

The University of Florida's SunMUN III

———— Crisis Committee ————

Dirty Air: Grand Prix Drivers' Association, 2025



Hanan Levis-Betancourt



Conference Policies

Equity Statement

The SunMUN III team is dedicated to creating and maintaining a safe, inclusive, and equitable environment for all delegates, staff members, and advisors. Through collaboration, open-mindedness, and diplomacy, the SunMUN III Secretariat is committed to providing each and every participant with an equitable and positive experience.

To uphold this commitment, all SunMUN III secretariat members, directors, chairs, and staffers have completed training, including University of Florida Model United Nations equity standards training and Meridians Title IX training.

For any questions, comments, or concerns regarding equity, please contact our Chief of Staff, Alonzo Rojas, at sunmun.fl@gmail.com.

General Conduct Policies

The SunMUN III team is dedicated to enforcing proper conduct throughout the conference weekend. This includes but is not limited to:

- 1. Abiding by ALL hotel policies, including maintaining proper volume levels, respecting non-SunMUN III hotel guests, possession/use of illegal substances, underage drinking, etc.
- 2. Being present at ALL committee sessions. If a delegate must miss a committee session, they must contact their head delegate and their committee director immediately.
- 3. Delegates are expected to maintain respectful and equitable conduct towards all committee attendees and staff.

Sexual Misconduct Policy

The SunMUN III team is dedicated to providing a safe environment for all delegates, staff members, and advisors free from discrimination on any grounds and from harassment during the conference including sexual harassment. Sexual harassment is unwelcome conduct of a sexual nature which makes a person feel offended, humiliated and/or intimidated. Sexual harassment can involve one or more incidents and actions constituting harassment may be physical, verbal and non-verbal.

Examples of sexual harassment include but are not limited to:

- Making derogatory or demeaning comments about someone's sexual orientation or gender identity
- Name-calling or using slurs with a gender/sexual connotation
- Making sexual comments about appearance, clothing, or body parts
- Rating a person's looks or sexuality
- Repeatedly asking a person for dates or asking for sex
- Staring in a sexually suggestive manner
- Unwelcome touching, including pinching, patting, rubbing, or purposefully brushing up against a person
- Making inappropriate sexual gestures



- Sharing sexual or lewd anecdotes or jokes
- Sending sexually suggestive communications in any format
- Sharing or displaying sexually inappropriate images or videos in any format
- Attempted or actual sexual assault including rape

SunMUN III will enforce a zero tolerance policy for any form of sexual harassment, and will treat all incidents seriously and promptly investigate all allegations of sexual harassment. Any and all acts of sexual harassment will not be tolerated and may result in delegate excusal from the conference, with no payment refund in addition to mandatory reporting of all occurrences. An anonymous sexual harassment reporting form will be provided at the conference.

Photo Policy

SunMUN III staffers will be present at committee rooms, socials, and other SunMUN III events in order to take photos and videos of the conference weekend. These photos will be used in SunMUN III's closing ceremony, SunMUN III's social media, and possibly promotional material for SunMUN III and future iterations. If you are uncomfortable being photographed and/or recorded, SunMUN III would like to give you the opportunity to opt-out. To do so, please follow this link in order for our photography team to be aware of your situation: <code>tinyurl.com/sunmunoptout</code>

Dress Code Policy

All delegates attending SunMUN III are expected to attend committee sessions in Western Business Attire (WBA). WBA is expected due to its role in creating a professional work environment conducive to debate and diplomacy. Examples of WBA are collared, button-down shirts, blouses, blazers, slacks or formal pants, pencil skirts, closed-toe professional shoes, and a tie or bowtie.



Land Acknowledgment

SunMUN III and the University of Florida Model United Nations team acknowledges that the land we occupy for this conference is the homeland of the Seminole and Miccosukee people. We recognize that the Seminole and Miccosukee peoples, as well as many other tribes, were forced out of their rightful land. The consequences of this brutal removal on the Indigenous communities are still being felt to this day. SunMUN III and the UF Model United Nations team honor the history, perseverance, and strength of the Indigenous people on a national and international scale. As students in the state of Florida, we continue to educate ourselves and reflect on the state's history of colonization and advocate for awareness about Indigenous cultures and issues. During SunMUN III, we ask for everyone to reflect on the effects of colonization while in committee and participating in conference activities this weekend.

For more information on the Seminole people, please refer to the <u>Seminole Tribe of Florida website</u>. *semtribe.com*

For more information on the Miccosukee people, please refer to the <u>Miccosukee Tribe website</u>. *miccosukee.com/miccosukee-tribe-history*



Background

An Introduction to Formula 1 (F1)

Formula 1 is the highest class of international racing for open-wheel racing cars and produces the fastest racing cars in the world with speeds topping 200 miles an hour. Founded in 1950, Formula 1 has been the most popular motorsport league in the world for practically its entire history. Each Grand Prix weekend (race weekend) averages around 70 million viewers world wide with around 1.4 million of those coming from the United States. Thanks to the massively popular Netflix series, "Drive to Survive", which debuted in 2019, the popularity of the sport has been growing steadily especially in the United States.

So what exactly is Formula 1 you may ask? Well the word formula refers to the set of rules all teams and drivers must abide by. The number 1 refers to the highest class within that set of rules. Essentially, Formula 1 is the pinnacle of any formula racing league. Additionally, Formula 1 is composed of 10 teams called "Constructors". Each team has two drivers that race for them each Grand Prix weekend. The term "Grand Prix" is just a fancy name for the race. However before the race there are practice sessions where the teams adjust their cars to optimize their speeds and there are qualification sessions which determine the order of cars for the Grand Prix. During the training sessions, teams have a set amount of time to race on the track and try out different strategies. Meanwhile drivers use this time to familiarize themselves with the circuit. There are 3 total practice sessions before qualification.

Qualification sessions (also just referred to as quali) happen the day before the race and consist of three different stages. These stages are called Q1, Q2, Q3 and utilize an elimination system. Every driver races in Q1. However, during this session the drivers are trying to put together the fastest lap time possible. The top 15 cars with the fastest lap time move on to Q2 while the slowest 5 are

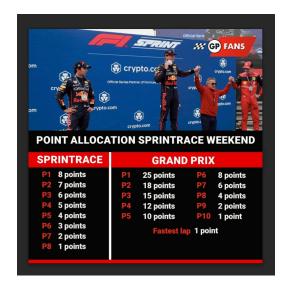




eliminated. The process is the same for Q2 with the fastest 10 drivers moving to Q3 and the slowest 5 being eliminated. Then, for Q3, the 10 drivers compete to get the fastest lap. The final order is determined during Q3 with first place consisting of the fastest driver with the next fastest taking up the other spots in sequential order. The driver who goes the fastest during Q3 wins what is called pole position and will start at the top of the grid (starting point for the race).

