



FORMULA 1 • QATAR AIRWAYS

AUSTRALIAN GRAND PRIX

2026



OFFICIAL MEDIA KIT

MARCH 5-8 | MELBOURNE

AUSTRALIAN GRAND PRIX CORPORATION

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Welcome to MAGICAL MELBOURNE!

Hello, and a warm welcome to Melbourne's Albert Park Grand Prix Circuit, home of the Formula 1® Australian Grand Prix. We are excited for you to join us for a thrilling four days of racing and kick off the 2026 season of the FIA Formula One World Championship.

The FORMULA 1 QATAR AIRWAYS AUSTRALIAN GRAND PRIX 2026 is back and bigger than ever, offering a track spectacle featuring top and emerging drivers worldwide. This weekend we will see Formula 1 return to the track, sporting 11 teams, new regulations, and all new cars.

We can't wait to join you for an exciting race opener here in Melbourne ahead of a packed F1® race calendar.

We know that underneath all the excitement for our event is a lot of hard work to cover the rollercoaster that is a Grand Prix weekend. Our Media Team have done everything possible to make your working environment comfortable, efficient, and safe and are at your service to help wherever is needed. We have endeavored to think of everything we can to help you produce your best work but if there is anything else you require, please feel free to contact our team and we will do our utmost to help you.

We wish you a wonderful time here in Melbourne and it is an honour to have you with us again.

We are so grateful for your tireless work and hope you enjoy The FORMULA 1 QATAR AIRWAYS AUSTRALIAN GRAND PRIX 2026

Acknowledgement of Country

We acknowledge the Bunurong People, the Traditional Custodians of the land and waterways that we work and race on.

We pay our respects to Elders, past and present.

As visitors on Bunurong Country, we listen with intent and practice gratitude for their knowledge of sustainability and culture as part of our journey.

We celebrate their stories in our stories.

FORMULA 1 QATAR AIRWAYS AUSTRALIAN GRAND PRIX 2026 Track Schedule

THURSDAY 5 MARCH		
6:30 - 7:45	GATORADE RUN (ON-TRACK)	
7:08	SUNRISE	
7:30	FORMULA 1 - TEAM CURFEW END	
7:50 - 9:20	F1 TRACK TECHNICAL ACCESS	
9:25 - 9:35	MOTORSPORT AUSTRALIA TRACK INSPECTION	
9:30	GATES OPEN TO PUBLIC	
9:45 - 10:15	PORSCHE CARRERA CUP	FIRST PRACTICE SESSION (30MINS)
10:35 - 11:05	SUPERCARS CHAMPIONSHIP	FIRST PRACTICE SESSION (30MINS)
11:10 - 11:25	WELCOME TO COUNTRY	
11:35 - 12:05	PORSCHE CARRERA CUP	QUALIFYING SESSION (30MINS)
12:25 - 12:55	SUPERCARS CHAMPIONSHIP	SECOND PRACTICE SESSION (30MINS)
12:30 - 13:00	FORMULA 1	SECURITY BRIEFING (ONLINE MEETING)
13:05 - 13:20	FORMULA 2 SYSTEM TEST (15MINS)	
13:25 - 14:05	MELBOURNE PODIUM CLUB PIT LANE WALK #1 (40MINS)	
13:30 - 14:30	FORMULA 1	DRIVERS' PRESS CONFERENCE
13:35 - 13:55	RACING PAST - BRABHAM CELEBRATION (20MINS)	
14:20 - 14:32	SUPERCARS CHAMPIONSHIP	QUALIFYING SESSION PART 1 (FOR RACE 1 GRID) (12MINS)
14:42 - 14:50	SUPERCARS CHAMPIONSHIP	QUALIFYING SESSION PART 2 (FOR RACE 2 GRID) (8MINS)
15:00 - 15:15	FORMULA 3 SYSTEM CHECK (15MINS)	
15:35 - 16:10	PORSCHE CARRERA CUP	FIRST RACE (30MINS)
16:20 - 16:35	F1 CAR DEMONSTRATION (15MINS)	
16:55 - 17:40	SUPERCARS CHAMPIONSHIP	FIRST RACE (19 LAPS OR 40MINS + PODIUM)
17:00 - 17:30	FIA FORMULA 2	TEAM MANAGERS' & DRIVERS' MEETING
17:30 - 18:00	FIA FORMULA 3	TEAM MANAGERS' & DRIVERS' MEETING
17:55 - 18:40	MAIN STRAIGHT WALK	
18:00	TRACK OPEN TO F1 PASS HOLDERS	
18:30	TEAM CURFEW STARTS	
18:40 - 19:40	F1 EXPERIENCES TRACK TOUR & TROPHY PHOTO	
18:50 - 20:15	F1 EXPERIENCES PIT LANE WALK	
19:30	GATES CLOSED TO PUBLIC	
19:54	SUNSET	

FRIDAY 6 MARCH		
7:09	SUNRISE	
7:15 - 7:45	PROMOTER ACTIVITY	PORSCHE GUEST RIDES (HIGH-SPEED)
7:50 - 8:00	FIA	MEDICAL INSPECTION
8:00 - 8:15	FIA	TRACK INSPECTION & SAFETY CAR TEST
8:15 - 8:30	FIA	MEDICAL INTERVENTION EXERCISE
8:30	F1 TEAM CURFEW ENDS	
8:30	GATES OPEN TO PUBLIC	
8:30 - 8:50	FIA	F1, F2 & F3 STEWARDS' FAMILIARISATION
8:50 - 9:35	FIA FORMULA 3	PRACTICE SESSION (45MINS)
9:30 - 10:30	FORMULA 1 TEAM MANAGERS' MEETING	
10:00 - 10:45	FIA FORMULA 2	PRACTICE SESSION (45MINS)
11:00 - 12:00	PIT LANE	FORMULA 1 CAR PRESENTATION - NO RACING ON TRACK
11:10 - 11:30	TRACK	RACING PAST - BRABHAM CELEBRATION (20MINS)
11:10 - 12:00	MELBOURNE PODIUM CLUB PIT LANE WALK #2 (50MINS)	
11:40 - 11:55	F1 CAR DEMONSTRATION (15MINS)	
12:10 - 12:20	FIA	TRACK INSPECTION & F1 STEWARDS FAMILIARISATION
12:30 - 13:30	FORMULA 1	FIRST PRACTICE SESSION (60MINS)
14:00 - 14:30	FIA FORMULA 3	QUALIFYING SESSION (30MINS)
14:30 - 15:30	FORMULA 1 TEAMS' PRESS CONFERENCE	
14:35 - 14:50	RAAF AIR DISPLAY	
14:55 - 15:25	FIA FORMULA 2	QUALIFYING SESSION (30MINS)
15:30 - 16:00	FIA FORMULA 3 PRESS CONFERENCE	
15:40 - 15:50	FIA	TRACK INSPECTION
16:00 - 17:00	FORMULA 1	SECOND PRACTICE SESSION (60MINS)
17:15 - 17:45	FIA FORMULA 2	PRESS CONFERENCE
17:25 - 18:10	SUPERCARS CHAMPIONSHIP	SECOND RACE (19 LAPS OR 40MINS + OUTFIELD PODIUM)
18:30 - 19:05	PORSCHE CARRERA CUP	SECOND RACE (30MINS)
18:30 - 19:30	FORMULA 1 DRIVERS' MEETING	
19:15 - 20:30	MECCA MAX BEAUTY MASTERCLASS (PIT EXIT)	
19:15 - 20:30	INCLUSIVE PIT LANE EXPERIENCE	
19:25	TRACK OPEN TO F1 PASS HOLDERS	
19:53	SUNSET	
19:30	GATES CLOSED TO PUBLIC	
21:00	TEAM CURFEW STARTS	

SATURDAY 7 MARCH		
7:10	<i>SUNRISE</i>	
7:20 - 7:25	TRACK	MOTORSPORT AUSTRALIA TRACK INSPECTION
7:30 - 8:00	PROMOTER ACTIVITY	SUPERCARS GUEST RIDES (HIGH-SPEED)
8:30	<i>GATES OPEN TO PUBLIC</i>	
9:00 - 9:12	SUPERCARS CHAMPIONSHIP	QUALIFYING SESSION PART 3 (FOR RACE 3 GRID) (12MINS)
9:22 - 9:30	SUPERCARS CHAMPIONSHIP	QUALIFYING SESSION PART 4 (FOR RACE 4 GRID) (8MINS)
9:30	<i>F1 TEAM CURFEW ENDS</i>	
9:35 - 10:15	MELBOURNE PODIUM CLUB PIT LANE WALK #3 (40MINS)	
10:15 - 10:25	FIA	MEDICAL INSPECTION
10:25 - 10:40	FIA	TRACK INSPECTION & SAFETY CAR TEST
11:00 - 11:05	FIA FORMULA 3	PIT LANE OPEN
11:15 - 12:00	FIA FORMULA 3	SPRINT RACE (20 LAPS OR 40MINS + 1 LAP + PODIUM)
12:10 - 12:20	FIA	TRACK INSPECTION
12:30 - 13:30	FORMULA 1	THIRD PRACTICE SESSION (60MINS)
13:55 - 14:00	FIA FORMULA 2	PIT LANE OPEN
14:10 - 15:00	FIA FORMULA 2	SPRINT RACE (23 LAPS OR 45MINS + 1 LAP + PODIUM)
15:05 - 15:50	MELBOURNE PODIUM CLUB PIT LANE WALK #4 (45MINS)	
15:10 - 15:30	TRACK	RACING PAST - BRABHAM CELEBRATION (20MINS)
15:30 - 15:55	<i>FIA FORMULA 3</i>	<i>PRESS CONFERENCE</i>
15:40 - 15:50	FIA	TRACK INSPECTION
15:40 - 15:55	RAAF AIR DISPLAY	
16:00 - 17:00	FORMULA 1	QUALIFYING SESSION (60MINS)
17:00 - 18:00	<i>FORMULA 1 PRESS CONFERENCE</i>	
17:20 - 17:30	<i>SUPERCARS GRID WALK</i>	
17:35 - 18:15	SUPERCARS CHAMPIONSHIP	THIRD RACE (19 LAPS OR 40MINS + PODIUM)
18:00 - 18:30	FIA FORMULA 2	PRESS CONFERENCE
18:40 - 19:15	PORSCHE CARRERA CUP	THIRD RACE (30MINS + PODIUM)
19:35	TRACK OPEN TO F1 PASS HOLDERS	
19:35 - 20:35	F1 EXPERIENCES CHAMPIONS CLUB GRID WALK & TROPHY PHOTO	
19:45 - 20:55	FIA	MARSHALS' PIT LANE WALK
19:51	SUNSET	
19:30	<i>GATES CLOSED TO PUBLIC</i>	

