



Formula 1:  
Fédération  
Internationale de  
l'Automobile

High School Specialized Committee

# Background Guide

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Virginia Invitational

V I M  N C

Model United Nations Conference

11<sup>th</sup> Session

March 1<sup>st</sup>-2<sup>nd</sup>, 2024

# VIMUNC XI



Esteemed delegates and sponsors of VIMUNC XI,

Welcome to the eleventh annual Virginia Invitational Model United Nations Conference. As the MUN year winds down, we hope to provide the best experience yet, with paramount service and attention to detail that creates the greatest conference. From broad UN organizations to regional bodies, from corporations to criminal organizations, VIMUNC has committees that truly serve every interest. With experienced chairs, czars, and staff, we will ensure that every delegate truly has a positive experience, and we hope that you can enjoy your experience with us.

VIMUNC's 21 committees and over 850 delegates make this year's conference one of the largest editions ever, and we look forward to expanding our outreach across the DMV region to continue to provide a wonderful experience for all delegates. With a large MUN team that has years of experience, we hope that every single minute of the committee is filled with substantive debate that will create learning experiences that last for years to come.

So much hard work has been put into every single crisis update, background guide, and dossier, and we sincerely hope that the work and care placed in each aspect of this conference is displayed in its quality. If at any time you feel something about the conference is unsatisfactory, please don't hesitate to talk to your chairs, a staffer, or a member of the Secretariat.

Thank you so much for your commitment to VIMUNC XI, and best of luck in your committee, future conferences, and ambitions.

Sincerely,  
Mei Torrey  
Secretary-General, VIMUNC XI

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# F1

TOPIC A: *Pushing Formula 1 Towards a Truly Sustainable Future*

TOPIC B: *The Declining Popularity of Formula One Racing*

## Letter From the Chairs:

### **Brij's Letter:**

Hi, my name is Brij and my pronouns are they/them, and one fun fact about me is that I am a D1 Harvard fencing commit. I'm currently taking a gap year to save lives in Africa. A fact that not many know about me is that I am the great-great-great grandson of Mahatma Gandhi, and I may be related to Shah Rukh Khan. Together we work as lobbyists on Capitol Hill working with the rower congressmen to lobby against all car mandates. Looking forward to a wonderful committee with all of you. As always please try to remain as respectful as possible to the other delegates. I am a stickler for following the rules and expect the BEST behavior from all delegates at all times. If anyone has any questions before the committee please contact me at [brijpatel1135@gmail.com](mailto:brijpatel1135@gmail.com)

### **Leo's Letter:**

My name is Leo. Please respect my he/they pronouns. I am a North Macedonian refugee whose family has an extensive past in being exploited by F1 racing. We fled to the US following the collapse of the USSR. My mother's side of the family is of African descent. One surprising fact about me is that I am related to Lana Del Rey. My boyfriend and I love listening to her music together and I'm excited about rigorous debate, especially about a topic I know a lot about.

# Topic A: Pushing Formula 1 Towards a Truly Sustainable Future

## *Topic Background*

As one of the most viewed annual sporting championships globally, Formula 1 carries tremendous potential influence as a sustainability leader. However, the extensive fiscal and environmental costs of operating the pinnacle open-wheel racing series have increasingly drawn public criticism. Each Formula 1 season requires transporting thousands of team personnel and over 300 tons of specialized equipment across 5 continents through over 500 international freight flights. Combined with the entourages of sponsors, vendors, and broadcast crews, the carbon impact totals over 250,000 tons, exceeding most corporations or small countries. Wasteful practices like abundant single-use plastics and reliance on high-carbon fuels have also persisted among teams, trackside suppliers, and race venues.

Fortunately, the exceeding public influence of outspoken driver sustainability advocates like Lewis Hamilton combined with an attuned young driver cohort may finally be positioning F1 to embrace substantive and overdue sustainability commitments. By targeting the sport's substantial logistical demands, transitioning to reduced-impact hybrid power units and synthetic carbon-neutral fuels, and leveraging an aligned driver cohort reaching millions of fans, Formula 1 could lead a sustainability transformation for the broader transportation and mobility industries.

## *Key Sustainability Advocates*

No current athlete has matched the intensity and consistency of 7-time F1 champion Lewis Hamilton's activism across social and environmental issues. Hamilton opted for a plant-based vegan lifestyle years ago to reduce his dietary carbon impact and has been outspoken on priorities spanning systemic racism, LGBTQ+ inclusion, food injustice, and F1's lagging environmental commitments. His vocal criticism of the sport's environmental inaction provoked the formation of the Mercedes-AMG Petronas Ignite division mandated to develop efficiently engineered technologies for racing and road cars.

