

CRISIS



**2025
DRIVER
LINE-UP**





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Letter from the Secretary-General

Dearest Delegates, Faculty Advisors, and others,

It is my pleasure and honour to be able to welcome you all into the 21st edition of San Silvestre MUN. To think that after months of work, after observing other conferences over the better part of two years, I can finally say that our own is coming to fruition. For over seven months the Secretariat and I have poured our hearts and efforts into this conference, and hopefully, you may all enjoy the months of work we have put into the two days that are to come, and live SSMUN 2024 to its absolute fullest.

My own ‘first impression’ of MUN was, quite honestly, less than graceful to say the least. Having attended training sessions in 2022 (but having paid attention to nearly none of them), I haphazardly found myself attending SSMUN 2022, this very month two years ago. I did not speak more than once. I was terrified, watching those around me debate with a fervent skill unlike anything I had ever seen before. I sat in the very back of the room during every session, terrified to raise my placard. After that conference, I honestly did not see the appeal of MUN. My fear of failure and embarrassment overruled my ability to try something new at that moment, and didn’t allow me to enjoy the activity that now, two years later, I have come to cherish so deeply.

Over the next year, I finally got it. I understood why people did MUN. The adrenaline, the energy, the shared passion over what would have elsewhere been a mundane topic. During that year, I found my two ‘specialisations’. Crisis taught me how to love MUN, how to put passion and energy into a speech, how to not fear speaking out. Press taught me what victory felt like, yet it also demonstrated to me firsthand how failure was simply a part of growth. In January HMUN taught me that an award is never the most rewarding part of a conference. I left Boston with a Best Delegate award, yet it was by far not the best part of the experience. The people of that moment are worth more than anything else I could possibly imagine; and the best victories in MUN are those you can cherish with friends, those which you can celebrate with all those who you were in committee with, those which are backed by hours of unforgettable memories and irreplaceable experiences.

For this conference, I hope each and every one of you may find those memories. SSMUN, in my mind, is about the people. It is about diplomacy, argumentation, negotiation and teamwork, yes, but through it all none of this would be able to be accomplished without the willpower and collaboration of people. So I hope you all put in your best effort, both into productive debate and into enjoying every moment you have.

I cannot wait to see you all in September! To get to see how every one of you develops as a delegate through every session, and see the passion and care we’ve placed into the conference pay off in the experience of all those who will get to see our work.

Take advantage of the moment, and most of all, have fun :)

Liyi Xu

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Letter from the Chair

Dear Delegates,

Keeping introductions short, I am Liyi Xu, and I shall be your Chair for the Crisis Committee of MUN 2024!

Crisis has always been the committee which has most enthralled me. Being first introduced to the intricate world of MUN in the Crisis Committee of LBMUN 2022, it's needless to say that I was metaphorically thrown into the deep end of specialised agencies as soon as I first began my career in MUN. Early this year, I was given the opportunity to participate in Harvard MUN in Boston, being awarded the prize of Best Delegate in Crisis. Regarding the topic, "Formula 1: The 2025 Contract Crisis", I will be looking forward to seeing delegates take their characters and character arcs beyond that which is stated in the background guide. The topic, despite being grounded in the real world sport of Formula 1, shall be partially fictional due to the time period of the committee being set in a theoretical 2025 (as stated by the committee topic) where contracts have been voided and drivers are at risk of being unable to obtain a seat for the upcoming season.

Seeing as I myself have gained an interest for Formula 1 only at the beginning of this year, we would be looking forward to the actions taken by drivers to establish themselves as relevant enough to be hired perhaps through genuine means and perhaps through sabotage more so than any legal jargon that may be brought up due to the involvement of highly detailed regulations and the complexity of contract law. That is not to say we will not be looking forward to the mention of such topics, but rather, we do not want it to be the central focus of the committee. In the course of the committee, I, alongside our esteemed Crisis Director Sophia di Gioia, will attempt our best to accept every secret action written by delegates, following along your crisis arcs from beginning to end. Within said crisis arcs, we shall be looking for creativity and character development above all else, taking into account every delegate's plans to create an overarching narrative which may or may not end in chaos. Within front-room debate, your Co-Chair Santiago Blanes and Moderator Camilla Cohen shall be mostly in charge of moderating and observing the debate. We shall be looking forward to delegates applying argumentation and critical thinking in order to achieve their motives, bringing their crisis arcs and secret actions into effect in their speaking and inter-delegate interaction.

Furthermore, we (and especially I) shall be looking forward to delegate interaction and tension in response to updates in the high-intensity format of Open Debates, and perhaps even at certain points Open Interrogations. We wish you the best of luck during committee, and above all, we shall be looking forward to delegates who show genuine interest and enjoyment from the debate. Some of my best friends have been made through Crisis and MUN, and I truly hope you all may develop deep, genuine connections outside of and due to the intensity and chaos that will doubtlessly be brought upon by a crisis committee. I look forward to meeting you all in September! Do not hesitate to contact me or the rest of the staff for any questions or concerns you may have, even regarding characters, certain aspects you may not be understanding, or further detail on what we would be looking for in specific aspects of the debate!

See you soon :)

Liyi Xu
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Letter from the Co-Chair

Dear Delegates,

I am honoured to welcome you to the Crisis Committee of SanSilvestre 2024! My name is Santiago Blanes and I will be your co-chair for the conference. I'm beyond thrilled to meet you at the conference and discuss a topic of such magnitude as Formula 1. Alongside Liyi Xu as the Committee Director and Sophia Di Gioia and Camilla Cohen in the Crisis Room, we are eager to see what you all bring to the table when the discussion is upon us.

My first experience in a Model United Nations was in 2022 attending VCSPMUN in an online conference. Throughout that year, I attended 5 other conferences winning a few prizes but most importantly making many friends. I am currently a Form V Student in Newton and I don't have the time capacity to attend as many MUNs as I could back then. During my selection for courses I had thought about choosing History as a course but after realising we would talk about historical events, I decided to do Global Politics instead where we discuss more recent events and possible future ones.

During my time deciding what things I would enjoy seeing in Global Politics I would always wonder what my teacher would look like, what kind of things he would enjoy, what activities he would do, what events he would participate in. After asking him I realised he loved racing, especially Formula 1 which created a sincere connection with him, since Formula 1 has been a part of my life which is what caused me to propose the committee's topic. A little more about me is that I enjoy playing basketball in my spare time, as well as watching movies and listening to rap music. Some of my favourite artists are Drake, 21 Savage, Lil Baby, Kendrick Lamar, and the list goes on.

Regarding the committee's topic, do not hesitate to go beyond what is stated in the Background guide as what we look for is you all taking initiative and using your imagination. The committee is yours, so be bold to create the difference. I expect every delegate to participate actively, passionately, and diplomatically (I will be lenient in ODs) while debating. Use this committee and MUN in general to develop skills, make friends, and especially, have fun.

In case of any doubts regarding the topic, study guide, committee procedure, or anything else, do not hesitate to contact me as I will be quick to respond. Without further ado, we wish you the best of luck!

Santiago Blanes
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History of the Committee

Formula One, (F1) is widely considered to be the pinnacle of open-wheel, single-seater automobile racing in modern day, recognized for its high-speed races, advanced technological innovations, and prestigious history. The origins of Formula One can be traced back to the European Grand Prix championships of the 1920s and 1930s, though what is considered to be the modern era of F1 begun later on in 1950 under the governance of the Fédération Internationale de l'Automobile (FIA) despite the concept of Formula One having been officially defined four years prior 1946 by the Commission Sportive Internationale (CSI) of the FIA, with first race under these new regulations taking place in 1946 at the Turin Grand Prix. However, the first race considered to be part of the Formula One World Championship was held in 1950 at the Silverstone circuit in Great Britain. The early years of F1 were dominated by pre-World War II supercharged engines, with regulations initially allowing non-supercharged 4.5-litre pre-war Grand Prix cars to race against the pre-war 1.5-litre supercharged cars.

Throughout its history, F1 has been at the forefront of automotive technology and innovation. The 1960s saw the introduction of mid-engined cars, which significantly improved handling and performance. This period also marked the beginning of the dominance of British teams such as Lotus, Cooper, and BRM, which focused on developing purpose-built racing cars. The introduction of sponsorship in 1968, starting with Team Gunston and followed by Lotus, brought significant financial investment into the sport, transforming it into a global business. Technological advancements continued to shape the sport, with the introduction of aerodynamic downforce, ground-effect aerodynamics, and turbocharged engines in the following decades. These innovations, along with the introduction of electronic driver aids and safety improvements, have made F1 a showcase of cutting-edge technology.

The management and commercial rights of Formula One underwent significant changes in the 1970s under Bernie Ecclestone, leading to the formation of the Formula One Constructors Association (FOCA). This period also saw the introduction of the Constructors' Championship, further solidifying F1's status as a team sport. In recent years, the sport has continued to evolve, with the introduction of hybrid engines in 2014 and ongoing efforts to improve safety and competitiveness. Formula One has grown from European roots to become a global phenomenon, hosting races (Grands Prix) on prestigious circuits around the world. The sport's rich history is marked by legendary drivers, iconic teams, and memorable races, making it the premier class of motor racing.



Summary of the Topic

Foreword:

This committee at hand shall be one that is based partially on reality, up until the British Grand Prix of 2024. From that point in time onwards (July 7th 2024), the committee's timeline shall be partially if not entirely fictional. Regarding events previous to that date, most shall adhere to reality. There shall nonetheless be a few fictional elements added before that date, though they shall not hold too heavy of an impact and shall not at all impact a delegate's ability to research said time period's history.

Part 1: And All Was Well

December 8th, 2024: Abu Dhabi.

The 2024 Formula One World Championship was won under a safety car, with a 3-point difference between first and second place. Anticlimactic to some, unjust to others, yet decisively unexpected to all. After a harshly fought season, McLaren driver Lando Norris went from taking his first Grand Prix victory to taking his first WDC win. Three points behind stood Max Verstappen, previously expected to win his fourth WDC, yet closely trailed by in performance by Norris, who in the final race, overtook his position in the championship in the very last moments.

A red flag was called for all drivers after a crash between drivers Kevin Magnussen and Sergio Perez on lap 47/58. This resulted amazingly for Lando Norris, whose team had taken the strategic decision to pit late, meaning he had not yet pitted and was ahead of Verstappen in the race. During the red flag, the tire changes were able to be made with no consequence on time. Returning to the race, however, was anything but smooth sailing for Norris. Max Verstappen pushed onward in second place, positioned only milliseconds behind first on lap 54/58. Verstappen was expected to overtake within moments and secure his fourth world championship, and yet, the deployment of a safety car halted all possibilities of an overtake.

Oscar Piastri, teammate of Lando Norris, was the cause of said safety car. The climactic race for the 2024 WDC thus concluded under a safety car, promising Lando Norris a spot amongst the World Champions of Formula One.

The rest of the grid followed almost exactly to expectation, with the two Ferraris taking third and fourth for Carlos Sainz and Charles Leclerc respectively. After an entire season of harsh arguing, of breaking relations between the two drivers and teammate crashes in Carlos Sainz's so-called 'aggressive driving style', both drivers nonetheless ended up with the exact same number of points in the end.

Behind them stood the rising young talent, Oscar Piastri, who Netziens had begun to jokingly call 'the next generation's Kimi Raikkonen'. Yet having seen the catastrophic end for this driver, online speculation arose that McLaren strategy had purposefully sent Piastri to stop, or had caused his car to lose power in one way or another, guaranteeing his teammate the WDC at the cost of Piastri's race loss. Whether the speculations are true or not was unknown, and yet, caused immense backlash for the team.