SUNDAY 8 MARCH		
7:00 - 7:10	TRACK	MOTORSPORT AUSTRALIA TRACK INSPECTION
7:11	SUNRISE	
7:20 - 7:50	PROMOTER ACTIVITY	VIP GUEST LAPS (30MINS)
7:50 - 8:00	FIA	MEDICAL INSPECTION
8:00 - 8:15	FIA	TRACK INSPECTION & SAFETY CAR TEST
8:30	GATES OPEN TO PUBLIC	
8:35 - 8:40	FIA FORMULA 3	PIT LANE OPEN
8:50 - 9:40	FIA FORMULA 3	FEATURE RACE (23 LAPS OR 45MINS + 1 LAP)
9:50 - 10:05	SUPERCARS GRID WALK	
10:00	F1 CAR COVER SEALS REMOVED	
10:05 - 10:35	FIA FORMULA 3	PRESS CONFERENCE
10:10 - 10:45	SUPERCARS CHAMPIONSHIP	FOURTH RACE (14 LAPS OR 30MINS + PODIUM)
11:10 - 11:15	FIA FORMULA 2	PIT LANE OPEN
11:25 - 12:30	FIA FORMULA 2	FEATURE RACE (33 LAPS OR 60MINS + 1 LAP)
12:50 - 13:50	MELBOURNE PODIUM CLUB PIT LANE WALK #5 (60MINS)	
13:00 - 13:30	FORMULA 1	DRIVERS' PARADE (30MINS)
13:40 - 13:55	BRABHAM BT19 CELEBRATION LAP (15MINS)	
13:40 - 14:10	FIA FORMULA 2	PRESS CONFERENCE
13:55 - 14:10	FIA	TRACK & MEDICAL INSPECTION
14:00 - 14:15	RAAF AIR DISPLAY	
14:20 - 14:30	FORMULA 1	PIT LANE OPEN
14:44 - 14:46	NATIONAL ANTHEM	
14:46 - 14:48	RAAF FLYOVER	
15:00 - 17:00	FORMULA 1 AUSTRALIAN GRAND PRIX (58 LAPS OR 120MINS)	
19:50	SUNSET	
19:00	GATES CLOSED TO PUBLIC	

Key Contacts

Director of FIA Communications		
Cameron Kelleher		
FIA F1 Media Delegate		
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Communications Officer		
Anton Terzian		
National Press Officer		
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Opening Hours

MEDIA CENTRE OPENING HOURS

Wednesday 4 March:	14:00 – 18:00
Thursday 5 March:	09:00 – 18:00
Friday 6 March:	07:00 – 23:00
Saturday 7 March:	07:00 – 23:00
Sunday 8 March:	07:00 – No close time

MEDIA ACCREDITATION CENTRE

Wednesday 4 March:	08:00 – 18:00 (FIA Accreditation available from 14:00)
Thursday 5 March:	08:00 – 18:00
Friday 6 March:	08:00 – 16:00
Saturday 7 March:	08:00 – 14:00
Sunday 8 March:	08:00 – 13:00

EVENT HIGHLIGHTS

FORMULA 1 LOUIS VUITTON AUSTRALIAN GRAND PRIX 2025 - OVERVIEW

- Total Attendance: 465,498 **Record breaking*
- Melbourne City Hotel Data - 94 per cent booked on Saturday before race
- Demographic data:
 - 46% female (Global average is 35%)
 - 44% aged between 16-34
- Viewership numbers:
 - 76.9m around the world watched the race in 2025
 - Sunday's race was the most-watched Formula 1 race of all time for Kayo Sports and Foxtel
- The event is estimated to have delivered to total economic impact of \$323.9m

FORMULA 1 QATAR AIRWAYS AUSTRALIAN GRAND PRIX 2026 - OVERVIEW

Site Upgrades:

- 77% increase in site wide shade from 2025 to 2026 (7174 sqm)
- 7 additional super screens around the site (66 in total)
- 50% increase in Overpass spans from 2025 to 2026 (highlight being the new Overpass 1)
- 128% increase in covered Grandstand seats
- 41% increase in water fountains (an extra 100 across the site)

ANZAC Station

- The opening of ANZAC station will change the way fans arrive at Albert Park
- Expected to double the number of people who use Gate 5 – making it one of the most utilised gates.

Oscar Piastrri:

- To celebrate the success of Melbourne born, Oscar Piastrri, the Piastrri Grandstand was launched
- The existing Fangio Grandstand has been made larger, and the most premium part of this structure, the end closest to the start line, is the Piastrri Grandstand.

History and milestones:

- 30-years of Formula 1 at Albert Park
- 60 years since Australian driver Sir Jack Brabham's final World Championship win
 - A demonstration featuring 50 cars will make their way around the circuit.

F1 Melbourne Fan Festival (**Free*)

- Where: Federation Square
- When: Friday – Sunday
- What:
 - Broadcast all of the action from the track – including exclusive content of Melbourne Walk
 - Motorsport talent interviews across the weekend
 - F1 activations and merchandise

Five Fan Facing Precincts:

- Our precincts are returning with the addition of one more, they are designed to deliver something tailored experience to each of our fans:
 - Melbourne Junction
 - Lakeside
 - Pit Stop Park
 - Motorsport Straight
 - Trackside Green (*NEW for 2026*)

Working in the Media Centre

The **FIA Media Centre** (FIA Accredited Journalists, Photographers and Radio) is located in Pit Building 1, which also houses Race Control. This building is at the northern end of the Start-Finish line, close to Pit Lane exit.

All accredited journalists and photographers must register at the Media Reception desk upon arrival at the circuit. The reception staff will assist with internet access, seating allocations, and locker assignment.

ISDN Lines

These are available only by pre-order; the set-up cost is as for a standard line.

Internet

A public internet network will be available in the FIA Media centre. This network will provide an Ethernet hand off point at most locations as well as a wireless network.

Telecoms Centre

Standard phone line services will be available to media if required at the receptions. Also located at reception will be spare computers with internet and printing access should they be required.

Lockers

Free lockers are available on request from the team at each Media Reception. Each locker can be set to a personalized code. Instructions for setting the code are available from reception.

Catering in the Media Centre

Sandwiches as well as light snacks, coffee, tea, and soft drinks will be available from Thursday through to Sunday and hot food on Saturday and Sunday in the media kitchen located in the FIA Media Centre.

Car Parking

The International Media Car Park, for permit-holders only, is located at the Golf Course.

Access to this Car Park is through Gate 5, the entrance on Kings Way. When you leave your car, walk towards the overpass and across the pontoon

towards Melbourne Walk and the Media Centre is the two-story building straight ahead of you.

Photographic Support Services

Nikon and Canon will be located downstairs in the FIA Media Centre.

Photographers Shuttle Service

Once again there will be a comprehensive schedule of shuttle buses to take working photographers around the circuit on all three days when Formula 1 cars are on track. Pick up location is on Sir Jack Brabham Way

The shuttle bus timetable is subject to change, so please be sure to check the Official Notice Board located within the Media Centre for the latest details.

ACCREDITED PHOTOGRAPHERS' BUS SCHEDULE (DELIVER / COLLECT FROM TRACK)

DAY	SESSION	
FRI	FORMULA 3 PRACTICE	0830, 0940
	FORMULA 2 PRACTICE	0940, 1050
	FORMULA 1 PRACTICE 1	1220, 1335
	FORMULA 3 QUALIFYING	1335, 1435
	FORMULA 2 QUALIFYING	1435, 1530
	FORMULA 1 PRACTICE 2	1530, 1705
SAT	FORMULA 3 SPRINT RACE	1045, 1200
	FORMULA 1 PRACTICE 3	1200, 1340
	FORMULA 2 SPRINT RACE	1340, 1500
	FORMULA 1 QUALIFYING	1530, 1700
SUN	FORMULA 3 FEATURE RACE	0820, 0940
	FORMULA 2 FEATURE RACE	1055, 1235
	FORMULA 1 GRAND PRIX	1325, 1355

Please note: Photographers must have appropriate accreditation to use this service.

Press Conferences

FORMULA ONE

All FIA press conferences take place in the international press conference area, located on the first floor of the Media Centre. Transcripts will be distributed within the Media Centre. Please note that only the FIA Accredited Media may attend.

Press conferences will take place as follows (subject to change):

Thursday 5 March		
13:30 – 14:30	Formula 1	
Friday 6 March		
14:30 – 15:30	Formula 1	Team Press Conference
15:30 – 16:00	Formula 3	
17:15 – 17:45	Formula 2	
Saturday 7 March		
15:30 – 15:55	Formula 3	
17:00 – 18:00	Formula 1	Post qualifying
18:00 – 18:30	Formula 2	
Sunday 8 March		
10:05 – 10:35	Formula 3	
13:40 – 14:10	Formula 2	
Post race	Formula 1	Top three finishing drivers

ADDITIONAL FIA ACCREDITED MEDIA OPPORTUNITIES

Qualifying: All drivers eliminated in Q1 and Q2 will be available for media interviews immediately after the end of each session, as well as drivers who participated in Q3 and are not required to take part in the post qualifying press conference.