Hamilton frequently dialogues directly with motorsports sanctioning heads while attending UN climate conferences to continue spurring the adoption of substantive reforms. 4-time champion Sebastian Vettel has matched Hamilton's environmental passion despite their on-track rivalry, promoting recycled and upcycled consumer goods through his sustainability-focused lifestyle brand Reversed. Young phenoms like Charles Leclerc and Lando Norris leverage social media clout to provide eco tips to millions of digitally native fans. Red Bull technical head Nikolas Tombazis authors regulations directly incentivizing regenerative electric hybrid power units and synthetic carbon neutral fuels.

## *Sweeping Sustainability Policy Changes*

Upon being appointed CEO in 2017, Chase Carey made sustainability a central tenet of F1's next chapter. This hastened the landmark publication of Formula 1's ambitious sustainability

strategy one year later, with the bold target of attaining net zero carbon footprint status for all operations by 2030. As a condition, power unit suppliers like Mercedes and Ferrari consequently earmarked over \$1 billion collectively towards developing synthetic, advanced biofuels to replace high-carbon petrol and diesel. Banning single-use plastics at all paddock and hospitality facilities became mandated while travel emissions must now be independently verified and offset through accredited schemes like the FIA Environment Accreditation Framework.

By 2025, all Formula 1 events aim to achieve the stringent sustainability benchmarks of ISO 20121 certification covering responsible resource sourcing, waste diversion metrics of over 90%, and third-party auditing of total greenhouse gas emissions. Recent technical regulations also compel better energy efficiency from power units and gearboxes while restricting aerodynamic development, lowering operational costs to enable smaller yet competitive teams to participate without relying on astronomical budgets dwarfing most professional sports leagues. Continued incentives for electric powertrain development could further position Formula 1 as a cutting-edge testbed for technologies that reduce reliance on fossil fuels across the broader transportation industry.

## *Ongoing Challenges*

While recent progress has been monumental thanks to vocal sustainability champions, the innate inertia of an established industry persists. In racing, the status quo only shifts once hard evidence proves alternative technologies can outperform while reducing environmental harm. As Formula 1 expands its calendar to 24 races from Sao Paolo to Shanghai through 2025, replicating

expansive paddock hospitality suites and broadcasting infrastructure worldwide strains finite resources and generates excessive waste. Carbon emissions from freight and travel also continue rising. Attaining consistency in implementing responsible sustainability standards across vastly different global locales with their environmental policies remains a towering hurdle.

If Formula 1 maintains its current momentum towards sustainability thanks to directors like Nikolas Tombazis and vocal drivers led by Lewis Hamilton, the potential for racing's highest echelon to transform its reputation from an emblem of excess into a credible global platform showcasing the pinnacle of responsible automobile engineering may soon be realized. Continued transparency tracking emissions reductions through collaboration with environmental partners will determine if Formula 1 can substantiate its bold claims and lead a sustainability transformation for the broader mobility sector. But with engaged drivers, committed leadership, and technical incentives aligning towards shared environmental goals, a revolution appears closer than ever.

## *Questions to Consider*

1. What are the key sources of unsustainability in Formula 1 racing currently? What specific practices or processes are most wasteful or carbon-intensive?
2. Who are the main sustainability advocates pushing for change in Formula 1? What concrete actions have they taken to advance sustainability commitments?



3. What specific policy changes and sustainability targets has Formula 1 recently implemented? How ambitious and comprehensive are they? Do they address the major sources of emissions and waste?
4. What are the main challenges or sources of inertia that could impede Formula 1 from achieving its sustainability goals? How can these be overcome?
5. How consistent have sustainability standards and practices been across different race locations globally? What needs to be done to ensure uniform adoption of responsible standards worldwide?
6. If Formula 1 succeeds with its sustainability commitments, what could be the broader influence on the automobile/transportation industry? How could it drive adoption of technologies like synthetic fuels, regenerative braking, etc?
7. How can progress towards sustainability goals be accurately measured and verified for Formula 1 operations? What partnerships need to be in place with environmental organizations?
8. What sustainability practices should fans of Formula 1 be advocating for to reinforce internal momentum? How can grassroots pressure from devoted fans accelerate adoption of reforms?

# Topic B: The Declining Popularity of Formula One Racing

## *Topic Background*

Formula One (F1) racing has experienced a sharp decline in popularity and global viewership over the past decade. This high-speed motorsport governed by the Fédération Internationale de l'Automobile (FIA) had been the most viewed annual sporting series worldwide for decades, peaking at 600 million television viewers in 2008 (Sylt). However, by 2018 viewership had dropped to just 350 million (Bass and Hughes). Several key factors have contributed to this concerning decline for Formula One's prestige and profitability.