The next day after qualifying is race day. All 20 drivers will drive around the circuit for a total of 90-120 minutes, depending on the circuit and the amount of delays that a race has. The objective of the drivers is to complete the number of laps and cross in the least amount of time. The drivers who did well during qualifying have an inherent advantage as they have less cars to pass in order to win. The fastest drivers are then awarded with points with first place receiving the most at 25. It then incrementally decreases the further down you go with the last point earner being the 10th place driver. The drivers between 11th-20th place receive zero points. Additionally, the driver with the fastest lap during the race receives an additional 1 point if that driver also finished in the top 10. This point system hasn't always been the same historically, but is what has been used for the last 14 years and will be the point system we use for this committee.

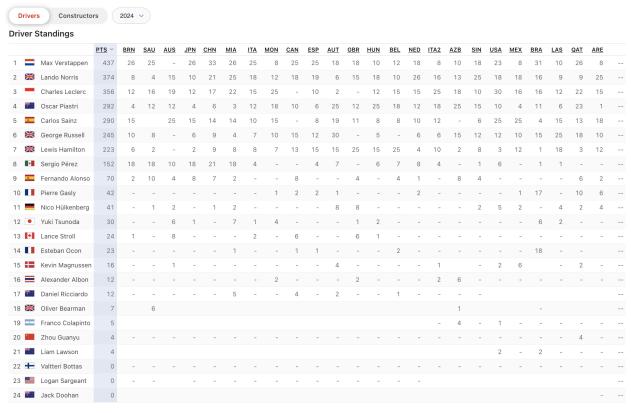
The only exception to this are weekends that host sprint races. A handful of Grand Prix weekends have sprint races that occur after qualifying sessions. These sprint races are much shorter, only taking up a third of the time of a normal race. These races do not require a pit stop unlike typical F1 races. Using the order produced by qualifying, drivers race for around 20 laps for smaller point totals. These totals are added to the season long totals and can play a pivotal role although are much less important than the Grand Prix race itself. In 2024 there were only six Grand Prix weekends that hosted a sprint race.





These race weekends make up the pursuit for the F1 Drivers and Constructors Championship. The F1 Driver championship goes to the driver who accumulates the most points throughout the season. Meanwhile the Constructors Championship goes to the team that accumulates the most points throughout the season. The Constructors Championship adds up the total points of the two cars they have racing. Below is an example of what those standings look like, along with an attached glossary:

Formula One Standings 2024



GLOSSARY

PTS: Championship Points

BRN: Gulf Air Bahrain Grand Prix

SAU: STC Saudi Arabian Grand Prix

AUS: Rolex Australian Grand Prix

JPN: MSC Cruises Japanese Grand Prix

MIA: Crypto.com Miami Grand Prix

ITA: MSC Cruises Emilia Romagna Grand Prix

MON: Monaco Grand Prix

CAN: AWS Canadian Grand Prix

ESP: Aramco Spanish Grand Prix

AUT: Qatar Airways Austrian Grand Prix

GBR: Qatar Airways British Grand Prix

HUN: Hungarian Grand Prix

NED: Heineken Dutch Grand Prix

ITA2: Pirelli Italian Grand Prix

AZB: Qatar Airways Azerbaijan Grand Prix

SIN: Singapore Airlines Singapore Grand Prix

USA: Pirelli United States Grand Prix

MEX: Mexico City Grand Prix BRA: Lenovo São Paulo Grand Prix

LAS: Heineken Las Vegas Grand Prix

ARE: Etihad Airways Abu Dhabi Grand Prix



The 2024 season hosted 24 Grand Prix weekends, meaning drivers had 24 races to accumulate as many points as possible. As you can see some teams and drivers did significantly better than others. There are multiple reasons for the discrepancy in points you see and I will go over them.

- 1. Quality of car: Each team spends the off-season developing their car. Moreover throughout the season they are continuously looking for new ways to upgrade the car and improve the car. Each constructor team has hundreds of engineers and analysts whose job is to optimize the speed and reliability of the car. Although all cars need to abide by certain car-building regulations, the regulations give plenty of wiggle room for teams to develop different and faster cars. Additionally, each team must work within the confines of the budget cap. For 2025 the cap is \$135 million. This cap was added recently to address the inequity of spending between the teams as some teams would spend hundreds of millions more than others. Although the cap has done a great job improving the inequality of spending, differences still remain. For example Ferrari and other major constructors spend 135 million in 2024 to build their cars but Haas, the poorest constructor on the grid, typically spends within \$10 million. These spending discrepancies allow for the top constructors in the sport to remain on top, although it's not always about money.
- 2. **Driver quality:** The best drivers can turn an ok car into a good car and a good car into a great car. There is no better evidence of this than Max Verstappen this season. The Red Bull car this season has been consistently the second or third best car on the grid. This has strongly affected the performances of Max's teammate Sergio Perez (Nicknamed Checo), who sits eighth in the drivers standings and has 202 points less than Max in the standings despite driving the same car. This discrepancy and Max's firm position at the top of the leaderboard showcases the difference the quality of driver makes for a team. Moreover money also plays a role in regards to what teams can afford the top drivers. Since there are no salary caps in the sport, top teams can consistently outbid smaller constructors for the best drivers.
- 3. Team staff members: You can have all the money in the world, however if your team isn't composed of the right leaders and right engineers. It won't make a difference on the track. This problem has plagued multiple top teams. Their budget signals that their car should be one of the fastest however oftentimes the quality of the car lags behind the budget. For example, Aston Martin expenditure consistently rivals the other top dogs in the sport. However they have had an up and down time in Formula 1 and are currently 5th



in the constructors and way behind their competitors point totals. Having the right personnel and team principal (Racing CEO of their team) is essential for improving the product on the track.

The great thing about Formula 1 isn't just that they are the fastest racing cars in the world, but also the fact that these races are hosted across the world ranging from Japan to the U.S and everything in between. These Grand Prix's are always in sensational locations and bring out hundreds of thousands of fans in person.



