

2025 Formula One World Championship

2025 FIA Formula One World Championship

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The **2025 FIA Formula One World Championship** is a motor racing championship for Formula One cars and the 76th 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 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](#), driving for [Red Bull Racing-Honda RBPT](#), is the reigning Drivers' Champion,^[1] while [McLaren-Mercedes](#) are the reigning Constructors' Champions.^[2]

The 2025 season is the last year to utilise the power unit configuration introduced in 2014. A revised configuration without the Motor Generator Unit-Heat (MGU-H), but with a higher power output from the Motor Generator Unit-Kinetic (MGU-K), will be introduced for 2026.^[3] 2025 also marks the final year of the ground-effect generation of cars introduced in 2022, and the last year of the [drag reduction system \(DRS\)](#) introduced as an overtaking aid in 2011 as cars with active aerodynamics and moveable wings are being introduced in 2026.^[4]

2025 is the final season for [Renault](#) as an active engine supplier for its team [Alpine](#), as the manufacturer plans to discontinue engine production post-2025.^[5]



Lando Norris (left) and his team McLaren-Mercedes (right) are the World Drivers' and Constructors' Championship leaders, respectively.



The logo for the 75th anniversary of Formula One

Entries

All teams compete with tyres supplied by Pirelli.^[6] Each team is required to enter at least two drivers, one for each of the two mandatory cars.^[7]

Teams and drivers competing in the 2025 World Championship

Entrant	Constructor	Chassis	Power unit	Race drivers		
				No.	Driver name	Rounds
🇫🇷 BWT Alpine F1 Team ^[8]	Alpine-Renault	A525 ^[9]	Renault E-Tech RE25 ^[10]	7 10	Jack Doohan Pierre Gasly	1–4 1–4
🇬🇧 Aston Martin Aramco F1 Team ^[11]	Aston Martin Aramco-Mercedes	AMR25 ^[12]	Mercedes-AMG F1 M16 ^{[13][14]}	14 18	Fernando Alonso Lance Stroll	1–4 1–4
🇮🇹 Scuderia Ferrari HP ^[15]	Ferrari	SF-25 ^[16]	Ferrari 066/12 ^[10]	16 44	Charles Leclerc Lewis Hamilton	1–4 1–4
🇺🇸 MoneyGram Haas F1 Team ^[17]	Haas-Ferrari	VF-25 ^[18]	Ferrari 066/12 ^[19]	31 87	Esteban Ocon Oliver Bearman	1–4 1–4
🇬🇧 McLaren Formula 1 Team	McLaren-Mercedes	MCL39 ^[20]	Mercedes-AMG F1 M16 ^[21]	4 81	Lando Norris Oscar Piastri	1–4 1–4
🇩🇪 Mercedes-AMG Petronas F1 Team ^[22]	Mercedes	F1 W16 ^[23]	Mercedes-AMG F1 M16 ^[10]	12 63	Andrea Kimi Antonelli George Russell	1–4 1–4
🇮🇹 Visa Cash App Racing Bulls F1 Team ^[24]	Racing Bulls-Honda RBPT	VCARB 02 ^[25]	Honda RBPTH002 ^[26]	6 22 30	Isack Hadjar Yuki Tsunoda Liam Lawson	1–4 1–2 3–4
🇦🇺 Oracle Red Bull Racing ^[27]	Red Bull Racing-Honda RBPT	RB21 ^[28]	Honda RBPTH002 ^[26]	1 30 22	Max Verstappen Liam Lawson Yuki Tsunoda	1–4 1–2 3–4
🇨🇭 Stake F1 Team Kick Sauber ^{[29][a]}	Kick Sauber-Ferrari	C45 ^[32]	Ferrari 066/12 ^{[33][34]}	5 27	Gabriel Bortoleto Nico Hülkenberg	1–4 1–4
🇬🇧 Atlassian Williams Racing ^[35]	Williams-Mercedes	FW47 ^[36]	Mercedes-AMG F1 M16 ^[37]	23 55	Alexander Albon Carlos Sainz Jr.	1–4 1–4