One major factor is the lack of on-track competition and highly predictable race outcomes. Since 2014, the Mercedes F1 team has dominated the sport, winning 8 consecutive World Constructors' Championships from 2014 to 2021 (Bass and Hughes). This unprecedented period of single-team supremacy has made race results highly predictable, removing suspense and excitement for audiences. According to analytics, Mercedes has won over 70% of races in the hybrid engine era that began in 2014 (Hughes). In addition, growing performance gaps between Mercedes, Red Bull Racing, and Ferrari versus the rest of the grid have reduced thrilling on-track battles, strategies, and overtaking that fans expect from F1.

Changes in technical regulations and car technologies have also detracted from Formula One's spectacle. Recent F1 rule changes imposed by the FIA have altered the cars to be quieter and more muted due to complex turbo-hybrid engines. The cars also feature greater aerodynamic

downforce and traction, making them "easier" for drivers to push to the limit (Bass and Hughes). Purists feel these changes have diminished the raw speed appeal of F1. Additionally, advanced systems like the energy recovery system (ERS) are impenetrable for casual viewers and reduce engagement. The intricacies of cutting-edge hybrid power units and ERS regenerative braking are simply inscrutable for many fans without an engineering background.

The loss of classic European Grand Prix races in England, Germany and Italy has also damaged F1's historic roots and appeal. These iconic races have been dropped in favor of new, highly lucrative Grand Prix in developing markets in Asia and the Middle East (Hughes). While these destinations expand F1's global commercial reach, they geographically distance the sport from its original core European fan base. Dropping races where F1 has deep cultural roots severs ties for long-time fans.

Moreover, the escalating costs of hosting races have led to substantial ticket price increases, making attending races prohibitive for many fans. An increasingly exclusive VIP atmosphere at circuits and paddocks, with more corporate hospitality and celebrity presence, has weakened the visceral connection between grassroots fans and F1 (Clarke). Lastly, the retirement of hugely popular racers like Michael Schumacher, and the failure of new young talents to fill the void of larger-than-life personalities, means there are fewer global superstar driver brands to attract loyal followers.

In summary, lack of on-track competition, technical changes that reduce racing spectacle, loss of classic European races, high costs and exclusivity, and a lack of superstar driver personalities have all diminished Formula One's global popularity. Potential solutions include stricter spending caps, adding historic races back to the calendar, intensifying marketing of

compelling driver storylines, enhancing viewing experiences through new media formats, and boosting accessibility through reduced ticket prices. Revitalizing Formula One likely requires both reconnecting with the sport's historic European roots, while also innovating to capture new fans worldwide.

## *Questions to Consider*

1. How can regulations be changed to improve competitiveness and unpredictability in F1 racing? What specific technical changes would be most effective?
2. What traditional European races should be added back to the F1 race calendar to reconnect with the sport's historic roots?
3. How can F1 utilize streaming and social media to better promote driver personalities and compelling storylines for fans?
4. What technologies could be developed to improve the at-home viewing experience for audiences and explain complex technical details to more casual viewers?
5. What specific initiatives could be introduced to reduce ticket prices and improve fan access and inclusivity at races? How can existing corporate culture be shifted?

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## F1 Character Dossier

1. **Lewis Hamilton** - Sir Lewis Carl Davidson Hamilton MBE HonFREng is a British Formula One racing driver, currently racing for the Mercedes AMG Petronas team. As a seven-time World Champion, he is often regarded as one of the greatest F1 drivers in history. He has over 100 podium places in his career.
2. **Max Verstappen** - youngest driver in F1 history. Known for his aggressive and hard-charging style, Verstappen has developed into a world champion contender since joining Red Bull in 2016
3. **Charles Leclerc** - Charles Leclerc is a young driver from Monaco who made his Formula One debut in 2018 with Sauber before being promoted to Ferrari the following year as a replacement for Kimi Räikkönen.