Some of the most popular Grand Prix's include the Monaco Grand Prix which is the only race to have always been on the circuit going all the way back to 1950. Moreover races in Singapore, Brazil, and Japan are some of the most popular races each year on the circuit.

Grand Prix Drivers' Association

The Grand Prix Drivers' Association consists of all the Formula 1 drivers and is the representative body for these drivers. Founded in 1961, the GPDA's original purpose was to advocate for the drivers and improve the overall safety of the sport. Formula 1 has historically been one of the most dangerous sports in the world with 52 drivers having died since 1952. Although the mortality rate has improved dramatically for drivers in the last few decades,



deaths are still possible with the last Formula 1 driver to die being Jules Bianchi in 2014 and Anthoine Hubert tragically dying in 2019 racing in Formula 2. The Union has historically been a leader in the sport for safety innovations. Disbanded in 1982, former and current drivers such as Niki Lauda, Christian Fittipaldi, Micheal Schumacher, and others re-established the organization following the deaths of Ayrton Senna and Roland Ratzenberger, who both past away during the weekend of the 1994 San Marino Grand Prix. Ayrton Senna spoke in favor of the re-establishment of the GDPA and even had a conversation with rival driver Alain Prost the Sunday morning of the San Marino Grand Prix about re-establishing it. He would tragically pass away later that Sunday.

The deaths of Ayrton Senna and Roland Ratzenberger angered drivers and empowered the GDPA to improve overall safety standards in the sport. They pushed for improved track safety through the creation of safer barriers which do a much better job absorbing and dissipating energy from collisions. These barriers have replaced older Armco Barriers which were rigid and made of steel. Moreover the establishment of larger run-off areas have helped decrease the amount of collisions. For smaller tracks, gravel traps have been created to decrease the speed of cars before they hit a barrier. Banked corners on circuits decrease the likelihood of drivers losing control and improved drainage systems help improve safety conditions during wet races. All of these innovations have been pushed forward by GDPA. Moreover GDPA works in collaboration with the FIA (Regulatory body of Formula 1) to create comprehensive regulations to ensure tracks, cars, and more all meet specific safety criterias.

The list of safety innovations also extends to the individual cars. Following the tragedies of 1994, the GDPA

successfully pushed for safer cockpits through the development of stronger carbon-fiber. In 2003 they helped develop the Head and Neck Support device (HANS) which is a mandatory car feature that provides direct support to the heads and neck of drivers. In 2018, the development of the Halo Device is one of the most significant advancements in recent years providing unprecedented protection to the head of drivers. A prime example is when the Halo stopped Max Verstappen's wheel from hitting the head of





Lewis Hamilton during one of their collisions. The Halo no doubt saved Hamilton's life in that instance and has shown its worth to drivers ever since its implementation. Another prime example of key safety standards is fire-resistant gear. Niki Lauda infamously almost lost his life in 1976 catching fire. He was able to recover after a few months hospitalized but his face was permanently scarred for the rest of his life. Since then, the likelihood of cars catching fire has decreased and fire-resistant gear has made incidents like Lauda's highly unlikely. A prime example of this is when Romain Grosjean walked out of fire after his car crashed and caught on fire in 2020. His



only injuries were burns to his hands and feet as the fire resistant gear played a pivotal role in saving Grosjean's life.

GDPA has historically been defined by their impacts on safety but their range of responsibilities extends far beyond that. GDPA plays a strong role in contract negotiations in regards to driver contracts, sponsorship

deals, and overall commercial agreements. They work to provide support for drivers and help expand commercial possibilities for every driver. Moreover drivers are sometimes mistreated by their teams, race organizers, and other stakeholders. GDPA works to improve driver rights within teams and be treated fairly throughout their time in the sport. Additionally, the GDPA is a huge advocate for fair competition and plays a pivotal role towards uncovering and solving any violations of fair play within the sport. GDPA also acts as a mediator during disputes between teams, drivers, and more. Finally, the GDPA is constantly trying to improve all aspects of the sport including the environmental aspects of Formula 1. This means fighting for more sustainable fuel usage and more energy efficient cars.

Current Situation for GPDA

Going into the 2025 season, the GDPA have been able to successfully leverage the influence of their drivers to make the organization's role more powerful. Essentially, the GDPA are now granted special powers to be the leading force for any decisions F1 makes. This means that it will be up to yall, the drivers, to dictate the direction F1 takes going



into the future. Additionally key decisions must be made soon. The FIA have just released the new regulations that will take effect in 2026 for all cars. Moreover they have suggested a budget cap of \$215 million for teams entering the 2026 season. It will be up to y'all to finalize the cap, outline proper regulatory measures to ensure each team is in the cap, and outline how funds will be dispersed to each team at the end of each season. Currently, the **Concorde Agreement** outlines how money is shared amongst teams in a column system. Column 1 is a base payment distributed to all teams evenly. The pool funds for column 1 are estimated to be around \$500 million. Column 2 payments are performance based with the best performing constructors receiving the most money. This column fund is estimated to be around \$300-400 million with the top team receiving around \$80-100 million. The funds decrease \$10 million for each placement. Finally, column 3 is designed to reward teams who have been in formula 1 for a long time. The pool of funds for column 3 are smaller but exclusively benefit teams such as Ferrari, McLaren, and Red Bull. For example, Ferrari receives at least 5% of the total prize funds according to the Concorde Agreement because of their historical precedent. The GDPA can decide to maintain this system or alter it. Keep in mind that financial inequities continue to plague smaller teams in the sport and alterations to the Concorde Agreement could help create more parody.

Environmental concerns remain a top issue for Formula 1. The sport has made a daring promise to be Net Zero by 2030. This not only includes the race cars themselves, but also the entire logistical operation of moving races across the globe weekend to weekend. Currently 49% of all F1 emissions derive from logistical transportations. Business travel is second at 29% and event operations and factories come in at around 10-12%. Car fuel is less than 1%. This means that the main obstacles from stopping F1 from being carbon neutral by 2030 isn't the cars themselves, but all of the behind the scenes operations needed for Grand Prix events to proceed. The GDPA will be tasked with finding concrete solutions to these issues. Moreover, certain teams have more monetary resources to improve their carbon output in comparison to others. The GDPA will have a decision on how to help teams that may be struggling to meet such goals within their own factories and logistics, if they decide to help at all.

