



2023 Formula One World Championship

2023 FIA Formula One World Championship	
Drivers' Champion: Max Verstappen	
Constructors' Champion: Red Bull Racing-Honda RBPT	
Previous: 2022	Next: 2024
Races by country · Races by venue	
Support series:	
Formula 2 Championship	
FIA Formula 3 Championship	
Porsche Supercup	

The **2023 FIA Formula One World Championship** was a motor racing championship for Formula One cars, the 74th running of the Formula One World Championship. It was 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 was contested over twenty-two Grands Prix, which were held around the world. It began in March and ended in November.

Drivers and teams competed for the titles of World Drivers' Champion and World Constructors' Champion respectively. The season was dominated by defending champion Max Verstappen, who cruised to his third consecutive Drivers' Championship title at the Qatar Grand Prix, winning a record 19 out of 22 Grands Prix held and finishing on the podium 21 times (also a record number for most podiums in a season) by the end of the championship. His team, Red Bull Racing achieved their sixth Constructors' Championship title, their second consecutively, at the preceding Japanese Grand Prix. Red Bull Racing won 21 out of 22 Grands Prix, breaking the team record for highest percentage of Grand Prix wins in a season at 95.45%.

Entries

The following constructors and drivers competed in the 2023 World Championship.^{[1][2]} All teams competed with tyres supplied by Pirelli.^[3] Each team was required to enter two drivers per round, one for each of the two mandatory cars.^[4]



Max Verstappen won his third World Drivers' Championship, driving for Red Bull Racing-Honda RBPT.



Sergio Pérez finished second, giving Red Bull Racing their first ever 1–2 in the World Drivers' Championship.



Lewis Hamilton finished third, driving for Mercedes.



Red Bull Racing won their sixth World Constructors' Championship.



Mercedes finished second in the World Constructors' Championship.



Ferrari was third in the World Constructors' Championship.

Teams and drivers that competed in the 2023 World Championship

Entrant	Constructor	Chassis	Power unit	Race drivers	
				No.	Driver name
 Alfa Romeo F1 Team <u>Stake</u> ^[a]	<u>Alfa Romeo-Ferrari</u>	<u>C43</u> ^[11]	Ferrari 066/10	24 77	 Zhou Guanyu  Valtteri Bottas
 Scuderia AlphaTauri	<u>AlphaTauri-Honda RBPT</u>	<u>AT04</u> ^[12]	Honda RBPTH001	21 3 40 22	 Nyck de Vries  Daniel Ricciardo  Liam Lawson  Yuki Tsunoda
 BWT Alpine F1 Team	<u>Alpine-Renault</u>	<u>A523</u> ^[14]	Renault E-Tech RE23	10 31	 Pierre Gasly  Esteban Ocon
 Aston Martin <u>Aramco Cognizant</u> F1 Team	<u>Aston Martin Aramco-Mercedes</u>	<u>AMR23</u> ^[15]	Mercedes-AMG F1 M14	14 18	 Fernando Alonso  Lance Stroll
 Scuderia Ferrari	<u>Ferrari</u>	<u>SF-23</u> ^[17]	Ferrari 066/10 ^[18]	16 55	 Charles Leclerc  Carlos Sainz Jr.
 MoneyGram Haas F1 Team	<u>Haas-Ferrari</u>	<u>VF-23</u> ^[19]	Ferrari 066/10	20 27	 Kevin Magnussen  Nico Hülkenberg
 McLaren F1 Team	<u>McLaren-Mercedes</u>	<u>MCL60</u> ^[20]	Mercedes-AMG F1 M14 ^[21]	4 81	 Lando Norris  Oscar Piastri
 Mercedes-AMG Petronas F1 Team	<u>Mercedes</u>	<u>F1 W14</u> ^[22]	Mercedes-AMG F1 M14	44 63	 Lewis Hamilton  George Russell
 Oracle Red Bull Racing	<u>Red Bull Racing-Honda RBPT</u>	<u>RB19</u> ^[23]	Honda RBPTH001 ^[24]	1 11	 Max Verstappen  Sergio Pérez
 Williams Racing	<u>Williams-Mercedes</u>	<u>FW45</u> ^[25]	Mercedes-AMG F1 M14 ^[26]	2 23	 Logan Sargeant  Alexander Albon
Sources: ^{[1][2][27]}					

Free practice drivers

Throughout the season, each team had to field a driver in one of the first two free practice sessions who had not competed in more than two races, on two occasions, once for each car.^[28] The Grand Prix debuts of Oscar Piastri, Logan Sargeant and Nyck de Vries at the Bahrain Grand Prix each counted as one of the mandatory sessions for McLaren-Mercedes, Williams-Mercedes and AlphaTauri-Honda RBPT, respectively.^[29] Liam Lawson's debut at the Dutch Grand Prix did not count, as Nyck de Vries had already taken the mandatory free practice slot for that car.^[30]

Drivers that took part in first or second free practice

Constructor	No.	Driver	Rounds
<u>Alfa Romeo-Ferrari</u>	98	 Théo Pourchaire	19, 22
<u>AlphaTauri-Honda RBPT</u>	41	 Isack Hadjar	19
<u>Alpine-Renault</u>	61	 Jack Doohan	19, 22
<u>Aston Martin Aramco-Mercedes</u>	34	 Felipe Drugovich	14, 22
<u>Ferrari</u>	39	 Robert Shwartzman	13, 22
<u>Haas-Ferrari</u>	50	 Oliver Bearman	19, 22
<u>McLaren-Mercedes</u>	29	 Patricio O'Ward	22
<u>Mercedes</u>	42	 Frederik Vesti	19, 22
<u>Red Bull Racing-Honda RBPT</u>	36	 Jake Dennis	22
	37	 Isack Hadjar	22
<u>Williams-Mercedes</u>	45	 Zak O'Sullivan	22
Source: ^[2]			

Team changes

Honda returned as a named engine supplier to Red Bull Racing and AlphaTauri, with both teams badging the engines as Honda RBPT.^[31] While Red Bull Powertrains had planned to take over assembly and maintenance of the engines from this season onward,^[32] it was later agreed that Honda would continue its technical support of Red Bull Racing and AlphaTauri until the end of 2025.^[33]

Driver changes

Sebastian Vettel retired at the end of the 2022 championship,^[34] ending his Formula One career after 15 full seasons.^[35] His place at Aston Martin was taken by Fernando Alonso, who left Alpine after two seasons.^[36] Alonso's replacement was initially announced as the 2021 Formula 2 Champion and Alpine reserve driver, Oscar Piastri.^[37] Shortly after this announcement, Piastri stated that he had not signed a contract for 2023 and that he would not

be driving for Alpine.^[38] The FIA Contract Recognition Board ruled that he did not have any contractual obligations to

race for Alpine.^[39] Pierre Gasly, who initially had a contract to drive for AlphaTauri, moved to Alpine, replacing Alonso.^[40] Gasly was replaced by the 2020–21 Formula E and 2019 Formula 2 Champion Nyck de Vries.^{[41][42]}