Race: Any driver retiring before the end of the race will be available for media interviews after their return to the paddock. In addition, all drivers who finish the race outside the top three will be available immediately after the end of the race for media interviews.

During the race, each team will make at least one senior spokesperson available for interviews with officially accredited TV crews. A list will be made available in the Media Centre.



F1 2026

 **MAR**
06-08 **AUSTRALIA**

ROUND 1 | MELBOURNE

 **JUL**
24-26 **HUNGARY**

ROUND 13 | BUDAPEST

 **MAR**
13-15 **CHINA**

ROUND 2 | SHANGHAI

 **AUG**
21-23 **NETHERLANDS**

ROUND 14 | ZANDVOORT

 **MAR**
27-29 **JAPAN**

ROUND 3 | SUZUKA

 **SEP**
04-06 **ITALY**

ROUND 15 | MONZA

 **APR**
10-12 **BAHRAIN**

ROUND 4 | SAKHIR

 **SEP**
11-13 **SPAIN**

ROUND 16 | MADRID*

 **APR**
17-19 **SAUDI ARABIA**

ROUND 5 | JEDDAH

 **SEP**
25-27 **AZERBAIJAN**

ROUND 17 | BAKU

 **MAY**
01-03 **MIAMI**

ROUND 6 | MIAMI

 **OCT**
09-11 **SINGAPORE**

ROUND 18 | SINGAPORE

 **MAY**
22-24 **CANADA**

ROUND 7 | MONTREAL

 **OCT**
23-25 **UNITED STATES**

ROUND 19 | AUSTIN

 **JUN**
05-07 **MONACO**

ROUND 8 | MONACO

 **OCT** **NOV**
30-01 **MEXICO**

ROUND 20 | MEXICO CITY

 **JUN**
12-14 **SPAIN**

ROUND 9 | BARCELONA - CATALUNYA

 **NOV**
06-08 **BRAZIL**

ROUND 21 | SÃO PAULO

 **JUN**
26-28 **AUSTRIA**

ROUND 10 | SPIELBERG

 **NOV**
19-21 **LAS VEGAS**

ROUND 22 | LAS VEGAS

 **JUL**
03-05 **GREAT BRITAIN**

ROUND 11 | SILVERSTONE

 **NOV**
27-29 **QATAR**

ROUND 23 | LUSAIL

 **JUL**
17-19 **BELGIUM**

ROUND 12 | SPA-FRANCORCHAMPS

 **DEC**
04-06 **ABU DHABI**

ROUND 24 | YAS ISLAND

*SUBJECT TO FIA CIRCUIT HOMOLOGATION

2026 Formula One World Championship™ Entry List

Driver	Number	Team Name	Power Unit	Company Name
Lando Norris	1	McLaren Mastercard F1 Team	Mercedes	McLaren Racing Limited
Oscar Piastri	81	McLaren Mastercard F1 Team	Mercedes	McLaren Racing Limited
George Russell	63	Mercedes-AMG PETRONAS Formula One Team	Mercedes	Mercedes-Benz Grand Prix Limited
Andrea Kimi Antonelli	12	Mercedes-AMG PETRONAS Formula One Team	Mercedes	Mercedes-Benz Grand Prix Limited
Max Verstappen	3	Oracle Red Bull Racing	Red Bull Ford	Red Bull Racing Limited
Isack Hadjar	6	Oracle Red Bull Racing	Red Bull Ford	Red Bull Racing Limited
Charles Leclerc	16	Scuderia Ferrari HP	Ferrari	Ferrari S.p.A
Lewis Hamilton	44	Scuderia Ferrari HP	Ferrari	Ferrari S.p.A
Alex Albon	23	Atlassian Williams F1 Team	Mercedes	Williams Grand Prix Engineering Ltd
Carlos Sainz	55	Atlassian Williams F1 Team	Mercedes	Williams Grand Prix Engineering Ltd
Arvid Lindblad	41	Visa Cash App Racing Bulls F1 Team	Red Bull Ford	Racing Bulls S.p.A
Liam Lawson	30	Visa Cash App Racing Bulls F1 Team	Red Bull Ford	Racing Bulls S.p.A
Lance Stroll	18	Aston Martin Aramco Formula One Team	Honda	AMR GP Limited
Fernando Alonso	14	Aston Martin Aramco Formula One Team	Honda	AMR GP Limited
Esteban Ocon	31	TGR Haas F1 Team	Ferrari	Haas Formula LLC
Oliver Bearman	87	TGR Haas F1 Team	Ferrari	Haas Formula LLC
Nico Hulkenberg	27	Audi Revolut F1 Team	Audi	Sauber Motorsport AG
Gabriel Bortoleto	5	Audi Revolut F1 Team	Audi	Sauber Motorsport AG
Pierre Gasly	10	BWT Alpine Formula One Team	Mercedes	Alpine Racing Limited
Franco Colapinto	43	BWT Alpine Formula One Team	Mercedes	Alpine Racing Limited
Sergio Perez	11	Cadillac Formula 1 Team	Ferrari	TWG Cadillac Formula 1 Team LLC
Valtteri Bottas	77	Cadillac Formula 1 Team	Ferrari	TWG Cadillac Formula 1 Team LLC

BRAVE NEW WORLD

This weekend's Australian Grand Prix isn't just the start of a new season. It's the beginning of a brand new era for Formula 1.

The technical rules have been totally rewritten, with fresh regulations for both chassis and power units representing the biggest single-season shake-up to the sport in generations, if not ever.

What you'll see on track at Albert Park this weekend will bear little resemblance to last season. The FIA's goal for these sweeping new 2026 rules is deceptively simple: to create a package that is "agile, competitive, safer and more sustainable". To achieve that, though, means a reworking of the sport from the ground up.

CORNER MODE vs STRAIGHT MODE

Let's start with the cars you'll see on track this weekend. You'll immediately notice that they look different, and where they look different. Watch them around the lap, and you'll notice that look changes depending on whether they're rocketing down the straights or navigating the corners.

After 15 years of the limited drag reduction system (DRS), F1 has bit the bullet and introduced full-blown active aerodynamics, with both the rear wing and the front wing now able to change alignment depending on the zone through which the driver is travelling.

When driving through the bends, the car will enter 'corner mode', which will see the wings positioned in their conventional maximum downforce position to maximise apex speed. But when a driver turns onto a designated straight-line section, the wings will flip into 'straight mode', which will reduce drag to massively increase top speed. Unlike DRS, corner mode and straight mode will not depend on a driver being within a second of the car ahead. Both settings will be available for every lap of every session.

WHAT LIES BENEATH

These aero modes aren't the most consequential changes made by these rules, however. Counting for more is what's under the floor. Since 2022, Formula 1 has experimented with ground-effect aerodynamics. Ground-effect requires the cars to be run as close to the ground as possible to 'seal' the airflow surging through complicated structures underneath the car to create downforce.

It's a potentially powerful effect, but difficult for teams to master consistently without making some significant compromises on set-up. Usually that meant running with extremely stiff suspension that, in turn, put considerable load through the drivers' spines.

This year will see a return to conventional flat floors used for the almost 40 years before the 2022 rule changes. These floors produce far less downforce forward of the diffuser, putting the emphasis back on the bodywork you can actually see on the top side of the car to generate performance.

It means you should expect to see the cars change significantly and obviously through the year as development continues at a ferocious pace. How will this affect the racing you'll see this weekend? The cars are expected to produce around 40 per cent less drag and between 15 and 30 per cent less downforce than their predecessors.

As a general rule, cars with less downforce will be able to race more closely for longer because they're less affected by the aerodynamic wake from the car ahead. It bodes well for the spectacle at Albert Park, particularly given the circuit modifications of 2022.

That said, teams will inevitably claw back much of that downforce through the year and in coming seasons. The 2022 rules also aimed to boost overtaking, and though there was an immediate improvement in the first season, by 2025 there was a notable decline in close racing. But the FIA is confident that fundamentals of the new rules will help to keep things in check. It expects that these new cars will, by nature, be much better at capitalising on a slipstream, for example.

SMALLER, LIGHTER, BETTER?

These aero changes have been achieved within a smaller design envelope. The 2026 car has wheelbase that measures 20 centimetres shorter than its predecessor, and it's also 10 centimetres narrower.

The minimum weight has been dropped by 30 kilograms as a result, though it's unclear how many teams will be able to hit the 770kg minimum so early in the rule set. The size and heft of an F1 car have become a bugbear among drivers, particularly those old enough to remember the days of smaller, nimbler machines.

At narrow street circuits – sinuous Monaco is an obvious example, but this also applies to Albert Park – the girth of the modern machine makes racing particularly difficult. A smaller, lighter car, even if only fractionally, can only be a good thing.

F1'S NEW POWER TRIP

If all that above sounds like a lot, take a deep breath. It's only half the changes. New power unit rules comprise the other half. On paper, the new formula sounds similar to the previous one – both are hybrid 1.6-litre V6 turbocharged motors – but beyond the headline figures, there are significant differences the first is that electrical energy makes up a far greater percentage of the overall power output, rising from 120kW last year to 350kW this season. This is achieved despite F1 dropping the MGU-H, the hybrid component that turned heat waste from the turbo back into electrical energy. Only the MGU-K – the conventional kinetic-energy-to-electricity generator – remains this season.

The internal combustion engine, which will produce around 400kW – an almost 50-50 split with the hybrid motor – will be powered entirely by sustainable fuel for the first time in F1 history. Unlike the conventional petrol used previously, which was derived from fossil fuels, F1's sustainable fuel is synthesised from carbon dioxide already in the atmosphere, making it carbon neutral when burnt. This will open new avenues for competition.

While F1 fuel is tightly regulated, this year the amount of fuel allowed in a race will be measured by megajoules, not kilograms. If a fuel supplier can develop a fuel with more energy in it per kilogram, their team will have an advantage by being able to run lighter. It's a fascinating story in the background of the engine formula change, which has the biggest potential to shake up the order; last time the engine rules changed, in 2014, Mercedes emerged with an advantage that took years for rivals to unpick. But you're more likely to notice how electrical output will affect racing this season.

