l'm not a robot



Up Next Red Bull has launched its 2022 Formula 1 car and livery with a basic version of the RB18 that Max Verstappen will use for his title defence in 2022. The car revealed at the launch is likely to be vastly different from the car that will be used during pre-season testing and the season-opening Bahrain Grand Prix, with many of the real secrets of the RB18 hidden by what appears to be a dummy car. Feb 09: Red Bull launches the not-so-new RB18 The RB18 follows in the wheeltracks of the RB16B, Red Bull's fifth title-winning F1 car and the design that ended Mercedes' unbroken run of championship wins in the V6 turbo-hybrid era. Verstappen won the drivers' championship after the controversial conclusion to the 2021 season with a late safety car period in Abu Dhabi. In recent years the high-rake Red Bull designs have been difficult to tame and much has been made of the new rules presenting an opportunity for Red Bull to make its car more compliant because the concept will change so dramatically. That will be particularly important for Verstappen's team-mate Sergio Perez, who stays on for a second season alongside the world champion after a below-expectations first campaign. The design of the RB18 has been challenging as Red Bull, along with Mercedes, faced the toughest task in balancing the demands of 2021 development and 2022 design work last year. That's partly offset by the team long since being at the forefront of constantly improving its production speed and capacity to maximise design and development time. But Red Bull has also had to adapt to the demands of the cost cap, cutting personnel and modifying processes for F1's new era, and it had the joint-largest aerodynamic testing restrictions last year while designing the car. There is also an ongoing effect of this as Red Bull has the second-smallest allocation of windtunnel and CFD time for the first six months of 2022. This will impact the aerodynamic testing it can do during a crucial phase of development with the new cars. New name and post-Honda branding The team has rebranded as Oracle Red Bull Racing after expanding its partnership with the computer technology company, which now has prominent branding on the rear wing and sidepods. Honda's 'HRC' logo is still present on this year's Red Bull, albeit on the engine cover beneath the driver number. Honda's official exit also means the RB18 will nominally have a 'Red Bull Powertrains' in it this year, but that power unit is still very much a Honda in everything but name. In 2022, Honda continues to produce, assemble, maintain and support the engine even though it has formally quit F1. It continued to work on a new specification of the power unit for this season, which is important because this year the engines will be frozen until the end of 2025, and the upgrade also tackles the increase to 10% renewable ethanol E10 fuel that requires major changes in the engine for F1's new rules in 2026 as Oracle's cloud system will assist with its work on a brand new engine combustion chamber. Here are the complete results from the Austrian Grand Prix, won by Ferrari's Charles Leclerc ahead of Red Bull's Max Verstappen. Leclerc ahead of Red Bull's Max Verstappen. Leclerc ahead of the race, picking off Verstappen three times as the Red Bull driver struggled with tyre degradation and pace. Carlos Sainz looked set to snatch second place away from Verstappen until an engine failure into Turn 4 sent him onto the sidelines. As a result, Lewis Hamilton took the final podium place, over 40 seconds behind the leading duo, with George Russell coming home in fourth. Joining Sainz on the sidelines was Red Bull's Sergio Perez, who was retired from the race early on after sustaining damage. He had been battling with Russell through Turn 4 when they made contact, sending the Austrian Grand Prix. Results: 2022 Austrian Grand Prix Charles Leclerc Ferrari 71 Laps Max Verstappen Red Bull +1.532 Lewis Hamilton Mercedes +58.972 Esteban Ocon Alpine +68.436 Mick Schumacher Haas +1 Lap Lando Norris McLaren +1 Lap Kevin Magnussen Haas +1 Lap Lando NcLaren +1 Lap Fernando Alonso Alpine +1 Lap Valteri Bottas Alfa Romeo +1 Lap Alex Albon Williams +1 Lap Zhou Guanyu Alfa Romeo +1 Lap Zhou Guanyu Alfa Romeo +1 Lap Zhou Guanyu Alfa Romeo +1 Lap Valteri Bottas Alfa Romeo +1 Lap Zhou Guanyu Alfa Romeo +1 Lap Xiri +1 Lap Zhou Guanyu Alfa Romeo +1 Lap Xiri DNF Barcelona February testing Feb 23, 2022 to Feb 25, 2022 to Feb 25, 2022 to Feb 25, 2022 to Mar 10, 2022 to Apr 10, 2022 Melbourne Grand Prix Circuit Emilia Romagna GP Apr 22, 2022 to May 20, 2022 to Ma Jun 12, 2022 Baku City Circuit Canadian GP Jun 17, 2022 to Jun 19, 2022 Circuit Gilles-Villeneuve British GP Jul 3, 2022 to Jul 4, 2022 to Jul 3, 2022 to Ju Aug 28, 2022 Circuit de Spa Francorchamps Dutch GP Sep 2, 2022 to Sep 4, 2022 Circuit Zandvoort Italian GP Sep 9, 2022 to Sep 11, 2022 Autodromo Nazionale Monza Singapore GP Sep 30, 2022 to Oct 2, 2022 Marina Bay Street Circuit Japanese GP Oct 7, 2022 to Oct 9, 2022 to Oct 9, 2022 to Oct 21, 2022 to Oct 23, 2022 Circuit of the Americas Mexico City GP Oct 28, 2022 to Oct 30, 2022 to Nov 13, 2022 to Nov 14, 2022 to Nov 13, 2022 to Nov 14, 2022 to Nov 13, 202 PrixCategoryFormula OneConstructorRed Bull Racing (chassis)Honda Racing Development Sakura (power unit)Designer(s)Adrian Newey (Chief Designer, Composites and Structures) Dave Worner (Chief Designer, Mechanics and Suspension)Ben Waterhouse (Chief Engineer, Performance) Dan Fallows (Chief Engineer, Aerodynamicist)PredecessorRed Bull RB16Technical specifications[1]ChassisCarbon-epoxy composite structure designed by regulation and built in-houseSuspension (front)Aluminium alloy uprights, carbon fibre composite double wishbones with pullrods, springs, anti-roll bar and dampersSuspension (rear)Aluminium alloy uprights, carbon fibre composite double wishbones with pullrods, springs, anti-roll bar and dampersLength5,400 mm (213 in)Width2,000 mm (79 in)Height950 mm (37 in) (excluding roll-hoop onboard T-camera)EngineHonda RA619H 1.6 L (98 cu in) direct injection V6 turbocharged engine limited to 15,000 rpm in a mid-mounted, rear-wheel drive layoutElectric motorKinetic and thermal energy recovery systemsTransmissionRed Bull Technology 8-speed + 1 reverse sequential semi-automatic paddle shift with limited-slip differentialBatteryHonda lithium-ion batteriesPower900 hp (671 kW)[2]Weight743 kg (1,638 lb) including driver and fuelFuelExxon/Esso (Exxon for US race only) 94.25% gasoline + 5.75% bio fuelLubricantsMobil 1 Racing 0W-40 fully-synthetic motor oilBrakesBrembo carbon discs, Brembo 6-piston calipers and padsTyresPirelli P Zero (dry)Pirelli Cinturato (wet)Competition historyNotable entrantsAston Martin Red Bull RacingNotable drivers10. Pierre Gasly23. Alexander Albon33. Max VerstappenDebut2019 Australian Grand PrixFirst win2019 Brazilian Grand PrixLast event2019 Abu Dhabi Grand Prix RacesWinsPodiumsPolesF/Laps 213925 The Red Bull RB15 is a Formula One variable and constructed by Red Bull Racing to compete during the 2019 FIA Formula One variable and constructed by Red Bull RB15 is a Formula One variable and constructed by Red Bull Racing to compete during the 2019 FIA Formula One variable and Alexander Albon. Pierre Gasly was originally meant to be driving the car for the entire season after moving from Toro Rosso to replace Daniel Ricciardo.[4] However, after the 2019 Australian Grand Prix it was announced that Alexander Albon would be replacing Gasly for the remainder of the season.