Sponsorships and commercialization are critical components to F1. The huge success of "Drive to Survive" has put an added spotlight on the sport in the United States. It is up to the GDPA to figure out how to capitalize on this



momentum to continue to grow the sport. However, keep in mind that some loyal fans dislike how commercialized the sport has become. It has not only made races more expensive, but some argue it has taken away from the quality of the races as the sport becomes fixated on making money rather than optimizing the quality of the races. The GDPA will need to balance this delicate situation and work on ways to both bring in new fans whilst not neglecting their loyal long-time supporters.

Other issues involve equitable representation amongst different genders and races. The last woman F1 driver was Giovanna Amati in 1992. Moreover there has only been one black driver in F1 history with that being Lewis Hamilton. A big reason for this is the exorbitant amount of costs it takes to enter racing at a young age. This has made the sport disproportionately inaccessible for minority communities. Additionally racism and sexism has pushed away minorities from entering the sport. F1 have recently attempted to address the gender divide through the creation of the F1 Academy which is an all-female developmental league. The purpose of this league is to funnel high performing women drivers into Formula 3, Formula 2, and eventually Formula 1. However, many have criticized the league for failing to move female drivers vertically, as many who graduate from F1 Academy fail to secure seats in Formula 3 or faster formula leagues. Formula 1 has also taken actions online to address racial inequality through social media campaigns and partnerships with nonprofits. However more work can be done by this committee to make the sport more affordable for the youth and root out racism and sexism that halts minority participation across all levels.

Finally, F1 continues to want to expand their influence across the world. Currently hosting races in 6 of the 7 continents, F1 haven't hosted a race on the African continent since 1993 in South Africa. Logistical and financial reasons have stopped F1 from coming back, but negotiations have restarted to bring back a race to Africa with both South Africa and Morocco being top contenders. GDPA will be able to work on this initiative as well as bringing races to other areas that historically have never been seen as an F1 venue.

Current Constructors Situations



After a scintillating 2024 season which saw Max Verstappen lift his 4th consecutive drivers championship, drivers will refocus to the 2025 season with a new sense of hope and determination. For the first time in 4 seasons, Red Bull weren't the fastest car on the grid and in fact finished 3rd in the constructors. McLaren, after a horrific start to the season, enjoyed a series of midseason upgrades that transformed their performance and propelled them to finish first in the constructors. Moreover, Ferrari had a strong but disappointing season as they finished 2nd in the constructors in back to back seasons. They will be looking to be dominant in the 2025 with the addition of 7 time Driver's Champion Lewis Hamilton to their lineup. After a near decade of dominance in the sport, Mercedes have hit new lows finishing 4th this year. Moreover, they will be losing Lewis Hamilton to their rivals Ferrari, signaling another potential big blow to a team that has been losing momentum. Meanwhile, Aston Martin finished 5th once again matching their last year placement. However, they saw a stark drop in points losing over 100 points and were nowhere near competing for race wins as they were in 2023, where Fernando Alonso scored podiums early into the season. Aston Martin is one of the richest teams in the circuit, but they haven't been able to put together a complete season. Alpine had one of the worst starts to a season in their history. However a late surge saw them capture 6th position by just a few points. Their late season success has given their fans hope for the upcoming season, but Alpine have been routinely performing below expectations for over a decade. Haas has an incredibly strong season in relation to their expectations and car expenditure. Their objective as the poorest team on the circuit has been to survive, and they have been accomplishing that. They will be looking to build off this momentum by pushing up the standings in 2025. Visa Cash App RB, the sister and junior team to Red Bull, had a relatively underwhelming season. The drivers on this team are focused on to showcase their talent in hopes of being promoted to Red Bull. Williams' struggles continued as they finished 9th in the constructors. A team that has historically been one of the strongest in F1 history, has failed in recent years. They are hoping the driver pairing of Alex Albon and Carlos Sainz will help spearhead a successful season. However, James Vowles who was appointed in 2023, is under increased scrutiny. The proclaimed savior of Williams has not been able to improve the situation and will need much better performances in 2025 if he wants to keep his job. Last, and with the least amount of constructor points is Kick Sauber who are set to become Audi in 2026. The team is in a transitionary period and are utilizing their resources to be competitive in 2026. Until then they will have to tolerate likely remaining the worst constructor on the circuit.



Special Mechanics

One season will take place over the course of 2 committee sessions. This means that we will go through 3 complete F1 seasons. This pacing can be changed if delegates choose so. Other alternatives could be one F1 season per session, or 1 F1 season every session and a half. These alternative timelines will be presented to delegates and voted upon in the first session.

Delegates in this committee will be expected to deal with the issues outlined in this background guide in front-room debate. Moreover, routine updates will create new situations or add upon old ones in which delegates will confront in front room. For backroom crisis notes, delegates will work to pursue their own character's personal goals to expand their impact on the committee. This not only includes improving themselves as drivers but also pursuing their own personal goals outside of racing. Delegates will be offered an extra crisis note every other note collection cycle to improve their drivers skills. This will be on top of the two-pad system. Additionally, teammates will be encouraged to draft up JPDs to improve the standing of the team. These JPDs can be exclusively written between two teammates and we will allow one of these JPDs every other note collection cycle, similar to the extra individual crisis note delegates will have. Normal JPDs can be written whenever for things outside team performances with or without teammates.

Keep in mind that drivers and teams performances will be graded based on how well they perform against expectations, not on their final place in the standings. Moreover some teams and drivers will naturally experience more pushback than others in regards to performance which will be taken into consideration for grading. For the most part, I want delegates to focus on pursuing goals outside of racing and utilizing the portfolio powers granted to you to establish distinct arcs that merge near the end. The only notes needed for racing will be teammate JPDs and the extra note granted every other note collection cycle.

The final mechanic will be regarding Formula 1 penalty points. Each driver is limited to 12 penalty points within a 12 month period. If a driver accumulates more than 12 points they are banned for the following race. For the sake of this committee, each delegate will have 12 points for the entirety of the committee. Moreover these points will not



Dirty Air: Grand Prix Drivers' Association, 2025

reset if the limit is breached. These points will be assessed to delegates whose notes utilize some level of unfair play. This could be telling your driver to race more aggressively, utilizing sneaky tactics to improve the performances of the team, taking action that poorly affects rivals performances, circumventing certain regulations, etc. These actions can lead to more beneficial outcomes for the drivers but penalty points will be assessed to those drivers. If enough penalty points are accumulated, the driver will be banned from one race of that season. Feel free to use some of these penalty points as it could be a strategic ploy to improve performances, however there is a clear limit that cannot be passed without consequences. Moreover the more egregious the act, the more penalty points that will be assessed.