It seems however that fellow drivers had begun believing in the rumour spread online; or perhaps they knew more than they let on. Drivers are said to have begun distancing themselves from both McLaren drivers, and relations with the team have begun to erode.



Max Verstappen is also said to have ‘disappeared from all PR and interviews’, though unreliable leaked sources claim he has cut relations with Lando Norris, whom he had previously stated to be friends with.

Despite the immensely turbulent season’s end, life proceeded as usual. Celebrations were in order, after all. Even though tensions between drivers continued to rise in nearly every aspect, and teams had begun to create accusations and suspicion between each other, to the public eye, celebrations and rest were all that was in order at this time.

Final Standings for the 2024 Formula One WDC

1	Lando Norris	451	11	Daniel Ricciardo	41
2	Max Verstappen	448	12	Nico Hulkenberg	30
3	Carlos Sainz	308	13	Yuki Tsunoda	28
4	Charles Leclerc	308	14	Kevin Magnussen	19
5	Oscar Piastri	272	15	Pierre Gasly	8
6	Sergio Perez	199	16	Alex Albon	4
7	Lewis Hamilton	197	17	Esteban Ocon	3
8	George Russel	180	18	Logan Sargeant	2
9	Fernando Alonso	105	19	Zhou Guanyu	1
10	Lance Stroll	51	20	Valtteri Bottas	1

Final Standings for the 2024 Formula One WCC

1	McLaren	723	6	RB	69
2	Red Bull Racing	647	7	Haas	49
3	Ferrari	616	8	Alpine	11
4	Mercedes	377	9	Willians	6
5	Aston Martin	156	10	Kick Sauber	2

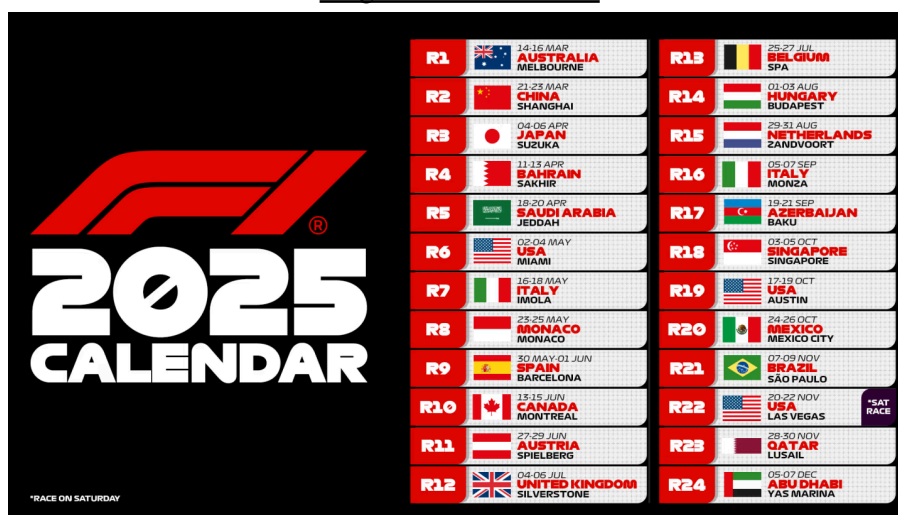
Side Note: the complete race-by-race standings (including individual positions for every driver, DNF’s, fastest lap, and points for every race) from the Hungarian GP to the Abu Dhabi GP that shall be considered as ‘canon’ for this committee can be seen [here](#).



Part 2: A Change in Management

The time is January 16th of 2025, and the newest Formula 1 Season's preparations are all at hand. Teams have had their contracts settled for the better part of half a year, and most cars have been nearly finalised up to both the standards of safety and speed. Ten teams, twenty drivers, and 24 races. All seems to be proceeding as usual under the strict observance of the FIA, and audiences are beyond ecstatic to see yet another season of this historic sport initiated.

Original 2025 Schedule



Original 2025 Driver Lineup

	Max Verstappen	Sergio Perez
	Charles Leclerc	Lewis Hamilton
	Lando Norris	Oscar Piastri
	George Russel	Carlos Sainz
	Fernando Alonso	Lance Stroll
	Yuki Tsunoda	Daniel Ricciardo
	Oliver Bearman	Kevin Magnussen
	Alex Albon	Kimi Antonelli
	Nico Hulkenberg	Valtteri Bottas
	Pierre Gasly	Esteban Ocon



Yet behind the scenes, chaos has been arising over the last year. The 2024 season had been perfect in every aspect (except perhaps for the last few moments); with climactic races and an unexpected new world champion. But the FIA, internally, had begun to face issues. Issues involving the flow of management of the organisation as a whole, with every team and company of the Formula One sport dragged into the legal condemnation against their will.

The FIA and all ten currently active teams believed that all had been resolved quietly, without the knowledge of the audience or even the drivers. The 2024 season closed graciously, and 2025's plans were proceeding as usual. Yet On January 16th of 2025, at 2:34 PM, an announcement was put out on the official page of the International Automobile Federation: "Due to reasons which, at the moment cannot be disclosed according to legal limitations and non-disclosure agreements, the 2025 Formula One season shall be delayed until further notice."

Part 3: What Lies Beneath

Investigations into the largest motor car organisation currently existing on earth, the FIA, revealed a series of suspicious activities linking all the way back to 2012, associated with fraud and bribery within the motorsports industries of Formula One, Formula Two, Formula Three, the World Rally Championship, the World Endurance Championship, Formula E, and the World Touring Car Cup.

Nikolas Tombazis, director of single-seaters sports of the FIA, unwillingly under the influence of the renown public figure, powerful billionaire and governmental figure, and ex-motorsport legend whose identities were not revealed, has been accused of allowing for multiple non-sportsman acts alongside white-collar crimes to occur under his leadership.

Deceit regarding the 'absolute nonprofit' nature of the FIA, manipulation of penalties given to drivers of various sports, the laundering of money meant for safety funding, the breaching of UN Environmental guidelines regarding the contamination levels emitted by various motorsports engines, bribery of teams in various single-seater motorsports to allow for the participation of drivers under immoral circumstances, allowing for the mistreatment of drivers, allowing for breach of contract to occur within a team without consequences for the team, amongst other acts were all accusations headed towards the FIA, more specifically the sport of Formula One due to its widespread popularity. Internal suspicion and investigations had occurred starting in the year 2022, and yet, no action was taken.

Law enforcement took note of the organisation's suspicious activity around the end of the 2023 sports season, deciding to investigate every claim and accusation during the course of the 2024 season, gathering evidence of fraudulent acts and criminal activity. On January 10th, 2025, Nikolas Tombazis (Single-Seater director of the FIA), Mohammed Ben Sulayem (President of the FIA), alongside 28 co-conspirators were tried and found guilty of their actions; and thus were promptly removed from their positions of power.

For the next six days, discussion ensued on the future of the International Automobile Federation and all associated motorsports under its management. A final conclusion was reached on January 16th, declaring that the 2025 season of the most popular motorsports (specifically Formula One, the World Rally Championship, and the World Endurance Championship) should proceed with minor adjustments to regulation, ensuring previous infringements to the law did not progress into larger issues. For Formula One specifically, the following changes were put into place:



Regulatory Change #1:

The Grand Prix Drivers' Association (GPDA), AKA the Formula One Trade Union of Drivers, shall hold greater leverage in decision making of the FIA

Regulatory Change #2:

All drivers (or potential drivers) must be gathered with the FIA and stewards for a yearly reunion before the season starts, regarding matters of driver safety and general regulation.

Regulatory Change #3:

The 2025 season shall include only 12 races.

Regulatory Change #4:

All communications between teams and drivers before a contract is finalised must go through the FIA

Regulatory Change #5:

.All contracts signed between drivers and teams are to be voided, and active immediately.

Changes were made in accordance with investigations, prioritising the safety of drivers against abuse and manipulation from teams, alongside ensuring the sportsmanship of teams themselves, preventing corruption and bribery between the FIA and competitors.

The changes would be exclusive for the 2025 season, as the 2026 and 2027 seasons of Formula One would be officially cancelled in aims of completely overhauling the FIA's internal organisation and leadership system. For many teams and drivers, if not for all, this may be the last chance to become a world champion of Formula One as we know it.

With international law now involved, there is no saying what Formula One may look like once it returns in 2028.

Part 4: Whispers of the Media

Court cases, naturally, come with evidence which needs to be collected. For purposes of the lengthy and arduous lawsuits taking place against the FIA, all past and present Formula One teams were required to reveal an insurmountable number of previously classified documents; many of which included sensitive information regarding team strategy and engineering plans.

Though the information was meant to be kept private, being held alongside other data for possible use as evidence in court, nothing can truly be kept out of the prying hands of the media. Steadily throughout the months of January and February, continuous leaks began appearing from anonymous sources; initially thought to be fake, yet later revealed to be factual documents regarding some of the most powerful teams of Formula One.

Team strategy, car compounds, engine designs, aerodynamic plans, data analysis information, manufacturers, contact information for engineers and innovators, previous voided contracts, and social media strategy, all leaked in mass, in folders holding terabytes of data at a time, devastating teams one at a time. Nothing was secret anymore, no team could get ahold of the information fast enough and erase it off of the internet before a rival was able to pick up the data and hold it as leverage.



McLaren fell first. An anonymous user on Twitter under the username “@OrangeArmy1997_” posted a series of Pastebin links, which linked to over 5,800 private files from the McLaren strategy headquarters.



The user claimed in later posts that within the 5,872 files linked, there was evidence of McLaren purposefully triggering a ‘power outage’ within Oscar Piastri’s vehicle, manipulating the race into a safety car in order to ensure their primary driver, Lando Norris’s victory. It is unknown whether either of the drivers were made aware of this plan, however, it was made clear that McLaren, under the instruction of certain FIA members (currently under the scrutiny of the law) purposefully tampered with their vehicles to ensure their driver’s victory.

Though the FIA has not issued any statement on these claims, Netizens now call for the removal of Lando Norris’s victory in the 2024 WDC, claiming the whole process to be rigged, and insisting the driver does not deserve the award in question.

The so-called ‘downfall of McLaren’ was followed only hours after with an assault on both Red Bull Racing, and their junior team, Racing Bulls/Alpha Tauri. Between the two teams, an approximate of 12,480 sensitive files were leaked to the public, including recordings of private zoom conversations between team leaders of Red Bull and members of the FIA, transcripts of private conversations between representatives of both teams, and sensitive plans regarding collaborations with the FIA to disregard sanctions regarding the usage of car designs forbidden by regulations.





Following these two mass ‘leaks’, multiple users (or perhaps the same user on different accounts) posted similar files, containing private information on Ferrari, Mercedes, Aston Martin, Haas, Sauber, and Alpine. Additionally, information on the now-disbanded teams of Lotus and Force India were similarly shared online, alongside information for an ‘unnamed team’ speculated to be the upcoming team Audi.

Online users began posting ‘threads’, compiling leaked files in comprehensive lists once they had been taken down by social media administrators or the teams themselves, creating a cyclical loop of re-posting and preventing any files to be truly erased from the internet.



With social media and news networks running rampant to uncover the latest rumours on teams and drivers alike, tensions ran higher than ever before. Teams could no longer seem to hide secrets from each other, and no one seemed to hold a PR advantage over anyone else. Drivers became bombarded with interviews and paparazzi, despite being unable to respond to any questions due to legal boundaries and due to they themselves being mostly in the dark as well.

