17	19	14	7	14	18 ^F	8	11	11	1	
6	Alpine-Renault	17	13	13	15	11	10	14	10	9	9	10	16	18	9	5	59
		18	Ret	16	16	13	12	16	Ret	10	10	12	DNS	Ret	13	1	
7	Haas-Ferrari	12	10	9	11	10	11 ⁷	11	Ret	11	11	6	6	13	14	1	54
		16	12	10	13	16	19	12	Ret	12	17	8	12	15	18	1	
8	RB-Honda RBPT	13	15	7	10	Ret	7 ⁸	10	8	8	15	9	10	9	10	1	46
		14	16	12	Ret	Ret	15 ⁴	13	12	14	19	14	13	12	16	1	
9	Williams-Mercedes	15	11	11	17	12	18	17	9	Ret	18	15	9	14	12	1	17
		20	14	WD	Ret	17	Ret	Ret	15	Ret	20	19	11	17	17	1	
10	Kick Sauber-Ferrari	11	17	14	14	14	14	15	13	13	13	16	15	16	15	1	4
		19	18	15	Ret	Ret	16	18	16	15	16	17	18	19	Ret	2	
Pos.	Constructor	BHR	SAU	AUS	JPN	CHN	MIA	EMI	MON	CAN	ESP	AUT	GBR	HUN	BEL	NLD	Points

Sources:^{[128][124][129][130]}

Notes:

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

Notes

- Carlos Sainz Jr. was entered into the Saudi Arabian Grand Prix, but later withdrew after being diagnosed with appendicitis.^[11]
- Kevin Magnussen was entered into the São Paulo Grand Prix, but later withdrew due to illness.^[15]
- Sauber's sponsorship arrangement is with Stake, whose co-founders are backers of Kick.^[17] Sauber entered rounds 3, 10, 14, and 23–24 as "Kick Sauber F1 Team".^[18]
- Logan Sargeant was entered into the Australian Grand Prix, but later withdrew to allow his car to be driven by teammate Alexander Albon as the latter's car was seriously damaged following a crash.^[33]
- The Chinese, Miami, Austrian, United States, São Paulo and Qatar Grands Prix featured the sprint format.^[57]
- Max Verstappen set the fastest time in qualifying, but received a ten-place grid penalty for exceeding his quota of internal combustion engine components.^[118] Charles Leclerc was promoted to pole position in his place.^[119]
- George Russell finished first on track, but was later disqualified due to an underweight car.^[120] Lewis Hamilton, initially classified second, inherited the win.^[121]
- Max Verstappen set the fastest time in qualifying, but received a one-place grid penalty for driving unnecessarily slowly.^[122] George Russell was promoted to pole position in his place.^[123]

- i. In the event of a race ending prematurely, the number of points paying positions may be reduced, depending on how much of the race had been completed.^[126]

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