Daniel Ricciardo left McLaren after two seasons. Although he had a contract to drive for the team in 2023, it was terminated during the 2022 championship by mutual agreement.^[43] Ricciardo's seat was filled by Piastri, who made his Formula One debut.^[44] Nicholas Latifi left Williams after spending three seasons with the team.^[45] His seat was filled by Logan Sargeant, who graduated from Formula 2, making his Formula One debut and becoming the first American Formula One driver to compete since Alexander Rossi in 2015.^[46] Mick Schumacher left Haas after two seasons.^[47] His seat was taken by Nico Hülkenberg, who last competed in Formula One as a full-time race driver in 2019 with former team Renault.^[48]

Mid-season changes

Nyck de Vries was relieved of his driving duties for AlphaTauri after underperforming in the first ten races of his rookie season.^[49] His seat was filled by Daniel Ricciardo starting from the Hungarian Grand Prix. Ricciardo had previously raced with the team in 2012 and 2013, when it was known as Toro Rosso.^[50] During second practice for the Dutch Grand Prix, his third race of the season, Ricciardo broke a metacarpal bone in his left hand in a crash. As a result, Red Bull Racing and AlphaTauri's reserve driver Liam Lawson substituted for Ricciardo, making his Formula One debut.^[13] Lawson continued to substitute in for Ricciardo at the Italian, Singapore, Japanese and Qatar Grands Prix before Ricciardo returned for the United States Grand Prix.^{[51][52]}



Daniel Ricciardo (left) and debutant Liam Lawson (right) drove for AlphaTauri after Nyck de Vries' departure.

Calendar

The 2023 calendar comprised twenty-two Grands Prix. The Azerbaijan, Austrian, Belgian, Qatar, United States and São Paulo Grands Prix featured the sprint format.^[53]

Round	Grand Prix	Circuit	Race date
1	Bahrain Grand Prix	 Bahrain International Circuit, Sakhir	5 March
2	Saudi Arabian Grand Prix	 Jeddah Corniche Circuit, Jeddah	19 March
3	Australian Grand Prix	 Albert Park Circuit, Melbourne	2 April
4	Azerbaijan Grand Prix	 Baku City Circuit, Baku	30 April
5	Miami Grand Prix	 Miami International Autodrome, Miami Gardens, Florida	7 May
6	Monaco Grand Prix	 Circuit de Monaco, Monaco	28 May
7	Spanish Grand Prix	 Circuit de Barcelona-Catalunya, Montmeló	4 June
8	Canadian Grand Prix	 Circuit Gilles Villeneuve, Montreal	18 June
9	Austrian Grand Prix	 Red Bull Ring, Spielberg	2 July
10	British Grand Prix	 Silverstone Circuit, Silverstone	9 July
11	Hungarian Grand Prix	 Hungaroring, Mogyoród	23 July
12	Belgian Grand Prix	 Circuit de Spa-Francorchamps, Stavelot	30 July
13	Dutch Grand Prix	 Circuit Zandvoort, Zandvoort	27 August
14	Italian Grand Prix	 Monza Circuit, Monza	3 September
15	Singapore Grand Prix	 Marina Bay Street Circuit, Singapore	17 September
16	Japanese Grand Prix	 Suzuka International Racing Course, Suzuka	24 September
17	Qatar Grand Prix	 Lusail International Circuit, Lusail	8 October
18	United States Grand Prix	 Circuit of the Americas, Austin, Texas	22 October
19	Mexico City Grand Prix	 Autódromo Hermanos Rodríguez, Mexico City	29 October
20	São Paulo Grand Prix	 Interlagos Circuit, São Paulo	5 November
21	Las Vegas Grand Prix	 Las Vegas Strip Circuit, Paradise, Nevada	18 November
22	Abu Dhabi Grand Prix	 Yas Marina Circuit, Abu Dhabi	26 November
Sources: ^{[54][55]}			

Calendar changes

The [Qatar Grand Prix](#) returned to the calendar, having not been held in 2022 to allow Qatar to prepare to host the 2022 FIFA World Cup. When the Qatar Grand Prix was first announced in 2021, the event was scheduled to take place at an undisclosed location, with a new circuit in the planning stages.^[56] The publication of the season calendar showed that the event would remain at the [Lusail International Circuit](#).^[54] The [Las Vegas Grand Prix](#) made its debut, with the race held in November on a new street track featuring the [Las Vegas Strip](#). The last Grand Prix held in [Las Vegas](#) was the [1982 Caesars Palace Grand Prix](#). The addition of the Las Vegas Grand Prix meant the United States hosted three Formula One Grand Prix in a single season for the first time since 1982.^{[57][58]}

The [Russian Grand Prix](#) was under contract to feature on the 2023 calendar. It was originally meant to switch its venue from the [Sochi Autodrom](#) to [Igola Drive](#), in [Novozhilovo](#), located approximately 54 kilometres (34 mi) from [Saint Petersburg](#).^[59] The contract was terminated in response to the [Russian invasion of Ukraine](#).^[60] The [French Grand Prix](#) was removed from the calendar for 2023, the promoters of the Grand Prix stated that they would aim for a rotational race deal by sharing its slot with other Grands Prix.^[61]

The [Chinese Grand Prix](#) was initially due to be part of the calendar after last being held in 2019,^[62] it was cancelled for the fourth consecutive year due to the ongoing difficulties presented by the [COVID-19 pandemic in the country](#).^[63] Formula One held discussions with venues to replace the Grand Prix, but this did not transpire.^[64] The [Emilia Romagna Grand Prix](#), which was scheduled to take place on 21 May as the sixth round of the championship, was cancelled on 17 May due to [flooding in the area](#).^[55]

Regulation changes

Technical regulations

Safety changes

Following dangerous amounts of porpoising during 2022, the FIA introduced changes to the regulations to limit the phenomenon.^[65] Floor edges were raised and the throat of the diffuser was also raised. The diffuser edge stiffness was increased and an additional sensor was mandated to monitor the porpoising phenomenon more effectively. Lateral floor deflection tests also became more stringent.^{[66][67][68]}