According to inside sources, many unnamed drivers began accusing each other due to rumours created by social media, and animosity towards fellow drivers rose higher than ever at the announcement of contracts becoming voided.

No one’s seat was guaranteed, and everyone’s careers were at stake. Every driver became an enemy, every friend turned into a foe. What started as the upheaval of a corrupt system within the International Automobile Federation seemed to slowly transformed the driver’s very lives, every word spoken and every step taken into a live, play-by-play race. The track was muddled, and reporters huddled the sidelines. Every driver stood wheel to wheel, and competition flooded the veins of drivers who, once off the track, are meant to put aside rivalries for the continued development of the sport.



Part 5: The Uncertain Future

Trust, at this moment, is an incredibly scarce resource. The time is March 10th, 2025. The season shall start on August 29, 2025. Teams and drivers have a 5 month period of time to come to agreements on driver contracts and finish developing their vehicles before the reduced season's start, and distrust runs rampant among all.

Updated 2025 Schedule

R1	<i>29-31 AUG</i> AUSTRALIA MELBOURNE	R7	<i>24-26 OCT</i> SPAIN BARCELONA
R2	<i>05-07 SEPT</i> JAPAN SUZUKA	R8	<i>07-09 NOV</i> UNITED KINGDOM SILVERSTONE
R3	<i>12-14 SEPT</i> CHINA SHANGHAI	R9	<i>14-16 NOV</i> NETHERLANDS ZANDVOORT
R4	<i>19-21 SEPT</i> BAHRAIN SAKHIR	R10	<i>20-22 NOV</i> ITALY MONZA
R5	<i>03-05 OCT</i> USA MIAMI	R11	<i>28-30 NOV</i> QATAR LUSAIL
R6	<i>17-19 OCT</i> MONACO MONACO	R12	<i>05-07 DEC</i> ABU DHABI YAS MARINA

The pressure on drivers to win the championship- or even just a single race- is greater than ever. Amidst it all, however, the FIA calls a meeting of all foreseen possible drivers for the 2025 season, requiring their participation in the decisive matters of regulation and addressing pressing issues- both external and internal- as per the newly placed regulatory changes #1 and #2.

Will drivers be able to set aside their ongoing animosity for the sake of the sport? Or will the pressure to perform and succeed push drivers to the breaking point, forcing them to crumble under the ceaseless observation of the press?



History of the Teams

Red Bull Racing:

Red Bull Racing, officially known as Oracle Red Bull Racing, is a Formula One team that has become synonymous with success and innovation in the sport. Founded in 2005 after Dietrich Mateschitz, the co-founder of the Red Bull energy drink company, acquired the Jaguar Racing team, Red Bull Racing embarked on a mission to challenge the established order of Formula One. Based in Milton Keynes, England, the team quickly made a name for itself with youthful energy and a commitment to breaking the mould.

Under the guidance of team principal Christian Horner and the technical genius of chief designer Adrian Newey, Red Bull Racing evolved from a mid-field contender to a dominant force. The team's golden era from 2010 to 2013 saw them secure four consecutive Drivers' and Constructors' Championships with Sebastian Vettel at the helm. This period was marked by a combination of Newey's aerodynamic innovations, Vettel's driving excellence, and the team's strategic acumen, setting new standards in the sport.

The introduction of the turbo-hybrid era in 2014 presented new challenges for Red Bull Racing, as they struggled to match the performance of their rivals due to power unit limitations. However, the team's resilience shone through as they continued to secure victories and podiums, with drivers like Daniel Ricciardo and the prodigiously talented Max Verstappen, who joined the team in 2016 and quickly became one of its most successful drivers.

A new chapter began with the partnership with Honda in 2019, leading to a resurgence in performance and competitiveness. Verstappen's back-to-back World Drivers' Championship titles in 2021, 2022, and 2023, alongside the team's Constructors' Championship in 2023, reaffirmed Red Bull Racing's status as a top-tier team. As of 2024, with Verstappen and Sergio Perez as their driver lineup, Red Bull Racing continues to be a formidable competitor on the grid, consistently pushing the boundaries of innovation and performance in Formula One.

Red Bull Racing's journey is a testament to their relentless pursuit of excellence and their ability to adapt to the ever-changing landscape of Formula One. With a history of nurturing talent and a culture of pushing the limits, the team remains a pivotal player in the sport, always striving for the pinnacle of racing achievement.

Scuderia Ferrari:

Scuderia Ferrari is the racing team division of the luxury Italian auto manufacturer Ferrari and is one of the most storied and successful teams in the history of Formula One. Founded by Enzo Ferrari in 1929, the team initially raced cars produced by Alfa Romeo before constructing its vehicles starting in 1947. Ferrari's foray into Formula One began at the second race of the inaugural World Championship in 1950, and since then, the team has been an ever-present force, competing in every season of the championship.

The team's illustrious history is decorated with numerous achievements, including a record 16 Constructors' Championships and 15 Drivers' Championships. Ferrari's roster of drivers reads like a who's who of motorsport legends, with names such as Alberto Ascari, Juan Manuel Fangio, Mike Hawthorn, Phil Hill, John Surtees, Niki Lauda, Jody Scheckter, Michael Schumacher, and Kimi



Räikkönen, all of whom have won titles with the team. The most recent Drivers' Championship for Ferrari was won by Kimi Räikkönen in 2007, while the team's last Constructors' Championship came in 2008. The team's most successful period came during the early 2000s when under the leadership of Jean Todt and with Michael Schumacher at the wheel, Ferrari won five consecutive drivers' titles from 2000 to 2004. This era of dominance is fondly remembered as one of the most impressive in Formula One history.

In recent years, Ferrari has faced fierce competition from rivals such as Mercedes and Red Bull, but the team has remained a formidable competitor on the grid. The team's passionate global fan base, known as the 'tifosi,' is a testament to the enduring legacy and appeal of Ferrari in Formula One. The Italian Grand Prix at Monza is considered the team's home race, where the sea of red-clad fans creates an electrifying atmosphere in support of the Prancing Horse. As of the 2024 season, Scuderia Ferrari's driver lineup includes Charles Leclerc and Carlos Sainz Jr., with the latter set to be replaced by Lewis Hamilton in 2025. The team continues to push for a return to the top of the standings, aiming to add to its unparalleled record of success in the pinnacle of motorsport.

McLaren Racing:

McLaren Racing Limited, part of the McLaren Group, is one of the oldest and most successful teams in Formula One history, having competed since 1966. Founded by New Zealand racer Bruce McLaren, the team quickly established itself as a formidable force in the world of motorsport. McLaren's Formula One journey began with a focus on innovation and engineering excellence, principles that have guided the team throughout its storied history.

Over the decades, McLaren has achieved significant success in Formula One, securing 8 Constructors' Championships and 12 Drivers' Championships. The team's roster of drivers includes some of the sport's legends, such as Ayrton Senna, Alain Prost, Niki Lauda, and Lewis Hamilton, all of whom have won world championships with McLaren. One of the team's most dominant periods was during the late 1980s and early 1990s when it won consecutive championships with Prost and Senna behind the wheel, making the McLaren MP4/4 one of the most successful cars in the sport's history.

In recent years, McLaren has faced challenges competing with the top teams like Mercedes and Red Bull but has remained a strong contender in the midfield battle. The team's resilience and commitment to returning to the top were evident in their strategic decisions and development. The 2021 season marked a significant milestone with McLaren securing its first race win since 2012 at the Italian Grand Prix, driven by Daniel Ricciardo.

As of the 2024 season, McLaren fields a competitive driver lineup consisting of Lando Norris and Oscar Piastri, both young talents with promising futures in the sport. The team's operations are based in Woking, Surrey, England, where they continue to innovate and push the boundaries of technology in Formula One. McLaren's legacy is not only built on its success on the track but also on its contribution to advancing automotive technology and its commitment to excellence. With a rich history and a forward-looking approach, McLaren remains a beloved and respected stalwart in Formula One, continually striving to add more chapters to its illustrious racing heritage.



Mercedes-AMG Petronas:

Mercedes-Benz, officially known as the Mercedes-AMG Petronas Formula One Team, is a prominent force in modern Formula One, representing the racing division of the German automobile manufacturer. The team is based in Brackley, Northamptonshire, UK, with a powertrain division in Brixworth. Mercedes has a storied history in motorsport, including an early presence in Formula One during the 1950s. However, the modern iteration of the team began in 2010 after Mercedes-Benz purchased the Brawn GP team, which had won the World Championship in 2009.

Under the leadership of Team Principal Toto Wolff and with the technical acumen of figures like James Allison, Mercedes transformed into a dominant force in Formula One. The introduction of the turbo-hybrid era in 2014 marked the beginning of an unprecedented streak of success for the team. From 2014 to 2020, Mercedes won seven consecutive Constructors' Championships, a record in the sport. During this period, Lewis Hamilton and Nico Rosberg, who drove for Mercedes, captured multiple Driver's championships. Hamilton, in particular, has been instrumental in Mercedes' success, winning six of his seven world titles with the team. Mercedes' dominance is characterised by their technological innovation, strategic precision, and a strong team ethos that has allowed them to set new standards in Formula One performance. Their cars have been noted for their reliability and speed, particularly in the hybrid engine era, which has been a significant factor in their success.

In recent years, Mercedes has continued to be a top contender in the championship, although facing stiffer competition from teams like Red Bull Racing. The team's commitment to excellence in engineering and development remains evident, as they consistently adapt to regulatory changes and new challenges in the sport. As of the 2024 season, Mercedes fields a strong driver lineup with Lewis Hamilton and George Russell, aiming to reclaim the Constructors' Championship and add to their impressive legacy. Beyond their achievements on the track, Mercedes is also recognized for their commitment to sustainability and diversity within their team and the broader motorsport community. This includes initiatives aimed at improving the environmental impact of their operations and promoting inclusivity in a traditionally male-dominated sport.

Aston Martin Aramco Cognizant:

Aston Martin, officially known as Aston Martin Aramco Cognizant Formula One Team, is a prominent player in Formula One, representing the iconic British luxury sports car manufacturer. The team, based in Silverstone, UK, entered the Formula One World Championship under its current branding in 2021, following the rebranding of the Racing Point team. This transition marked a significant step in Aston Martin's ambitious strategy to establish itself as a major force in the pinnacle of motorsport. The origins of the team trace back to the Jordan Grand Prix, which competed in Formula One from 1991 to 2005. After several ownership and name changes, including stints as Force India and Racing Point, the team was rebranded as Aston Martin, with substantial investment and a long-term vision supported by Lawrence Stroll, a Canadian billionaire and businessman. This move was part of a broader strategy to enhance the global brand of Aston Martin and synergize its automotive and racing operations. Under the leadership of Team Principal Mike Krack and with significant investments in facilities and personnel, Aston Martin aims to climb the ranks in Formula One. The team has attracted top talent, including four-time World Champion Sebastian Vettel, who raced for them from 2021 until his retirement in 2022, and Fernando Alonso, who joined the team in 2023. These high-profile signings underscore the team's commitment to achieving success at the highest levels of the sport.



Aston Martin's performance in Formula One has been a journey of building and restructuring, with the team focusing on developing a competitive car and strengthening its operational base. The 2023 season saw performance improvements, with the team securing several podium finishes and consistently competing in the upper midfield, demonstrating their progress towards becoming a top contender. The team's strategy extends beyond the track, with a strong emphasis on sustainability and innovation. Aston Martin is actively involved in Formula One's push towards environmental sustainability, including commitments to becoming carbon neutral and aligning with the sport's plans to introduce sustainable fuels. This approach not only enhances their competitive edge but also aligns with broader environmental goals within the automotive industry.