[5] The car made its competitive début at the 2019 Australian Grand Prix. Max Verstappen's win at the 2019 Austrian Grand Prix in the Honda at the 2006 Hungarian Grand Prix in the Honda at the 2006 Hungarian Grand Prix in the Honda at the 2006 Hungarian Grand Prix in the Honda at the 2006 Hungarian Grand Prix in the Honda at the 2006 Hungarian Grand Prix in the Honda at the 2006 Hungarian Grand Prix in the Honda RA106. Gasly during pre-season testing Development of the RB15 marked a big transition due to the switch from Renault to Honda power units. This change required a complete redesign of the car's rear end in order to accommodate the new engine. The Honda engine has a unique design; it has a split turbo system similar to Mercedes. There were also changes to the cooling system, new aerodynamic adjustments such as the wing design, an improves airflow, optimized bargeboards to maximize the chassis performance. Main article: 2019 Formula One World Championship In Australia, the team showed good pace during the free practice sessions. However, Gasly was knocked out in Q1 after a strategy error by the team, while team-mate Verstappen qualified fourth, behind the Ferrari of Sebastian Vettel.[6] In the race, Verstappen finished third, giving Honda their first podium finish since 2008.[7] Gasly recovered from seventeenth to finish eleventh, just outside the points. Team principal Christian Horner praised Gasly for his effort over the radio during the cool-down lap.[8] In Bahrain, Ferrari dominated the timing sheets of the practice sessions.[9] Verstappen qualified in 5th, while Gasly qualified in 13th.[10] In the race, Verstappen narrowly missed out on the podium as he finished in 4th, while Gasly finished in 8th.[11] Verstappen during the Chinese Grand Prix In China, both Red Bull cars secured third-row lockout with Verstappen and Gasly qualifying 5th and 6th respectively, giving the latter his first Q3 appearance this season.[12] In the race, Verstappen finished in fourth, while Gasly finished in sixth place whilst setting the fastest lap to secure an additional point.[13] In Azerbaijan, Verstappen finished in fourth, while Gasly retired from the race with a mechanical issue.[14] After the race, Verstappen dropped into fourth in the Drivers' Championship, trailing by a point from third-placed Sebastian Vettel who had 52 points.[15] In Spain, Verstappen and Gasly qualified 4th and 6th respectively. Verstappen and Gasly
finished where he started, in 6th place. In Monaco, Verstappen qualified 3rd, with Gasly 5th (but he took a 3-place grid penalty for impeding Romain Grosjean in Q1, and would therefore start 8th). Verstappen would cross the line in 2nd but was demoted to 4th after a 5-second penalty for an unsafe release, whilst Gasly was 5th (setting the fastest lap in the process). In Canada, Verstappen was caught out by red flags for Kevin Magnussen crashing at the end of Q2 and would only qualify 11th, with Gasly 5th. In the race, Verstappen qualified 4th with Gasly in a disappointing 9th. The race would be worse for the Frenchman as he fell to 11th, before being promoted back up into 10th following a 5-second penalty for Lewis Hamilton; Gasly was 9th for the second weekend in a row. In the race, despite going into anti-stall at the start and falling to 8th, Verstappen came back through to win, to give Honda their first win since 2006, as well as his first win since Mexico the previous year, and the first non-Mercedes win of 2019. Gasly finished down in 7th and was lapped by Verstappen, putting his Red Bull seat further into question. In Britain, Verstappen qualified 4th, with Gasly 5th. On Lap 37, the Dutchman overtook Sebastian Vettel into Stowe, before being rear-ended by the German; he went on to finish 5th, with Gasly, with 1.91 seconds - this beat the previous time of 1.92 seconds, jointly held by Red Bull and Williams and had stood since 2013). In Germany, the two Red Bulls took advantage of power unit problems for both Ferraris to qualify 3rd (Verstappen) and 4th (Gasly). In a chaotic wet-to-dry race, Verstappen came through to win the race (despite spinning on Lap 27) for the 7th race win of his career, and 2nd of the season. Gasly had a miserable race; after dropping a number of places on Lap 1, he was stuck in the midfield for the most part, eventually retiring after a collision with Alex Albon on Lap 62 (after running into the back of the Toro Rosso approaching Turn 7). Gasly during the qualifying of the Hungarian Grand Prix In Hungary, Verstappen took the first pole position of his F1 career (in turn becoming, at the time, the 5th-youngest pole sitter in F1 history, the first Dutchman to take an F1 pole position, and the 100th different polesitter in F1 since 1950), as well as Honda's first pole since 2006. Gasly was down in 6th. In the race, Red Bull were outdone by Mercedes strategy that saw Lewis Hamilton pass Verstappen on fresher mediums on Lap 67 - the Dutchman still finished 2nd with the fastest lap. Gasly finished a disappointing 6th, stuck behind Carlos Sainz's McLaren for most of the remainder of the season, with Gasly taking Albon's seat at Toro Rosso. The change took place with immediate effect starting with the Belgian Grand Prix.[16] In Belgium, Verstappen retired from the race on the first lap, after colliding with Kimi Räikkönen at La Source (Turn 1) and; following a suspension failure from clipping Räikkönen again, hitting the wall at Radillion (Turn 5). Albon went on to finish 5th on his Red Bull debut. In Italy, Verstappen was due to start at the back of the grid after taking new engine components, but suffered power unit issues in qualifying and didn't set a time. Albon, meanwhile, got through to Q3, but failed to set a time after getting caught out by every driver moving rather slowly in order to avoid the slipstream effect, and qualified in 8th. In the race, after getting caught behind slow-moving cars at Turn 1, Verstappen damaged his front wing and had to pit at the end of Lap 1 - he eventually finished in 8th. Albon was 6th, despite losing positions after a collision with Carlos Sainz Jr. at the first Lesmo corner on Lap 3 which saw Albon run into the gravel. In Singapore, Verstappen), and 6th (Albon). In Russia, both cars were due to take 5-place grid penalties for new engine components. Verstappen qualified 4th (so started 9th), whilst Albon crashed in Q1 (he eventually started from the pit lane after he had his floor changed). They went on to finish 4th and 5th respectively. In Japan (Honda's home race), Verstappen and Albon qualified in front as he set his time first). Albon finished in 4th (his best F1 result), while Verstappen retired after colliding with Charles Leclerc at Turn 2 on Lap 1 and suffering from damage the team deemed too great to continue with on Lap 13. In Mexico, Verstappen took pole, only for a crash for Valtteri Bottas to bring out the yellow flags, forcing all other drivers to slow down. As Verstappen failed to slow down for the yellow flag zone, he received a three-place grid penalty, dropping him to 4th on the grid. Albon, meanwhile, qualified 5th. In the race, Verstappen made slight contact with the Mercedes of Lewis Hamilton at the start and fell behind Albon and the McLarens of Carlos Sainz and Lando Norris, before suffering a puncture as a result of contact with Bottas. Both drivers would go on to finish 5th (Albon) and 6th (Verstappen) respectively, and went on to finish 3rd (Verstappen) and 5th (Albon). In Brazil, Verstappen took pole and Albon qualified 6th. In the race, Verstappen took his 3rd win of the season, while Albon had been on course for 2nd until being hit by Lewis Hamilton on the penultimate lap, dropping him to 15th (he would be promoted to 14th after a time penalty for Nico Hülkenberg). For the season finale in Abu Dhabi, Verstappen qualified 3rd while Albon was 6th again. In the race, Verstappen passed Charles Leclerc late on to finish 2nd, while Albon finished where he started. At the Monaco Grand Prix, the team paid tribute to Niki Lauda with his image and text reading "Danke Niki" on the rear wing and Mobil logo on the front wing. At the British Grand Prix, the "007" logo was featured on the front side and front rear wing, commemorating the 1007th World Championship race. The license plate featured on the both cars; Verstappen's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for Gasly's rear wing was "BMT 216A" (1964 Aston Martin DB5 from Goldfinger) while for G suit in likeness of James Bond's suit. A modified RB15 was used during testing of the 2022 tyre compounds after the 2021 Abu Dhabi Grand Prix.