While DRS has been expunged from the chassis rules, the sport will compensate for its loss with a new setting called 'overtake mode'. Available only when within a second of the leading car – just like DRS – hitting the overtake button will allow a driver to manually demand the hybrid elements continue outputting the full 350kW for longer down the straights when they'd otherwise automatically taper down to zero at high speed.

Unlike DRS, however, drivers will be free to use overtake mode at any point around the lap. Using the performance profile of last year's cars as a guide, overtake mode at Albert Park could have an effect from around halfway down the front straight, a little after the exit of turn 8, and halfway between the exit of the turn 9-10 chicane and the braking zone of turn 11. But a driver won't have enough electrical energy to simply hold down the overtake button for the whole lap, and that's the point – it's a far more tactical weapon than DRS ever was.

Drivers can choose to use the power in bursts several times or all at once, depending on their circumstances. It's in keeping with drivers being given more responsibility to manage the electrical energy, just as they influence fuel usage.

Expect to hear the phrases 'boost mode' and 'recharge mode' more often, both reflecting the way a driver is using or conserving their electrical energy. Hitting boost mode will give a driver maximum power anywhere on the track, while recharge mode will tell the power unit to prioritise recharging the battery at the expense of performance. While drivers were already able to achieve similar ends by adapting their driving styles in previous years, boost and recharge will become explicit parts of racing strategy in 2026, clear to fans watching the action.

It's a significant schedule of changes that could dramatically rearrange the competitive order. One thing, however, won't change: on Sunday 8 March, when the lights go out, all 22 drivers will be pushing as hard as possible to win the Formula 1 Australian Grand Prix to earn the first bragging rights in the new era.

As if the sweeping rule changes aren't enough, F1 in 2026 will feature new teams, new engine suppliers, new – and returning – drivers and a new circuit in what's sure to be a season for the books.

1. Calendar Changes: The calendar remains maxed out at 24 Grands Prix, but the Emilia-Romagna Grand Prix dropping off at the end of last season has opened the door to a new race in Madrid, where the newly - constructed semi-permanent Madrid will host the Spanish Grand Prix on 13 September. It's a bitter blow to organisers in rival Spanish city Barcelona, who will host the last race on their contract on June 14 under the new Barcelona-Catalunya Grand Prix moniker. The schedule of sprint races has been shuffled, with Canada, the Netherlands and Singapore all getting their first ever 100-kilometre Saturday races. They join China, Miami and Great Britain as sprint hosts in 2026. It'll be a fittingly action-packed finale for the Dutch Grand Prix, which has announced this year's race will be the last in Zandvoort despite having returned to the calendar only five years ago to capitalise on Max Verstappen's rising popularity. The only other change to this year's calendar worth noting is that the Azerbaijan Grand Prix will take place on a Saturday, 26 September to avoid clashing with the country's Remembrance Day. It will be the 80th time in F1 history a Grand Prix hasn't been run on Sunday.

2. Driver Changes: The 2026 driver market was relatively quiet, with only Red Bull Racing and Racing Bulls taking changed line-ups into this season. Yuki Tsunoda has been dropped to Red Bull Racing reserve driver status after a poor 2025 campaign that saw him return 30 points in his 22 races for the team while teammate Max Verstappen came within two points of the title. Standout 2025 rookie Isack Hadjar will step into the hot seat as Verstappen's fourth teammate in just over 12 months, following in the footsteps of Sergio Pérez, Liam Lawson and Tsunoda. Replacing Hadjar at Racing Bulls is Arvid Lindblad, who will partner the retained Lawson for the season. Lindblad, 18 years old, finished sixth in last year's Formula 2 championship with one feature victory but is highly rated by his Red Bull bosses. Meanwhile, two familiar faces are returning to the grid this year, with Pérez and Valtteri Bottas forming Cadillac's foundation line-up in its debut season. Both drivers were dropped, from RBR and Alfa Romeo respectively, at the end of 2024 and haven't raced since, though Bottas was a Mercedes reserve driver last year, completing test mileage and keeping his eye in.

3. Team Changes: Cadillac is the biggest change to the constructors' landscape this year. The all-new team is operated by TWG Motorsports, which also fields the Andretti team in IndyCar. TWG also partners Walkinshaw in Australia's Supercars series as the Toyota homologation team. Cadillac will run with Ferrari engines and gearboxes until General Motors finalises its first-ever Formula 1 power unit later this decade. Audi is also officially joining the grid this year by taking over the historic Sauber team in Switzerland. Audi already owned the team, but has chosen this year to launch an in-house power unit built at its Neuburg factory. Ford will feature on this year's grid as a technical partner with Red Bull Powertrains, the Red Bull brand's first-ever homegrown F1 engine. The Red Bull-Ford unit will power both Red Bull Racing and Racing Bulls. Aston Martin will become Honda's de facto works outfit after the Japanese marque backflipped on its decision to quit the sport. Alpine, formerly the Renault works team, will take Aston's abandoned Mercedes customer engine supply.



AUSTRALIAN GRAND PRIX STATS

No.#	Driver	Races	Qualifying	Finish	Podiums	Pts	2025 Qual/Finish
1	LANDO NORRIS	5	POLE (2025)	1ST (2025)	2	58	1/1
3	MAX VERSTAPPEN	9	POLE (x2)	1ST (2023)	3	77	3/2
5	GABRIEL BORTOLETO	1	15TH (2025)	N/A	0	0	15/DNF
6	ISACK HADJAR	0	11TH (2025)	N/A	0	0	11/DNS
10	PIERRE GASLY	6	9TH (2025)	9TH (2022)	0	2	9/11
11	SERGIO PÉREZ	12	3RD (x2)	2ND (2022)	1	51	N/A
12	KIMI ANTONELLI	1	16TH (2025)	4TH (2025)	0	12	16/4
14	FERNANDO ALONSO	20	2ND (2007)	1ST (2006)	6	134	12/DNF
16	CHARLES LECLERC	6	1ST (2022)	1ST (2022)	2	59	7/8
18	LANCE STROLL	7	6TH (2023)	4TH (2023)	0	30	13/6
23	ALEXANDER ALBON	5	6TH (2025)	5TH (2025)	0	11	6/5
27	NICO HÜLKENBERG	11	7TH (2014)	6TH (2014)	0	46	17/7
30	LIAM LAWSON	1	18TH (2025)	N/A	0	0	PIT LANE/DNF
31	ESTEBAN OCON	6	8TH (2022)	7TH (2022)	0	7	19/13
41	ARVID LINDBLAD	0	N/A	N/A	0	0	N/A
43	FRANCO COLAPINTO	0	N/A	N/A	0	0	N/A
44	LEWIS HAMILTON	17	POLE (x8)	1ST (2008, 15)	10	195	8/10
55	CARLOS SAINZ	9	2ND (2024)	1ST (2024)	1	34	10/DNF
63	GEORGE RUSSELL	5	2ND (2023)	3RD (2022, 25)	2	30	4/3
77	VALTTERI BOTTAS	9	2ND (2019)	1ST (2019)	2	63	N/A
81	OSCAR PIASTRI	3	2ND (2025)	4TH (2024)	0	18	2/9
87	OLIVER BEARMAN	1	20TH (2025)	14TH (2025)	0	0	PIT LANE/14

FORMULA 1 LOUIS VUITTON AUSTRALIAN GRAND PRIX 2025: Qualifying

Pos.	No.	Driver	Team	Q1	Q2	Q3	Laps
1	4	Norris	McLaren	01:15.9	01:15.4	01:15.1	20
2	81	Piastri	McLaren	01:16.1	01:15.5	01:15.2	18
3	1	Verstappen	Red Bull Racing	01:16.0	01:15.6	01:15.5	17
4	63	Russell	Mercedes	01:16.0	01:15.8	01:15.5	21
5	22	Tsunoda	Racing Bulls	01:16.2	01:16.0	01:15.7	18
6	23	Albon	Williams	01:16.2	01:16.0	01:15.7	21
7	16	Leclerc	Ferrari	01:16.0	01:15.8	01:15.8	20
8	44	Hamilton	Ferrari	01:16.2	01:15.9	01:16.0	23
9	10	Gasly	Alpine	01:16.3	01:16.1	01:16.0	21
10	55	Sainz	Williams	01:16.4	01:15.9	01:16.1	21
11	6	Hadjar	Racing Bulls	01:16.4	01:16.2		12
12	14	Alonso	Aston Martin	01:16.3	01:16.5		13
13	18	Stroll	Aston Martin	01:16.4	01:16.5		15
14	7	Doohan	Alpine	01:16.3	01:16.9		15
15	5	Bortoleto	Kick Sauber	01:16.5	01:17.5		13
16	12	Antonelli	Mercedes	01:16.5			9
17	27	Hulkenberg	Kick Sauber	01:16.6			9
18	30	Lawson	Red Bull Racing	01:17.1			7
19	31	Ocon	Haas F1 Team	01:17.1			9
NC	87	Bearman	Haas F1 Team	DNS			

FORMULA 1 LOUIS VUITTON AUSTRALIAN GRAND PRIX 2025: Race Classification

Pos.	No.	Driver	Team	Laps	Time / Retired	Pts.
1	4	Norris	McLaren	57	1:42:06.3	25
2	1	Verstappen	Red Bull Racing	57	+0.895s	18
3	63	Russell	Mercedes	57	+8.481s	15
4	12	Antonelli	Mercedes	57	+10.135s	12
5	23	Albon	Williams	57	+12.773s	10
6	18	Stroll	Aston Martin	57	+17.413s	8
7	27	Hulkenberg	Kick Sauber	57	+18.423s	6
8	16	Leclerc	Ferrari	57	+19.826s	4
9	81	Piastri	McLaren	57	+20.448s	2
10	44	Hamilton	Ferrari	57	+22.473s	1
11	10	Gasly	Alpine	57	+26.502s	0
12	22	Tsunoda	Racing Bulls	57	+29.884s	0
13	31	Ocon	Haas F1 Team	57	+33.161s	0
14	87	Bearman	Haas F1 Team	57	+40.351s	0
NC	30	Lawson	Red Bull Racing	46	DNF	0
NC	5	Bortoleto	Kick Sauber	45	DNF	0
NC	14	Alonso	Aston Martin	32	DNF	0
NC	55	Sainz	Williams	0	DNF	0
NC	7	Doohan	Alpine	0	DNF	0
NC	6	Hadjar	Racing Bulls	0	DNS	0

FORMULA 1 LOUIS VUITTON AUSTRALIAN GRAND PRIX 2025: Race Report

NORRIS BEATS VERSTAPPEN TO VICTORY IN DRAMATIC AUSTRALIAN GP OPENER AMID LATE-RACE CHAOS

Lando Norris converted pole position into a hard-fought win during the 2025 season-opening Australian Grand Prix, which featured mixed weather conditions, multiple crashes, Safety Cars and a late-race downpour that caused huge drama.