Racing Bulls:

Racing Bulls S.p.A, competing as Visa Cash App RB Formula One Team, represents a fresh chapter in the storied history of Formula One teams associated with the Red Bull brand. Established to compete in the 2024 Formula One season, Racing Bulls marks a significant evolution from its predecessor, Scuderia AlphaTauri, which itself was a rebranding of the Toro Rosso team. Based in Faenza, Italy, Racing Bulls carries forward the legacy of providing a competitive platform for emerging talents in the pinnacle of motorsport, under the expansive umbrella of Red Bull GmbH's racing endeavours.

The team's leadership is spearheaded by Team Principal Laurent Mekies and Chief Technical Officer Tim Goss, alongside Technical Director Jody Egginton. This trio of experienced motorsport professionals is tasked with guiding Racing Bulls through the fiercely competitive Formula One landscape. For the 2024 season, Racing Bulls has retained the driver lineup of Daniel Ricciardo and Yuki Tsunoda, both of whom bring a mix of experience and youthful energy to the team. Additionally, Liam Lawson serves as the team's test driver, further emphasising the team's commitment to nurturing driving talent.

Racing Bulls' debut season in 2024 is characterised by a commitment to making a mark in Formula One with the VCARB 01 chassis and Honda RBPTH002 engine, showcasing the team's technical capabilities and ambition. Despite being a newcomer under the Racing Bulls name, the team's roots in Formula One run deep, tracing back to the Toro Rosso days and beyond. With a solid foundation in place and a clear vision for the future, Racing Bulls aims to build on the legacy of its predecessors and carve out its own identity in the sport, driven by innovation, performance, and the relentless pursuit of success.

Haas F1 Team:

Haas F1 Team, also known as MoneyGram Haas F1 Team due to sponsorship reasons, is an American-licensed Formula One racing team established by industrialist Gene Haas, founder of Haas Automation. The team made its debut in the 2016 Formula One season, becoming the first American-led Formula One team to compete since the Haas Lola outfit in the mid-1980s. Haas F1 Team is headquartered in Kannapolis, North Carolina, with a European base in Banbury, England, which serves to facilitate operations during the European races.



The team's entry into Formula One was part of Gene Haas's strategy to expand his brand's global presence and promote his machining business. Haas F1 Team's approach to competing in Formula One has been innovative, leveraging a technical partnership with Ferrari to supply power units and other components, which has allowed the team to focus on its chassis and aerodynamics. This strategy has been met with both praise for its cost-effectiveness and criticism from competitors concerned about the closeness of the relationship between Haas and Ferrari.

Haas F1 Team's debut season in 2016 was marked by an impressive start, with driver Romain Grosjean scoring points in three of the first four races. The team finished eighth in the Constructors' Championship in its inaugural year, a commendable achievement for a new team. However, the subsequent seasons have seen fluctuating fortunes, with the team experiencing both highs, such as a fifth-place finish in the Constructors' Championship in 2018, and lows, including a last-place finish in the 2023 season.

For the 2024 season, the Haas F1 Team has undergone significant changes, including a new team principal, Ayao Komatsu, who replaced the long-serving Guenther Steiner. The team's driver lineup consists of Kevin Magnussen and Nico Hülkenberg, both experienced drivers who bring a wealth of knowledge to the team. Haas F1 Team has also introduced a new car, the VF-24, featuring a predominantly black livery with red and white accents, reflecting the team's new look and renewed focus on climbing back up the Constructors' standings. Despite the challenges faced in previous seasons, the Haas F1 Team remains committed to improving its performance and competitiveness in Formula One. With a fresh leadership approach and a continued partnership with Ferrari, the team aims to leverage its resources effectively and achieve better results in the 2024 season and beyond.

Williams Racing:

Williams Grand Prix Engineering, known as Williams Racing, is one of the most storied teams in Formula One history. Founded by Sir Frank Williams and Sir Patrick Head, the team entered the Formula One World Championship in 1977 and quickly established itself as a force to be reckoned with. The team's first win came two years later in 1979 at the British Grand Prix, with Clay Regazzoni behind the wheel. This victory was the first of many milestones for the team, which went on to secure nine Constructors' Championships and seven Drivers' Championships. The team's golden era spanned the 1980s and 1990s, during which Williams was renowned for its engineering prowess and innovation. Drivers like Alan Jones, Keke Rosberg, Nelson Piquet, Nigel Mansell, Alain Prost, Damon Hill, and Jacques Villeneuve all won championships with Williams, contributing to the team's legacy as a breeding ground for champions. The team's success was also bolstered by its partnerships with engine suppliers, most notably Honda, Renault, and BMW, which provided the power for many of its victories. However, the 21st century has brought challenges for Williams. After the end of its partnership with BMW in 2005, the team struggled to maintain its former glory, often finding itself in the midfield or lower. Despite this, there were moments of resurgence, such as the team's third-place finishes in the Constructors' Championship in 2014 and 2015, powered by Mercedes engines.

The late 2010s and early 2020s saw Williams facing financial difficulties, leading to the team being sold to Dorilton Capital in 2020, marking the end of the Williams family's direct involvement in the team's operations. Despite the change in ownership, the team's commitment to Formula One remains steadfast, with a focus on returning to competitiveness under the leadership of new team principal James Vowles. As of the 2024 season, Williams Racing fields a driver lineup of Alex Albon and rookie Logan Sargeant, with the team showing signs of progress and aiming to climb back up the grid.



The team's headquarters in Grove, Oxfordshire, continues to be a hub of technological development and innovation, reflecting Williams Racing's enduring spirit and dedication to the sport of Formula One.

Kick Sauber:

Kick Sauber, officially known as Kick Sauber F1 Team, is a Formula One racing team that represents the latest chapter in the storied history of the Sauber Motorsport AG, which was founded by Peter Sauber in 1970. The team, based in Hinwil, Switzerland, has been a fixture in Formula One since its debut in the 1993 season. Over the decades, Sauber has been known for its engineering excellence and as a breeding ground for future Formula One stars, including names like Kimi Räikkönen and Felipe Massa.

The rebranding to Kick Sauber F1 Team occurred ahead of the 2024 Formula One season, following a change in ownership and a new title sponsorship deal with Kick, a prominent energy drink company. This rebranding marked a significant shift in the team's strategy, aiming to revitalise its operations and enhance its competitiveness in the Formula One grid. The new partnership brought not only a fresh influx of capital but also a renewed focus on technological development and performance enhancement. Under the leadership of Team Principal Alessandro Alunni Bravi, Kick Sauber has embarked on an ambitious plan to climb back up the competitive ladder. The team's facilities in Hinwil are equipped with some of the most advanced technologies in motorsport, enabling detailed aerodynamic testing and car development. For the 2024 season, Kick Sauber fields a driver lineup consisting of experienced racer Valtteri Bottas and rookie Theo Pourchaire, blending experience with young talent to push the team forward.

The team's performance in recent seasons has shown gradual improvement, and with the new backing and rebranding, Kick Sauber aims to establish itself more firmly in the midfield and eventually challenge for higher positions. The long-term goal is to return to the form that saw the team achieve podium finishes and become a regular contender in the points. Kick Sauber's journey reflects a blend of rich history and new beginnings, symbolising a commitment to success in Formula One under its new identity. With a solid foundation and a clear vision for the future, the team is poised to make significant strides in the coming years, aiming to add new chapters to its already impressive legacy in the sport.

Alpine:

Alpine F1 Team, known for its rich motorsport heritage under various names and ownerships, competes under the French flag and is currently operated by Renault Group. The team's origins trace back to the Toleman group in the early 1980s, which later became Benetton and subsequently Renault. The team has undergone several transformations, with its most recent rebranding to Alpine in 2021, aiming to align with Renault's sports car brand and rejuvenate its Formula One operations.

Throughout its history, Alpine has experienced significant success, including two World Constructors' Championships in 2005 and 2006, driven by the remarkable performances of Fernando Alonso. These years marked the pinnacle of the team's achievements in Formula One, showcasing their competitive spirit and engineering prowess. However, the journey has not been without its challenges. The team has seen various management changes and strategic overhauls, especially in recent years, as they



strive to return to the forefront of Formula One competitiveness. The 2024 season has been particularly tumultuous for Alpine, with a series of high-profile departures and a major restructuring of their technical team. The team introduced a new three-pillared technical leadership model, aiming to enhance collaboration and innovation across different departments. This change reflects a strategic pivot designed to address the team's recent performance issues and revitalise their competitive edge in the championship.

Alpine's current driver lineup includes Esteban Ocon and Pierre Gasly, both talented drivers who share a nationality and a vision to push the team forward. The team's management, led by Bruno Famin, is focused on leveraging recent investments and restructuring to improve their standings and achieve greater success in future seasons. Despite the challenges, Alpine remains a team with a deep commitment to Formula One, backed by a legacy of innovation and success. With new leadership, strategic changes, and a focused vision for the future, Alpine aims to navigate its current challenges and reestablish itself as a leading contender in the Formula One World Championship.



Driver Biographies

Max Verstappen - 1

Max Emilian Verstappen, born on September 30, 1997, in Hasselt, Belgium, is a prominent Formula One racing driver who competes under the Dutch flag for Red Bull Racing. The son of former Formula One driver Jos Verstappen and kart racer Sophie-Marie Kumpen, Max was destined for the racetrack. His karting career began at a young age, achieving his first victory at just seven years old. Verstappen's karting success was monumental, culminating in multiple titles across various European championships. His rapid ascent in motorsports continued when he transitioned to single-seater racing, joining the FIA European Formula 3 Championship and quickly making a name for himself with multiple wins.

Verstappen's Formula One debut was nothing short of historic. At the age of 17, he became the youngest driver ever to compete in Formula One when he joined Scuderia Toro Rosso in 2015. His aggressive driving style and remarkable skill soon earned him a promotion to Red Bull Racing, where he continued to break records. In 2016, he became the youngest driver to win a Formula One Grand Prix during his debut race for Red Bull at the Spanish Grand Prix. Since then, Verstappen has secured multiple championships, winning the Formula One World Drivers' title in 2021, 2022, and 2023, showcasing his dominance in the sport and marking him as one of the leading figures in modern Formula One racing.

Sergio Perez - 11

Sergio Michel "Checo" Pérez Mendoza, born on January 26, 1990, in Guadalajara, Jalisco, Mexico, is a distinguished Formula One driver known for his tenacity on the track and his strategic prowess in race management. Pérez's journey into the world of racing began at the tender age of six with karting, where he quickly made a name for himself by winning numerous titles and catching the eye of scouts from Escuderia Telmex. His early career saw him moving from Mexico to Germany at 14 to compete in Formula BMW, marking the start of his rapid ascent through the ranks of motorsport. Pérez's performances in the British Formula 3 and the GP2 Series, where he finished as runner-up in 2010, showcased his potential, leading to his Formula One debut with Sauber in 2011.

Throughout his Formula One career, Pérez has driven for several teams, including Sauber, McLaren, Force India (later Racing Point), and currently Red Bull Racing. Known for his ability to maximise the performance of his car and manage tires efficiently, Pérez has achieved significant success, including six Grand Prix wins and numerous podium finishes. His remarkable victory at the 2020 Sakhir Grand Prix, where he clinched his first win after a record 190 starts, underscored his resilience and skill. At Red Bull Racing, Pérez has played a crucial role in supporting the team's championship campaigns while continuing to challenge for victories and podiums, solidifying his status as one of the most accomplished Mexican drivers in Formula One history.