[17] (key) Year Entrant Engine Tyres Drivers Grands Prix Points WCC AUS BHR CHN AZE ESP MON CAN FRA AUT GBR GER HUN BEL ITA SIN RUS JPN MEX USA BRA ABU 2019 Aston Martin Red Bull Racing Honda RA619H P Pierre Gasly 11 8 6F Ret 6 5F 8 10 7 4 14 + 6 417 3rd Alexander Albon 5 6 6 5 4 5 5 14 6 Max Verstappen 3 4 4 4 3 4 5 4 1F 5 1F 2PF Ret 8 3 4 Ret 6 3 1P 2 + Driver failed to finish the race, but was classified as they had completed over 90% of the winner's race distance. A Mitchell, Scott (12 November 2017), "Pirelli to introduce new softest-compound pink-walled F1 tyre in '18". Autosport. Motorsport Network. Archived from the original on 13 November 2017. "The Cars". "Red Bull unveil first Honda-powered car in one-off livery". www.formula1.com. Retrieved 13 February 2019. "Gasly to partner Verstappen at Red Bull in 2019". www.formula1.com. 20 August 2018. 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"The technology on show in Abu Dhabi F1 testing ahead of new-look 2022". Motorsport.com. Motorsport Network. Retrieved 2021-12-16. Red Bull Racing Official Website Retrieved from "There were no first-time podium
finishers in 2022. 70th season of FIA Formula One World Championship, see F1 2019 (video game). 2019 FIA Formula One World Championship "F1 2019" redirects here. For the video game based on the 2019 FIA Formula One World Championship "F1 2019" redirects here. For the video game). OneWorld Championship Drivers' Champion: Lewis Hamilton Constructors' ChampionshipPorsche Supercup Lewis Hamilton (pictured in 2016) won his sixth Drivers' ChampionshipPorsche Supercup Lewis Hamilton's teammate Valtteri Bottas was runner-up, driving for Mercedes.Max Verstappen (pictured in 2017) finished the season in third place, driving for Red Bull-HondaMercedes retained the Constructors' Championship for the third consecutive year.Red Bull Racing finished third in the Constructors' Championship for the third consecutive year. The 2019 FIA Formula One World Championship was the motor racing championship. It is recognised by the governing body of international motorsport, the Fédération Internationale de l'Automobile (FIA), as the highest class of competition for open-wheel racing cars. Starting in March and ending in December, the championship was contested over twenty-one Grands Prix. Drivers competed for the title of World Drivers' Champion, and teams for the title of World Constructors' Champion. The 2019 championship also saw the running of the 1000th World Championship race, the 2019 Chinese Grand Prix. [1][2] Lewis Hamilton successfully defended the World Drivers' Championship title at the United States Grand Prix. consecutive year at the Japanese Grand Prix to tie Ferrari's record from 1999 to 2004. Ten teams, with two drivers each, competed in the championship in 2019.[3] All teams competed with tyres supplied by Pirelli.[4] Teams and drivers competed with tyres supplied by Pirelli.[4] Teams and drivers competed in the championship in 2019.[3] All teams competed with tyres supplied by Pirelli.[4] Teams and drivers competed with tyres suppl Rounds Alfa Romeo Racing Alfa Romeo Racing-Ferrari C38 Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari VF-19 Ferrari 064 820 Romain Grosjean Kevin Magnussen AllAll McLaren F1 Team [b] Haas-Ferrari VF-19 Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 516 Sebastian Vettel Charles Leclerc AllAll Haas F1 Team [b] Haas-Ferrari 064 Renault E-Tech 19 455 Lando Norris Carlos Sainz Jr. AllAll Mercedes AMG Petronas Motorsport Mercedes F1 W10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point F1 Team Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point F1 Team Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point F1 Team Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point F1 Team Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Bottas AllAll SportPesa Racing Point-BWT Mercedes M10 EQ Power+ 4477 Lewis Hamilton Valtteri Racing Red Bull Racing-Honda RB15 Honda RA619H 102333 Pierre Gasly Alexander Albon Max Verstappen 1-1213-21All Renault F1 Team Renault F1 1-1213-21All ROKiT Williams Racing Williams-Mercedes FW42 Mercedes M10 EQ Power+ 6388 George Russell Robert Kubica AllAll Sources:[7][5][8][9][10][11][12][13][14][15] Across the season, two drivers drove as a test or third driver in free practice sessions. Nicholas Latifi drove for Williams at six Grands Prix, while Naoki Yamamoto drove for Toro Rosso at the Japanese Grand Prix.[5] Drivers that took part in a free practice session Constructor No. Driver Rounds Scuderia Toro Rosso-Honda 38 Naoki Yamamoto 17 Williams-Mercedes 40 Nicholas Latifi 7-8, 13, 18-20 Source:[16][17] Red Bull Racing ended its twelve-year partnership with Renault and switched to full-works Honda engines [18] In doing so, Red Bull Racing joined sister team was recognised as Honda's official factory team under the latter joined the Japanese manufacturer in 2018. Neither team was recognised as Honda's official factory team under the terms of the agreement. This was the first time Honda had supplied more than one team in the sport since the 2008 when Honda supplied both its own full works team and the customer Super Aguri team.[19] Racing Point F1 Team completed their transition from the
Racing Point F1 Team completed their transition from the Racing Point F1 Team completed their transition from the Racing Point F1 Team completed their transition from the Racing Point F1 Team completed their transition from the Racing Point F1 Team completed their transition from the Racing Point F1 Team completed their transition from the Racing Point F1 Team completed their transition from the Racing Point F1 Team completed the Racing P extension of the sponsorship deal that began in 2018,[21] though continued to operate from the Same base in Hinwil and under the Swiss racing licence.[22] The Sauber name disappeared entirely from the Formula 2 and Formula 3 support categories with Charouz Racing System for one year.[23][24] The Sauber name would return to the Formula One grid in 2024 as Kick Sauber after the expiration of the Alfa Romeo partnership.[25] Haas F1 Team signed a title sponsorship agreement with energy drinks manufacturer Rich Energy for 2019 before the end of the 2018 season.[26] However, this agreement was later terminated on 9 September 2019, due to a series of off-track disputes between Haas and Rich Energy, and legal issues for Rich Energy. [27] Alexander Albon (left), Lando Norris (center) and George Russell (right) made their Formula One debuts with Toro Rosso, McLaren and Williams respectively. The lead up to the 2019 championship saw several driver changes. Daniel Ricciardo moved to Renault after five years with Red Bull Racing, [28][29] replacing Carlos Sainz Jr. Ricciardo's drive at Red Bull Racing was taken by Pierre Gasly, who was promoted from Scuderia Toro Rosso, the team in 2017.