Sources:^{[38][31]}

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 four occasions, twice for each car.^[7]

Drivers that took part in first or second free practice

Constructor	No.	Driver	Rounds
Alpine-Renault	62	● Ryō Hirakawa	3
Aston Martin Aramco-Mercedes	34	🇧🇷 Felipe Drugovich	4
Ferrari	38	🇸🇪 Dino Beganovic	4
Haas-Ferrari	50	● Ryō Hirakawa	4
Mercedes	72	🇩🇰 Frederik Vesti	4
Red Bull Racing-Honda RBPT	37	● Ayumu Iwasa	4
Williams-Mercedes	46	🇬🇧 Luke Browning	4

Source:^[31]

Team changes

RB discontinued its use of initialism and entered instead as *Racing Bulls*, thus changing their team and constructor name.^[24]

Driver changes

Lewis Hamilton left Mercedes after twelve seasons to join Ferrari, ending his record-breaking streak of the most consecutive seasons driving for a single constructor, as well as competing in his first season without a Mercedes power unit.^[39] He replaced Carlos Sainz Jr., who left Ferrari after four seasons to join Williams on a multi-year deal. Sainz was initially set to replace Logan Sargeant, but Sargeant was replaced by Franco Colapinto part way through the 2024 season.^{[40][41][42][43]} Hamilton was replaced by Mercedes junior Andrea Kimi Antonelli, who was promoted from Formula 2.^{[44][45]} In January 2025, Colapinto left Williams to join Alpine as a reserve driver.^[46]

Haas is fielding an all new line-up in 2025; Nico Hülkenberg departed the team after two seasons to drive for Sauber, with whom he last competed in 2013.^{[47][48]} He was replaced by Haas's reserve driver Oliver Bearman, who stepped up from Formula 2, having previously raced in the 2024 Saudi Arabian Grand Prix for Ferrari, and in the 2024 Azerbaijan and São Paulo Grands Prix for Haas.^[49] Kevin Magnussen also departed the team after seven seasons across two stints.^[50] He was replaced by Esteban Ocon, who split from Alpine before the 2024 Abu Dhabi Grand Prix after five seasons with them.^[51] Jack Doohan, who replaced Ocon for the 2024 Abu Dhabi Grand Prix, obtained the seat at Alpine for 2025.^{[52][53]}

Valtteri Bottas and Zhou Guanyu both left Sauber after three years,^[54] the former rejoining Mercedes as a reserve driver after having previously raced for the team from 2017 to 2021,^[55] and the latter joining Ferrari as a reserve driver.^[56] The vacant seat alongside Hülkenberg was filled by reigning Formula 2 Champion Gabriel Bortoleto.^[57]

Despite a previously signed contract until 2026, Sergio Pérez left Red Bull Racing after the conclusion of the 2024 season.^[58] He was replaced by Liam Lawson, who was promoted from Racing Bulls after five Grands Prix in 2023 under the AlphaTauri moniker, and six Grands Prix in 2024 under the use of the initialism RB.^[59] Red Bull Racing reserve and 2024 Formula 2 runner-up Isack Hadjar was promoted to Racing Bulls in his place.^[60]

In-season changes

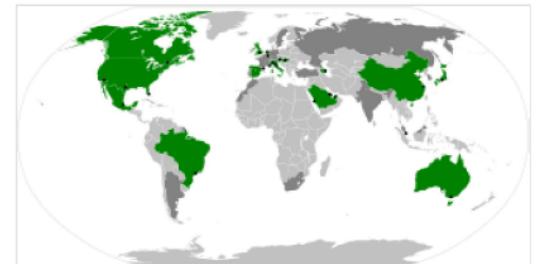
Following the [Chinese Grand Prix](#), Liam Lawson was demoted back to Racing Bulls, with [Yuki Tsunoda](#) making his debut for Red Bull Racing at the subsequent [Japanese Grand Prix](#).^[61]