Charles Leclerc - 16

Charles Marc Hervé Perceval Leclerc, born on October 16, 1997, in Monaco, is a Formula One driver currently racing for Scuderia Ferrari. Leclerc's racing career began in karting, where he showed early promise by winning several championships. He quickly ascended through the ranks of junior motorsport, capturing titles in the GP3 Series in 2016 and the FIA Formula 2 Championship in 2017. His success in these feeder series paved the way for his entry into Formula One with the Sauber team



in 2018. Leclerc's impressive performances during his rookie season earned him a promotion to Ferrari in 2019, where he has since become one of the sport's standout talents.

At Ferrari, Leclerc has demonstrated his skill and determination, achieving multiple race wins and pole positions. His maiden Formula One victory came at the 2019 Belgian Grand Prix, followed by a win at Ferrari's home race in Italy, which endeared him to the passionate Ferrari fans. Despite facing challenges such as team dynamics and vehicle performance, Leclerc has consistently shown his capability to compete at the highest level. Off the track, he is known for his modest and thoughtful personality, racing in memory of his late father, Hervé, and his godfather, Jules Bianchi, a former F1 driver who tragically passed away in 2015. Leclerc's contract with Ferrari extends until at least the end of the 2024 season, highlighting the team's confidence in his abilities as a central figure in their quest for future championships.

Carlos Sainz - 55

Carlos Sainz Vázquez de Castro, known as Carlos Sainz Jr., was born on September 1, 1994, in Madrid, Spain. As the son of Carlos Sainz Sr., a two-time World Rally Champion, motorsport has been a significant part of his life from an early age. Sainz Jr. began his racing career in karting, where he achieved notable success, including winning the prestigious Junior Monaco Kart Cup in 2009. His transition to car racing was marked by a rapid rise through the ranks, with impressive performances in Formula BMW, Formula Renault, and the GP3 Series. In 2014, he clinched the Formula Renault 3.5 Series title, which led to his Formula One debut with Toro Rosso in 2015.

Sainz Jr.'s Formula One career has been characterised by his consistent driving and ability to extract the maximum from his machinery. After stints with Toro Rosso and Renault, he moved to McLaren, where he replaced his childhood hero Fernando Alonso. At McLaren, Sainz Jr. secured his first podium finish at the 2019 Brazilian Grand Prix and became known as one of the sport's most reliable performers. His strong results caught the attention of Scuderia Ferrari, leading to his signing with the prestigious team. With Ferrari, Sainz Jr. achieved his first Formula One victory at the 2022 British Grand Prix and has since added more podiums to his record, including a win at the 2024 Australian Grand Prix. Off the track, Sainz Jr. is known for his private nature and his dedication to family, as well as his involvement in social projects and philanthropy.

Lando Norris - 4

Lando Norris, born on November 13, 1999, in Bristol, England, is a British-Belgian racing driver currently competing in Formula One with McLaren, under the British flag. Norris's journey into motorsports began at a young age, starting his racing career in karting at seven years old. He quickly demonstrated his potential by securing a pole position at his first national event. Norris's karting achievements include winning the CIK-FIA European Championship, the CIK-FIA International Super Cup, and becoming the youngest karting world champion in the KF class with Ricky Flynn Motorsport. Transitioning to open-wheel racing, Norris continued his winning streak by clinching titles in the MSA Formula championship in 2015, the Toyota Racing Series, Eurocup Formula Renault 2.0, and Formula Renault 2.0 Northern European Cup in 2016. His exceptional performance in the junior categories earned him the McLaren Autosport BRDC Award in 2016, leading to his inclusion in the McLaren Young Driver Programme in 2017.



Norris's ascent in motorsports saw him winning the 2017 FIA Formula 3 European Championship with Carlin Motorsport, which paved the way for his promotion to the Formula 2 Carlin team. In Formula 2, he finished second in 2018, showcasing his readiness for the pinnacle of motorsport. McLaren announced Norris as their Formula One driver for the 2019 season alongside Carlos Sainz Jr., marking the beginning of his F1 career. Norris achieved his first podium in Formula One at the 2020 Austrian Grand Prix and, as of the 2024 Australian Grand Prix, holds the record for the most podiums without a win (14). Off the track, Norris is known for his engaging personality, active social media presence, and contributions to the gaming community, making him a fan favourite. His early life was marked by a diverse interest in sports, including horse riding and motorcycle riding, before fully committing to karting. Educated at Millfield School, Norris left school without taking his GCSEs but continued his education in physics and mathematics with a personal tutor. His family's support has been crucial in his racing career, with his father being a retired pensions manager and one of Bristol's wealthiest people. Norris holds both British and Belgian citizenship and speaks a small amount of Flemish Dutch.

Oscar Piastri - 81

Oscar Piastri, born on April 6, 2001, in Melbourne, Australia, is a rising star in Formula One, currently racing for McLaren. His journey in motorsports began in karting, where he competed both in Australia and Europe, showcasing early signs of his racing prowess. Piastri's transition to single-seaters was marked by rapid success across several junior categories. He made a significant impact by winning the Formula Renault Eurocup in 2019 with R-ace GP, followed by consecutive titles in the FIA Formula 3 Championship in 2020 and the FIA Formula 2 Championship in 2021 with Prema Racing. These achievements made him the first driver to win these three feeder series titles consecutively, all in his rookie seasons, setting a precedent in the junior motorsport ladder.

Piastri's entry into Formula One was accompanied by a dramatic turn of events. Initially part of the Alpine Academy, he was set to join the Alpine F1 team for the 2023 season. However, following Fernando Alonso's unexpected move to Aston Martin, Piastri signed with McLaren instead, leading to a dispute that was settled by the FIA's Contract Recognition Board in favour of McLaren. His rookie season in 2023 was notable for several milestones, including his first points finish, podiums, and a sprint race victory, which collectively underscored his potential and adaptability at the pinnacle of motorsport. Off the track, Piastri is known for his calm demeanour and analytical approach to racing, qualities that have quickly made him a well-respected figure within the Formula One community.

George Russell - 63

George William Russell, born on February 15, 1998, in King's Lynn, Norfolk, England, is a British racing driver currently competing in Formula One for Mercedes. His early career was marked by significant success in karting, where he won several championships, including the CIK-FIA European Karting Championship. Russell's transition to single-seaters was equally impressive, capturing titles in the BRDC Formula 4 Championship, the GP3 Series in 2017, and the FIA Formula 2 Championship in 2018, all of which underscored his potential and led to his entry into Formula One with Williams in 2019.

During his tenure at Williams, Russell earned the nickname 'Mr. Saturday' for his exceptional qualifying performances, often placing the car higher on the grid than expected. Despite the car's



limitations, his talent was undeniable, highlighted by his stand-in performance for Lewis Hamilton at Mercedes during the 2020 Sakhir Grand Prix, where he narrowly missed out on a win due to a pit-stop error. Russell's consistent displays of skill and determination at Williams earned him a promotion to Mercedes in 2022, where he secured his first Formula One victory at the São Paulo Grand Prix. Known for his meticulous approach and racing intelligence, Russell is considered one of Britain's most promising talents in Formula One, with a career that continues to evolve as he seeks to achieve his ultimate goal of becoming a World Champion.

Fernando Alonso - 14

Fernando Alonso Díaz, born on July 29, 1981, in Oviedo, Spain, is a highly accomplished Formula One driver known for his competitive spirit and tactical prowess on the racetrack. Alonso's racing career began at the tender age of three in karting, where he quickly demonstrated his potential by securing numerous domestic titles. His early success in karting led to a rapid ascent through the motorsport ranks, culminating in his winning the Euro Open by Nissan series at just 17 years old. This victory paved the way for his entry into Formula One, where he made his debut with Minardi in 2001. Alonso's remarkable skill and determination soon caught the attention of top teams, and he joined Renault, where he won back-to-back World Championships in 2005 and 2006, ending Michael Schumacher and Ferrari's dominance in the sport.

Throughout his career, Alonso has driven for several top teams, including McLaren, Ferrari, and most recently, Aston Martin. Known for his ability to outperform the capabilities of his car, Alonso has accumulated 32 race wins and 106 podiums over his career. His tenure in Formula One has been marked by a fiercely competitive nature and a knack for strategic racing, often making the most out of challenging situations. Off the track, Alonso is involved in various charitable activities and runs an esports and junior racing team. He has also ventured into other motorsport events, including the Indianapolis 500 and the Dakar Rally, showcasing his versatility as a driver. Alonso's enduring legacy in Formula One is highlighted by his induction into the FIA Hall of Fame, recognizing his contributions to the sport as a two-time World Champion.

Lewis Hamilton - 44

Lewis Carl Davidson Hamilton, born on January 7, 1985, in Stevenage, Hertfordshire, England, is one of the most successful and influential Formula One drivers in the history of the sport. Hamilton's journey to Formula One stardom began in karting, where he excelled from a young age, winning numerous championships. His talent was evident early on, leading to his enrollment in the McLaren Young Driver Programme in 1998. This pivotal moment set the stage for his ascent through the ranks of motorsport, culminating in his Formula One debut with McLaren in 2007. Hamilton's impact was immediate; he narrowly missed winning the World Championship in his rookie season and claimed his first title in 2008, becoming the youngest World Champion at the time.

Hamilton's career has been characterised by his relentless pursuit of excellence, resulting in seven World Championships, tying him with Michael Schumacher for the most titles in Formula One history. His move to Mercedes in 2013 marked the beginning of one of the most dominant eras in the sport, with Hamilton securing six of his titles with the team. Beyond his on-track achievements, Hamilton has used his platform to advocate for diversity and inclusion within motorsport and has been a vocal supporter of social and environmental causes. His influence extends beyond Formula One,



making him a global sports icon known for his fashion sense, musical interests, and activism. Hamilton's legacy is not only defined by his record-breaking statistics but also by his impact on promoting change and inspiring the next generation of drivers.

Lance Stroll - 18

Lance Stroll, born on October 29, 1998, in Montreal, Canada, is a professional Formula One driver currently racing for Aston Martin. Stroll's motorsport journey began in karting, where he quickly made a name for himself by winning numerous championships in Canada and North America. His early success led him to join the prestigious Ferrari Driver Academy at the age of 12, where he honed his skills alongside other future racing stars. Stroll's progression through the ranks of junior motorsport was rapid and marked by significant achievements, including winning the Italian Formula 4 Championship in 2014 and the Toyota Racing Series in 2015. His standout performance came in 2016 when he dominated the FIA European Formula 3 Championship with Prema, securing the title with a record-breaking 14 wins.

In 2017, Stroll made his Formula One debut with Williams, becoming the first Canadian driver in Formula One since Jacques Villeneuve. His rookie season was highlighted by a podium finish at the Azerbaijan Grand Prix, making him the second-youngest driver ever to finish on an F1 podium. After moving to Racing Point, which later became Aston Martin, Stroll continued to show his capabilities, achieving his first pole position at the 2020 Turkish Grand Prix and securing several more podium finishes. Despite facing challenges and fluctuating team performance, Stroll has demonstrated resilience and skill, consistently contributing to his team's efforts in the highly competitive environment of Formula One. Off the track, Stroll is known for his quiet demeanour and dedication to his craft, supported by his father, Lawrence Stroll, a prominent figure in the automotive and fashion industries.