Following [Zhou Guanyu's](#) crash at the [2022 British Grand Prix](#), a rounded top would be required on the roll hoop, which reduces the chance of it digging into the ground during an accident. Additionally, a change was made to ensure a minimum height for the point of application of the [homologation](#) test, and a new physical homologation test was introduced where the load pushes the roll hoop in the forward direction, in addition to

the pre-existing tests in three other directions.^{[66][68]} The size of the side-mirrors was increased from 150 mm × 50 mm (5.9 in × 2.0 in) to 200 mm × 60 mm (7.9 in × 2.4 in) in an effort to improve rear visibility.^{[69][70]}

Weight and fuel temperature

The allowed weight of cars was due to decrease from 798 kilograms (1,759 lb) to 796 kg (1,755 lb), this plan was abandoned.^[71] The rules around minimum fuel temperature was changed. In 2022, minimum fuel temperature was 20 °C (68 °F). For 2023, the minimum fuel temperature was the lowest of either 10 °C (18 °F) below the ambient temperature, or 10 °C (50 °F).^[72]

Aerodynamics

The FIA initially altered the wording of the aerodynamic regulations after Mercedes produced a front wing that exploited a potential loop-hole in the regulations; Mercedes introduced slot gap separators on their front wings at the 2022 United States Grand Prix, although they did not intend to run them at the event. Rival teams argued that the new front wing was illegal, while Mercedes argued that the regulations allowed slot-gap separators as they were "primarily" there for "mechanical, structural or measurement reasons", and therefore any secondary aerodynamic benefit would be allowed. The FIA ruled that the brackets were illegal at the following 2022 Mexico City Grand Prix. The wording of the regulation was altered so that the slot gap separator brackets must perform a structural role, and the sentence explaining that the primary purpose can not be aerodynamic was removed. This rule change was intended to outlaw slot gap separators.^[73] It had the opposite effect, legalising slot gap separators which provide structural support; what aerodynamic benefit they provide no longer held any bearing on their legality. Ferrari launched their car, the SF-23 with the slot gap separators.^[74]

Sporting regulations

There were only three days of pre-season testing, a reduction from 2022 when there were six days.^[69] During the F1 Commission held in February 2023 it was decided to relax the restrictions on team radio communications.^[75] The FIA took further steps to relax COVID-19 safety protocols that were first introduced in 2020. This relaxation of restrictions included the removal of the need for proof of vaccination for those working in the paddock. The FIA previously dropped the requirements for mandatory face masking and COVID-testing in 2022.^[76]

Tyres

Pirelli announced a change to the available tyre compounds for 2023, as a new compound was inserted between the old C1 and C2 compounds (the hardest two compounds of the 2022 range). This change provided teams with more flexible strategy options after criticism towards the original C1 compound for a large drop in grip compared to the other tyres.^[77] Additionally, following criticism over the raceability of its full wet tyre in previous seasons, Pirelli has produced a new full wet tyre in the hope of reducing the need for safety car and red flags in wet race conditions. The new full wet tyre debuted at the Monaco Grand Prix.^{[78][79]}

With the intention of making tyre usage more sustainable in the future, Formula One trialed a reduction in allocated tyre sets from 13 to 11 at the Hungarian and Italian Grands Prix. It was due to be trialed at the Emilia Romagna Grand Prix before its cancellation. During qualifying for these races, teams were required to use the hard-compound tyres in the first segment of qualifying, the medium-compound in the second segment and the soft-compound in the third and final segment. Teams are usually free to choose the tyre compound that they run during qualifying.^[80]

Sprint events

The sprint format was held at six Grands Prix in 2023, compared to three in 2021 and 2022.^[81] During sprint weekends, teams were given a broader choice of parts that they are permitted to change under *parc fermé* conditions.^[82]

The event structure for sprint events was altered. Sprint weekends consisted of a single practice session on Friday, followed by the qualifying session which determined the grid for Sunday's Grand Prix. On Saturday, a new qualifying session called "sprint shootout", in place of the old second practice session, was run, determining the grid for the sprint which took place on Saturday afternoons. The Grand Prix took place on Sunday. The new sprint shootout qualifying was shorter than traditional qualifying: the first segment of sprint qualifying (SQ1) was 12 minutes, the second segment (SQ2) was 10 minutes, and the third segment (SQ3) was 8 minutes long, down from 18, 15 and 12 minutes respectively for qualifying for the Grand Prix. New tyres were mandatory for each phase, with a single set of mediums for each of SQ1 and SQ2, and a single set of softs for SQ3.^[83]

The tyre rules for sprint shootout were modified for the second sprint weekend of the season at the Austrian Grand Prix, enabling drivers and teams who made it through to SQ3 to use any set of soft tyres, whereas they were previously required to use a new set of soft tyres. The change was made after Lando Norris could not run in SQ3 at the Azerbaijan Grand Prix due to exhausting his allocation of soft tyres.^{[d][84]}

Points

The 2022 sporting regulations specified that only races which were ended early by a red flag used a points system that gradually increased points awarded based on the completed race distance. This caused confusion at the 2022 Japanese Grand Prix, where full points were awarded despite less than 75% of the scheduled distance being completed, as the race ended under green flag conditions. The wording of the regulation was amended: all races where less than 75% of the race distance is completed would use the sliding scale system to determine the points awarded, regardless of whether they finished under red or green flag conditions. This rule change satisfied the original intention of the gradual scale points system when it was introduced in 2022.^[85]

Political gestures

The FIA's International Sporting Code (ISC)^[e] was updated to include stricter controls on drivers and teams making "political, religious and personal statements". Article 12.2.1n was introduced stating that drivers and teams must receive the FIA's permission before conducting a political statement or protest and that any protest without permission would be considered a breach of the FIA's neutrality rules.^{[86][87]} The FIA stated the update to the ISC was done to move it in line with the ethical principles of political neutrality laid out by the International Olympic Committee, which gave formal recognition to the FIA in 2013 through the Olympic Charter.^[88] FIA President Mohammed Ben Sulayem stated that the rule change was made to ensure that the FIA's platform was not used to help fulfil drivers' "private personal agenda".^[89]

Following concerns from drivers and teams on how these rules would affect freedom of expression and the ability of drivers and their teams to express views about what they believe to be a worthwhile cause, the FIA clarified in February 2023 that drivers would be prohibited on making political or religious statement on the following: politically sensitive persons living or dead, military or political conflicts, separatist movements, national governments, any statements referencing a key religious figure or any statement that could be deemed offensive to the religious beliefs of the hosting country. Stewards at each Grand Prix meeting will be required to adjudge whether a driver has breached FIA neutrality rules on a case-by-case basis. Drivers remained free to share their opinions regarding political or religious topics without facing potential sanctions on their personal social media platforms or in an official FIA press conference providing it was in response to a media question or outside of a race weekend. Any driver looking for a special exemption from the FIA to make a statement that may contravene the neutrality rules must have notify the FIA four weeks in advance of an event.^[90]