List of Positions

Red Bull Racing

1. Max Verstappen, 11th F1 season

World Drivers Championships	4	Points	3,023.5
Race Wins	63	Poles	40
Podiums	112	Career Starts	209

A four time World Drivers Champion, Max Verstappen is indisputably one of the best talents to ever race in Formula 1. His aggressive driving style balances on the edge of recklessness which has caused quite a few heated rivalries on the grid and has been a source of criticism for his entire career. However, the Dutchman has been able to cement a loyal fanbase, specifically in the Netherlands, and has a world famous EDM song dedicated to him called "33 Max Verstappen". Max Verstappen fans are easily detectable as they are typically dawning orange, the color of his origin nation. Outside of Formula 1, Max is huge in the E-sports world participating in several professional sim racing events. Max's Esports team, Team Redline, is hugely popular in the esports world and is an opportunity for Max to expand his influence and brand. Additionally, Verstappen's name alone makes him a huge target for businesses and can be used to pursue any initiatives he's interested in. A man of few words, minimal patience, and a love for his two cats (Jimmy and Sassy), Verstappen shies away from media duties, loves to party, and talks openly about his desire to retire because he is "bored of winning."

2. Liam Lawson, 3rd F1 season:

World Drivers Championships	0	Points	6
Race Wins	0	Poles	0
Podiums	0	Career Starts	11



Lawson has been a member of the Red Bull Junior team since 2019 and has served as a reserve driver for both Red Bull and Visa Cash App RB. He gained a permanent seat in 2024 for the first time after replacing Daniel Ricciardo for the last six races last season in Visa Cash App RB. Lawson showcased maturity and great potential in those races and after just 11 Formula 1 races and 6 career points, the New Zealander had been promoted into the highly coveted and pressure-packed second Red Bull seat. The F1 world was shocked to see Lawson be given the permanent Red Bull seat over his Visa Cash App RB teammate, Yuki Tsunoda, who has much more experience and had consistently outperformed Lawson in 2024. Despite that, the 22 year old has won the seat and will be determined to prove the doubters wrong and bring stability to a seat that has experienced turmoil ever since Verstappen's arrival to Red Bull. Additionally, Lawson is eager to spread his legacy outside of just the Formula 1 track. Coming from a family where his parents sold their house to allow him to keep racing, Lawson realizes the economic barriers that exist within Motorsport. He is inspired to create easier paths of access for those families who struggle to support their loved ones trying to go big in the sport.

McLaren

3. Lando Norris, 7th F1 season:

World Drivers Championships	0	Points	1,007
Race Wins	4	Poles	9
Podiums	26	Career Starts	128

Becoming the fourth youngest F1 driver ever at 19, Norris debuted with McLaren in the 2019 season. In his early years, Norris experienced a lot of early success and developed an iconic bromance with his at the time teammate Carlos Sainz. Norris, serving as the secondary driver for his first few seasons before becoming the primary driver for McLaren in 2021 following Sainz's move to Ferrari. Norris thrived in this role, dominating his teammate Daniel Ricciardo for two years and being the clear leader in the current driver pairing for McLaren. However he has struggled to take his driving to the mountain top as he has struggled to consistently win races in 2024 despite sporting the fastest car for the second half of the season, costing him what could have been his first Drivers



Championship. The main problem lies in his inability to convert pole positions to wins. Off the track, Lando Norris is known for his YouTube channel, Quadrant, where he posts videos with his close friends and popular influencers on racing content. Quadrant is also the brand Norris uses to sell merchandise such as hoodies, street wear, and other apparel. He is also very active on Twitch, where he often streams and connects with his very large fanbase. The Brit is very popular amongst younger F1 fans and routinely plays video games with them on Twitch.

4. Socar Piastri, 3rd F1 season

World Drivers Championships	0	Points	389
Race Wins	2	Poles	0
Podiums	10	Career Starts	46

Entering his third season in Formula 1, Piastri has been one of the best performing rookies in recent memory. In his first two seasons, he accumulated 2 wins, 9 podiums, and had a 4th place finish in last year's Drivers Championship. The Australian will be looking to take his game to another level and dethrone Norris as the number 1 driver for McLaren. Before Piastri ever entered Formula 1 he was an Alpine Academy driver primed to drive for Alpine. However, after Alpine announced Piastri as a driver for the upcoming season, Piastri infamously wrote on Twitter that he was not driving for Alpine and ended up signing for McLaren. He is known among fans for his funny Tweets, which often include interactions with his Twitter-famous mom. This highlights how highly suited of a driver Piastri was and currently is giving him a lot of flexibility in the upcoming years. Moreover, Piastri has expressed interest in potentially driving for NASCAR in the long-term future. Outside of racing, Piastri really hasn't made a name for himself and it will be up to him to see what direction he wants to take.



Ferrari

5. Charles Leclerc, 8th F1 season:

World Drivers Championships	0	Points	1,430
Race Wins	8	Poles	26
Podiums	43	Career Starts	149

Leclerc is one of the most recognizable drivers on the F1 grid. Growing up in Monaco, Leclerc dreamed of racing not just in F1 but for the Ferrari. Tragically, his father, who used to race in Formula 3, passed away in 2018. Two days before his passing Leclerc lied to his father telling him that he had signed a Formula 1 contract. That lie would end up coming true a month later as he signed with Sauber. Ever since Leclerc entered F1 he has been a superstar on and off the track joining Ferrari after just one season on the grid. He experienced plenty of personal success, however, Ferrari have hardly been able to compete for a title during his time there due to car deficiencies. Leclerc will be looking to do everything in his power to help the team reach their pinnacle. Off the track, Leclerc does a myriad of things including modeling for his many endorsement deals and creating music. He released a popular classical piece in 2023 called "AUS23 (1:1)" which has received 15 million streams on Spotify. Moreover in 2024 he dropped an EP called "Dreamers" and is passionate about expanding his music career.