[31] He was partnered with Formula 2 driver Alexander Albon, who replaced Brendon Hartley.[32] Albon subsequently became only the second Thai driver to race in Formula One after Prince Bira.[33] Sainz, who was on loan to Renault in 2018, did not have his deal with Red Bull renewed and subsequently moved to McLaren to replace two-time World Drivers' Champion Fernando Alonso, [34] who had earlier announced that he would retire from Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, who would move to Formula 2 runner-up Lando Norris, [37] who replaced Stoffel Vandoorne, [37] who replaced Stoffel Vand well as join Mercedes as a reserve driver.[38][39] Charles Leclerc left Alfa Romeo, previously named Sauber, with whom he had started his career in 2001.[41] He was partnered with Antonio Giovinazzi, who made two starts for Sauber when he replaced the injured Pascal Wehrlein in 2017.[42][43] Marcus Ericsson moved to race in the IndyCar Series in 2019 with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson moved to race in the IndyCar Series in 2019 with Schmidt Peterson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson moved to race in the IndyCar Series in 2019 with Schmidt Peterson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson moved to race in the IndyCar Series in 2019 with Schmidt Peterson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson moved to race in the IndyCar Series in 2019 with Schmidt Peterson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson moved to race in the IndyCar Series in 2019 with Schmidt Peterson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson Motorsports but remained with Alfa Romeo as a third driver and brand ambassador.[42][43] Marcus Ericsson Motorsports Ericsson M who joined Mercedes as a reserve driver. Ocon shared the role of simulator driver with Stoffel Vandoorne.[47][48] Reigning Formula 2 champion and Mercedes junior George Russell joined Williams due to the lack of performance and development of the car.[50] Sirotkin returned to Renault as a reserve driver. He would be replaced by Robert Kubica; Kubica's return comes after an eight-year absence brought on by a near-fatal rally car crash in 2011 that left him with serious arm injuries.[51][52] In the build-up to the Belgian Grand Prix, Red Bull Racing announced that Pierre Gasly would be demoted to Toro Rosso and Alexander Albon would be promoted in his place so that his performance would be evaluated in view of the team's 2020 line-up.[53][54] The decision to demote Gasly was criticised as he had only completed twelve races with the team, while Albon and Toro Rosso team-mate Daniil Kvyat had both previously been released from contracts with the Red Bull Junior Team and Red Bull Racing respectively.[55] Nations that hosted a Grand Prix in 2019 calendar features the same twenty-one Grands Prix as the previous season. Each race was run over a minimum number of laps that exceeds a total distance is 260 km (161.6 mi).[56] Schedule of events Round Grand Prix Circuit Date 1 Australian Grand Prix Albert Park Circuit, for which the distance is 260 km (161.6 mi).[56] Schedule of events Round Grand Prix as the previous season. Melbourne 17 March 2 Bahrain Grand Prix Bahrain International Circuit, Sakhir 31 March 3 Chinese Grand Prix Shanghai International Circuit, Baku 28 April 5 Spanish Grand Prix Circuit de Barcelona-Catalunya, Montmeló 12 May 6 Monaco Grand Prix Circuit de Monaco, Monte Carlo 26 May 7 Canadian Grand Prix Circuit Gilles Villeneuve, Montréal 9 June 8 French Grand Prix Circuit Paul Ricard, Le Castellet 23 June 9 Austrian Grand Prix Red Bull Ring, Spielberg 30 June 10 British Grand Prix Hungaroring Mogyoród 4 August 13 Belgian Grand Prix Circuit de Spa-Francorchamps, Stavelot 1 September 14 Italian Grand Prix Suzuka Grand Prix Sochi Autodrom, Sochi 29 September 17 Japanese Grand Prix Suzuka International Racing Course, Suzuka 13 October 18 Mexican Grand Prix Autódromo José Carlos Pace, São Paulo 17 November 21 Abu Dhabi Grand Prix Yas Marina Circuit, Abu Dhabi 1 December Sources:[57][58][59] Race Director and Technical Delegate Charlie Whiting died days before the opening race of the season in Australia.[60] Deputy Race Director.[61][62] In a bid to improve overtaking, teams agreed to a series of aerodynamic changes that affect the profile of the front and rear wings. The front wing endplates were reshaped to alter the airflow across the car and reduce the effects of aerodynamic turbulence and winglets above the main plane of the front wing have been banned. The slot in the rear wing was widened, making the drag reduction system (DRS) more powerful.[63] The agreed-upon changes were drawn from the findings of a working group set up to investigate potential changes to the technical regulations in preparation for the 2021 championship. The front wing was made 200 mm (3.9 in) wider, and moved 25 mm (0.79 in) higher, and moved 25 mm (0.79 in) higher and 70 mm (2.8 in)[64] higher, with a 20 mm (0.79 in) larger DRS opening.[65] Parts of the technical regulations governing bodywork were rewritten in a bid to promote sponsorship opportunities for teams.[66] The agreed changes are to mandate smaller bargeboards and limit aerodynamic development of the rear wing endplates to create more space for sponsor logos. The changes were introduced as a response to falling revenues amid teams and the struggles of smaller teams to secure new sponsors. The mandated maximum fuel levels were raised from 105 kg (231 lb) to 110 kg (240 lb) to minimise the need for drivers to conserve fuel during a race.[67] Driver weights are no longer considered when measuring the minimum weight of the car. This change was agreed to following concerns that drivers were being forced to lose dangerous amounts of weight in order to offset the additional weight of the post-2014 turbo-hybrid engines.[67] Drivers who weigh less than 80 kg (176 lb) are required to make up this weight with a ballast, located around the seat to minimise possible performance gains. The changes were introduced to eliminate the advantage drivers with a naturally smaller body shape had over taller and heavier drivers and to
discourage unhealthy diet and exercise regimes to improve performance.[68] The regulations introduced a bonus point to the driver (and the constructor) that sets the fastest lap in a race. The point is only awarded for setting the fastest lap.[69][70] The FIA introduced a new standard for driver helmets with the intention of improving safety. Under the new standard, helmets will be subjected to a more thorough range of crash tests aimed at improving energy absorption and deflection as well as reducing the likelihood of objects penetrating the helmet's structure. All certified helmet manufacturers were required to pass the tests in advance of the 2019 championship to have their certification renewed. Once introduced to Formula One, the new standard will gradually be applied to all helmets used by competitors in every FIA-sanctioned event.[71] See also: Formula One tyres following a request from the FIA and the sport's management. The governing body argued that the naming conventions used in 2018 were obtused by competitors in every FIA-sanctioned event.