4. **George Russell** - George is a 25-year-old British Rising Star from Kings Lynn, who is aiming to achieve the ultimate goal of becoming Formula 1 World Champion. In 2024, George will enter his third season with the Mercedes-AMG Petronas Formula One team.
5. **Carlos Sainz Jr.** - Carlos Sainz Jr. is a Spanish Formula One racing driver currently competing for Scuderia Ferrari. The 29-year-old joined Ferrari in 2021 after two seasons with McLaren and has established himself as a consistent points scorer with podium finishes.
6. **Christian Horner** - Christian Horner is the Team Principal of the Red Bull Racing Formula One team, leading them to numerous race wins and six Constructors' Championship titles since 2005. He is the longest-serving team principal among the current 10 F1 teams.
7. **Toto Wolff** - Wolff is a wealthy investor, former racer, and motorsport executive from Austria. In addition to being Team Principal and CEO of the Mercedes-AMG Petronas F1 Team, he has a 33% share in the team. He has a net worth of \$1.6 billion
8. **Mattia Binotto** - Mattia Binotto was the former team principal of Ferrari before stepping down because the team wasn't doing very well. Despite his retirement, He still holds lots of influence within the Formula One community.
9. **Zak Brown** - Zak Brown is the chief executive of McLaren Racing, he helped revive Mclarean after joining them in 2016. The 52-year-old American has brought new sponsorship deals and strategic partnerships for McLaren through his business acumen and racing connections.
10. **Andreas Seidl** - Andreas Seidl is the Team Principal of the McLaren Formula One Team, having joined the historic racing outfit in 2019. He has helped rebuild McLaren into an increasingly competitive team, scoring multiple podium finishes and a race win under his technical leadership and strategic guidance.



11. **Mike Krack** - Mike Krack is the Team Principal of Aston Martin's Formula One team. He has over two decades of experience working in motorsports with companies like BMW and Porsche, he is now charged with helping transform Aston Martin into championship contenders.
12. **Frédéric Vasseur** - He currently serves as Scuderia Ferrari's general manager and team principle. Frédéric Vasseur was Alfa Romeo Racing's managing director, CEO, and team principal before joining the Ferrari
13. **Guenther Steiner** - Italian-American motorsport engineer Guenther Steiner was the managing director of Jaguar Racing from 2001 to 2003, the technical operations director of Red Bull Racing from 2005 to 2008, and the team principal of the Haas Formula One Team from 2016 to 2023.
14. **Franz Tost** - Franz Tost led the AlphaTauri Formula One team as team principal for 18 seasons before departing at the end of 2023. He competed as a driver in Formula Ford and Formula Three, winning the Austrian Formula Ford Championship in 1983.
15. **Jost Capito** - Jost Capito is a German former motorsport manager. Capito has been employed in various roles during his career, with his most successful role being Director of Motorsport at Volkswagen. In 2020, Capito was announced as the new CEO of the Williams Racing Formula One team. In 2021, he became the team principal. In 2022 it was announced that he was going to leave Williams.
16. **Otmar Szafnauer** - Otmar Szafnauer is a Romanian-American engineer who served as Team Principal and CEO of the Alpine Formula One Team in 2021 and 2022. He brought over a decade of experience managing other F1 outfits but departed Alpine during the 2023 season after failing to meet performance expectations
17. **Ross Brawn** - Ross Brawn is a British motorsports engineer and team principal who has played an essential role in leading multiple teams. Most notably, Brawn served as the "mastermind" behind Michael Schumacher's 7 world titles at Benetton and Ferrari before taking over Honda in 2008, renaming it Brawn GP, guiding it to the 2009 titles, then selling it to Mercedes in 2011. He remained the team principal there until retiring in 2014

18. **Stefano Domenicali** - Stefano Domenicali is an Italian motorsports executive who served as the team principal of Scuderia Ferrari from 2008-to 2014, leading them to the Formula One World Championship in 2008. He later served as CEO of Lamborghini before being appointed CEO of the Formula One Group in 2020, replacing Chase Carey in that role.
19. **Jean Todt** - Jean Todt is a highly accomplished French motorsports executive. His career includes leading Peugeot Talbot Sport's World Rally Championship teams to 4 constructors' titles and winning the Paris-Dakar Rally 4 times. Before that, he became principal of Scuderia Ferrari from 1993 to 2007. After retiring from Ferrari, Todt then becomes the president of FIA, the federation governing many international motorsports, from 2009 until 2021. Additionally, he serves as a United Nations Special Envoy for Road Safety
20. **Michael Masi** - Michael Masi is an Australian motorsports official who served as the Formula One race director from 2019 to 2021, overseeing operations and regulations during race weekends. Masi was removed from the position after an FIA investigation found he improperly handled the safety car restart procedures at the end of the 2021 Abu Dhabi Grand Prix.
21. **Mohammed Ben Sulayem** - Mohammed Ben Sulayem is an Emirati former rally driver who was one of the most successful competitors in the Middle East Rally Championship, winning 14 titles, before serving in various leadership roles in motorsports including as President of the Emirates Motorsports Organization and FIA Vice President. In December 2021 he was appointed President of the FIA, the governing body for many auto racing events including Formula One, succeeding Jean Todt.
22. **Nikolas Tombazis** - Nikolas Tombazis is an aeronautical engineer and automotive aerodynamicist who has held senior roles with multiple Formula One teams including Benetton, Ferrari, McLaren, and Manor Racing over his 30+ year career. In 2018 he joined the FIA as head of single-seater technical matters and was appointed single-seater director overseeing Formula One technical regulations in 2023