Yuki Tsunoda - 22

Yuki Tsunoda, born on May 11, 2000, in Sagami-hara, Japan, is a Formula One driver currently competing for the AlphaTauri team. Tsunoda's motorsport career began in karting, where he competed in various national championships, making a significant mark by finishing third in his first season in Formula 4 in 2017. His rapid rise through the ranks continued as he captured the Japanese F4 Championship in 2018 and then moved to Europe to compete in the FIA Formula 3 Championship. Tsunoda's talent was evident in his performances, and after a successful stint in Formula 2, where he finished third in the championship and was the top rookie in 2020, he was promoted to Formula One with AlphaTauri for the 2021 season.

Tsunoda's debut season in Formula One was marked by a mix of impressive drives and rookie errors, but he showed enough promise to retain his seat for the following years. His aggressive driving style and late braking have drawn comparisons to other successful drivers in the Red Bull program, and despite some challenges, he has continued to develop as a driver. In 2023, Tsunoda scored points in several races, including a notable performance at the United States Grand Prix where he secured his first fastest lap in Formula One. His journey to the top tier of motorsport has been supported by the Honda Formula Dream Project, and he remains a driver with the potential to achieve great success in the sport.



Nico Hulkenberg - 27

Nico Hülkenberg, born on August 19, 1987, in Emmerich am Rhein, Germany, is a professional racing driver who has competed in various top-tier motorsport series, including Formula One. Hülkenberg's passion for racing was ignited at the age of ten when he began karting. His talent was quickly recognized, and by 2002 he had won the German Junior Karting Championship, followed by the German Kart Championship in 2003. Managed by Michael Schumacher's long-term manager Willi Weber, Hülkenberg was dubbed an "unbelievable talent." His success continued as he moved up the racing ladder, dominating the A1 World Cup of Motorsport and winning the 2008 Formula 3 Euro Series. In 2009, he clinched the GP2 Series title, which earned him a seat in Formula One with Williams in 2010.

Hülkenberg's Formula One career has been marked by strong performances and a few notable achievements, despite not having the opportunity to race with a top team. His maiden season with Williams included a memorable pole position in Brazil, Williams' first in over five years. However, he was replaced by Pastor Maldonado for the 2011 season due to financial reasons. Hülkenberg then joined Force India as a reserve driver before returning to a race seat in 2012. He had a brief stint with Sauber in 2013 before returning to Force India, where he formed a solid partnership with Sergio Pérez. In 2015, Hülkenberg won the prestigious Le Mans 24 Hours race with Porsche, becoming the first active F1 driver to win the event in over two decades. He later moved to Renault, where he showed promise but was often hindered by the car's reliability. Despite his talent and consistent performances, a podium finish in Formula One has eluded him. After being dropped by Renault at the end of 2019, Hülkenberg had stand-in drives in 2020 and 2022. In 2023, he made a full-time return to Formula One with the Haas F1 Team, replacing Mick Schumacher and partnering with Kevin Magnussen.

Kevin Magnussen - 20

Kevin Magnussen, born on October 5, 1992, in Roskilde, Denmark, is a Formula One driver known for his tenacity and aggressive driving style. Magnussen's motorsport career began in karting, where he quickly demonstrated his potential. He progressed through various junior formulas, achieving notable success in the Formula Renault 3.5 Series, where he clinched the championship in 2013. This victory was instrumental in securing his entry into Formula One.

Magnussen made his Formula One debut with McLaren in 2014, where he made an immediate impact by finishing second in his first race, the Australian Grand Prix, marking the best debut finish for a Formula One driver in 18 years. Despite this strong start, his time at McLaren was short-lived, as he was replaced by Fernando Alonso in 2015. After a brief stint with Renault in 2016, Magnussen moved to the Haas F1 Team in 2017, where he has spent the majority of his Formula One career. During his time with Haas, Magnussen has been known for his spirited drives and has occasionally sparked controversy due to his uncompromising racing style. After a brief hiatus from Formula One, he returned to Haas in 2022, continuing to compete with the team into the 2024 season.

Alexander Albon - 23

Alexander Albon Anusinha, born on March 23, 1996, in London, England, is a Thai-British racing driver currently competing in Formula One for Williams Racing under the Thai flag. Albon's motorsport career began in karting, where he achieved significant success, including winning the



CIK-FIA European Championship and the CIK-FIA World Cup in the KF3 class. His transition to single-seaters saw him join the Red Bull Junior Team in 2012, competing in the Eurocup Formula Renault 2.0 series. Despite a challenging start, he improved steadily, finishing third in the championship in 2014.

Albon moved up to the FIA Formula 3 European Championship in 2015, finishing seventh overall, and then contested the GP3 Series in 2016, finishing as runner-up to Charles Leclerc. His performance in the FIA Formula 2 Championship with DAMS in 2018, where he won four races and finished third, caught the attention of Formula One teams. Albon made his Formula One debut with Toro Rosso in 2019, impressing with his performance and earning a mid-season promotion to Red Bull Racing to partner Max Verstappen. He achieved two podium finishes in 2020 but was replaced by Sergio Pérez for the 2021 season, during which he served as a test and reserve driver for Red Bull and competed in DTM.

Albon returned to the Formula One grid in 2022 with Williams, replacing George Russell. Despite driving for one of the slower teams on the grid, he managed to score points and secure a multi-year contract extension with Williams. In 2023, Albon continued to demonstrate his talent, finishing 13th in the drivers' standings with 27 points and helping Williams secure seventh place in the Constructors' Championship. His performances included top-10 finishes and a notable third-row start at Monza. Albon is set to continue racing for Williams in 2024, alongside American rookie Logan Sargeant.

Logan Sargeant - 2

Logan Sargeant, born on December 31, 2000, in Fort Lauderdale, Florida, is an American racing driver currently competing in Formula One with the Williams Racing team. Sargeant began his motorsport career in karting at the age of eight, achieving significant success by winning the 2015 CIK-FIA World KFJ Championship, making him the first American to win an FIA karting championship since 1978.

Sargeant's early career saw him competing in various junior formulae. He finished second in the 2016 Formula 4 UAE Championship and third in the 2017 British F4 Championship. He then moved to the Formula Renault Eurocup, securing fourth place in 2018. In 2019, he debuted in the FIA Formula 3 Championship with Carlin and later joined Prema Racing in 2020, where he was a title contender, finishing third overall. In 2021, Sargeant competed in Formula 3 with Charouz Racing System and made his first appearance in Formula One machinery during post-season testing with Williams.

He graduated to Formula 2 in 2022 with Carlin, achieving two wins and finishing fourth overall, which earned him the necessary Super Licence points to compete in Formula One. Sargeant made his Formula One debut in 2023 with Williams, becoming the first American driver in the sport since Alexander Rossi in 2015. Despite a challenging rookie season, he scored his first point at the United States Grand Prix and has continued to drive with Williams for the 2024 season.

Valtteri Bottas - 77

Valtteri Viktor Bottas, born on the August 28, 1989 in Nastola, Finland (though unofficially 'Australian' in his way of life), Bottas began his racing career at only six years of age in Karting. He quickly progressed through the junior racing ranks, winning championships in Formula Renault 2.0



NEC and Eurocup in 2008. He then moved up to Formula 3, finishing third in the Euro Series in 2009 and 2010, while also winning the prestigious Formula 3 Masters event twice.

In 2011, Bottas claimed the GP3 Series title, which caught the attention of the Williams Formula One team. He served as Williams' test and reserve driver in 2012 before making his Formula One race debut with the team in 2013. Bottas's big break came in 2017 when he joined Mercedes as Nico Rosberg's replacement. During his five-year tenure with Mercedes (2017-2021), Bottas achieved significant success, scoring 10 race wins and 67 podiums. He played a crucial role in Mercedes winning five consecutive Constructors' Championships and finished as the Drivers' Championship runner-up twice, in 2019 and 2020.

In 2022, Bottas joined Alfa Romeo (now Stake F1 Team Kick Sauber), where he continued to compete in Formula One until 2024. Throughout his career, Bottas has been known for his consistent performances, strong qualifying pace, and ability to work well within a team environment.

Zhou Guanyu - 24

Zhou Guanyu, born on May 30, 1999, in Shanghai, China, is a trailblazing Formula One driver, recognized as the first full-time Chinese competitor in the sport's history. Zhou's racing journey began in karting, where he demonstrated significant promise, leading to his move to the UK at the age of 12 to pursue more competitive racing opportunities. His early career saw him clinching victories in the Super 1 National Rotax Max Junior Championship and the Rotax Max Euro Challenge. Zhou's talent was further acknowledged when he joined the Ferrari Driver Academy in 2014, marking the beginning of his formal racing education and development.

Zhou progressed through various junior formulas, making notable impacts in each category. He competed in the FIA Formula 3 European Championship and later moved to the FIA Formula 2 Championship with UNI-Virtuosi Racing. His performance in Formula 2 was impressive, culminating in a third-place finish in the 2021 championship, which paved the way for his Formula One debut. In 2022, Zhou joined the Alfa Romeo F1 team, now known as Sauber, partnering with experienced driver Valtteri Bottas. His rookie season was marked by both challenges and milestones, including scoring points on his debut and surviving a dramatic crash at the British Grand Prix. As of 2024, Zhou continues to compete in Formula One with Sauber, consistently developing his skills and aiming to achieve greater success in the pinnacle of motorsport.

Daniel Ricciardo - 3

Daniel Joseph Ricciardo, born on July 1, 1989, in Perth, Western Australia, is a Formula One driver known for his infectious smile, charismatic personality, and the iconic 'shoey' celebration. Ricciardo's racing journey began in karting at the age of nine, where he quickly showcased his talent, leading to a scholarship in 2006 to compete in the junior Formula BMW series. His career trajectory continued upward with notable successes, including winning the British Formula 3 championship in 2009 and finishing runner-up in the Formula Renault 3.5 Series in 2010. These achievements paved the way for his Formula One debut with the HRT team at the 2011 British Grand Prix, under a deal with Red Bull Racing.



Ricciardo's Formula One career has been marked by his tenure with several teams, including Scuderia Toro Rosso, where he raced from 2012 to 2013, before being promoted to Red Bull Racing in 2014. During his time at Red Bull, he secured seven Grand Prix victories, including his memorable first win at the 2014 Canadian Grand Prix. In 2019, Ricciardo made a move to Renault, where he raced for two seasons, achieving a podium finish and demonstrating his ability to lead and develop within a team. In 2021, he joined McLaren, achieving a notable victory at the Italian Grand Prix, marking the team's first win since 2012. This victory was a highlight in his career, showcasing his skill and determination. After the 2022 season, Ricciardo returned to Red Bull as a third driver for 2023 and was loaned to AlphaTauri, replacing Nyck de Vries mid-season. For the 2024 season, Ricciardo is set to compete for RB Formula One Team (formerly AlphaTauri), aiming to add to his impressive tally of eight Grand Prix victories and 32 podiums.

Esteban Ocon - 31

Esteban José Jean-Pierre Ocon-Khelfane, born on September 17, 1996, in Évreux, France, is a Formula One driver currently competing for the Alpine F1 Team. Ocon's motorsport career began in karting, where he quickly established himself as a formidable competitor, winning the French Championship multiple times and securing second place in the WSK Euro Series in 2011. This success in karting prompted his move to single-seaters, where he started in Formula Renault in 2012 and finished third in the Eurocup Formula Renault Championship in 2013. His partnership with Prema Racing in the FIA Formula 3 European Championship in 2014 was a breakthrough, as he dominated the series with 15 poles and 9 wins, beating the likes of Max Verstappen to the title.