[71] See also: Formula One tyres Tyre supplier Pirelli renamed its range of tyres following a request from the FIA and the sport's management. and difficult for casual spectators to understand.[72][73] Under the new plan, names given to particular compounds, such as "hypersoft" and "ultrasoft", were replaced by referring during each race to the three compounds teams have available for that race as soft, medium and hard. This was intended to aid fans in understanding the tyre compounds used at each round. The actual compounds for the season were referred to by number, from the firmest ("1") to the softest ("5"). Seven compounds are made available in 2018, although only six of the seven were used, the "superhard" not being used at all.[74] Pirelli continued to decide which three compounds are made available for each race. The practice of using colours to identify the specific compound (such as pink for the hypersoft) was discontinued, with white, yellow and red being used for the three compounds available in testing there were slight variations in the details on the tyre sidewalls to distinguish between the different compounds during testing.[75][76] The season started with the Australian Grand Prix, won by Valtteri Bottas from second on the grid in dominant fashion, finishing 20 seconds ahead of Mercedes teammate Lewis Hamilton who himself only narrowly beat Red Bull's Max Verstappen to second.[77] Verstappen's third place marked the first podium for a Honda powered car in over 10 years, last achieved at the 2008 British Grand Prix. Ferrari topped every practice session and then went on to lock out the front row in qualifying. Charles Leclerc earned the first pole position of his career by setting a lap time 3 tenths of a second quicker than his teammate Sebastian Vettel. In the race, Leclerc fell down to 3rd in the 1st corner behind Vettel and the championship leader Valtteri Bottas. However, he then climbed back up the order to take the lead despite being told by his team, Ferrari, not to overtake his teammate. Late in the race, Leclerc was leading by around 10 seconds before his engine developed an issue, allowing Lewis Hamilton to take the race lead. A few laps later, Valtteri Bottas also overtook Leclerc pushing him down to 3rd and making it a Mercedes 1-2. Just as it was looking like Max Verstappen was going to overtake Leclerc as well, a safety car was called out due to both of the Renault cars of Nico Hülkenberg and Daniel Ricciardo having engine and power issues at turns 1 and 3. The race finished behind the safety car for the eighth time in F1 history.[79] As a result, Lewis Hamilton won, Valtteri Bottas came second, and Charles Leclerc came home third for his first podium and Ferrari's first podium of the season. After the race Valtteri Bottas led the Drivers' Championship by 1 point over teammate Lewis Hamilton. At round three, the Chinese Grand Prix, resulting in him taking the championship lead by 6 points over his teammate Bottas, whilst Mercedes extended their lead over Ferrari, becoming the first team since Williams in 1992 to start a season with 3 consecutive 1-2 finishes.[80] Pierre Gasly set the fastest lap and finished in sixth, after pitting with 3 laps remaining as Ferrari got their second podium of the season with Vettel. At the next round, the Azerbaijan Grand Prix, it was a different story. In the first practice session, George Russell's Williams made contact with a drain cover down the straight on the floor after Charles Leclerc, who was fastest in the session because it was suspended, also made contact with the drain cover but with his left front tyre. The next two practice sessions were all about Leclerc, being fastest in all three practice sessions. In qualifying, Pierre Gasly was fastest in the first session but did not set a time in the second because it was irrelevant since he would start in the first session and was 5th in the second session, but crashed at turn 8 in the same session, locking up his tyres and missing the apex, going into the barrier. This meant that Leclerc's qualifying was over, at least physically; he did not set a time as a result of the crash. Valtteri Bottas took pole ahead of championship leader Hamilton. Kimi Räikkönen originally qualified ninth, but started from the pitlane after his car failed a front wing deflection test and joined Red Bull driver Gasly in starting in the pitlane as his teammate, Antonio Giovinazzi, received a ten-place grid penalty for using a third control electronic in his power unit and started 17th. In the race, Lewis Hamilton did get the better start, but Bottas had better pace and stayed in the lead. Charles Leclerc, who started 8th, was 4th after losing two spots in the opening lap and was getting steady pace with leader Bottas on the fresh set of medium tyres he got as a result of his crash during qualifying. After Bottas, Hamilton, and Sebastian Vettel pitted for tyres, Charles Leclerc took the lead and led the race for a long time. Eventually, Bottas retook the lead from Leclerc who had not pitted yet at that time. A virtual safety car was deployed after an incident with Daniel Ricciardo and Daniil Kvyat at a runoff area. Bottas won the race by 1.5 seconds over teammate Hamilton and took a 1-point lead in the Drivers' Championship. Charles Leclerc took his 2nd fastest lap after pitting with less than 5 laps remaining as his teammate, Sebastian Vettel, took 3rd place for the team.[81] At the Spanish Grand Prix, Valtteri Bottas dominated the entire qualifying session, finishing in first place each time, thus giving him his third consecutive pole of the 2019 season. Hamilton, however, got past him quickly at the first corner in the race. The safety car was deployed on lap 44 after a collision between Racing Point's Lance Stroll and McLaren's Lando Norris, which ultimately did not change the positions of the top 6 runners. Mercedes finished again for their fifth 1-2 finish as Hamilton took the chequered flag (along with the fastest lap point) and Bottas four seconds behind. Red Bull's Max Verstappen completed the podium.[82] At the Monaco Grand Prix, teams and drivers honoured the memory of F1 legend and Mercedes non-executive chairman Niki Lauda, who had died the week before the race. Mercedes painted their halos red and other teams and some drivers memorialised Lauda on their cars and helmets. Mercedes locked out the front row of the grid again, with Hamilton on pole and Bottas in second. During the race, Red Bull's Max Verstappen was released unsafely from his pit box and impeded Valtteri Bottas, resulting in a five-second time penalty for Verstappen. In the second half of the race, Hamilton was on the radio complaining about his graining tyres, but his team kept him out. Second-placed Verstappen kept the pressure on Hamilton, with Verstappen kept the pressure on Hamilton, with verstappen kept him out. demoted him to fourth place. This promoted Ferrari's Sebastian Vettel to second and Mercedes's 1-2 winning streak.[83] At the Canadian Grand Prix, free practice was eventful. Championship leader Lewis Hamilton made contact not just there, but also at the Wall of Champions. Qualifying 2 was red-flagged after Kevin Magnussen slammed into the Wall of Champions, which also affected some racers trying to improve their times. At the end of qualifying, Ferrari's Sebastian Vettel won pole position ahead of Hamilton. Vettel led from the start until lap 48, when he lost control of his Ferrari and slid across the grass at turn 3, regaining control as he came back onto the circuit and nearly colliding with Hamilton. The stewards controversially gave Vettel a five-second time penalty for this incident as they deemed it an unsafe re-entry to the track and impeding Hamilton. Although Vettel crossed the finish line first, Hamilton was less than five seconds behind, so was promoted to first place after the penalty was applied. Vettel's teammate, Charles Leclerc finished in third place, and Mercedes's Valtteri Bottas received the fastest lap bonus point. Although Ferrari had intended to appeal the ruling, they withdrew but reviewed the evidence further. During free practice at the next race, the stewards announced that they would not review Ferrari's new evidence, thus the final standings stood with Hamilton in first and Vettel in second.