Financial regulations

The budget cap was reduced to 135 million United States dollars. It was originally set at US\$140 million in 2022 before being increased to US\$142.5 million to account for inflation.^[69] It was initially agreed by the F1 Commission to increase the cost cap by US\$1.2 million to account for additional costs caused by the increased number of races. The commission subsequently agreed to adjust to the level of future cost cap increases to US\$1.8 million per race when a calendar is over twenty-one races to account for the greater costs of flyaway races compared to European races. Teams also agreed to give the FIA easier access to factories when cost cap audits are being carried out in order to more easily ensure that teams adhere to the cost cap. A winter shutdown of factories was introduced alongside the existing summer shutdown.^[91]

"Special project" divisions

Teams such as Mercedes, Red Bull Racing, and Aston Martin operated "applied technology" divisions which design for and consult on projects outside of Formula One. Since these projects were not related to the teams' Formula One operations, their expenditure fell outside of the cost cap regulations. Between the Canadian and Austrian Grands Prix, the FIA introduced a technical directive that prevented teams from transferring intellectual property from their "special project" divisions to their Formula One operations cost-free, closing a loophole.^[92]

Season summary

Pre-season

There was one pre-season test, at the Bahrain International Circuit in Sakhir from 23 to 25 February.^[54] Aston Martin driver Lance Stroll missed the test after suffering a "minor" cycling accident during training.^[93] He was replaced by reserve driver Felipe Drugovich.^[94] Red Bull Racing's Sergio Pérez set the fastest time of the test, while Scuderia AlphaTauri logged the greatest distance.^[95]

Opening rounds

Red Bull Racing locked out the front row for the season opening Bahrain Grand Prix, with the two Ferraris on the second row. The much-improved Aston Martin of Fernando Alonso started in fifth.^{[96][97]} Max Verstappen led most of the race comfortably, winning by eleven seconds ahead of his teammate Sergio Pérez. Charles Leclerc retired with a mechanical failure from third, with Alonso taking this spot, after a late race overtake on Carlos Sainz Jr. Lewis Hamilton finished fifth. Lance Stroll, still racing with a broken wrist and toe, finished sixth, ahead of the Mercedes of George Russell. The points paying positions were rounded out by Valtteri Bottas (Alfa Romeo), Pierre Gasly (Alpine) and Alex Albon (Williams).^[98] The result gave Verstappen a 7 point lead in the Drivers' standings, and Red Bull a 20 point lead in the Constructors' standings.^[99]

At the Saudi Arabian Grand Prix, Pérez took pole position in qualifying. Championship leader Verstappen suffered a broken drive shaft in qualifying, leaving him in 15th for the start. Pérez lost first place on the first lap to Alonso, but regained it on lap four. Verstappen, starting fifteenth on the grid, reached second by lap 25, and remained there for the rest of the race. Alonso finished third - his 100th podium, with the Mercedes duo of Russell and Hamilton finishing in fourth and fifth respectively. Leclerc and Magnussen took their first points of the season, in seventh and tenth respectively. Magnussen's tenth was also Haas' first points of the campaign. Verstappen took the bonus point for the fastest lap, allowing him to retain the Championship lead by a sigle point over Pérez. Red Bull extended their championship lead to 49 points.^{[100][101][102]}

At the Australian Grand Prix, Verstappen took pole position, while Pérez's qualifying ended with a spin. He elected to take new power unit compoents and started the race in the pit lane. At the start of the race, Verstappen was overtaken by Russell and Hamilton. He regained the lead by lap 12 and led the race comfortably, as Russell retired on lap 18 due to a mechanical issue. Verstappen won the race, followed by Hamilton, Alonso and Stroll, with Pérez finishing fifth with the fastest lap. The Grand Prix broke the record for most red flags, with three, the first following a crash with Alexander Albon, the second following a crash with Kevin Magnussen, and a third following a multi car collision at the restart. The result saw McLaren and Scuderia AlphaTauri score their first points of the season; the McLaren drivers of Lando Norris and Oscar Piastri finished in sixth and eighth respectively, and AlphaTauri's Yuki Tsunoda finsihed tenth. Following the race, Verstappen's lead was 15 points over Pérez, and Red Bull's lead was 58 points.^{[102][103][104][105][106]}

The [Azerbaijan Grand Prix](#) saw the season's first sprint event. Leclerc secured pole position for both the sprint, and the Grand Prix.^{[107][108]} Leclerc lead the sprint from pole until Pérez took the lead on the main straight on lap 7, courtesy of the DRS; Pérez kept the lead until the end of the sprint. Leclerc held on to second, Verstappen finished in third, Russell fourth.^[109] In the Grand Prix, polesitter Leclerc led the early part of the race. The DRS was enabled on lap three, with Verstappen utilising it to pass Leclerc into the first corner on the following lap. Pérez repeated the same move on lap six to take second place. Verstappen lost the race lead through the pitstop phase, with Pérez making his stop under safety car conditions. Pérez, Verstappen and Leclerc were the top three drivers for the rest of the race as Pérez took his second [Azerbaijan Grand Prix](#) victory. This was Leclerc and Ferrari's first podium finish of the season.^[110] Following the race, Verstappen's championship lead was cut to six points, with Red Bull extending their championship lead to 93.^[111]

At the [Miami Grand Prix](#), Pérez secured pole position ahead of Alonso, Sainz and Magnussen. Verstappen started ninth after failing to set a representative lap time during the final segment of qualifying; Verstappen made an error on his first attempt, his second attempt was curtailed by a red flag, following a crash by Leclerc.^[112] In the race, Verstappen was able to quickly overtake cars to bring himself into second, behind Pérez, by lap 17. Verstappen took the lead when Pérez made his pitstop on lap 20, with Pérez inheriting the lead back on lap 45 when Verstappen pitted. Verstappen executed an overtake for the lead on lap 47, before pulling away to take the win, with the fastest lap. The top three was completed by Pérez and Alonso.^[113] Following Verstappen's win, he extended his championship lead to 14 points, with Red Bull extending their lead to 122 points.^[114]