Calendar

The 2025 calendar comprises the same twenty-four Grands Prix as [the previous season](#).^{[62][63]} The [Chinese](#), [Miami](#), [Belgian](#), [United States](#), [São Paulo](#) and [Qatar](#) Grands Prix feature the sprint format.^{[64][65]}



Oliver Bearman (top left), Andrea Kimi Antonelli (top centre), Jack Doohan (top right), Gabriel Bortoleto (bottom left), Liam Lawson (bottom centre) and Isack Hadjar (bottom right) made their debuts as full-time drivers with [Haas](#), [Mercedes](#), [Alpine](#), [Sauber](#), [Red Bull Racing](#), and [Racing Bulls](#), respectively.



Nations that are scheduled to host a [Grand Prix](#) in 2025 are highlighted in green, with circuit locations marked with a black dot. Former host nations are shown in dark grey, and former host circuits are marked with a white dot.

Round	Grand Prix	Circuit	Race date
1	Australian Grand Prix	🇦🇺 Albert Park Circuit, Melbourne	16 March
2	Chinese Grand Prix	🇨🇳 Shanghai International Circuit, Shanghai	23 March
3	Japanese Grand Prix	🇯🇵 Suzuka International Racing Course, Suzuka	6 April
4	Bahrain Grand Prix	🇧🇭 Bahrain International Circuit, Sakhir	13 April
5	Saudi Arabian Grand Prix	🇸🇦 Jeddah Corniche Circuit, Jeddah	20 April
6	Miami Grand Prix	🇺🇸 Miami International Autodrome, Miami Gardens, Florida	4 May
7	Emilia Romagna Grand Prix	🇮🇹 Imola Circuit, Imola	18 May
8	Monaco Grand Prix	🇲🇨 Circuit de Monaco, Monaco	25 May
9	Spanish Grand Prix	🇪🇸 Circuit de Barcelona-Catalunya, Montmeló	1 June
10	Canadian Grand Prix	🇨🇦 Circuit Gilles Villeneuve, Montreal	15 June
11	Austrian Grand Prix	🇦🇹 Red Bull Ring, Spielberg	29 June
12	British Grand Prix	🇬🇧 Silverstone Circuit, Silverstone	6 July
13	Belgian Grand Prix	🇧🇪 Circuit de Spa-Francorchamps, Stavelot	27 July
14	Hungarian Grand Prix	🇭🇺 Hungaroring, Mogyoród	3 August
15	Dutch Grand Prix	🇳🇱 Circuit Zandvoort, Zandvoort	31 August
16	Italian Grand Prix	🇮🇹 Monza Circuit, Monza	7 September
17	Azerbaijan Grand Prix	🇦🇿 Baku City Circuit, Baku	21 September
18	Singapore Grand Prix	🇸🇬 Marina Bay Street Circuit, Singapore	5 October
19	United States Grand Prix	🇺🇸 Circuit of the Americas, Austin, Texas	19 October
20	Mexico City Grand Prix	🇲🇽 Autódromo Hermanos Rodríguez, Mexico City	26 October
21	São Paulo Grand Prix	🇧🇷 Interlagos Circuit, São Paulo	9 November
22	Las Vegas Grand Prix	🇺🇸 Las Vegas Strip Circuit, Paradise, Nevada	22 November
23	Qatar Grand Prix	🇶🇶 Lusail International Circuit, Lusail	30 November
24	Abu Dhabi Grand Prix	🇦🇪 Yas Marina Circuit, Abu Dhabi	7 December

Source: [62]

Calendar changes

The Australian Grand Prix hosted the opening race of the 2025 season for the first time since 2019. It was the third round in the past three seasons, after the Bahrain and Saudi Arabian Grands Prix, respectively, with those events being pushed back in 2025 to avoid a conflict with Ramadan.^{[66][67]} The Russian Grand Prix was under contract to feature on the 2025 calendar.^[68] However, the contract was terminated in 2022 in response to the Russian invasion of Ukraine.^[69]