Ocon's ascent in motorsports continued with his victory in the GP3 Series in 2015, which led to his Formula One debut with Manor Racing at the 2016 Belgian Grand Prix. He moved to Force India (later Racing Point) for the 2017 and 2018 seasons, where his performances were marked by a growing rivalry with teammate Sergio Perez. Despite a year on the sidelines as Mercedes' reserve driver in 2019, Ocon returned to a full-time race seat with Renault in 2020, which became Alpine F1 Team in 2021. His persistence and talent were rewarded with his maiden Formula One victory at the 2021 Hungarian Grand Prix. Ocon's career has been characterised by his self-belief, determination, and the sacrifices made by his family, who sold their house and lived in a caravan to support his early racing endeavours. Despite a challenging 2023 season with Alpine, where he finished 12th in the drivers' standings with 58 points, Ocon's skill and dedication continue to make him a respected competitor in Formula One.

Pierre Gasly - 10

Pierre Gasly, born on February 7, 1996, in Rouen, France, is a Formula One driver known for his resilience and competitive spirit. Gasly's journey in motorsports began in karting, where he competed successfully at both national and European levels. Transitioning to single-seaters, he quickly made his mark by winning the French F4 Championship in 2011. His progression through the junior formulas was impressive, culminating in winning the 2013 Eurocup Formula Renault 2.0 Championship and the highly competitive GP2 Series in 2016, showcasing his readiness for the pinnacle of motorsport.

Gasly made his Formula One debut with Scuderia Toro Rosso in 2017, and after a brief stint, he was promoted to Red Bull Racing midway through the 2018 season. Despite facing challenges at Red Bull, including adapting to the car and team dynamics, Gasly's determination never wavered. He



returned to Toro Rosso (later rebranded as AlphaTauri) in mid-2019, where he achieved his first Formula One victory at the 2020 Italian Grand Prix, becoming the first French driver to win a Grand Prix since Olivier Panis in 1996. This victory was a testament to Gasly's skill and perseverance, marking him as one of the sport's promising talents. In 2023, Gasly made a move to the Alpine F1 Team, aiming to further his career and achieve new milestones within the competitive environment of Formula One.

Oliver Bearman - 87

Oliver James Bearman, born on May 8, 2005, in Chelmsford, Essex, England, is a young and promising British racing driver who has rapidly ascended the ranks of motorsport to reach Formula One. Bearman's racing career began in karting at the age of eight, where he quickly showcased his talent, achieving top finishes in national competitions and winning the Junior X30 World Championships. His transition to single-seaters was marked by immediate success; he competed in the German and Italian Formula 4 championships in 2020, securing a win in each and finishing in the top ten in both series.

Bearman's impressive performances in Formula 4 caught the attention of the prestigious Ferrari Driver Academy, which he joined at the end of 2021. The following year, he competed in the FIA Formula 3 Championship with Prema Racing, where he won a race and finished third in the championship, narrowly missing the title by just seven points. In 2023, Bearman moved up to the FIA Formula 2 Championship, again with Prema Racing, where he won four races and finished sixth in the championship, showcasing his skill in the more powerful cars.

Bearman's Formula One opportunity came unexpectedly when he was called up to replace Carlos Sainz Jr., who was diagnosed with appendicitis during the Saudi Arabian Grand Prix weekend in 2024. Despite the pressure of making his debut with Scuderia Ferrari, Bearman delivered a commendable performance, finishing seventh in his first Grand Prix. His rapid rise through the ranks and his strong debut have made him one of the most watched rookies in Formula One, with a promising career ahead as he continues to compete in Formula 2 and serve as a reserve driver for both Scuderia Ferrari and Haas F1 Team.

Kimi Antonelli - 7

Andrea Kimi Antonelli, born on August 25, 2006, in Bologna, Italy, is a rapidly rising star in the world of motorsport, currently competing in the 2024 Formula 2 Championship with Prema Racing. Antonelli's racing career began at the age of seven in karting, where he quickly distinguished himself by winning numerous championships, including the CIK-FIA Karting European Championship twice consecutively in 2020 and 2021. His success in karting led to his induction into the Mercedes Junior Driver Program in April 2019, setting the stage for his transition to higher levels of competitive racing.

Antonelli made his single-seater debut shortly after turning 15, competing in the Italian Formula 4 championship with Prema Racing. His talent was immediately apparent as he secured podium finishes and quickly moved up to dominate both the Italian F4 and ADAC Formula 4 Championships in 2022. His progression continued as he won the Formula Regional Middle East Championship and the Formula Regional European Championship by Alpine in 2023, showcasing his ability to adapt and



excel in different racing formats. As of 2024, Antonelli has made the significant leap to Formula 2, where he continues to race under the Prema banner, demonstrating the skills and potential that make him a promising candidate for future Formula One opportunities.

Liam Lawson - 40

Liam Lawson, born on February 11, 2002, in Hastings, New Zealand, is a promising young racing driver who has quickly made a name for himself in the competitive world of motorsport. Lawson's journey began in karting, where he showcased his talent by winning numerous championships, including two karting titles in 2014. His early success in karting laid the foundation for his transition to single-seaters, where he continued to impress.

Lawson's single-seater career took off when he won the New Zealand Formula Ford Championship with a near-perfect record, claiming victory in 14 out of 15 races. This achievement was a sign of things to come, as Lawson then moved to Australia to compete in the Formula 4 championship, where he won on debut and finished the season as runner-up and top rookie. His ambition to race at the highest levels of motorsport led him to Europe, where he competed in the ADAC Formula 4 championship, finishing as vice-champion.

Lawson's talent caught the attention of the Red Bull Junior Team, and he was signed on his 17th birthday. Under the Red Bull banner, Lawson competed in various championships, including the FIA Formula 3 and Formula 2 Championships, showcasing his skill and determination. In 2019, he won the Toyota Racing Series in New Zealand, further cementing his status as a rising star.

In 2021, Lawson also competed in the Deutsche Tourenwagen Masters (DTM) with the Red Bull AF Corse team, narrowly missing out on the championship in the final round. His performances in the junior formulas and DTM earned him a role as a reserve driver for Red Bull Racing and Scuderia AlphaTauri in Formula One. Lawson made his Formula One debut in 2023 with AlphaTauri, substituting for Daniel Ricciardo at the Dutch Grand Prix after Ricciardo sustained a hand injury. Despite the pressure, Lawson performed admirably, scoring points in his third race at the Singapore Grand Prix.

Mick Schumacher - 47

Mick Schumacher, born on March 22, 1999, in Vufflens-le-Château, Vaud, Switzerland, is a Swiss-born German racing driver with a legacy deeply rooted in motorsport history. As the son of seven-time Formula One World Champion Michael Schumacher and Western-riding European Champion Corinna Schumacher, Mick was introduced to the racing world at a young age. His uncle, Ralf Schumacher, and cousin, David Schumacher, are also notable figures in racing, further embedding motorsport within his family lineage. Mick's early life was marked by a significant event when he was skiing with his father, Michael, who suffered life-threatening brain injuries in December 2013. This incident and his father's legacy have profoundly influenced Mick's career and personal life.

Mick began his motorsport career in karting in 2008, initially competing under the pseudonym 'Mick Betsch' to avoid attention due to his famous surname. He achieved notable success in karting, securing top finishes in various national and international competitions. Transitioning to single-seaters, Mick made his debut in the German Formula 4 championship in 2015 with Van Amersfoort Racing, and by



2016, he was competing with Prema in both the Italian and German Formula 4 Championships, finishing second in both series.

His progression through the ranks continued with a move to the FIA Formula 3 European Championship in 2017, where he finished 12th in his debut season. Mick's breakthrough came in 2018 when he clinched the F3 title with Prema, showcasing his talent with eight wins. This success led to his participation in the FIA Formula 2 Championship, where he continued to impress, ultimately winning the championship in 2020. Mick's achievements in the junior formulas earned him a seat in Formula One with Haas F1 Team for the 2021 and 2022 seasons.

Arthur Leclerc - 99

Arthur Leclerc, born on October 14, 2000, in Monaco, is a Monégasque racing driver and a prominent figure in the motorsport world, known for his talent and racing pedigree. As the younger brother of Formula One driver Charles Leclerc, Arthur has carved out his path in the competitive racing landscape. His journey began in karting, where he won the Kart Racing Academy championship in 2014, showcasing his potential from an early age.

Leclerc's transition to single-seaters was marked by immediate success. He competed in the French Formula 4 Championship in 2018, securing two wins and finishing fifth overall. His performance caught the attention of the Ferrari Driver Academy, which he joined in 2020, further aligning his career with the prestigious Ferrari brand. Arthur's single-seater career continued to flourish with victories in various championships, including the ADAC Formula 4 Championship in 2019 and the Formula Regional European Championship in 2020. In 2022, he claimed the Formula Regional Asian Championship title, adding to his growing list of accolades.

In 2023, Leclerc made his debut in the FIA Formula 2 Championship with DAMS, following Roy Nissany's departure. Despite the challenges of adapting to the highly competitive environment of Formula 2, Leclerc demonstrated his skill and determination throughout the season. His performance included a podium finish, showcasing his potential to compete at higher levels. Off the track, Arthur is known for his dedication and focus on his racing career, supported by his family, including his brother Charles and his manager Lorenzo. Arthur's journey in motorsport continues to be closely watched by fans and insiders alike, as he aims to follow in his brother's footsteps and make his mark in Formula One in the future.

Sebastian Vettel - 5

Sebastian Vettel, born on July 3, 1987, in Heppenheim, Germany, is a retired German racing driver renowned for his remarkable achievements in Formula One. As one of the sport's most successful figures, Vettel secured four World Drivers' Championship titles consecutively from 2010 to 2013 while driving for Red Bull Racing, making him the youngest champion in F1 history at the age of 23. Vettel's racing journey began at a young age, starting karting at three and progressing through various championships, including the Formula BMW ADAC, where he won the title in 2004 with an impressive 18 victories out of 20 races. His talent caught the attention of the Red Bull Junior Team, leading to his debut in Formula One with BMW Sauber in 2007. He quickly made a name for himself, achieving his first win at the 2008 Italian Grand Prix with Toro Rosso, becoming the youngest race winner at that time.



After his successful stint with Red Bull, where he won 38 races and set multiple records, including the most consecutive wins in a season, Vettel transitioned to Ferrari in 2015. He remained a formidable competitor, finishing as runner-up in the championship in 2017 and 2018. In 2021, he joined Aston Martin, where he raced until his retirement at the end of the 2022 season.

Now in 2025, amidst the chaos and disorder, it seems that the legend which came before has decided to return to the sport. Whether he shall be able to obtain a seat as easily as he did previously before his retirement is in question, yet his history as a world champion remains undisputed, and to this day he stands amongst the legends of the sport.



Loyalties and Connections

This section is what, in a general assembly background guide, may be called ‘Bloc Positions’. However, we do not want to restrict delegates to the relations we mentioned here, and want to remind delegates of the fluidity of crisis committees, leading to the fact that most will not have defined blocs. This section serves as a general context for delegates who may not be entirely sure where their driver fits into team dynamics, or may not be completely familiar with the complexities of Formula One.