Norris controlled the early stages of Sunday's encounter from McLaren team mate Oscar Piastri and Red Bull's Max Verstappen on a sodden track, before improving conditions enabled a switch to slick tyres over the second half.

However, shortly after the field had ditched their intermediates, another patch of heavier rain soaked the circuit once more, dramatically sending both McLarens onto the grass and bringing most drivers immediately back into the pits for suitable rubber.

While Norris managed to gather his car and head into the pit lane, Piastri spun off at the penultimate corner and lost a heap of time trying to recover the situation – a chain of events that released reigning World Champion Verstappen into the lead.

However, with Verstappen still on slicks and conditions continuing to deteriorate, it was inevitable that his own pit stop would be required and, when that duly happened, Norris reclaimed a lead he had managed so well earlier in the race.

After a final Safety Car period, caused by crashes for Kick Sauber debutant Gabriel Bortoleto and Red Bull's Liam Lawson, Norris came under attack from Verstappen in the tricky, slippery conditions – the latter managing to get within DRS range.

Norris had just enough in hand to take the chequered flag over his 2024 rival, with George Russell exploiting the drama to complete the podium for Mercedes, ahead of rookie team mate Kimi Antonelli and high-flying Williams driver Alex Albon.

Antonelli had been penalised for an unsafe release from the pits and dropped to fifth behind Albon, but was reinstated to P4 post-race, while Aston Martin's wet-weather specialist Lance Stroll took sixth over the Sauber of Nico Hulkenberg, Ferrari's Charles Leclerc and the recovering Piastri.

Lewis Hamilton briefly led the race when he also stayed out a little longer on slicks during the late rainfall, but had to settle for 10th and the final points-paying position after he pitted, denying the Alpine of Pierre Gasly and the Racing Bulls machine of Yuki Tsunoda.

Haas drivers Esteban Ocon and Ollie Bearman both tried to stick it out on intermediates ahead of the decisive final shower, only to go back to slicks and then have to complete further stops, leaving them 13th and 14th respectively at the finish.

Lawson and Bortoleto joined a sizeable list of retirements with their respective Turn 2 and Turn 13 shunts, adding to a heavy mid-race crash for the other Aston Martin of Fernando Alonso and early accidents for Williams' Carlos Sainz and Alpine rookie Jack Doohan.

One driver who did not even make the start was Racing Bulls newcomer Isack Hadjar, who crashed exiting Turn 1 on the formation lap – triggering an aborted start – and was left inconsolable at the side of the track.

AS IT HAPPENED

After the first Qualifying session of the year, which ultimately saw the McLarens of Norris and Piastri come out on top, attention soon turned to Sunday's 58-lap race and the potential for a rain-soaked encounter.

As forecast, the hot and sunny conditions experienced over the first two days of action were replaced by persistent showers, cooler temperatures and gusts of wind overnight, making for a very wet paddock and track surface.

Two changes to the grid in the build-up to the race involved Bearman and Lawson going from the rear of the field to the pit lane due to respective suspension set-up and rear wing specification changes under parc ferme conditions.

When the track opened for reconnaissance laps and drivers made their way from the pit lane to the starting grid, the challenge ahead of them was made clear given the amount of standing water covering the circuit and the spray being kicked up.

In the end, it was decided that the encounter would get under way as normal, rather than behind the Safety Car on mandated full wet tyres, with the rain starting to ease as the 1500 local time start approached.

However, as the drivers left the grid (with everyone on intermediates bar the wet-shod Stroll), disaster struck for one of the rookies when Hadjar lost control of his Racing Bulls machine at the exit of Turn 1 – sending him rearwards into the barriers.

An aborted start message followed while marshals cleared Hadjar's stricken car and the emotional Frenchman began to process what had just happened – and the remaining drivers lined up on the grid again to prepare for a second formation lap at 1515 local.

When that second start time arrived, all the drivers now had intermediates on – thanks to Stroll making the switch – and made it back to their grid spots, where they waited for the five red lights to switch on, go out and kick off the 2025 campaign.

Polesitter Norris got away well to keep his lead into Turn 1, fending off team mate Piastri and Red Bull rival Verstappen, who subsequently managed to clear the home favourite in the dash to Turn 2.

Drama ensued moments later, though, as Doohan dropped his Alpine exiting Turn 5, hit the barriers and brought out the Safety Car, under which Sainz crashed through the final corner – reporting a “massive power surge” over the radio.

Drivers were taken through the pit lane as marshals got to work again, with Norris heading the top 10 train from Verstappen, Piastri, Russell, Leclerc, Tsunoda, Albon, Hamilton, Gasly and Alonso. At the back, Ocon, Lawson and Bearman opted to take on fresh sets of intermediates.

A radio message from Leclerc noted that the track was “drying up quickly”, while leader Norris – who also spoke of “dry patches” appearing – was informed by the McLaren pit wall that there would be no “significant” rain for the next 30 minutes.

At the end of Lap 7, Bernd Maylander's Aston Martin took to the pits and released the field into green flag conditions – Norris comfortably maintaining the lead over Verstappen and Piastri, as drivers behind squabbled for track position.

Messages from the stewards then came in to state that both Alonso and Tsunoda had been noted for potential Safety Car infringements, with those becoming full on investigations shortly afterwards – threatening their points-paying positions.

Up front, Norris moved a second clear of Verstappen despite replays showing him sliding his way through Turn 1, with similar margins developing between the cars behind as the now 57-lap race began to settle down.

On Lap 12, with a drier line emerging around the circuit, drivers were seen taking to wetter patches to keep their intermediate tyres in check. Race Control then decided that it was time for the Drag Reduction System (DRS) to be activated.

At this point, Hamilton asked his race engineer to “let me know where I'm slow” as “I'm struggling with driveability”. Follow-up messages from Riccardo Adami a few minutes later were shut down by the seven-time World Champion, who asked him to “leave me to it please”.

In the midfield, Antonelli's recovery from his Q1 exit took a turn for the worse when he went for a spin exiting Turn 3, allowing the Kick Sauber of Hulkenberg through and dropping the Italian youngster back to 13th position.

Cameras cut back to the front-running battle when Verstappen ran wide exiting Turn 10 and went too deep into Turn 11, making it easy for Piastri to reclaim P2 and prompting a huge cheer from the packed grandstands.

Verstappen reported that his intermediates were “dead” after that rare mistake, adding “if there’s any rain we might need to pit for new tyres”. Just a couple of laps on from Piastri’s pass, the Dutchman found himself five seconds adrift.

Further messages from the stewards confirmed that Hamilton and Albon were also under investigation for Safety Car infringements, but both got swiftly cleared of any wrongdoing, along with the aforementioned Alonso and Tsunoda.

By Lap 25, amid another period of drizzle, Norris’ lead over Piastri stood at just under two seconds, with the latter pumping in a series of fastest lap times in clean air, while Verstappen was already around 10 seconds back.

At Ferrari, an amusing radio exchange between Leclerc and his engineer was aired. “Is there a leakage? My seat is full of water,” queried the Monegasque. “Must be the water,” came the response. “Let’s add that to the words of wisdom,” Leclerc chimed.

As the laps ticked by, Piastri continued to light up the timesheets and in turn started to put some pressure on his race-leading team mate, giving the McLaren pit wall something to think about when he got within DRS range of Norris.

“Hold position,” the Australian was told, as he and Norris filed through traffic. “We’re free to race now. You know the rules,” was the next message, by which point Piastri had made a mistake at Turn 6 and fallen some three seconds away.

An even bigger twist came on Lap 34 when Alonso crashed heavily exiting that Turn 6 spot, triggering another Safety Car period and a flurry of pit lane activity as almost the entire field pitted to swap their intermediate tyres for slick rubber.

Norris and Piastri remained 1-2 on hard tyres, from Verstappen on mediums, Russell (hards), Leclerc (hards), Tsunoda (mediums), Albon (mediums), Hamilton (hards), Gasly (hards) and Antonelli (hards).

Stroll (hards), Hulkenberg and Bortoleto (both on mediums) sat just outside the points places, while Haas duo Ocon and Bearman were the only drivers to remain on intermediates in 14th and 15th, ahead of medium-shod Lawson.

As marshals worked to clear Alonso’s heavily damaged Aston Martin, a radio update for Norris and Piastri suggested that “one lap of rain” at “Class 2 or 3” could be on the way in the closing stages of the race, adding some more jeopardy to the situation.

“We know why we’re doing this,” Ocon then commented, but with the side note that he and team mate Bearman would likely be sitting ducks “in a couple of laps” if no more rain arrived and the track continued to dry up.

Shortly afterwards, Haas boxed both Ocon and Bearman to change their intermediates for medium tyres, with a clear dry line now visible for the best part of the lap. Bortoleto, meanwhile, was given a five-second penalty for an unsafe release involving Lawson.

At the end of Lap 41, the Safety Car headed back into the pits to release Norris, who once again managed the restart perfectly to keep his lead over Piastri, Verstappen, Russell and Leclerc, as Tsunoda, Albon, Hamilton, Gasly and Antonelli remained in the points.