[84] At the French Grand Prix, Mercedes dominated the free practice sessions. Hamilton was summoned to the stewards' office for rejoining the track unsafely, forcing Red Bull's Max Verstappen off the track, but no penalty was issued. Mercedes locked out the front row again in qualifying with Hamilton on pole and Bottas, and Leclerc completing the podium less than a second behind Bottas. At the end of the final lap, fifth-placed finisher Vettel set the fastest lap for a bonus point.[85] At the Austrian Grand Prix, some drivers spun off the track in free practice
due to wind. In qualifying, Leclerc secured his second pole position. Verstappen was promoted to second and Bottas third after second-placed Hamilton was given a grid penalty for impeding Kimi Räikkönen in Q1. In the race, Leclerc led away as Verstappen lost a few positions at the start. However, Verstappen found power for his car and managed to come back, passing Leclerc with just a few positions at the start. However, Verstappen found power for his car and managed to come back, passing Leclerc with just a few positions at the start. Verstappen winning the race for a second consecutive year as well as setting the fastest lap. Leclerc finished third. It was the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button in the 2006 Hungarian Grand Prix, and the first win for a Honda-powered F1 car since Jenson Button Honda Powere Button Button Honda Powere Button Button Honda Powere Button surface caused plenty of eventful moments throughout the weekend, with Romain Grosjean crashing his car on the pit exit and Kimi Räikkönen's Alfa Romeo stopping on the Wellington straight, the latter of which brought out a red flag. The drivers all struggled with track grip levels throughout the session, and although there was some brief rain, it had little impact on the running in the session. Championship leader Lewis Hamilton was chasing for a 6th consecutive pole position at Silverstone but Bottas pipped him to pole by 0.006 seconds, almost as close as the 0.002-second time gap by which Vettel beat Fernando Alonso in the 2010 German Grand Prix. The opening laps did provide for some battling between the two Mercedes drivers, but the safety car played a crucial role in the Mercedes battle when Giovinazzi became stuck in the gravel trap at the penultimate corner and Hamilton pitted under the safety car, whereas Bottas had already pitted a few laps earlier during open racing. Thereafter, Vettel and Verstappen were battling for 3rd when Vettel misjudged his braking point at Vale corner and rammed into the back of Verstappen, resulting in a 10-second penalty, which led Vettel to finish of 4th. Leclerc took 3rd, Bottas took 2nd, and Lewis Hamilton won his 6th British Grand Prix, equalling the record for the most home grand prix wins with Alain Prost. Hamilton also set the fastest lap on the final lap with the hardest tyre, which he ran for most of the race.[87] At the German Grand Prix, Mercedes ran a special one-off livery to commemorate their 125th anniversary in motorsport. Ferrari looked set to be the favourites for pole, having been fastest in every practice session, but both hit technical difficulties during qualifying, leaving Hamilton to take pole. Vettel started the race from last place. Everything start for the first time. As the race progressed, many drivers spun off or crashed, particularly at the final two turns of the track, where Nico Hülkenberg and Charles Leclerc ended their races. Hülkenberg was on course to take his first ever podium before he crashed out. Hamilton also fell victim at the same place, but managed to keep going with a broken front wing. He was later penalized for entering the pit lane outside the bollard, later having a spin, and ended up 11th. Max Verstappen went to Toro Rosso's Daniil Kvyat, who made a stop for slick tyres late in the race to claim his third career podium and Toro Rosso's first since the 2008 Italian Grand Prix, after a close battle with Racing Point's Lance Stroll. Post-race, both Alfa Romeos, which finished 7th and 8th, were penalized for technical infringements, promoting Hamilton and Williams's first - and what turned out to be only - points of the season, as well as his first since the 2010 Abu Dha Grand Prix.[88] Verstappen took his maiden pole at the Hungarian Grand Prix, equalling the record with Sir Jackie Stewart for taking the most victories before a maiden pole. An unexpected extra stop for Hamilton soon led him to winning the race and beating Verstappen in the closing laps, who was suffering from graining tyres late in the race, having been battling with Hamilton previously.[89] The two tracks immediately after the summer break were more suited to Ferrari's top speed advantage, with Leclerc was under strong pressure from Hamilton throughout, winning the Belgian race by less than a second, before Hamilton ultimately dropped back after missing the first chicane in Italy. This enabled Bottas to finish second and slightly close up in the title race. Leclerc won his first two career wins consecutively and within the timespan of one week, as Vettel and Verstappen endured two terrible weekends. His victory at Belgium was an emotional one, as the race was overshadowed by the death of Formula 2 driver Anthoine Hubert the previous day. The Renault junior driver was involved in an accident on lap 2 of the Feature Race, succumbing to his injuries later that evening. This saw Leclerc close up in the battle for third in the Drivers' Championship. Leclerc also became the first Ferrari Monza winner since Fernando Alonso's victory in 2010. Qualifying sessions for both races were unusual in that Leclerc won pole by a sizeable margin of more than 0.7 seconds on a dry track in Belgium, whereas almost the entire O3 field missed crossing the line in time for their second timed lap at Monza, as no driver wanted to be at the front of the group as they would not have the advantage of a tow from the car in front - a significant benefit at Monza, the season's fastest track.