Verstappen secured pole position at the [Monaco Grand Prix](#), ahead of Alonso, Leclerc and Alpine's Esteban Ocon who were all on provisional pole at some point during Q3. Leclerc was penalised with a three-place grid penalty after impeding McLaren's Lando Norris in qualifying. Pérez crashed in the first part of qualifying, and subsequently started 20th.^[115] The race started in dry conditions, with Verstappen able to establish a ten second lead by lap 40. Rain started to fall over the following laps with drivers switching to the intermediate-weather compounds across laps 50 to 55, with some drivers later elected to switch to the new full-wet tyres. Verstappen was able to maintain his lead and secured his second Monaco Grand Prix victory, with Alonso finishing second, his best result of the season. Ocon scored his first podium since winning the [2021 Hungarian Grand Prix](#) in third. Pérez was 16th.^{[116][117]} Verstappen and Red Bull were able to extend their championship leads to 39 and 129 points respectively.^[118]

Verstappen secured pole position at the [Spanish Grand Prix](#), ahead of Sainz and Norris. Leclerc, who started the previous year's Spanish Grand Prix on pole, could only qualify 19th, and started from the pit lane after the team elected to make changes to his set-up. Pérez, who was second in the Championship, qualified 11th.^[119] Verstappen won the race comfortably ahead of the Mercedes duo of Hamilton and Russell (who started 12th) and Pérez. On his way to victory, Verstappen led every lap, and set the fastest lap, for his third career [grand slam](#).^{[120][121]} The result meant Verstappen increased his championship lead to 53 points, and Red Bull extended theirs to 135. The double podium for Mercedes moved them to second in the Constructors' Championship, ahead of Aston Martin.^{[122][123]}

Mid-season rounds



Eventual race winner Max Verstappen leading at the [Austrian Grand Prix](#). It would be his fifth victory in a record-making streak of ten consecutive race wins.

At the [Canadian Grand Prix](#), Verstappen secured pole position in rainy conditions ahead of the Haas of Nico Hülkenberg and Alonso; Hülkenberg was demoted to fifth following a penalty. Pérez failed to accurately assess the conditions, qualifying in 12th. Verstappen went on to dominate the race, taking Red Bull Racing's [100th](#) victory in Formula One ahead of Alonso and Hamilton who had a tight battle for the final podium position. Russell was fourth.^[124] Verstappen's 41st victory moved him to joint 5th on the all-time list, tied with Ayrton Senna.^[125] Red Bull's championship lead was extended to 154 points, Verstappen's lead to 69.^[126]

Verstappen also took pole at the [Austrian Grand Prix](#), both for Sunday's Grand Prix and for Saturday's sprint. Pérez briefly took the lead at the start before Verstappen successfully overtook him at turn 3 on the opening lap. Verstappen would lead every lap to take victory. Pérez dropped to third behind Hülkenberg, before overtaking him around the halfway point on his way to second. Sainz was third.^[127] In the race, Verstappen led away from Leclerc and Sainz. Leclerc would briefly lead the race after opting to pit under a virtual safety car, whilst Verstappen did not. Leclerc became the first driver since Pérez at the Miami Grand Prix to lead a lap other than

Verstappen, who quickly passed Leclerc to regain the lead. Verstappen took his fifth consecutive victory ahead of Leclerc, who scored his best finish of the season, and Pérez, who recovered from starting 15th.^[128] Verstappen and Red Bull extended their respective leads to 81 and 199 points.^[129]

The [British Grand Prix](#) saw an improvement from McLaren, who brought car updates to the event, as Lando Norris and Oscar Piastri qualified in second and third, respectively. Verstappen took his fifth consecutive pole position, whilst Pérez qualified 16th, failing to make it into the final part of qualifying for the fifth consecutive race.^[130] Norris made the most of a good start and overtook Verstappen into the first corner. Verstappen re-passed Norris on lap 5 and held on to take his sixth consecutive Grand Prix victory, whilst Norris recorded his best finish of the season finishing second. Hamilton made the most of a safety car to jump Piastri and finish in third place, a record-extending 14th podium at one venue.^[131] Pérez finished sixth.^[132] The result saw the lead in the Drivers' Championship extend to 99 points and the lead in the Constructors' Championship extend to 208 points.^[133]

The [Hungarian Grand Prix](#) saw Nyck de Vries replaced with Daniel Ricciardo due to poor performances.^[134] Hamilton took pole position, his first since the [2021 Saudi Arabian Grand Prix](#). It marked his ninth pole position in Hungary, a record for most poles at a single circuit. Verstappen qualified second with Norris third.^[135] Hamilton lost out at the start to Verstappen, and was passed by the two McLarens of Norris and Piastri. Verstappen won to become the fifth driver to win seven races consecutively. Hamilton repassed Piastri late in the race and finished fourth, with Pérez jumping the pair into third from ninth with Norris in second. Red Bull Racing set a new record for most consecutive victories for a constructor with twelve, beating the mark of 11 set by McLaren in 1988.^[136] Verstappen's lead was extended to 110 points, with Red Bull leading the Constructors' Championship by 229 points.^[137]

The [Belgian Grand Prix](#) saw the return of the sprint format, with Verstappen being the fastest qualifier for both the Grand Prix and sprint race. He was given a five-place grid penalty for the Grand Prix for exceeding the allocated number of gearboxes, so Leclerc was promoted to pole in his place. A rain shower postponed the start of the sprint by 30 minutes, with the sprint starting behind the [safety car](#) and all drivers on the full-wet tyres. Most of

the field changed to the intermediate-wets when the safety car pulled in, with others, including Verstappen electing to stay out. Verstappen instead changed tyres on the following lap, but lost a position to Piastri, would have pitted a lap earlier. Verstappen was able to chase Piastri down and overtake him for the sprint win.^[138] In the race, Pérez took the lead off Leclerc on lap 1. Verstappen was able to dispatch Leclerc on lap 9 for second. He was then able to chase down and overtake Pérez for the lead by lap 17. From there Verstappen was able to pull away to victory from Pérez and Leclerc.^[139] The result allowed Verstappen to extend his lead to 125, and Red Bull extended their lead to 256.^[140]

At the Dutch Grand Prix, Daniel Ricciardo suffered a broken metacarpal bone in a crash while trying to avoid the McLaren of Piastri who had crashed ahead of him. As a result, Ricciardo withdrew from the weekend, being replaced by Red Bull Junior Team driver Liam Lawson.^[141] Verstappen took pole for the third year running in Zandvoort, with Norris in second and Russell in third. Rain fell on the first lap, which saw drivers pit for inters in the early stages. As a result of the early change in tyres, Pérez led by lap 5, from the Alfa Romeo of Zhou Guanyu and Gasly. Verstappen undercut Pérez on the change back to dry-weather tyres on lap 13. From there, he kept the lead for the rest of the race. More rain fell in the closing stages, with multiple drivers being caught out by the tricky conditions at turn 1. Pérez went off, glancing the barrier and losing second place to Alonso. Pérez was able to hold onto third on track but a five-second time penalty for speeding in the pit lane promoted Pierre Gasly to his first podium since the 2021 Azerbaijan Grand Prix.^[142] Following the round, Verstappen led the Drivers' Championship by 138 points, and Red Bull led the Constructors' Championship by 285 points.^[143]