Regulation changes

Technical regulations

Minimum weight changes

The minimum driver weight allowance has been increased from 80 kilograms (176.4 lb) to 82 kilograms (180.8 lb). As a result, the overall minimum weight limit of the car without fuel also increased from 798 kilograms (1,759 lb) to 800 kilograms (1,764 lb). The change was made in the interest of the well-being of the drivers, especially those either taller or heavier.^{[70][71][72]}

Driver cooling

A driver cooling kit has been introduced for 2025. The system will only be mandated by the FIA in extreme heat conditions, with the minimum weight of the cars increased correspondingly when applicable. This is to avoid a repeat of overheating of the drivers witnessed at the 2023 Qatar Grand Prix.^[73] When the FIA predicts a temperature of over 30.5 °C (86.9 °F), a "heat hazard" will be declared. This will require teams to equip the drivers with their cooling systems, and the minimum weight will be raised by 5 kilograms (11 lb) to compensate for the equipment.^[74]

Drag Reduction System parameters

The slot gaps for the rear wing between the two modes of the DRS have been changed, with the minimum gap reduced. It has been shrunk from 10–15 millimetres (0.39–0.59 in) to 9.4–13 millimetres (0.37–0.51 in); the upper boundary remains at 85 millimetres (3.3 in) with DRS open. The FIA has also tightened up the rules on the DRS modes, stating that there must only be two positions, and that ending the application of DRS must return the wing exactly as defined to the initial mode.^[74]

New and more stringent deflection tests on the rear wing were carried out from the opening round, while other tests on the front wing will be introduced from the Spanish Grand Prix onwards.^[75] Following the opening round, the FIA further restricted the acceptable slot gap variation from 2 millimetres (0.079 in) to 0.5 millimetres (0.020 in) immediately, with an additional tolerance of 0.25 millimetres (0.0098 in) for the Chinese Grand Prix only in recognition of the short notice.^[76]

Number of gearboxes

There is no longer a limit on the number of gearboxes used by teams, as the reliability of current designs renders this restriction obsolete.^[75]

Sporting regulations

Fastest lap point

The point awarded to drivers finishing in the top ten positions for setting the fastest lap in the race, which was reintroduced in 2019, has been abolished.^{[7][77][78]}

Young driver free practice requirements

The requirements for fielding a young driver during free practice has been increased from once per season per car to twice per season per car.^[79]

Testing of previous cars

The sporting regulations has tightened the restrictions on the testing of previous cars (TPC). This sees a twenty-day limit imposed on TPC, and drivers competing in the championship are allowed to cover a maximum of 1,000 kilometres (620 mi) over four days of testing. Testing will only be permitted at circuits that have featured on the calendar in the current or previous year. However, testing is not permitted on tracks which will host a race within sixty days of a test, nor "if the circuit is deemed, at the sole discretion of the FIA, to have undergone significant modification" since the last race.^[80]

Qualifying contingencies

The sporting regulations now include specifically prescribed provisions for how the starting grids for sprints and Grands Prix should be set in the event that qualifying for these sessions is cancelled. The starting grid will be set according to the drivers' championship standings. Previously it was left solely to the discretion of the stewards to determine the starting grid order if a qualifying session could not take place. If the Drivers' Championship standings cannot be applied to determine the starting grid order, it remains at the racing stewards discretion.^{[7][81]}

Starting grid formation

The protocol for closing up the grid when some cars do not make it to the start of a race was amended following the starting grid formation for cars withdrawn before the start of the 2024 São Paulo Grand Prix. The final grid will now be determined one hour before the start of the race. Cars that are withdrawn up to 75 minutes before the start will not be included in the final grid, and the following cars will all move up the relevant positions.^[73]