6. **ELewis Hamilton, 19th F1 season:**

World Drivers Championships	7	Points	4,862.5
Race Wins	105	Poles	104
Podiums	202	Career Starts	356

Arguably the greatest driver of all time, Lewis Hamilton's career has been filled with successes. Hamilton holds the record for most wins at 105, most pole positions at 104, most podium finishes at 201, and is tied with Michael Schumacher for the most World Drivers' Championships at 7. Many say that Hamilton, currently 39, is past his



prime. But inarguably, he is still one of the best drivers on the circuit and will be looking to throw his hat back in the title races after his shocking team swap to Ferrari. Off the track, Hamilton is just as accomplished. The Brit is the co-founder of Neat Burger, plant-based burger chain, joined the board of directors of Tilbury Cosmetics, and has done a series of collaborations highlighting his fashion brand with one of the most popular collabs being with Tommyhilfiger called "Tommy x Lewis". He is also passionate about expanding his music, but so far the only music he has released was a feature on a Christina Aguilera song under the name of XNDA. Moreover Lewis Hamilton, being the only black driver in the history of F1, has been a vocal advocate for social justice. He launched the Hamilton Commission in 2020, which focused on researching ways to increase diversity across all motorsports, and is very politically outspoken on these issues.

Mercedes

7. **George Russell, 7th F1 season:**

World Drivers Championships	0	Points	714
Race Wins	3	Poles	6
Podiums	15	Career Starts	128

George Russel's ascent to the Mercedes car took some time. After a fantastic debut as a replacement driver for Lewis Hamilton in 2018 that ended in heartbreak due to car reliability issues, he languished for three years at Williams before joining Mercedes in 2022. His talent was evident at Williams, but the car's poor performances meant he was rarely competing for points. However, that narrative completely changed as he was joining the team of the decade. He got his first pole and first F1 win in his maiden season with the team but, unfortunately, 2022 would mark the start of Mercedes decline as they finished 3rd in the constructors that year. 2023 would be a slight improvement for the team as they ended just three points above Ferrari for second, before falling to fourth this season. With the departure of Hamilton, Russel has become the clear number 1 driver of the team, however he will need to find ways to improve the quality of the car if he wants any chance of competing for a championship. Off-the track George Russel is a huge car enthusiast and loves talking about, working on, and purchasing high-end vehicles.



Moreover he loves playing tennis, golf, pickleball, and socializing in elite social circles. George Rusell is also the director of the Grand Prix Drivers' Association, a role which he took over in 2021. As director, he organizes meetings and consults the F1A as a representative of the group's interests.

8. Andrea Kimi Antonelli, 1st F1 season:

World Drivers Championships	0	Points	0
Race Wins	0	Poles	0
Podiums	0	Career Starts	0

Andrea Kimi Antonelli, known as one of two Kimis in the F1 community, has had a spotlight on his career since he was 8 years old, where he was first scouted for his dominant performance at a karting circuit. The Italian junior joined the Mercedes Junior Team, the F1 team's development program for young and promising drivers, when he was 12 years old. From age 13 to 15, Antonelli dominated the senior karting circuit, with many hailing him as the next F1 prodigy. Soon after, Mercedes chose to debut him in Formula racing. From 2022 to 2023, he dominated the junior racing circuit by winning four junior Formula championships. After controversially skipping a year of racing in Formula 3, Antonelli made his 2024 Formula 2 debut. Antonelli's dominance slowed, hindered by inexperience and his F2 team's lackluster car. Halfway through the F2 season, Kimi began shining once again, winning a Sprint and Feature Race victory. His performances earned him a promotion to Formula 1 just days after his 18th birthday, and now the acclaimed prodigy will have his time to shine in F1. Antonelli will have huge shoes to fill as he is filling the seat of 7 time world champion Lewis Hamilton, who had just departed for Ferrari. Success as a rookie in Formula 1 has proven difficult but not impossible with Oscar Piastri being a shining example that talent can trump experience. Off the track, Antonelli has dabbled in acting, appearing in a sports drama film as a youngster in 2016. He also works as a driver coach and chassis tester for his kart racing team, which is primarily run by his father.



Aston Martin

9. Fernando Alonso, 22nd F1 season:

World Drivers Championships	2	Points	2337
Race Wins	32	Poles	22
Podiums	106	Career Starts	404

Considered by many as one of the greatest F1 drivers of all-time, the Spaniard has been racing for over two decades and is still one of the better drivers on the grid despite his age. After experiencing a flurry of success in the early stage of his career with Renault (currently called Alpine), he hasn't been able to capture a WDC since 2006 and hasn't been truly competitive since his Ferrari days (2010-2014). This has been mainly due to poor car performance, although his demeanor hasn't helped. Alonso has been criticized for his poor behavior towards teammates and staff throughout his career and has been embroiled in a couple of infamous scandals, including the highly controversial 2008 Singapore scandal, known as Crashgate. Other controversies include a tumultuous 2007 season for Alonso with his McLaren teammate Lewis Hamilton. Their relationship has been sour ever since. However, Alonso has matured in his older years and is one of the most beloved drivers on the grid. After his emotional retirement from F1 in 2018, he came back in 2021 for Alpine and showed the value of experience. He then left for Aston Martin in 2023 where he was briefly in a title challenge before the car quality fell off. He will be looking to replicate the form of 2023 as last year was a bit of a disappointment for all of Aston Martin. Off the track Alonso is a UNICEF Goodwill ambassador and runs a junior racing team.

10. Lance Stroll, 9th F1 season:

World Drivers Championships	0	Points	292
Race Wins	0	Poles	1
Podiums	3	Career Starts	167



Lance Stroll joined F1 in 2017 for Williams at the age of 18 years, 4 months, making him the second youngest F1 driver ever. The Canadian experienced early success capturing a podium finish in a mediocre Williams car his first season in F1, becoming the second youngest ever to finish on the podium. However his successes have been limited ever since. In 2018, his billionaire father, Lawrence Stroll, purchased Racing Point, a team Lance would join in 2019. The team was rebranded in 2021 to Aston Martin which is where Lance has been racing ever since. Although showcasing great promise in his early seasons, Lance Stroll has been consistently one of the worst performing drivers of the last few seasons. Many speculate that the main reason he still has a seat in Formula 1 is because his father owns the team he drives for. Lance Stroll will be hoping to shake this stigma in the coming seasons and finally put together a competitive season in relation to his teammate. His father, Lawrence Stroll, has always supported Lance's racing career and will try to help in any way he can. Additionally, because of his father's success in the fashion industry, Lance has access to more money than any other driver on the grid.