At the Italian Grand Prix, Carlos Sainz Jr. achieved pole, his first of the year, ahead of Verstappen and teammate Leclerc. In the race, Sainz mounted a successful defense against an attacking Max Verstappen for the lead, before making a mistake breaking into turn one on lap 15, allowing Verstappen into the lead. Excluding pit stop lead changes, Verstappen kept the lead until the end of the race, winning his second consecutive Italian Grand Prix, breaking Sebastian Vettel's record for most consecutive wins with ten. Further back, Russell and Pérez fought for fourth, with Pérez winning out, and eventually joining Sainz and Leclerc in a fight for second. Pérez would win this battle, coming home in second ahead of Sainz and Leclerc. Russell came home in fifth, and Hamilton sixth.^[144] The result saw Red Bull and Verstappen extend their respective leads to 310 and 145.^[145]

Closing rounds

Sainz made it back-to-back pole positions at the Singapore Grand Prix, qualifying ahead of Russell and Leclerc. Red Bull Racing struggled all weekend, with Verstappen and Pérez lining up eleventh and thirteenth, respectively.^[146] This was the first time Red Bull Racing failed to make the final segment of qualifying since the 2018 Russian Grand Prix.^[147] Sainz held the lead at the start, as Leclerc passed Russell at turn 1. A safety car was brought out after Logan Sargeant crashed his Williams, resulting in most of the cars making pitstops. Leclerc had to be held longer in the pits to allow other cars to pass, seeing him drop to fifth. Sainz would hold off the pressure from both Russell and Norris to take his second Formula One victory. Russell crashed out from second on the final lap, promoting Hamilton to third. Leclerc would finish fourth, with Verstappen in fourth. Pérez, who was second in the championship, finished eighth. Sainz's win was the first for Ferrari since the 2022 Austrian Grand Prix.^[148] and ended Verstappen's record run of ten consecutive wins since the Miami Grand Prix and Red Bull Racing's record streak of fifteen wins since the 2022 Abu Dhabi Grand Prix.^[149] Verstappen extended his championship lead to 151 points, while Red Bull's lead shrank to 308.^[150]



The Singapore Grand Prix was won by Carlos Sainz Jr. of Ferrari.
(Pictured at the Austrian Grand Prix)
It was the only Grand Prix not won by Red Bull Racing

Verstappen returned to pole at Suzuka for the Japanese Grand Prix, qualifying ahead of Piastri and Norris. Norris and Piastri both attacked Verstappen at the start, with Piastri going up the inside of turn one, and Norris attempting to go around the outside, with Verstappen able to hold onto the lead. Verstappen was able to pull away from the McLarens to win the race. At the start, Norris was able to take Piastri for second place. Piastri would regain second place by undercutting Norris before McLaren instructed Piastri to let Norris past, to allow the latter to attempt to attack Verstappen for the lead. Pérez, who was placed second in the championship, had started fifth, but a collision with Hamilton at the start warranted a front wing change, dropping him down the field. Pérez would make contact with Magnussen on lap 12, resulting in another front wing change, before electing to retire the car due to collision damage. Verstappen's win saw Red Bull Racing clinch the World Constructors' Championship for this season, their sixth overall and second consecutively.^{[151][152]} Verstappen's win also saw him extend his championship lead to 177 points over Pérez.^[153]

The Qatar Grand Prix saw an opportunity for Verstappen to win the title. Verstappen could win the title by finishing in the top six for the sprint, regardless of where Pérez finished.^[154] Verstappen took pole position for the race, while Oscar Piastri took the sprint pole. Piastri battled with George Russell, who lost tyre grip and subsequently lost positions by the end of the sprint. Piastri went on to win his first race, and McLaren's first sprint victory, finishing ahead of Verstappen and Norris. Meanwhile, Esteban Ocon, Pérez and Nico Hülkenberg were involved in an incident on lap 11 which saw all three retire with collision damage. Charles Leclerc and Lance Stroll fell foul of track limits, and Liam Lawson and Logan Sargeant spun themselves into retirement – leading to three safety car periods. During the sprint, Verstappen, who started third ahead of the McLarens, secured his third consecutive Drivers' Championship after Pérez failed to score following his accident.^[155] Before the start of the Grand Prix, Carlos Sainz Jr. experienced a fuel leak in his car, and was therefore unable to take the start. On lap 1, Lewis Hamilton collided with his teammate Russell, forcing him to retire. The race was dominated by Verstappen in extremely hot weather, which caught out numerous drivers, including Logan Sargeant, who retired early due to heat exhaustion, Esteban Ocon, who vomited in his car twice but managed to finish the race in seventh, and Lance Stroll, who stated he briefly passed out and experienced blurry vision.^{[156][157][158][159]} Piastri and Norris rounded off the podium once more, with McLaren setting a new record for the fastest pit stop, clocking in at 1.80 seconds. This beat the previous record set by Red Bull Racing at the 2019 Brazilian Grand Prix with 1.82.^[160]

The United States Grand Prix marked back-to-back sprint events, with Verstappen qualifying on pole for the sprint and winning comfortably ahead of Hamilton and Leclerc. Leclerc qualified on pole for the Grand Prix, after Verstappen's time was deleted for track limits. Norris passed Leclerc for the lead on lap one. However, a risky gamble into turn 12 caught Leclerc off-guard, allowing Verstappen to pass him. Leclerc was left out on older tyres with Verstappen and Hamilton having a tyre advantage. In response to Verstappen's hard compound, McLaren had Norris pit for hards, with Verstappen

overcoming his brake issue to achieve his 50th career win, ahead of Hamilton and Norris, who were closing in on him.^[161] Post-race scrutineering determined that Hamilton and Leclerc's skid blocks were excessively worn, disqualifying them; this promoted Sainz to the podium and Logan Sargeant to his first career point, at his home race.^[162]

Charles Leclerc took his fourth pole position at the Mexico City Grand Prix, ahead of teammate Sainz.^[163] Verstappen took the lead at the start, while teammate Pérez collided with Leclerc at turn 1, ending Pérez's race. A red flag was brought out on lap 34 to repair the barriers at turn 9 where Magnussen crashed his Haas heavily. Verstappen held onto the lead at the restart and would go on to take his 16th win of the season, breaking his own record for the most wins in a season. Hamilton and Leclerc joined him on the podium.^[164]