Division by Team Loyalties

AKA teams who drivers have had past connections with, and have shown a liking towards

Red Bull	Max Verstappen	Sergio Perez	Daniel Ricciardo	Liam Lawson	Yuki Tsunoda
Ferrari	Charles Leclerc	Lewis Hamilton	Oliver Bearman	Carlos Sainz	Arthur Leclerc
McLaren	Lando Norris	Oscar Piastri	Carlos Sainz	Fernando Alonso	Daniel Ricciardo
Mercedes	George Russel	Carlos Sainz	Kimi Antonelli	Lewis Hamilton	Valtteri Bottas
Aston Martin	Lance Stroll	Fernando Alonso	Nico Hulkenberg		
RB	Yuki Tsunoda	Daniel Ricciardo	Alex Albon	Pierre Gasly	Liam Lawson
Haas	Oliver Bearman	Kevin Magnussen	Nico Hulkenberg	Mick Schumacher	
Williams	Kimi Antonelli	Alex Albon	Logan Sargeant	Lance Stroll	George Russel
Sauber	Nico Hulkenberg	Valtteri Bottas	Zhou Guanyu	Charles Leclerc	
Alpine	Pierre Gasly	Esteban Ocon	Nico Hulkenberg	Daniel Ricciardo	Carlos Sainz

It should be noted that these positions have been decided by a driver’s previous experience with the teams in question. Names in bold represent drivers who have been specifically prioritised by the team in question, and who have continuous and strong links with the team in question. Connection strength to the team is listed in descending order from left to right.



Committee Dynamics

This section is briefly meant to overview the few elements that we have included in this committee that are completely unique to this specific committee, and shall be utilised for the sake of realism and a through-line of connectivity to its nature as a Formula One based gathering. Additionally, some dynamics of the debate shall be explained, and certain expectations from delegates will be elaborated on.

Committee-Unique Dynamics:

Open Negotiation: A new motion for the committee, used specifically to initiate discussions with representatives of specific teams. Once the motion is set in place, a member of the Dias shall enter the front room debate for a set period of time (between 10 and 30 minutes), and participate in the debate in order to negotiate alongside delegates. In essence, they shall participate in negotiations during the motions of open debates, consultations of the whole, unmoderated caucuses, and open interrogations (please note they will not participate in moderated caucuses or round robins). During this time, the aim of delegates is to discuss contracts and hiring efforts with the team representative, alongside holding the ability to pass directives and negotiate one-on-one with said representative.

The motion is phrased as follows:

“Motion for an Open Negotiation of (x) minutes with (y) team”

Whereas x is a number between 10 and 30, and y is the name of a specific participating Formula One team relevant to the committee.

Once the time ends, the representative shall exit the front room debate. Only one team representative may be present at any given time, and information given by the team representative may be taken by delegates as fact.

Additionally, it should be noted that team representatives shall be judging drivers during the time of their interaction, considering their options and possibly finalising hiring decisions depending on what they have seen during discussion and negotiation.

Contract Offer: At the beginning of every session where contracts are relevant (including the start of the committee), delegates will find on their desks ‘contract offers’ from every team who is interested in working with said delegate. These contract prospers will include a brief summary of their terms and conditions attached, and shall serve the purpose of allowing the driver to consider the offer and weigh their options. A contract offer is not binding, and does not mean a confirmation of contract (that would be a Contract Finalisation), but rather, is simply a consideration for a delegate, and a team demonstrating their interest in collaborating with a certain driver. Teams will always send out multiple contract offers, so delegates must keep in mind that they are not the only driver receiving an offer from any given team.

Contract Finalisation: If an open negotiation goes well, the representative for a specific team (who on previous occasion already supplied the delegate in question with a contract offer) may decide, once the motion is over, to officialize the contracting of a certain driver into their team. In the case that this occurs, the contract finalisation procedure shall take place.



The delegate in question shall be asked by the committee's crisis staff to exit the room, at which point a brief discussion shall occur on the terms and conditions of a finalised contract. At this point, the delegate is free to either accept or reject the offer. If the offer is rejected by the driver, all forms of negotiations shall officially end between the team and delegate in question. If the offer is accepted, however, said delegate shall be officially announced to the wider committee as the driver for the team in question for the 2025 season.

Flow of Sessions:

The six sessions of the conference shall be divided into two sections for the sake of this committee: Phase 1, which shall involve sessions 1-1, and Phase 2, involving sessions 3-6.

Chronologically, Phase 1 shall start on March 10th, 2025, and shall progress up to the point where all contracts are closed. This means that the entire pre-season shall occur over the course of these two sessions, and delegates are expected to close contracts with the team of their choice. Contract Offers and Contract Finalizations shall be uniquely utilised during Phase 1.

There will be 20 seats available for drivers, though there are 25 delegates. This means that 5 delegates shall not be able to obtain a main seat for Phase 2. These 5 drivers will be able to obtain seats as third drivers/backup drivers for a team they have negotiated with.

Secret Actions:

During Phase 1, delegates will be expected to write secret actions in order to advance their own personal agendas, alongside debating the topics of discussion raised by the FIA, and the drafting of Directives to resolve the issues that arise. That is not to mention that during this phase delegates are also expected to close their contracts, and thus, multitasking is crucial for the success of a delegate at this phase.

Secret actions within this phase are expected to be used to push forward contract negotiations and a delegate's leverage over a certain team they wish to work with, working behind the scenes with all the resources that they have (perhaps in shady manners), in order to ensure they acquire the seat they want. Whether it be bribery, legitimate leverage and favours from known contacts, or straight-up sabotage of other drivers the team they wish to sign for are considering, anything is on the table.

Within Phase 2, the five drivers without a main seat in Phase 2 are urged to do everything under their power (notably, secret actions and crisis arcs) to obtain a main seat within the grid, whatever the cost. Their current position as a tertiary driver means that if a main driver is unable to drive, whatever the reason is, they shall take up their position as main driver.

For the 20 drivers who have acquired a seat during Phase 2, secret actions are expected to hold more of an overarching narrative. How will you accomplish your goal? What is your goal? Winning a Grand Prix? Winning the World Championship? Sabotaging your teammate? Bringing down the FIA from within? Taking over a team? Whatever the motive, we are expecting to see a setup, and a large payoff at the end, all the while these delegates play under the risk of mutiny from the five who unlike them have not acquired a seat.



Competitive Motives vs Discussions at Hand

Though most of this background guide has been dedicated to the ‘selfish’ motives of delegates, what their secret actions may be, what they wish for regarding WDC’s, seats, etc; we must not forget the debate aspect of the crisis.

For Phase 1, the committee has been gathered by the FIA to discuss driver and team safety, especially regarding increasing concerns of media harassment. Furthermore, the rising tensions between drivers has to be addressed, and the FIA hopes an open discussion may ease said tensions.

For Phase 2, the committee shall continue gathering between races with the FIA to debrief on any ongoing situations, issues, and concerns. Safety on track, driver concerns, team concerns, information leaks, suspicions of cheating, all may be brought to the table during this phase by the FIA to discuss.

Thus, delegates will be expected to argue with fellow delegates regarding all that the FIA wishes to discuss, alongside holding the option to summon representatives from certain teams to join them in the discussion. This discussion is expected to be balanced with each delegate’s competitive motives, using discussion time with team representatives to ‘show off’ and speak with team representatives in order to increase their personal goals utilising secret actions and considering contract offers, all in an effort to obtain and maintain their position within the grid.



Questions to Consider

1. To what extent should Press be allowed to cover the lives of drivers & team members?
2. How should the 2024 season's alleged corruption in the final race be addressed?
3. How should rookie drivers be introduced into the Formula 1 grid in a manner that does not risk damaging their health & wellbeing?
4. How should inter-driver rivalries be addressed when taken too far?
5. What approach should be taken towards resolving the issues regarding the leaked private information, planification, and strategy of teams?
6. Should sensationalism be allowed to overshadow sportsmanship for the sake of media coverage?
7. What should be done in regards to the 2-year gap in Formula One championships due to the 2026 and 2027 FIA overhauls?



Position Paper Guidelines

A position paper is a one-page document that will need to be presented before the conference. In the sake of crisis, this document is expected to be written in a letter format as is usual for the committee type. The requirements of it are as follows.

Font: Times New Romans (size 11)

Margins (centimetres): 2.54 from all sides

Line Spacing: 1.15

Heading: Committee's name, topic, delegate's name, delegation, and allocation.

First paragraph: Introduction to your character's perspective on the topic and should not be confused with an introduction to the topic. How does your character see the issue discussed at hand?

Second paragraph: Past actions which relate to the topic and have been taken either by your character, or allied/related characters. What effects did these have on the conflict in general?

Third paragraph: Solutions to the problem, more than one of these are encouraged to fully encompass the issue presented. Remember to remain within policy and within the scope of what your character can do.

Bibliography: The sources used to produce this position paper should be presented in MLA9 citation format. If a delegate fails to present sources for their position paper, it will be assumed to be plagiarised work and they will become ineligible for awards.

Deadline: All position papers must be sent in pdf form to crisis@sansilvestre.edu.pe before 11:59 pm the 30th of August, 2024.

Eligibility for awards: Position papers will be used as a way for the chair to ensure your participation previous to the conference. For such, position papers must be submitted before the deadline for the delegate to be eligible for an award. However, they will not be a factor which contributes when choosing awards for your participation during the conference.

A note on artificial intelligence usage: We know in recent times many tools have been devised to automate tasks such as the development of literary texts. It would be ignorant to completely prohibit the use of such devices as they are tools created for the enhancement of human intelligence. For such, we believe that many times these devices can be used to improve your work, and we encourage the **healthy, moderated, and smart** usage of these aids. Let it be known, that although AI can be of big help for redaction purposes, **it should not be the sole source of your research** due to the obvious constraints that it possesses, which included but are not limited to; bias, lack of data from recent years, and false information. Furthermore, it is important to note that we **completely prohibit** the use of, for example, Chat GPT **during the conference** to create speeches at real-time speed. Our chairs will make sure to value your improvisation and public speaking skills over a perfectly redacted speech made by an AI tool. With this in mind, make sure to research thoroughly, find different perspectives and sources to devise a proper position paper.

If you have any doubts about the policies in more detail please email your chair or the Secretary-General at lxu86@sansilvestre.edu.pe



IMPORTANT NOTE:

Alongside the Position Paper, we will be expecting a **Crisis Paper** as a pre-conference expectation for this committee. The failure to deliver this document, due to its uncommon nature in the Peruvian circuit, will NOT result in the disqualification from awards from a delegate. However, it WILL affect the overall grading of the delegate.

The expectation in format is the same as that of a position paper, however of a far shorter length. We will be expecting half a page of content, still in the format of a letter, and sent in a **separate PDF**.

The content we wish for you to write about in the Crisis Paper are the actions and arc you wish to follow with your secret actions. These include the following:

1. What are your private goals for the committee? (i.e. Do you wish to increase your political influence? Do you want to become extremely wealthy? Do you wish to assassinate your archnemesis? Do you want to start a cult following?... use your imagination!)
2. How do you plan to accomplish these goals? (i.e. What resources and connections can you leverage? What people will you reach out to?)
3. Are there directives that you can pass that will secretly benefit your agenda?
4. What are the first few steps (in detail) that you will take to achieve your goal?

This will help us get an idea of your secret motives and final goals, and thus be able to better follow your character's development and adaptation throughout the committee!

Closing Remarks

Congratulations! You made it to the end of an extensive and perhaps overly long background guide. Remember that due to the specific structure of this committee, the questions to consider above should be used as guidelines for what to discuss and address in directives, yet are by no means limitations on what you are allowed to discuss. If your driver's position compels you to address some other, unmentioned issue, feel more than free to bring it up during the committee!

We're looking forward to seeing you in September, and remember to have fun above all else! <3



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