Alpine

11. Pierre Gasly, 9th F1 season:

World Drivers Championships	0	Points	436
Race Wins	1	Poles	0
Podiums	5	Career Starts	153

Debuting for Toro Rosso (currently Visa Cash App RB) in 2017, Gasly was contracted to a full-time seat in 2018. After dominating his teammate in the 2018 season, Gasly was promoted to the second Red Bull seat in 2019, replacing Daniel Ricciardo. Gasly had tremendous promise, but proved to be too inexperienced as he struggled mightily under the pressure of being Max Verstappen's teammate (a trend that still continues to this day). After just 12 races, Gasly was demoted back to Alpha Tauri. This was an incredibly disappointing low for Gasly, but he took it in stride earning his first podium in the latter half of the season, and earning his first win the following season.

Despite some great performances in Red Bull's second team, he was never called up again and decided to leave Red Bull in 2023 for Alpine joining up with his former best friend and current arch-nemesis Esteban Ocon. Many questioned this driver pairing due to their tumultuous relationship. Although at first it seemed like they could put



their differences apart, the skepticals would be proven correct as Alpine began to favor Gasly and Ocon would leave the team after 2024. Gasly, coming off of two underwhelming seasons, will be hoping to build off the momentum of Alpine's last few races and lead the team to a more competitive season. Gasly is one of the F1 drivers most highly concerned with driver safety, a concern which he says stems from the loss of his close friend, Anthoine Hubert, who died in 2019 in one of the most shocking on track accidents in the Formula community. Off the track, Gasly spends a lot of time with his family and his model and influencer girlfriend Francisca Gomes. He is an avid soccer fan becoming a partial investor in the third-tier semi-professional soccer club FC Versailles.

12. **MJack Doohan, 1st season in F1:**

World Drivers Championships	0	Points	0
Race Wins	0	Poles	0
Podiums	0	Career Starts	0

A former member of the Red Bull Junior team, he joined Alpine Academy in 2022. He then served as Alpine's reserve driver in 2024 before being promoted to a permanent seat for the upcoming 2025 season. The 21 year old Australian dedicated his 2024 season to his reserve role, attempting to learn as much about the car and team as possible, as his aim was a permanent seat in 2025. His success means he is the first Alpine Academy driver to be promoted to F1. He has experienced a myriad of success at lower Formula levels, but is an unproven talent overall. He will be looking to showcase all of the hard work he has been putting in behind the scenes and there is a good chance that the car will be good enough for him to compete for points. Doohan faces a lot of pressure from Alpine's leadership, as the team's executive advisor has spoken openly about replacing Doohan midway through the season if he fails to deliver. Rumors have swirled even more after Alpine signed Franco Colapinto as Alpine's reserve driver, a driver who Alpine's executive director has expressed interest in signing for 2026. Off the track, Jack Doohan spends a lot of time around all types of motorsports. His father, Mick Doohan, is a 5 time Motorcycle World Champion, and the youngster has a lot of connections within that circuit.



Haas

13. **Esteban Ocon (9th season):**

World Drivers Championships	0	Points	445
Race Wins	1	Poles	0
Podiums	4	Career Starts	156

The Frenchman has been a staple midfield driver in F1 for practically his entire career. Starting off with Racing Point in 2017, he was left off the grid in 2019. He returned the following season with Renault, now known as Alpine, and earned his first podium finish that same season. He would then enjoy a successful 2021 season where he earned his first ever F1 win. However, Ocon has been notorious for his harsh demeanor towards teammates. Gasly, a former close friend of Ocon who has turned into a bitter arch-nemesis, became his teammate in 2023. Many speculated this driver pairing would be toxic and although the pairing turned out better than most expected, Ocon would depart from Alpine at the end of the year. Ocon has always been considered a good driver but hasn't impressed enough to earn a spot on a team consistently competing for race wins, although he was in consideration for the open Mercedes seat in 2021. However there is no doubt that at Haas, Ocon is the number 1 driver and will be looking to stockpile a lot of early successes in hopes of earning a more competitive seat in the following seasons. Ocon is one of the few drivers on the grid to come from humble beginnings. His family sold their house to fund his early karting career. The family lived in a caravan, sleeping in parking lots outside of Ocon's school and races. After winning the F3 championship, his team sponsor went bankrupt, leading Ocon to almost quit the sport to work at McDonalds. This makes Ocon highly passionate about equity and accessibility within the sport.

14. **Collie Bearman, 1st F1 season:**

World Drivers Championships	0	Points	7
Race Wins	0	Poles	0
Podiums	0	Career Starts	3



Ollie Bearman spent most of his time competing in Formula 2 last season, but had the rare opportunity to compete in three Formula 1 races due to health complications and license issues with the drivers he substituted. Leaving school to join the Ferrari Academy at 16, the Brit has been considered a phenome and has skyrocketed through the lower Formula series. His most iconic performance was during his first Formula 2 season, where he became the first driver to win every session in F2 history, a feat which he completed despite being involved in an incident in Qualifying that broke his steering wheel. Although he lacks experience in comparison to his teammate, Ollie has showcased undeniable talent and he will be looking to develop quickly and elevate Haas into one of the better F1 teams. Off the track, Bearman hangs around with his family a lot. His father is the CEO of Aventum Group, an insurance firm, and his younger brother, Thomas Bearman, is also a race car driver in British Formula F4. Additionally, Bearman has his own clothing line where he sells hoodies, shirts, and more, which all feature his bear logo, a very intentional pun the nineteen year-old leans on for his branding. Moreover, he has a pretty popular social media presence and is an expected fan favorite coming into this season.

Racing Bulls

15. • Yuki Tsunoda, 5th F1 season:

World Drivers Championships	0	Points	91
Race Wins	0	Poles	0
Podiums	0	Career Starts	87

Yuki Tsunoda joined the Honda Formula Dream Project in 2016, and has been a Honda sponsored driver ever since. He first joined Alpha Tauri, now known as Racing Bulls, in 2021 after being on the Red Bull Junior team for two seasons. He showed tremendous potential but was an incredibly inconsistent driver his rookie season. Moreover, he began garnering the reputation of being hot-headed as he would oftentimes curse and scream towards his engineer while driving. Over the years his temperament, as well as his consistency, would dramatically improve. After the departure of Pierre Gasly, Yuki became the clear number one at Racing Bulls, beating teammates Nyck De Vries and



Daniel Ricciardo consistently over the next two seasons. Moreover, he excelled against Lawson for the last six races of the season and seemed to be the clearcut number 1 candidate for the open Red Bull seat. However, a surprising turn of events meant Lawson was promoted and Yuki would drive another year for Racing Bulls. The Japanese driver is clearly disappointed with this decision and there is strong speculation that he will be leaving Racing Bulls in 2026 to join Aston Martin, as Honda will be the new power unit supplier for that team. However, until then, Yuki needs to continue to prove himself in order to move up the F1 ladder. Off the track, Tsunoda is known for his love of food and fine cuisine. In a video asking F1 drivers what their dream was, many said it was to win a World Drivers Championship, but Tsunoda iconically said it is to open a restaurant. With the backing of Honda, Tsunoda has strong connections in Japan that can propel any off-the grid ventures he is interested in.