The São Paulo Grand Prix saw the final sprint of the season. Norris took pole for the sprint race with Verstappen winning comfortably ahead of Norris and Pérez. Verstappen qualified on pole for the Grand Prix, ahead of Leclerc and Stroll.^[165] Leclerc crashed on the formation lap due to a hydraulic failure, and did not start the race. At the start, Verstappen held onto the lead ahead Norris and Hamilton, whilst at the back, the Williams of Alexander Albon collided with both Haas cars, crashing into the barriers at turn 1 along with Magnussen, this resulted in a red flag. Verstappen and Norris held their position at the restart, whilst Alonso passed Hamilton for third place. Norris was able to briefly challenge Verstappen for the lead, before Verstappen pulled away. He led the rest of the race comfortably, taking his 17th win of the season ahead of Norris. Alonso and Pérez fought intensely in the closing stages, and Alonso took his first podium in six races to finish third. He beat Pérez by 0.053 seconds.^[166]

The Las Vegas Grand Prix marked a return to the location after 41 years; the last time a race was held in Las Vegas was the Caesars Palace Grand Prix in 1982. The first Las Vegas Grand Prix saw Las Vegas Strip was repurposed into a temporary street circuit, the Las Vegas Strip Circuit. Early runs on track in first practice were curtailed when Carlos Sainz Jr.'s car struck a loose metal cover, severely damaging his car.^[167] He had to take a new engine component, resulting in a ten-place grid penalty for the race.^[168] Charles Leclerc took pole position ahead of teammate Sainz and Verstappen, who would eventually win the race ahead of Leclerc and Sergio Pérez.^[169] During the race, a virtual safety car period was observed, along with two safety car periods: Lando Norris bottomed out on lap four and crashed heavily in an incident which saw him getting transferred to the University Medical Center for precautionary checks, and George Russell struck Verstappen, which left debris on track. The leader of the race changed hands multiple times; while Verstappen led a majority of the race, Leclerc and Pérez squabbled for first place on multiple occasions. Leclerc would pass Pérez for second on the final lap. Despite losing the position at the end, Pérez secured second place in the Drivers' Championship, and Verstappen's win meant Red Bull broke the record for most wins by a single constructor in a season. Esteban Ocon recovered from sixteenth place to finish fourth, and Lance Stroll recovered from nineteenth to finish in fifth.^[170]

The season came to a close with the Abu Dhabi Grand Prix a week later. All three qualification sessions were topped by Max Verstappen, who would take the pole position ahead of Charles Leclerc and Oscar Piastri. Verstappen led a majority of the Grand Prix, excluding in the pit stop phase where Leclerc and Yuki Tsunoda led. A penalty for Sergio Pérez for contact with Lando Norris and Carlos Sainz Jr. leading to him being listed in eighteenth, along with both their drivers securing points with George Russell's third and Lewis Hamilton's ninth-place finishes, allowed Mercedes to retain second place ahead of Ferrari by three points.^[171] Verstappen's win secured him and his team several records: Verstappen won a record 19 Grands Prix in a



In his first year driving for Aston Martin, Fernando Alonso achieved his best season since 2013 by finishing 4th in the Drivers' Championship with 206 points and 8 podium finishes.

season, also breaking the record for the highest Grand Prix win percentage for drivers, with a win rate percentage of 86.36%, beating the previous record set by [Alberto Ascari](#) in 1952, Verstappen's 21 podiums was also a record.^{[155][172]} His team, [Red Bull Racing](#), won 21 out of 22 Grands Prix, breaking the team record for highest percentage of Grand Prix wins in a season at 95.45%, beating McLaren's 1988 season.^[173]

Results and standings

Grands Prix

Round	Grand Prix	Pole position	Fastest lap	Winning driver	Winning constructor	Report
1	 Bahrain Grand Prix	 Max Verstappen	 Zhou Guanyu	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
2	 Saudi Arabian Grand Prix	 Sergio Pérez	 Max Verstappen	 Sergio Pérez	 Red Bull Racing-Honda RBPT	Report
3	 Australian Grand Prix	 Max Verstappen	 Sergio Pérez	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
4	 Azerbaijan Grand Prix	 Charles Leclerc	 George Russell	 Sergio Pérez	 Red Bull Racing-Honda RBPT	Report
5	 Miami Grand Prix	 Sergio Pérez	 Max Verstappen	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
6	 Monaco Grand Prix	 Max Verstappen	 Lewis Hamilton	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
7	 Spanish Grand Prix	 Max Verstappen	 Max Verstappen	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
8	 Canadian Grand Prix	 Max Verstappen	 Sergio Pérez	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
9	 Austrian Grand Prix	 Max Verstappen	 Max Verstappen	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
10	 British Grand Prix	 Max Verstappen	 Max Verstappen	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
11	 Hungarian Grand Prix	 Lewis Hamilton	 Max Verstappen	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
12	 Belgian Grand Prix	 Charles Leclerc ^[f]	 Lewis Hamilton	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
13	 Dutch Grand Prix	 Max Verstappen	 Fernando Alonso	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
14	 Italian Grand Prix	 Carlos Sainz Jr.	 Oscar Piastri	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
15	 Singapore Grand Prix	 Carlos Sainz Jr.	 Lewis Hamilton	 Carlos Sainz Jr.	 Ferrari	Report
16	 Japanese Grand Prix	 Max Verstappen	 Max Verstappen	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
17	 Qatar Grand Prix	 Max Verstappen	 Max Verstappen	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
18	 United States Grand Prix	 Charles Leclerc	 Yuki Tsunoda	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
19	 Mexico City Grand Prix	 Charles Leclerc	 Lewis Hamilton	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
20	 São Paulo Grand Prix	 Max Verstappen	 Lando Norris	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
21	 Las Vegas Grand Prix	 Charles Leclerc	 Oscar Piastri	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
22	 Abu Dhabi Grand Prix	 Max Verstappen	 Max Verstappen	 Max Verstappen	 Red Bull Racing-Honda RBPT	Report
Sources: ^{[176][177][178]}						

Scoring system

Points were awarded to the top ten classified drivers, the driver who set the fastest lap during the Grand Prix (only if one of the top ten), and the top eight of the sprint.^[53] In the case of a tie on points, a countback system was 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. Points were 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	8	7	6	5	4	3	2	1			