Regulation of public comments

Drivers comments are due to be subject to more stringent regulation, and stricter punishment. The issue had first come to light when Fédération Internationale de l'Automobile president Mohammed Ben Sulayem said in an interview that he wanted to see less bad language in Formula One.^[82] This was closely followed by Max Verstappen and Charles Leclerc both being investigated and punished for swearing in Formula One interviews.^{[83][84]} The penalties for "driver misconduct" covers "language, [...], gesture[s] and/or sign[s] that is offensive, insulting, coarse, rude or abusive and might

reasonably be expected or be perceived to be coarse or rude or to cause offense, humiliation or to be inappropriate", as well as assault and "incitement to do any of the above".^[82] A first offense would incur a €40,000 fine, a second offense would see a €80,000 fine and a suspended suspension, with a third offense resulting in a €120,000 fine, a one-month suspension, and a point deduction. The same penalty scale is set to apply to any "moral injury or loss" to the "FIA, its bodies, its members or its executive officers" or its values. The making of "political, religious and personal statements or comments" which contravenes the FIA's neutrality will also be subject to the same penalties, with the added caveat that drivers will be required to make a full apology and retract their statement.^[82]

Monaco Grand Prix

With the aim of promoting better racing, there will be an increase in the number of mandatory pit stops for the Monaco Grand Prix.^[75] The Grand Prix will see the implementation of a minimum two-stop strategy, in both wet and dry conditions. The teams will also be mandated to use at least three sets of tyres in the race, with a minimum of two different tyre compounds if it is a dry race.^[85]

Protocol for damaged cars

Following concerns raised during the 2024 Canadian Grand Prix, where Sergio Pérez controversially returned to the pits to avoid a safety car deployment, helping teammate Max Verstappen win the race, the FIA has now introduced a new regulation to prevent severely damaged cars from attempting to return to the pits. Previously, drivers could navigate back to the garage even if their cars were damaged and posed a safety risk to others on track. The updated rule now allows the race director to instruct teams to retire a car if it has substantial structural damage or a critical failure that could endanger others or hinder competition. In such cases, the driver must pull over at the nearest safe location rather than continue towards the pit lane.^[86]

Formation lap for pit lane starts

Drivers starting from the pit lane are now required to participate in the formation lap, a change from previous seasons where they could remain in the garage until the race start. Under the new regulation, once all cars on track have passed the pit exit, pit lane starters must leave in the established order unless a delay occurs. They must then re-enter the pit lane at the end of the formation lap before the race begins. This adjustment aims to streamline race starts and ensure a more consistent pre-race procedure.^[86]

Season summary

Season launch

As part of the series' celebration of the sport's 75th anniversary, all ten teams took part in a collective season launch event called F1 75 Live at The O2 Arena in London on 18 February 2025. Each team unveiled their car liveries for the season while their drivers and team principals were interviewed in front of a live audience, with other live entertainment and previews of the Formula One film mixed in. The event was broadcast live on Sky Sports in the United Kingdom and ESPN in the United States, as well as Formula One's social media accounts.^{[87][88]} On YouTube, the event surpassed Formula One's previous live event viewership records, with 1.1 million concurrent viewers.^{[89][90]}

Pre-season

A single pre-season test was held at the Bahrain International Circuit in Sakhir on 26–28 February.^[91] Carlos Sainz Jr., driving for Williams, set the fastest time in the three-day test.^[92]

Opening rounds

McLaren's Lando Norris took pole position for the Australian Grand Prix, which was held under changing, intermediate conditions. Norris led a majority of the race. He briefly lost the lead when he and teammate Oscar Piastri lost control in intermediate conditions. Because of this, Piastri was beached for a short time before he freed himself, dropping to thirteenth and later recovering to ninth. Max Verstappen, in the Red Bull, was trailing Norris as the race reached its closing stages. Norris kept Verstappen behind to win the Grand Prix, bringing McLaren its first win in Australia since 2012. In doing so, Norris also broke Verstappen's reign of consecutive days leading the Drivers' Championship, which the Red Bull driver had held since the 2022 Spanish Grand Prix. Andrea Kimi Antonelli recovered twelve places from his sixteenth-place start to finish in fourth. Six retirements were observed: Isack Hadjar in the Racing Bulls, Jack Doohan for Alpine, Carlos Sainz Jr. for Williams, Fernando Alonso for Aston Martin, Gabriel Bortoleto for Sauber, and Verstappen's teammate Liam Lawson.^[93]