Another weather update, this time in Leclerc’s direction, indicated that “Class 3” rain could impact the final few laps. “Wow, that’s a lot,” he said in response, as the tension and nerves increased up and down the pit lane.

“It will be heavy enough for inters,” Russell was then told amid drops of rain, just as cameras picked up both Norris and Piastri running off the track and over the grass at Turn 12 – the Australian agonisingly ending up rearwards in the Turn 13 run-off.

Norris reacted by pitting for intermediates, along with several more cars behind, but Verstappen, Tsunoda, Hamilton, Gasly, Leclerc, Lawson, Ocon and Bearman initially stayed out. “We need to make a decision,” Verstappen urged Red Bull over the radio.

Two laps after Norris’ stop, Verstappen decided that enough was enough and made the move back to intermediates, giving Ferrari a provisional 1-2 as Hamilton and Leclerc (who survived a spin of his own at Turn 11) battled to keep their slick-shod cars pointing in the right direction.

As the rain continued to intensify, however, the only tyres to be on were the green-marked inters, underlined by accidents for Bortoleto at Turn 13 and Lawson at Turn 2 – meaning Maylander and the Safety Car were called into action again.

With the Ferraris dropping to the tail-end of the top 10 positions, and the fight for honours being between Norris and Verstappen once more, Hamilton got on the radio to express his frustration and argue that they “missed a big opportunity”.

At the end of Lap 51, Norris mastered another Safety Car restart to hold position from Verstappen, Russell, Albon, Antonelli, Stroll, Hulkenberg, Gasly, Hamilton and Leclerc, who quickly put a move on his new team mate around the outside of Turn 1.

Leclerc’s comeback charge continued with a pass on the sliding Gasly out of Turn 2 on Lap 54, before the Frenchman lost further ground to Hamilton at Turn 3 – attention then returning to the front of the field as Verstappen closed up to the back of Norris.

Verstappen gave it his all in the dying moments, getting within DRS range on the penultimate lap, but it was not enough to deny Norris a fifth career victory. Behind, Russell gave Mercedes a podium to celebrate in third, with team mate Antonelli backing him up.

Antonelli fell to fifth after the finish, behind Albon, due to a five-second penalty for an unsafe release, but that decision was later overturned – a bonus following what was a fine debut from the rookie, who started towards the rear of the field after his Q1 exit.

Albon secured a brilliant top-five result for Williams, while Stroll, Hulkenberg, Leclerc, Piastri and Hamilton rounded out the points places – the home hero making it back into the top 10 and boldly clearing Hamilton right at the end but no doubt feeling gutted.

Gasly and Tsunoda just missed out on a reward in respective P11 and P12 places, with Ocon and Bearman completing the order after the retirements for Lawson, Bortoleto, Alonso, Sainz and Doohan, and the did not start for Hadjar.

Key quote

“It was amazing,” said Norris afterwards. “A tough race, especially with Max behind me. I was pushing, the last two laps were a little bit stressful, but an amazing way to start the year. It’s a tough one because we went off, made some big mistakes and went through the gravel and did a lot of damage. It was just tricky conditions, but these are the ones that are enjoyable, fun and unpredictable, but this time we got it right and we ended up on top. I’m very happy.”

2026 Formula Two Championship™ Entry List

ENTRY LISTINGS

CAR NUMBER	NATIONALITY	DRIVER	DOB	HEIGHT	TEAM
1	 BRA	RAFAEL CÂMARA	05-05-2005	169 CM	INVICTA RACING
2	 PRY	JOSHUA DÜRKSEN	27-10-2003	175 CM	INVICTA RACING
3	 JPN	RITOMO MIYATA	10-08-1999	171 CM	HITECH TGR
4	 USA	COLTON HERTA	30-03-2000	177 CM	HITECH TGR
5	 MEX	NOEL LEÓN	21-12-2004	165 CM	CAMPOS RACING
6	 BUL	NIKOLA TSOLOV	21-12-2006	180 CM	CAMPOS RACING
7	 SWE	DINO BEGANOVIC	19-01-2004	183 CM	DAMS LUCAS OIL
8	 POL	ROMAN BILINSKI	04-03-2004	186 CM	DAMS LUCAS OIL
9	 ITA	GABRIELE MINÌ	20-03-2005	170 CM	MP MOTORSPORT
10	 DEU	OLIVER GOETHE	14-10-2004	173 CM	MP MOTORSPORT
11	 COL	SEBASTIÁN MONTOYA	11-04-2005	180 CM	PREMA RACING
12	 ESP	MARI BOYA	13-04-2004	183 CM	PREMA RACING
14	 NOR	MARTINIUS STENSHORNE	02-02-2006	172 CM	RODIN MOTORSPORT
15	 IRL	ALEXANDER DUNNE	11-11-2005	181 CM	RODIN MOTORSPORT
16	 IND	KUSH MAINI	22-09-2000	171 CM	ART GRAND PRIX
17	 THA	TASANAPOL INTHRAPHUVASAK	14-11-2005	170 CM	ART GRAND PRIX
20	 BRA	EMERSON FITTIPALDI	07-03-2007	178 CM	AIX RACING
21	 GBR	CIAN SHIELDS	07-03-2005	185 CM	AIX RACING
22	 ARG	NICOLÁS VARRONE	06-12-2000	186 CM	VAN AMERSFOORT RACING
23	 TBA	DRIVER TBA	-	-	VAN AMERSFOORT RACING
24	 NED	LAURENS VAN HOEPEN	06-09-2005	183 CM	TRIDENT
25	 GBR	JOHN BENNETT	15-09-2003	182 CM	TRIDENT

*Subject to change

2026 Formula Three Championship™ Entry List

ENTRY LISTINGS

	NATIONALITY	DRIVER	DOB	HEIGHT	TEAM
1	 FRA	THÉOPHILE NAËL	22-06-2007	170 cm	CAMPOS RACING
2	 USA	UGO UGOCHUKWU	23-04-2007	192 cm	CAMPOS RACING
3	 MEX	ERNESTO RIVERA	01-12-2008	185 cm	CAMPOS RACING
4	 DEN	NOAH STRØMSTED	29-07-2007	175 cm	TRIDENT
5	 GBR	FREDDIE SLATER	09-08-2008	173 cm	TRIDENT
6	 ITA	MATTEO DE PALO	08-11-2007	170 cm	TRIDENT
7	 ITA	MATTIA COLNAGHI	26-07-2008	173 cm	MP MOTORSPORT
8	 FIN	TUUKKA TAPONEN	26-10-2006	172 cm	MP MOTORSPORT
9	 FRA	ALESSANDRO GIUSTI	10-09-2006	179 cm	MP MOTORSPORT
10	 JPN	TAITO KATO	25-11-2007	-	ART GRAND PRIX
11	 POL	MACIEJ GŁADYSZ	28-04-2008	178 cm	ART GRAND PRIX
12	 JPN	KANATO LE	04-07-2007	-	ART GRAND PRIX
14	 JPN	HIYU YAMAKOSHI	13-10-2006	177 cm	VAN AMERSFOORT RACING
15	 MEX	JESSE CARRASQUEDO	27-04-2007	176 cm	VAN AMERSFOORT RACING
16	 ESP	BRUNO DEL PINO	20-06-2006	184 cm	VAN AMERSFOORT RACING
17	 BRA	PEDRO CLEROT	22-01-2007	-	RODIN MOTORSPORT
18	 ITA	BRANDO BADOER	15-09-2006	180 cm	RODIN MOTORSPORT
19	 SGP	CHRISTIAN HO	31-10-2006	176 cm	RODIN MOTORSPORT
20	 NZL	LOUIS SHARP	11-05-2007	165 cm	PREMA RACING
21	 AUS	JAMES WHARTON	08-07-2006	183 cm	PREMA RACING
22	 FRA	ENZO DELIGNY	17-04-2008	185 cm	PREMA RACING
23	 KOR	MICHAEL SHIN	23-08-2004	176 cm	HITECH TGR
24	 IRL	FIONN MCLAUGHLIN	29-10-2007	181 cm	HITECH TGR
25	 JPN	JIN NAKAMURA	01-02-2006	-	HITECH TGR
26	 USA	BRAD BENAVIDES	20-07-2001	180 cm	AIX RACING
27	 LKA	YEVAN DAVID	11-07-2007	175 cm	AIX RACING
28	 BRA	FERNANDO BARRICHELLO	12-09-2005	178 cm	AIX RACING
29	 ITA	NICOLA LACORTE	01-06-2007	170 cm	DAMS LUCAS OIL
30	 THA	NANDHAVUD BHIROMBHAKDI	07-06-2006	-	DAMS LUCAS OIL
31	 CHN	GERRARD XIE	24-09-2006	173 cm	DAMS LUCAS OIL