World Drivers' Championship standings











Pos.	Driver	BHR	SAU	AUS	AZE	MIA	MON	ESP	CAN	AUT	GBR	HUN	BEL	NED	ITA	SIN	Points
1	Max Verstappen	1 ^P	2 ^F	1 ^P	2 ³	1 ^F	1 ^P	1 ^P ^F	1 ^P	1 ^P ¹ ^F	1 ^P ^F	1 ^F	1 ¹	1 ^P	1	5	575
2	Sergio Pérez	2	1 ^P	5 ^F	1 ¹	2 ^P	16	4	6 ^F	3 ²	6	3	2	4	2	8	285
3	Lewis Hamilton	5	5	2	6 ⁷	6	4 ^F	2	3	8	3	4 ^P	4 ⁷ ^F	6	6	3 ^F	234
4	Fernando Alonso	3	3	3	4 ⁶	3	2	7	2	5 ⁵	7	9	5	2 ^F	9	15	206
5	Charles Leclerc	Ret	7	Ret	3 ^P ²	7	6	11	4	2	9	7	3 ^P ⁵	Ret	4	4	206
6	Lando Norris	17	17	6	9	17	9	17	13	4	2	2	7 ⁶	7	8	2	205
7	Carlos Sainz Jr.	4	6	12	5 ⁵	5	8	5	5	6 ³	10	8	Ret ⁴	5	3 ^P	1 ^P	200
8	George Russell	7	4	Ret	8 ⁴ ^F	4	5	3	Ret	7 ⁸	5	6	6 ⁸	17	5	16†	175
9	Oscar Piastri	Ret	15	8	11	19	10	13	11	16	4	5	Ret ²	9	12 ^F	7	97
10	Lance Stroll	6	Ret	4	7 ⁸	12	Ret	6	9	9 ⁴	14	10	9	11	16	WD	74
11	Pierre Gasly	9	9	13†	14	8	7	10	12	10	18†	Ret	11 ³	3	15	6	62
12	Esteban Ocon	Ret	8	14†	15	9	3	8	8	14 ⁷	Ret	Ret	8	10	Ret	Ret	58
13	Alexander Albon	10	Ret	Ret	12	14	14	16	7	11	8	11	14	8	7	11	27
14	Yuki Tsunoda	11	11	10	10	11	15	12	14	19	16	15	10	15	DNS	Ret	17
15	Valtteri Bottas	8	18	11	18	13	11	19	10	15	12	12	12	14	10	Ret	10
16	Nico Hülkenberg	15	12	7	17	15	17	15	15	Ret ⁶	13	14	18	12	17	13	9
17	Daniel Ricciardo											13	16	WD			6
18	Zhou Guanyu	16 ^F	13	9	Ret	16	13	9	16	12	15	16	13	Ret	14	12	6
19	Kevin Magnussen	13	10	17†	13	10	19†	18	17	18	Ret	17	15	16	18	10	3
20	Liam Lawson													13	11	9	2
21	Logan Sargeant	12	16	16†	16	20	18	20	Ret	13	11	18†	17	Ret	13	14	1
22	Nyck de Vries	14	14	15†	Ret	18	12	14	18	17	17						0
Pos.	Driver	BHR	SAU	AUS	AZE	MIA	MON	ESP	CAN	AUT	GBR	HUN	BEL	NED	ITA	SIN	Points

Source:^{[102][178][176][179]}

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	AZE	MIA	MON	ESP	CAN	AUT	GBR	HUN	BEL	NED	Points
1	 Red Bull Racing-Honda RBPT	1 ^P	1 ^P	1 ^P	1 ¹	1 ^F	1 ^P	1 ^{P F}	1 ^P	1 ^{P 1 F}	1 ^{P F}	1 ^F	1 ¹	1 ^P	860
		2	2 ^F	5 ^F	2 ³	2 ^P	16	4	6 ^F	3 ²	6	3	2	4	
2	 Mercedes	5	4	2	6 ⁷	4	4 ^F	2	3	7 ⁸	3	4 ^P	4 ^{7 F}	6	409
		7	5	Ret	8 ^{4 F}	6	5	3	Ret	8	5	6	6 ⁸	17	
3	 Ferrari	4	6	12	3 ^{P 2}	5	6	5	4	2	9	7	3 ^{P 5}	5	406
		Ret	7	Ret	5 ⁵	7	8	11	5	6 ³	10	8	Ret ⁴	Ret	
4	 McLaren-Mercedes	17	15	6	9	17	9	13	11	4	2	2	7 ⁶	7	302
		Ret	17	8	11	19	10	17	13	16	4	5	Ret ²	9	
5	 Aston Martin Aramco-Mercedes	3	3	3	4 ⁶	3	2	6	2	5 ⁵	7	9	5	2 ^F	280
		6	Ret	4	7 ⁸	12	Ret	7	9	9 ⁴	14	10	9	11	
6	 Alpine-Renault	9	8	13 [†]	14	8	3	8	8	10	18 [†]	Ret	8	3	120
		Ret	9	14 [†]	15	9	7	10	12	14 ⁷	Ret	Ret	11 ³	10	
7	 Williams-Mercedes	10	16	16 [†]	12	14	14	16	7	11	8	11	14	8	28
		12	Ret	Ret	16	20	18	20	Ret	13	11	18 [†]	17	Ret	
8	 AlphaTauri-Honda RBPT	11	11	10	10	11	12	12	14	17	16	13	10	13	25
		14	14	15 [†]	Ret	18	15	14	18	19	17	15	16	15	
9	 Alfa Romeo-Ferrari	8	13	9	18	13	11	9	10	12	12	12	12	14	16
		16 ^F	18	11	Ret	16	13	19	16	15	15	16	13	Ret	
10	 Haas-Ferrari	13	10	7	13	10	17	15	15	18	13	14	15	12	12
		15	12	17 [†]	17	15	19 [†]	18	17	Ret ⁶	Ret	17	18	16	
Pos.	Constructor	BHR	SAU	AUS	AZE	MIA	MON	ESP	CAN	AUT	GBR	HUN	BEL	NED	Points

Source:^{[102][178][176][179]}

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

- a. Alfa Romeo initially entered round 2 as "Alfa Romeo F1 Team Kick",^[5] before the publication of a second entry list that showed the entrant as "Alfa Romeo F1 Team Stake".^[6] Alfa Romeo entered rounds 3, 7, 12 and 17 as "Alfa Romeo F1 Team Kick".^{[7][8][9][10]}
- b. Daniel Ricciardo was entered into the Dutch Grand Prix. He withdrew, following a crash in second practice in which he broke a metacarpal bone.^[13]
- c. Lance Stroll was entered into the Singapore Grand Prix. He withdrew following a crash in qualifying.^[16]
- d. Theoretically, Lando Norris could have run intermediate or full wet tyres during the dry SQ3 session.^[84]
- e. The International Sporting Code (ISC) applies to all FIA sanctioned events, not just Formula One.
- f. Max Verstappen set the fastest time in qualifying, but received a five-place grid penalty for a new gearbox driveline.^[174] Charles Leclerc was promoted to pole position in his place.^[175]

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