Lewis Hamilton took sprint pole position for the Chinese Grand Prix, which he converted into a sprint victory ahead of Piastri and Verstappen. Norris qualified in sixth for the sprint, and finished in eighth.^[94] Oscar Piastri took pole for the main race, achieving his maiden career pole position.^[95] Piastri would control the race from start to finish, leading a 1–2 with teammate Lando Norris – who was fighting an imminent brake failure – behind, followed by George Russell in third for Mercedes. This race marked McLaren's 50th 1–2 finish since joining the sport.^[96] Following the race, Charles Leclerc and Pierre Gasly were disqualified due to their cars being underweight,^[97] while Lewis Hamilton was disqualified for excessive skid wear.^[98]

Max Verstappen took his first pole position of the season at the Japanese Grand Prix, marking the first time he started on pole since the 2024 Austrian Grand Prix. He would go on to finish the race with a commanding victory, ahead of the two McLarens of Lando Norris and Oscar Piastri. Andrea Kimi Antonelli of Mercedes became both the youngest driver to lead a race and to set a fastest lap in Formula One history. The race featured no retirements.^[99]

Oscar Piastri took his second pole position of the season at the Bahrain Grand Prix, and controlled the race itself to win ahead of George Russell, whose car was suffering from numerous electrical issues, and Piastri's teammate Lando Norris. Williams' Carlos Sainz Jr. was the sole retiree during the race, having suffered a collision with Yuki Tsunoda of Red Bull Racing,^[100] with Nico Hülkenberg being disqualified after the race due to excessive skid wear.^[101]

Results and standings

Grands Prix

Round	Grand Prix ^[b]	Pole position	Fastest lap	Winning driver	Winning constructor	Report
1	Australian Grand Prix	UK Lando Norris	UK Lando Norris	UK Lando Norris	UK McLaren-Mercedes	Report
2	China Grand Prix	AU Oscar Piastri	UK Lando Norris ^[c]	AU Oscar Piastri	UK McLaren-Mercedes	Report
3	Japan Grand Prix	NL Max Verstappen	IT Andrea Kimi Antonelli	NL Max Verstappen	DE Red Bull Racing-Honda RBPT	Report
4	Bahrain Grand Prix	AU Oscar Piastri	AU Oscar Piastri	AU Oscar Piastri	UK McLaren-Mercedes	Report
5	Saudi Arabian Grand Prix					Report
6	Miami Grand Prix					Report
7	Emilia Romagna Grand Prix					Report
8	Monaco Grand Prix					Report
9	Spanish Grand Prix					Report
10	Canadian Grand Prix					Report
11	Austrian Grand Prix					Report
12	British Grand Prix					Report
13	Belgian Grand Prix					Report
14	Hungarian Grand Prix					Report
15	Dutch Grand Prix					Report
16	Italian Grand Prix					Report
17	Azerbaijan Grand Prix					Report
18	Singapore Grand Prix					Report
19	United States Grand Prix					Report
20	Mexico City Grand Prix					Report
21	São Paulo Grand Prix					Report
22	Las Vegas Grand Prix					Report
23	Qatar Grand Prix					Report

Source: [\[62\]\[104\]](#)

Scoring system

Points are awarded to the top ten classified drivers, and the top eight of the sprint.^{[105][d]} 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.^[105] Points are awarded using the following system:

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

World Drivers' Championship standings

Pos.	Driver	AUS	CHN	JPN	BHR	SAU	MIA	EMI	MON	ESP	CAN	AUT	GBR	BEL	HUN	NED	ITA	AZE	SI	Points
1	Lando Norris	1 P F	2 8 F	2	3														77	
2	Oscar Piastri	9	1 2 P	3	1 P F														74	
3	Max Verstappen	2	4 3	1 P	6														69	
4	George Russell	3	3 4	5	2														63	
5	Charles Leclerc	8	DSQ 5	4	4														32	
6	Andrea Kimi Antonelli	4	6 7	6 F	11														30	
7	Lewis Hamilton	10	DSQ 1	7	5														25	
8	Alexander Albon	5	7	9	12														18	
9	Esteban Ocon	13	5	18	8														14	
10	Lance Stroll	6	9	20	17														10	
11	Pierre Gasly	11	DSQ	13	7														6	
12	Nico Hülkenberg	7	15	16	DSQ														6	
13	Oliver Bearman	14	8	10	10														6	
14	Yuki Tsunoda	12	16 6	12	9														5	
15	Isack Hadjar	DNS	11	8	13														4	
16	Carlos Sainz Jr.	Ret	10	14	Ret														1	
17	Fernando Alonso	Ret	Ret	11	15														0	
18	Liam Lawson	Ret	12	17	16														0	
19	Jack Doohan	Ret	13	15	14														0	
20	Gabriel Bortoleto	Ret	14	19	18														0	

Pos.	Driver	AUS	CHN	JPN	BHR	SAU	MIA	EMI	MON	ESP	CAN	AUT	GBR	BEL	HUN	NED	ITA	AZE	SI	Points
Source: [107][108][109][104]																				



World Constructors' Championship standings

Pos.	Constructor	AUS	CHN	JPN	BHR	SAU	MIA	EMI	MON	ESP	CAN	AUT	GBR	BEL	HUN	NED	ITA	Points
1	McLaren-Mercedes	1 P F	12 P	2	1 P F												151	
		9	2 ⁸ F	3	3													
2	Mercedes	3	3 ⁴	5	2												93	
		4	6 ⁷	6 F	11													
3	Red Bull Racing-Honda RBPT	2	4 ³	1 P	6												71	
		Ret	12	12	9													
4	Ferrari	8	DSQ ¹	4	4												57	
		10	DSQ ⁵	7	5													
5	Haas-Ferrari	13	5	10	8												20	
		14	8	18	10													
6	Williams-Mercedes	5	7	9	12												19	
		Ret	10	14	Ret													
7	Aston Martin Aramco-Mercedes	6	9	11	15												10	
		Ret	Ret	20	17													
8	Racing Bulls-Honda RBPT	12	11	8	13												7	
		DNS	16 ⁶	17	16													
9	Alpine-Renault	11	13	13	7												6	
		Ret	DSQ	15	14													
10	Kick Sauber-Ferrari	7	14	16	18												6	
		Ret	15	19	DSQ													
Pos.	Constructor	AUS	CHN	JPN	BHR	SAU	MIA	EMI	MON	ESP	CAN	AUT	GBR	BEL	HUN	NED	ITA	Points

Source: [107][108][109][104]



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 the sprint).

Notes

- a. Sauber's sponsorship arrangement is with Stake, whose co-founders are backers of Kick.^[30] Sauber entered round 1 as "Kick Sauber F1 Team".^[31]
- b. The Chinese, Miami, Belgian, United States, São Paulo and Qatar Grands Prix feature the sprint format.^[64]
- c. Lewis Hamilton originally set the fastest lap, but was later disqualified as the thickness of the plank assembly was below the minimum thickness required.^[102] Lando Norris, initially having the second-fastest lap, was recognised for setting the fastest lap of the race.^[103]
- d. In the event of a race or sprint ending prematurely, the number of points paying positions can be reduced, depending on how much of the race or sprint had been completed.^[106]

References

1. "Verstappen crowned champion as Russell heads Mercedes 1–2 in Las Vegas" (<https://www.formula1.com/en/latest/article/verstappen-crowned-champion-as-russell-heads-mercedes-1-2-in-las-vegas.3TZdhZEthj8sADUPU8p6Ni>). *Formula 1*. 24 November 2024. Retrieved 24 November 2024.
2. "Norris sails to victory ahead of Sainz and Leclerc in Abu Dhabi as McLaren seal constructors' championship" (<https://www.formula1.com/en/latest/article/norris-sails-to-victory-ahead-of-sainz-and-leclerc-in-abu-dhabi-as-mclaren.52fogZq77Kgmdt75WN8kGM>). *Formula 1*. 8 December 2024. Retrieved 8 December 2024.
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