[90][91] Vettel ended a winless streak stretching over a year to win at the Singapore Grand Prix for Ferrari, the team's third consecutive victory. Leclerc had gualified on pole ahead of Hamilton and Vettel and led the first stint. However, a timely pitstop by Vettel saw him unintentionally undercutting Leclerc with an outlap three seconds faster than Leclerc's inlap. Hamilton initially kept a reasonable pace, before his tyres fell off and the midfield cars behind him started to run faster laptimes than him. After his pitstop, he was unable to pass Verstappen, who finished third. There were three safety car spells in the second half of the race, although the complexion of the Singapore circuit made the restarts uneventful up front as the top cars ran in formation. This marked the first time in eleven years that Ferrari had won three races in a row and was Vettel's record fifth win at Singapore, and also the first time a team has finished 1-2 in Singapore. The race results saw Leclerc took his fourth consecutive pole at the Russian Grand Prix, but at the start of the race, it was Vettel who led, contradicting a pre-race agreement that had been discussed. Vettel led until he made his first stop on lap 26, but an engine component failed just after his stop, prompting his retirement (the four-time World Champion even demanding the return of V12 engines as in the 1990s on the team radio as he ground to a halt). This prompted a Virtual Safety Car, during which both Mercedes as well as Leclerc pitted, therefore resulting in a 1-2 finish for Mercedes with Hamilton winning. Leclerc could only finish third behind the Mercedeses. At the Japanese Grand Prix, free practice sessions 1 and 2 went as scheduled on Friday, with Mercedes topping each of the sessions. Because of Typhoon Hagibis, all events for Saturday, with the exception of qualifying, were cancelled with qualifying instead being rescheduled to Sunday morning. Vettel and Leclerc both locked out the front row for a Ferrari 1-2, with Bottas and Mercedes not far behind. The Red Bull drivers of Verstappen and Albon finished with the exact same Q3 time, but Verstappen received the position ahead of his teammate as he was released first. At the race, letting Bottas pass by easily. Leclerc and Verstappen had a tangle at turn 2 on the opening lap, which saw Leclerc being given a five-second penalty; he was later given a ten-second penalty for driving in an unsafe condition after the collision. Verstappen eventually retired from the race, his second DNF of the season. The chequered flag was waved a lap early, and though Sergio Pérez of Racing Point crashed out, his 9th place standing was left intact as the results of the race were taken from lap 52. Bottas of Mercedes finished first, Vettel of Ferrari finished second, and Hamilton receiving the fastest lap point. With the 1-3 finish for Mercedes, the team had secured their sixth consecutive Constructors' Championship. Renault had both drivers disqualified for a technical
infringement following a protest from Racing Point. At the Mexican Grand Prix, Leclerc took his seventh pole position of the season, ensuring that he would end 2019 with the most poles of any driver. Hamilton won his tenth Grand Prix of the season, after a first-corner touch with Verstappen that saw them both crossing the grass at turn 2. Verstappen lost several positions, and in fighting his way back past Bottas sustained a puncture that effectively ended his challenge. Sebastian Vettel finished second and Valtteri Bottas by a sufficient number of points.[93] At the United States Grand Prix, Bottas won from pole followed by Hamilton and Verstappen. Second place in the race was enough for Hamilton to claim his sixth World Drivers' Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him the second most successful Formula One driver in terms of Championship making him terms of Championship maki various other championships. He would later rejoin the sport in 2021 with Alpine. At the Brazilian Grand Prix, Verstappen won from pole. Pierre Gasly and Carlos Sainz Jr. took their first podiums, finishing 2nd and 3rd respectively. The race changed dramatically on lap 53 when Valtteri Bottas retired with an engine problem, bringing out the safety car to bunch up the field. Immediately after the end of the safety-car period, Ferrari teammates Charles Leclerc and Sebastian Vettel collided on the back straight, causing both to retire. Debris from the incident brought out the safety car again, returning to the pits with two laps remaining. Following the restart, Lewis Hamilton misjudged an overtaking manoeuvre on Alexander Albon, putting the latter into a spin and dropping him from a podium position to being out of the points. Hamilton's car was damaged but he was able to continue, although he lost second place to Pierre Gasly. Gasly and Hamilton's car was damaged but he was able to continue, although he lost second place to Pierre Gasly. as this was only the second lap following the safety car ending. Gasly held onto second place, with his ability to keep Hamilton's Mercedes at bay in a straight fight being a major show of strength for the Honda engine. Hamilton's Mercedes at bay in a straight fight being a major show of strength for the Honda engine. dropped him to 7th and promoted Carlos Sainz Jr. to his first podium in F0 history.[95] Hamilton took pole position at the Abu Dhabi Grand Prix, ending his pole-less streak since Germany, and went on to dominate and win the race, taking the sixth Grand Slam of his career. Verstappen was initially overtaken by Leclerc at the start but despite having minor engine issues, managed to repass him later on. Leclerc had been summoned to the stewards regarding a fuel issue, and Ferrari were fined €50,000 while Leclerc at the start but despite having minor engine issues, managed to repass him later on. engine penalties, was able to recover to 4th place, despite a DRS issue affecting the entire grid for the first 17 laps of the race. Round Grand Prix Lewis Hamilton Valtteri Bottas Valtteri Bottas Mercedes Report 2 Bahrain Grand Prix Charles Leclerc Charles Leclerc Lewis Hamilton Mercedes Report 3 Chinese Grand Prix Valtteri Bottas Pierre Gasly Lewis Hamilton Mercedes Report 5 Spanish Grand Prix Valtteri Bottas Lewis Hamilton Mercedes Report 6 Monaco Grand Prix Lewis Hamilton Pierre Gasly Lewis Hamilton Mercedes Report 7 Canadian Grand Prix Sebastian Vettel Lewis Hamilton Mercedes Report 9 Austrian Grand Prix Valtteri Bottas Lewis Hamilton Mercedes Report 9 Austrian Grand Prix Valtteri Bottas Lewis Hamilton Mercedes Report 9 Austrian Grand Prix Valtteri Bottas Lewis Hamilton Mercedes Report 9 Austrian Grand Prix Valtteri Bottas Lewis Hamilton Mercedes Report 9 Austrian Grand Prix Valtteri Bottas Lewis Hamilton Lewis Hamilton Mercedes Report 11 German Grand Prix Lewis Hamilton Max Verstappen Red Bull Racing-Honda Report 12 Hungarian Grand Prix Max Verstappen Italian Grand Prix Charles Leclerc Lewis Hamilton Charles Leclerc Ferrari Report 15 Singapore Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Lewis Hamilton Mercedes Report 17 Japanese Grand Prix Charles Leclerc Lewis Hamilton Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Lewis Hamilton Mercedes Report 17 Japanese Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Charles Leclerc Kevin Magnussen Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Sebastian Vettel Ferrari Report 15 Singapore Grand Prix Sebastian Vettel Ferrari Report 16 Singa Report 18 Mexican Grand Prix Charles Leclerc [d] Charles Leclerc Lewis Hamilton Mercedes Report 19 United States Grand Prix Valtteri Bottas Max Verstappen Red Bull Racing-Honda Report 21 Abu Dhabi Grand Prix Lewis Hamilton Lewis Hamilton Lewis Hamilton Mercedes Report Source: [97] Further information: List of Formula One World Championship points scoring systems Points were awarded to the top ten classified drivers and the driver who set the fastest lap. The points were awarded to the top ten classified drivers and the driver who set the fastest lap. The points were awarded for every race, using the following system: [98] Position 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th FL Points 25 18 15 12 10 8 6 4 2 1 1 Source: [98] The point for fastest lap was only awarded if the driver was classified in the top ten in Singapore and Brazil, respectively. As Daniil Kvyat and Nico Hülkenberg ended the season with an identical number of points, a count-back system