*Subject to change

CAR#	ENTRANT	TEAM SPONSOR NAME	MOTORSPORT AUSTRALIA COMPETITOR NAME	MODEL
1	CHAZ MOSTERT	MOBIL 1 OPTUS RACING	WAU RACING P/L T/A WALKINSHAW TWG RACING	GR SUPRA A90
2	RYAN WOOD	MOBIL 1 TRUCK ASSIST RACING	WAU RACING P/L T/A WALKINSHAW TWG RACING	GR SUPRA A90
3	AARON CAMERON	LIQIMOLY BLAHST RACING	BLANCHARD RACING TEAM	MUSTANG GT
4	JACK LE BROcq	SHERRIN RENTALS RACING	MATT STONE RACING PTY LTD	CAMARO ZL1
6	CAM WATERS	MONSTER CASTROL RACING	TICKFORD RACING PTY LTD	MUSTANG GT
7	JAMES GOLDING	COOLDRIVE RACING	BLANCHARD RACING TEAM	MUSTANG GT
8	ANDRE HEIMGARTNER	R & J BATTERIES RACING	BRAD JONES RACING PTY LTD	GR SUPRA A90
9	JOBE STEWART	EREBUS MOTORSPORT	EREBUS MOTORSPORT PTY LTD	CAMARO ZL1
10	ZACH BATES	BENDIX RACING	MATT STONE RACING PTY LTD	CAMARO ZL1
11	JACKSON WALL	OBJECTIVE RACING	ZGEN MOTOR RACING PTY LTD	MUSTANG GT
14	CAMERON HILL	BRAD JONES RACING	BRAD JONES RACING PTY LTD	GR SUPRA A90
17	BRODIE KOSTECKI	SHELL V-POWER RACING TEAM	RACING TEAM (AUST) PTY LTD	MUSTANG GT
18	ANTON DE PASQUALE	DEWALT RACING	WFL RACING PTY LTD	CAMARO ZL1
19	MATTHEW PAYNE	PENRITE RACING	GROVE RACING PTY LTD	MUSTANG GT
20	DAVID REYNOLDS	SNOWY RIVER RACING	WFL RACING PTY LTD	CAMARO ZL1
26	KAI ALLEN	PENRITE RACING	GROVE RACING PTY LTD	MUSTANG GT
31	JAYDEN OJEDA	PREMAIR RACING	PREMAIR PTY LTD	CAMARO ZL1
38	RYLAN GRAY	SHELL V-POWER RACING TEAM	RACING TEAM (AUST) PTY LTD	MUSTANG GT
55	THOMAS RANDLE	MONSTER CASTROL RACING	TICKFORD RACING PTY LTD	MUSTANG GT
88	BROC FEENEY	RED BULL AMPOL RACING	TRIPLE EIGHT RACE ENGINEERING (AUSTRALIA) P/L	MUSTANG GT
96	MACAULEY JONES	ALPHA THETA RACING	BRAD JONES RACING PTY LTD	GR SUPRA A90
99	COOPER MURRAY	TOTALENERGIES QUARTZ RACING BY EREBUS	EREBUS MOTORSPORT PTY LTD	CAMARO ZL1
777	DECLAN FRASER	PREMAIR RACING	PREMAIR PTY LTD	CAMARO ZL1
888	WILL BROWN	RED BULL AMPOL RACING	TRIPLE EIGHT RACE ENGINEERING (AUSTRALIA) P/L	MUSTANG GT

*Subject to change

CAR#	ENTRANT	CLASS	TEAM
1	DYLAN O'KEEFFE	PRO	GARTH WALDEN RACING
2	DAVID RUSSELL	PRO	EMA MOTORSPORT
4	STEPHEN GROVE	PRO-AM	GROVE RACING
5	JACQUE JARJO	PRO-AM	DNA AUTOSPORT AUSTRALIA
9	MARC CINI	PRO-AM	MELBOURNE PERFORMANCE CENTRE
12	HARRI JONES	PRO	JONES MOTORSPORT
14	MATTHEW BELFORD	PRO-AM	GARTH WALDEN RACING
15	CLAY OSBORNE	PRO	TEKWORKX
18	HARRY WALKER	PRO	WALL RACING
19	JAKE SANTALUCIA	PRO	WALL RACING
22	DEAN COOK	PRO-AM	GARTH WALDEN RACING
23	LOCKIE BLOXSOM	PRO	McELREA RACING
37	ANDREW GEORGIADIS	PRO-AM	TEKWORKX
39	JAMES LODGE	PRO	EMA MOTORSPORT
69	AMAR SHARMA	PRO-AM	VAST MOTORSPORT
77	RODNEY JANE	PRO-AM	SONIC MOTOR RACING
78	AARON LOVE	PRO	TEKWORKX
79	RYAN CASHA	PRO	DNA AUTOSPORT AUSTRALIA
85	MATT SLAVIN	PRO-AM	ASHLEY SEWARD MOTORSPORT
95	BRETT BOULTON	PRO-AM	McELREA RACING
99	MARCUS AMAND	PRO	TEKWORKX
222	SCOTT TAYLOR	PRO-AM	ASHLEY SEWARD MOTORSPORT
321	LI XUANYU	PRO	HARVEST MOTORSPORT
777	MARCOS FLACK	PRO	SONIC MOTOR RACING
911	GLEN WOOD	PRO	EARL BAMBER MOTORSPORT
992	DALE WOOD	PRO	EARL BAMBER MOTORSPORT
999	ANGELO MOUZOURIS	PRO	SONIC MOTOR RACING
TBC	NICHOLAS HALSTEAD	PRO-AM	EARL BAMBER MOTORSPORT
TBC	TOM BEWLEY	PRO	EARL BAMBER MOTORSPORT
TBC	MAX GEOGHEGAN	PRO	EMA MOTORSPORT
TBC	JOSHUA THOMAS	PRO	TEKWORKX
TBC	DIESEL THOMAS	PRO	TEKWORKX

*Subject to change

Melbourne Statistics

YEAR	POLE POSITION	RACE WINNER	FASTEST LAP
1996	Jacques Villeneuve Williams-Renault 1:32.371 (206.636km/h)	Damon Hill Williams-Renault 1:32:50.491	Jacques Villeneuve Williams-Renault 1:33.421 (204.313km/h) Lap 27
1997	Jacques Villeneuve Williams-Renault 1:29.369 (213.577km/h)	David Coulthard McLaren-Mercedes 1:30:28.718	Heinz-Harald Frentzen Williams-Renault 1:30.585 (210.710km/h) Lap 36
1998	Mika Hakkinen McLaren-Mercedes 1:30.010 (212.096km/h)	Mika Hakkinen McLaren-Mercedes 1:31:45.996	Mika Hakkinen McLaren-Mercedes 1:31.649 (208.303km/h) Lap 39
1999	Mika Hakkinen McLaren-Mercedes 1:30.462 (211.036km/h)	Eddie Irvine Ferrari 1:31:01.659	Michael Schumacher Ferrari 1:32.112 (207.256km/h) Lap 55
2000	Mika Hakkinen McLaren—Mercedes 1:30.556 (210.817km/h)	Michael Schumacher Ferrari 1:34:01.967	Rubens Barrichello Ferrari 1:31.481 (208.685km/h) Lap 41
2001	Michael Schumacher Ferrari 1:26.892 (219.707km/h)	Michael Schumacher Ferrari 1:38:26.533	Michael Schumacher Ferrari 1:28.214 (216.414km/h) Lap 34
2002	Rubens Barrichello Ferrari 1:25.843 (222.392km/h)	Michael Schumacher Ferrari 1:35:36.792	Kimi Raikkonen McLaren-Mercedes 1:28.541 (215.615km/h) Lap 37
2003	Michael Schumacher Ferrari 1:27.173 (218.999km/h)	David Coulthard McLaren-Mercedes 1:34:42.124	Kimi Raikkonen McLaren-Mercedes 1:27.724 (217.623km/h) Lap 32
2004	Michael Schumacher Ferrari 1:24.408 (226.172km/h)	Michael Schumacher Ferrari 1:24:15.727	Michael Schumacher Ferrari 1:24.125 (226.933km/h) Lap 29
2005	Giancarlo Fisichella Renault 3:01.460 (Aggregate qual. time)	Giancarlo Fisichella Renault 1:24:17.336	Fernando Alonso Renault 1:25.683 (222.807km/h) Lap 24
2006	Jenson Button Honda 1:25.229 (223.994km/h)	Fernando Alonso Renault 1:34:27.870	Kimi Raikkonen McLaren-Mercedes 1:26.045 (221.869km/h) Lap 57
2007	Kimi Raikkonen Ferrari 1:26.072 (221.800km/h)	Kimi Raikkonen Ferrari 1:25:28.770	Kimi Raikkonen Ferrari 1:25.235 (223.978km/h) Lap 41
2008	Lewis Hamilton McLaren-Mercedes 1:26.714 (220.158km/h)	Lewis Hamilton McLaren-Mercedes 1:34:50.616	Heikki Kovalainen McLaren-Mercedes 1:27.418 (218.385km/h) Lap 43
2009	Jenson Button Brawn GP 1:26.202 (221.465km/h)	Jenson Button Brawn GP 1:34:15.784	Nico Rosberg Williams 1:27.706 (217.668km/h) Lap 48

YEAR	POLE POSITION	RACE WINNER	FASTEST LAP
2010	Sebastian Vettel Red Bull Renault 1:23.919 (227.490km/h)	Jenson Button McLaren-Mercedes 1:33.36.531	Mark Webber Red Bull Renault 1:28.358 (216.061km/h) Lap 47
2011	Sebastian Vettel Red Bull Renault 1:23.529 (228.552km/h)	Sebastian Vettel Red Bull Renault 1:29:30.259	Felipe Massa Ferrari 1:28.947 (214.631km/h) Lap 55
2012	Lewis Hamilton Vodafone McLaren Mercedes 1:24.922 (224.803km/h)	Jenson Button Vodafone McLaren Mercedes 1:34.09.565	Jenson Button Vodafone McLaren Mercedes 1:29.187 (214.053km/h) Lap 56
2013	Sebastian Vettel Red Bull Renault 1:27.407 (218.412km/h)	Kimi Raikkonen Lotus F1 Team 1:30.03.225	Kimi Raikkonen Lotus F1 Team 1:29.274 (213.845km/h) Lap 56
2014	Lewis Hamilton Mercedes 1:44.231 (183.158km/h)	Nico Rosberg Mercedes 1:32.58.710	Nico Rosberg Mercedes 1:32.478 (206.436km/h) Lap 19
2015	Lewis Hamilton Mercedes 1:26.327 (221.145 km/h)	Lewis Hamilton Mercedes 1:31.54.067	Lewis Hamilton Mercedes 1:30.945 (209.915 km/h) Lap 50
2016	Lewis Hamilton Mercedes 1:23.327 (227.713 km/h)	Nico Rosberg Mercedes 1:48.15.067	Daniel Ricciardo Red Bull TAG Heuer 1:28.997 (214.511 km/h) Lap 49
2017	Lewis Hamilton Mercedes 1:22.188 (232.282 km/h)	Sebastian Vettel Ferrari 1:24.11.672	Kimi Raikkonen Ferrari 1:26.538 (220.605km/h) Lap 56
2018	Lewis Hamilton Mercedes 1:21.2164 (235.213km/h)	Sebastian Vettel Ferrari 1:29.33.3	Daniel Ricciardo Red Bull TAG Heuer 1:25.945 (222.128km/h) Lap 54
2019	Lewis Hamilton Mercedes 1:20.486 (237.194km/h)	Valtteri Bottas Mercedes 1:25.27.325	Valtteri Bottas Mercedes 1:25,580 (223.075km/h) Lap 57
2022	Charles Leclerc Ferrari 1:17.868 (215.146km/h)	Charles Leclerc Ferrari 1:27:46.548	Charles Leclerc Ferrari 1:20.260 (236.740km/h) Lap 58
2023	Max Verstappen Red Bull Racing Honda RBPT 1:16.732 (247.625km/h)	Max Verstappen Red Bull Racing Honda RBPT 2:32:38.371	Sergio Perez Red Bull Racing Honda RBPT 1:20.235 (236.814km/h) Lap 53
2024	Max Verstappen Red Bull Racing Honda RBPT 1:15.915 (250.290km/h)	Carlos Sainz Ferrari 1:20:26.843	Charles Leclerc Ferrari 1:19.813 (238.066km/h) Lap 56
2025	Lando Norris McLaren 1:15:096	Lando Norris McLaren 1:42:06.3	Lando Norris McLaren 1:22:167 (231.246km/h) Lap 43