16. IIsack Hadjar, 1st season in F1

World Drivers Championships	0	Points	0
Race Wins	0	Poles	0
Podiums	0	Career Starts	0

Isack Hadjar has earned himself a seat in F1 following an impressive F2 season where he finished runner-up in the Championship. The French-Algerian racing driver's successes in the lower formulas saw him nicknamed "Le Petit Prost" by the French media in recognition of his Prost-like talent (Alain Prost is an all-time great F1 driver). There is a lot of hype surrounding Isack's debut with Christian Horner, Principal of Red Bull hinting that he may already be quicker than his next year teammate, Yuki Tsunoda. Regardless of how true that is, there will be a lot of pressure on the driver to deliver a solid rookie season. Off the track, Hadjar spends a lot of time with his family, who are fully Algerian, and although he was born and raised in Paris, he holds dual citizenship in both France and Algeria. Being the only driver from Africa on the grid, Hadjar will look to expand the sport to the continent, a move the F1 fan community has been clamoring for since the series last raced there in 1993. Additionally, when he's not racing he loves practicing judo and other martial arts.



Williams Racing

17. Carlos Sainz, 11th F1 season:

World Drivers Championships	0	Points	1,275.5
Race Wins	4	Poles	6
Podiums	27	Career Starts	206

Carlos Sainz first joined F1 in 2015 on Red Bull's junior team, debuting alongside Max Verstappen. The Spaniard began to gain renown in 2019 after his move to McLaren Racing. During his two years at McLaren, he was the clearcut number 1 driver, collecting 2 podiums in the midfield car and building his iconic bromance with then-rookie Lando Norris. His strong performances led to a promotion to Ferrari in 2021. For the next three seasons Sainz would impress the F1 community as he would collect 4 wins, 6 poles, and 25 podiums for Ferrari. Although he was overall the second fastest driver for Ferrari behind Leclerc, it was clear that the skill gap wasn't large as the two became known for fiercely battling on track and often switching between being the number one driver on the team. Despite how strong the driver pairing was, Ferrari couldn't deny the possibility of pairing Leclerc, arguably the second best driver in the grid, with 7 time champion and all-time great Lewis Hamilton. This would leave Sainz outside the Ferrari team going into the 2025 season. Shocked by this announcement, Sainz worked quickly to secure a seat for the 2025 season, eventually ending up with Williams. Although this on paper is a dramatic downgrade for Sainz, he is hopeful that the Williams project will finally turn things around and become competitive once again. Off the track, the Spaniards father is a world renown rally driver winning two World Rally Championships. Additionally, he grew up a huge Fernando Alonso fan and Real Madrid fan.

18. **Alexander Albon, 6th F1 season:**

World Drivers Championships	0	Points	248
Race Wins	0	Poles	0
Podiums	2	Career Starts	104



Albon first debuted in F1 in 2019 with Red Bull Racing's Junior team. Despite debuting the same year as talents such as Lando Norris and George Rusell, Albon won the 2019 FIA Rookie of the Year Award after a fantastic season. He was promoted to Red Bull Racing in another on-brand and very controversial Red Bull Racing driver swap in the middle of the 2019 season. After a disappointing 2020 season, lagging 109 points behind his teammate Max Verstappen, Albon lost his Formula 1 seat. He became a Deutsche Tourenwagen Masters (DTM) racer while serving as a development driver for Red Bull. Albon's impressive season in DTM earned him a Formula 1 seat for the 2022 season with Williams Racing. In 2023, Albon managed to drag the infamously terrible Williams car to multiple points finishes and Q3 appearances, putting him on the radar of many top teams for possible team changes. However, Albon chose to remain at Williams, citing his faith in the team's long-term prospect of having a competitive car, which is yet to be proven. A fan favorite, Albon is known for his soft-spoken demeanor, 11 pets (including cats, dogs, horses, bunnies) who have accrued semi-fame on the Instagram account @albonpets, and his long-term relationship with professional golfer, Muni Lee. Determined to rise to the top of motorsport after his public fall from grace, Albon's impressive talent, ambition, and media darling status will surely help him on his way.

Kick Sauber

19. Nico Hülkenberg, 14th F1 season:

World Drivers Championships	0	Points	571
Race Wins	0	Poles	0
Podiums	0	Career Starts	230

Nico Hülkenberg is one of the better drivers in Formula 1 history to have never collected a podium. He has had many chances due to his great qualifying pace, but his race pace has let him down. The German has experienced a lot of ups and downs in his career, but he is coming off of one of his best seasons with Hass where he collected 41 of the 58 total points Haas earned, showcasing his value. His move to Kick Sauber will be viewed as a temporary downgrade. The car will probably be the worst on the grid for a second consecutive season, but Hülkenberg is

Dirty Air: Grand Prix Drivers' Association, 2025

hopeful that big changes will come once the team becomes Audi in 2026. Off the track Hülkenberg spends most of his time in Monaco and was trained as a youngster as a freight forwarding agent since his father owns a shipping company called the Hülkenberg Spedition.

20. SGabriel Bortoleto, 1st F1 season:

World Drivers Championships	0	Points	0
Race Wins	0	Poles	0
Podiums	0	Career Starts	0

Gabriel Bortoleto enters F1 after a scintillating career in the lower series. He became the fourth driver ever to win F3 and F2 in successive seasons. Bortoleto will be looking to build off these successes with an impressive rookie campaign. However, considering Kick Sauber will most likely be the worst car on the grid again, he has a lot of work ahead of him. Off the grid the Brazilian focuses most of his time improving his racing and his looking to expand upon the legacy of great racing in Brazil