was used as a tie-breaker, with the driver's best result used to decide the standings. [98] Pos. Driver AUS BHR CHN AZE ESP MON CAN FRA AUT GBR GER HUN BEL ITA SIN RUS JPN MEX USA BRA ABU Points 1 Lewis Hamilton 2P 1 1 17 + 5 240 6 Carlos Sainz Jr. Ret 19 + 14 7 8 6 11 6 8 6 5 5 Ret Ret 12 6 5 13 8 3 10 96 7 Pierre Gasly 11 8 6F Ret 6 5F 8 10 7 4 14 + 6 9 11 8 14 7 9 16 + 2 18 95 8 Alexander Albon 14 9 10 11 11 8 Ret 15 15 12 6 10 5 6 6 5 4 5 5 14 6 92 9 Daniel Ricciardo Ret 18 + 7 Ret 12 9 6 11 12 7 Ret 14 4 14 Ret DSQ 8 6 6 11 54 10 Sergio Pérez 13 10 8 6 15 12 6 10 5 6 6 5 4 5 5 14 6 92 9 Daniel Ricciardo Ret 18 + 7 Ret 12 9 6 11 12 7 Ret 14 4 14 Ret DSQ 8 6 6 11 54 10 Sergio Pérez 13 10 8 6 15 12 6 10 5 6 6 5 4 5 5 14 6 92 9 Daniel Ricciardo Ret 18 + 7 Ret 12 9 6 11 12 7 Ret 14 4 14 Ret DSQ 8 6 6 11 54 10 Sergio Pérez 13 10 8 6 15 12 12 12 11 17 Ret 11 6 7 Ret 7 8 7 10 9 7 52 11 Lando Norris 12 6 18 + 8 Ret 11 Ret 9 6 11 Ret 9 6 11 Ret 9 6 11 Ret 7 8 8 49 12 Kimi Räikkönen 8 7 9 10 14 17 9 3 15 7 Ret 15 12 10 11 12 10 9 37 14 Nico Hülkenberg 7 17 + Ret 14 13 13 7 8 13 10 Ret 12 8 5 9 10 DSQ 10 9 15 12 37 15 Lance Stroll 9 14 12 9 Ret 16 9 13 14 13 4 17 10 12 13 11 9 12 13 19 † Ret 21 16 Kevin Magnussen 6 13 13 7 14 17 17 19 Ret 8 13 12 Ret 17 F 9 15 15 18 † 11 14 20 17 Antonio Giovinazzi 15 11 15 12 16 19 13 16 10 Ret 13 18 18 † 9 10 15 14 14 5 16 14 18 Romain Grosjean Ret Ret 11 Ret 10 10 14 Ret 16 Ret 7 Ret 13 16 11 Ret 10 10 14 Ret 13 18 18 † 9 10 15 14 14 14 5 16 14 18 Romain Grosjean Ret Ret 11 Ret 10 10 14 Ret 16 Ret 7 Ret 13 16 11 Ret 10 10 14 Ret 13 18 18 † 9 10 15 14 14 14 5 16 14 18 Romain Grosjean Ret Ret 11 Ret 10 10 14 Ret 16 Ret 7 Ret 13 16 11 Ret 10 10 14 Ret 10 10 14 Ret 16 Ret 7 Ret 13 16 11 Ret 10 10 14 13 17 15 13 15 8 19 Robert Kubica 17 16 17 16 18 18 18 20 15 10 19 17 17 16 Ret 17 18 Ret 16 19 1 20 George Russell 16 15 16 15 17 15 16 19 18 14 11 16 15 14 Ret Ret 16 16 17 12 17 0 Pos. Driver AUS BHR CHN AZE ESP MON CAN FRA AUT GBR GER HUN BEL ITA SIN RUS JPN MEX USA BRA ABU Points Source: [99] [failed verification] Key Colour Result Gold Winner
Silver Second place Bronze Third place Green Other points position Blue Other classified, retired (Ret) Red Did not arrive (DNQ) Black Disqualified (DSQ) White Did not start (DNS) Race cancelled (C) Blank Did not practice (DNP) Excluded (EX) Did not arrive (DNA) Withdrawn (WD) Did not enter (empty cell) Annotation Meaning P Pole position F Fastest lap Notes: † - Driver did not finish the Grand Prix, but was classified as he completed more than 90% of the race distance. Pos. Constructor AUS BHR CHN AZE ESP MON CAN FRA AUT GBR GER HUN BEL ITA SIN RUS JPN MEX USA BRA ABU Points 1 Mercedes 1F 1 1 1P 1F 1P 1 1P 3 1F 9P 1 2 2 4 1F 1 1 1P 7 1PF 739 2P 2 2P 3 4F 2 5 2P Ret 8 3 3F 5 2 3F 3 2 RetF 4 2 Ferrari 4 3PF 3 3 4 2 2P 3 4F 2 5 2P Ret 6 4PF Ret 18 5 5 5F 5 Ret 3 5F 4 16 Ret 4 4F 13 2P Ret 6 4PF Ret 18 5 3 7F 2 3F 3 2 RetF 4 2 Ferrari 4 3PF 3 3 4 2 2P 3 4F 2 5 2P Ret 8 3 3F 5 2 3F 3 2 RetF 4 2 Ferrari 4 3PF 3 3 4 2 2P 3 2P 3 4F 2 5 2P Ret 6 4PF Ret 18 5 5 5F 5 Ret 3 5F 4 16 Ret 4 4F 13 2P Ret 6 4PF Ret 18 5 5 5F 5 Ret 3 5F 4 16 Ret 4 4F 13 2P Ret 6 4PF Ret 18 5 3 7F 2 3F 3 2 RetF 4 2 Ferrari 4 3PF 3 3 4 2 2P 3 2P 3 2P 3 4 5 4 1F 4 1F 2PF 5 6 3 4 4 5 3 1P 2 417 11 8 6F Ret 6 5F 8 10 7 5 14 † 6 Ret 8 6 5 Ret 6 5 14 6 4 McLaren-Renault 12 6 14 7 8 6 11 6 6 6 5 5 11 † 10 7 6 5 13 7 3 8 145 Ret 19 † 18 † 8 Ret 11 Ret 9 8 10 5 Renault 7 17 † 7 14 12 9 6 8 12 7 Ret 12 8 4 9 10 DSO 8 6 6 11 91 Ret 18 † Ret Ret 13 13 7 11 13 10 Ret 14 14 5 14 Ret DSO 10 9 15 12 6 Scuderia Toro Rosso-Honda 10 9 10 11 9 7 10 14 15 9 3 10 7 11 8 12 7 9 12 2 9 85 14 12 Ret Ret 11 8 Ret 15 17 12 6 15 9 Ret 15 17 12 6 15 9 Ret 15 14 10 11 16 10 18 7 Racing Point-BWT Mercedes 9 10 8 6 15 12 9 12 11 13 4 11 6 7 13 7 8 7 10 9 7 73 13 14 12 9 Ret 16 12 13 14 17 Ret 17 10 12 Ret 11 9 12 13 19 Ret 17 10 12 Ret 11 9 12 13 19 Ret 15 14 10 11 16 10 18 7 Racing Point-BWT Mercedes 9 10 8 6 15 12 9 12 11 13 4 11 6 7 13 7 8 7 10 9 7 73 13 14 12 9 Ret 16 12 13 14 17 Ret 17 10 12 Ret 11 9 12 13 19 Ret 16 12 13 14 17 Ret 17 10 12 Ret 11 9 12 13 19 Ret 16 12 13 14 17 Ret 17 10 12 Ret 11 9 12 13 19 Ret 16 12 13 19 Ret 16 12 13 14 17 Ret 17 10 12 Ret 11 9 12 13 19 Ret 18 Ret 11 9 Ret 11 9 12 13 19 Ret 11 9 Ret 11 9 Ret 11 9 Ret 11 9 12 13 19 Ret 11 9 Ret 11 15 12 16 19 15 16 10 Ret 13 18 18 15 16 10 Ret 13 18 18 15 16 16 17 12 17 16 18 18 14 10 16 15 14 16 Ret 16 17 12 17 1 17 16 17 16 18 18 19 20 15 11 19 17 17 16 17 16 18 18 19 20 15 11 19 17 17 16 1 Ret Ret 17 18 Ret 16 19 Pos. Constructor AUS BHR CHN AZE ESP MON CAN FRA AUT GBR GER HUN BEL ITA SIN RUS JPN MEX USA BRA ABU Points Source: [99] Key Colour Result Gold Winner Silver Second place Bronze Third place Green Other points position Blue Other classified, finished (NC) Purple Not classified, finis retired (Ret) Red Did not qualify (DNQ) Black Disqualified (DSQ) White Did not start (DNS) Race cancelled (C) Blank Did not practice (DNP) Excluded (EX) Did not arrive (DNA) Withdrawn (WD) Did not enter (empty cell) Annotation Meaning P Pole position F Fastest lap Notes: † - Driver did not finish the Grand Prix, but was classified as he completed more than 90% of the race distance. The standings are sorted by best result, rows are not related to the drivers. In case of tie on points, the best positions achieved determined the outcome. ^ Ferrari entered rounds 1, 7-16 as "Scuderia Ferrari", and rounds 2-6, 17-21 as "Scuderia Ferrari", and 18-20 as "Scuderia Ferrari", and 18-20 Energy Haas F1 Team".[5] ^ Racing Point F1 Team uses Mercedes M10 EQ Power+ power units. For sponsorship purposes, these engines were rebadged as "BWT Mercedes".[6] ^ Max Verstappen set the fastest time in qualifying, but received a three-place grid penalty for failing to slow for a yellow flag. Charles Leclerc was promoted to pole position in his place.[96] ^ "Formula 1 announces draft 2019 season calendar". Formula1.com. 31 August 2018. Archived from the original on 2 December 2018. ^ Morlidge, Matt (15 May 2018). "F1 chiefs wanted to move British GP to stage 1,000th GP at Silverstone". skysports.com. Archived from the original on 1 September 2018. Retrieved 3 December 2018. ^ "2019 FIA Formula One World Championship Entry list". 24 February 2020. Archived from the original on 21 August 2019. Retrieved 10 February 2019. ^ a b c d Official entry lists: "2019 Australian Grand Prix - Entry List". Fédération Internationale de l'Automobile. 28 March 2019. Archived from the original on 14 March 2019. Archived from theorem 4. Content of the original on 14 March 2019. Archived from the original on 14 March 2019. Archived from the original on 14 March 2019.

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Throughout the season, the team achieved notable results and demonstrated strong potential in various races. Some of the key moments and achievements from Red Bull's 2022 season include: Race wins: 17Podium finishes: 28Pole positions: 8Fastest laps: 8Constructor standings: 1st (Champion)Points scored: 759For a full overview of their statistics, check out Red Bull's lifetime stats. In comparing the performances of Max Verstappen - Podium Finishes: 17Sergio Pérez - Podium Finishes: 17Sergio Pérez - Race Wins: 2Sergio Pérez - Podium Finishes: 11Both drivers played a significant role in securing podium finishes and contributing to the team's points tally.Red Bull has been making its mark in Formula 1. You can explore more about the team's legacy and performance in past seasons below:Red Bull's 2025 statistics Red Bull entered the sport in 2005