2025 Formula One World Championship™ Drivers Final Standings

Pos.	Driver	Nationality	Team	Pts.
1	Lando Norris	GBR	McLaren	423
2	Max Verstappen	NED	Red Bull Racing	421
3	Oscar Piastri	AUS	McLaren	410
4	George Russell	GBR	Mercedes	319
5	Charles Leclerc	MON	Ferrari	242
6	Lewis Hamilton	GBR	Ferrari	156
7	Kimi Antonelli	ITA	Mercedes	150
8	Alexander Albon	THA	Williams	73
9	Carlos Sainz	ESP	Williams	64
10	Fernando Alonso	ESP	Aston Martin	56
11	Nico Hulkenberg	GER	Kick Sauber	51
12	Isack Hadjar	FRA	Racing Bulls	51
13	Oliver Bearman	GBR	Haas F1 Team	41
14	Liam Lawson	NZL	Racing Bulls	38
15	Esteban Ocon	FRA	Haas F1 Team	38
16	Lance Stroll	CAN	Aston Martin	33
17	Yuki Tsunoda	JPN	Red Bull Racing	33
18	Pierre Gasly	FRA	Alpine	22
19	Gabriel Bortoleto	BRA	Kick Sauber	19
20	Franco Colapinto	ARG	Alpine	0
21	Jack Doohan	AUS	Alpine	0

2025 Formula One World Championship™ Constructor Final Standings

Pos.	Team	Pts.
1	McLaren	833
2	Mercedes	469
3	Red Bull Racing	451
4	Ferrari	398
5	Williams	137
6	Racing Bulls	92
7	Aston Martin	89
8	Haas F1 Team	79
9	Kick Sauber	70
10	Alpine	22

Drivers World Championship 1950 – 2025

1950	G Farina (ITA)	Alfa Romeo	1988	A Senna (BRA)	McLaren-Honda
1951	J M Fangio (ARG)	Alfa Romeo	1989	A Prost (FRA)	McLaren-Honda
1952	A Ascari (ITA)	Ferrari	1990	A Senna (BRA)	McLaren-Honda
1953	A Ascari (ITA)	Ferrari	1991	A Senna (BRA)	McLaren-Honda
1954	J M Fangio (ARG)	Mercedes/Maserati	1992	N Mansell (GBR)	Williams-Renault
1955	J M Fangio (ARG)	Mercedes	1993	A Prost (FRA)	Williams-Renault
1956	J M Fangio (ARG)	Lancia/Ferrari	1994	M Schumacher (GER)	Benetton-Ford
1957	J M Fangio (ARG)	Maserati	1995	M Schumacher (GER)	Benetton-Renault
1958	M Hawthorn (GBR)	Ferrari	1996	D Hill (GBR)	Williams-Renault
1959	J Brabham (AUS)	Cooper-Climax	1997	J Villeneuve (CAN)	Williams-Renault
1960	J Brabham (AUS)	Cooper-Climax	1998	M Hakkinen (FIN)	McLaren-Mercedes
1961	P Hill (USA)	Ferrari	1999	M Hakkinen (FIN)	McLaren-Mercedes
1962	G Hill (GBR)	BRM	2000	M Schumacher (GER)	Ferrari
1963	J Clark (GBR)	Lotus-Climax	2001	M Schumacher (GER)	Ferrari
1964	J Surtees (GBR)	Ferrari	2002	M Schumacher (GER)	Ferrari
1965	J Clark (GBR)	Lotus-Climax	2003	M Schumacher (GER)	Ferrari
1966	J Brabham (AUS)	Brabham-Repco	2004	M Schumacher (GER)	Ferrari
1967	D Hulme (NZL)	Brabham-Repco	2005	F Alonso (ESP)	Renault
1968	G Hill (GBR)	Lotus-Ford	2006	F Alonso (ESP)	Renault
1969	J Stewart (GBR)	Matra-Ford	2007	K Raikkonen (FIN)	Ferrari
1970	J Rindt (AUT)	Lotus-Ford	2008	L Hamilton (GBR)	McLaren-Mercedes
1971	J Stewart (GBR)	Tyrell-Ford	2009	J Button (GBR)	Brawn GP
1972	E Fittipaldi (BRA)	Lotus-Ford	2010	S Vettel (GBR)	Red Bull Renault
1973	J Stewart (GBR)	Tyrell-Ford	2011	S Vettel (GBR)	Red Bull Renault
1974	E Fittipaldi (BRA)	McLaren-Ford	2012	S Vettel (GBR)	Red Bull Renault
1975	N Lauda (AUT)	Ferrari	2013	S Vettel (GBR)	Red Bull Renault
1976	J Hunt (GBR)	McLaren-Ford	2014	L Hamilton (GBR)	Mercedes
1977	N Lauda (AUT)	Ferrari	2015	L Hamilton (GBR)	Mercedes
1978	M Andretti (USA)	Lotus-Ford	2016	N Rosberg (GER)	Mercedes
1979	J Scheckter (RSA)	Ferrari	2017	L Hamilton (GBR)	Mercedes
1980	A Jones (AUS)	Williams-Ford	2018	L Hamilton (GBR)	Mercedes
1981	N Piquet (BRA)	Brabham-Ford	2019	L Hamilton (GBR)	Mercedes
1982	K Rosberg (FIN)	Williams-Ford	2020	L Hamilton (GBR)	Mercedes
1983	N Piquet (BRA)	Brabham-BMW	2021	M Verstappen (NED)	Red Bull
1984	N Lauda (AUT)	McLaren-TAG-Porsche	2022	M Verstappen (NED)	Red Bull
1985	A Prost (FRA)	McLaren-TAG-Porsche	2023	M Verstappen (NED)	Red Bull
1986	A Prost (FRA)	McLaren-TAG-Porsche	2024	M Verstappen (NED)	Red Bull
1987	N Piquet (BRA)	Williams-Honda	2025	L Norris (GBR)	McLaren-Mercedes

Constructors World Championship 1958 – 2025

1958	Vanwall	1992	Williams-Renault
1959	Cooper-Climax	1993	Williams-Renault
1960	Cooper-Climax	1994	Williams-Renault
1961	Ferrari	1995	Benetton-Renault
1962	BRM	1996	Williams-Renault
1963	Lotus-Climax	1997	Williams-Renault
1964	Ferrari	1998	McLaren-Mercedes
1965	Lotus-Climax	1999	Ferrari
1966	Brabham-Repco	2000	Ferrari
1967	Brabham-Repco	2001	Ferrari
1968	Lotus-Ford	2002	Ferrari
1969	Matra-Ford	2003	Ferrari
1970	Lotus-Ford	2004	Ferrari
1971	Tyrell-Ford	2005	Renault
1972	Lotus-Ford	2006	Renault
1973	Lotus-Ford	2007	Ferrari
1974	McLaren-Ford	2008	Ferrari
1975	Ferrari	2009	Brawn GP
1976	Ferrari	2010	Red Bull Renault
1977	Ferrari	2011	Red Bull Renault
1978	Lotus-Ford	2012	Red Bull Renault
1979	Ferrari	2013	Red Bull Renault
1980	Williams-Ford	2014	Mercedes
1981	Williams-Ford	2015	Mercedes
1982	Ferrari	2016	Mercedes
1983	Ferrari	2017	Mercedes
1984	McLaren-TAG-Porsche	2018	Mercedes
1985	McLaren-TAG-Porsche	2019	Mercedes
1986	Williams-Honda	2020	Mercedes
1987	Williams-Honda	2021	Mercedes
1988	McLaren-Honda	2022	Red Bull Racing RBPT
1989	McLaren-Honda	2023	Red Bull Racing RBPT
1990	McLaren-Honda	2024	McLaren-Mercedes
1991	McLaren-Honda	2025	McLaren-Mercedes

Useful Contacts

Emergency Services	000
Non-Emergency Police	131 444
Public Transport Info	131 638

AIRLINES

Qantas:	13 13 13
British Airways:	1300 767 177
Emirates:	1300 303 777
Jetstar:	13 15 38
Malaysia Airlines:	13 26 27
Singapore Airlines:	13 10 11

TRANSPORT

Taxi – Yellow Cabs:	13 22 27
Taxi – Silver Top:	13 10 08
Skybus Airport Shuttle:	03 9335 2811

RENTAL CAR

Avis:	13 63 33
Budget:	13 27 27
Hertz:	1300 132 607
Thrifty:	1300 367 227