- 23. Chase Carey** - Chase Carey is an American media executive who served as CEO and chairman of Formula One Group from 2017 to 2020 after leadership roles at companies like News Corp, DirectTV, and 21st Century Fox. He previously worked for Rupert Murdoch's media empire including as co-COO of 21st Century Fox and deputy chairman of News Corp
- 24. Bernie Ecclestone** - Bernie Ecclestone is a British business magnate who as the former chief executive of the Formula One Group became known as the "F1 Supremo" for his decades-long financial control and administration of Formula One motor racing. He stepped down from leadership in 2017 amid a tax fraud conviction requiring payment of £653 million in back taxes. Ecclestone transformed the commercial rights and television broadcast deals of F1 racing during the late 1970s and amassed a fortune making him one of the richest people in the UK
- 25. Flavio Briatore** - Flavio Briatore is an Italian businessman forced to resign from managing the Renault Formula One racing team in 2009 due to his involvement in race fixing but was later cleared of charges. Briatore has had a controversial career ranging from convictions on fraud charges in Italy in the 1980s to building successful Benetton franchises as a fugitive to becoming part-owner and chairman of the Queens Park Rangers football club from 2007 to 2011
- 26. Daniel Ricciardo** - Daniel Ricciardo is an Australian Formula One driver with 8 Grand Prix victories and 32 podium finishes driving for HRT, Toro Rosso, Red Bull, Renault, McLaren, and currently Scuderia AlphaTauri. Highlights of his career include winning 3 races in his first season with Red Bull in 2014 en route to a 3rd place championship finish, winning the 2021 Italian Grand Prix for his only victory with McLaren, and signing as a third driver for Red Bull in 2023 before replacing Nyck de Vries at AlphaTauri midway through the 2023 season.
- 27. Sebastian Vettel** - Sebastian Vettel is one of the most successful Formula One drivers in history, winning 4 consecutive World Championship Driver's titles from 2010-2013 with Red Bull Racing after becoming the youngest-ever champion in 2010. He holds numerous records including the most consecutive race wins with 9 and has the third most podium finishes ever

28. **Fernando Alonso** - Fernando Alonso is a highly successful Spanish racing driver who has competed in Formula One for multiple teams including Renault, with whom he won the World Drivers' Championship in 2005 and 2006, as well as McLaren, Ferrari, and currently Aston Martin. Alonso has also won prestigious endurance races including the 24 Hours of Le Mans twice in 2018 and 2019, the FIA World Endurance Championship in 2018–19, and the 24 Hours of Daytona in 2019, making him the only driver to win both the Formula One and World Endurance championships
29. **Esteban Ocon** - Esteban Ocon is a French Formula One driver currently racing for the Alpine F1 Team. He joined Alpine in 2021 after several seasons with other teams and has established himself as a consistent points scorer with occasional podium finishes.
30. **Lance Stroll** - Lance Stroll is a successful Canadian racing driver who competes in Formula One for Aston Martin. Stroll is the son of Lawrence Stroll who is a part-owner of the Aston Martin Formula One team
31. **Yuki Tsunoda** - Yuki Tsunoda is a young Japanese driver who joined Formula One in 2021 with AlphaTauri after impressing during his rookie season in Formula 2 the previous year. Known for his aggressive driving style and fiery temperament over the radio, Tsunoda has shown flashes of speed and raw talent in his first two F1 seasons but has struggled with inconsistency and making mistakes.
32. **Guanyu Zhou** - Zhou is the first Chinese driver to compete at the Formula One level. He competes with the Stake F1 team.
33. **Alex Albon** - Alex Albon is a Thai-British racing driver who made his Formula One debut in 2019 driving for Toro Rosso before being promoted to Red Bull midway through the season. He is a strong contender to replace Lewis Hamilton at the Mercedes
34. **Kevin Magnussen** - Magnussen competed for McLaren in the 2014 Formula One World Championship after being selected through the Young Driver Program of the McLaren Formula One Team. In 2016, he briefly worked for Renault. From 2017 until the conclusion of the 2020 season, Magnussen was a driver for Haas.

Magnussen returned to Haas in 2022, signing a multi-year contract. He is the son of former Formula One driver and four-time Le Mans winner Jan Magnussen.

**35. Kimi Raikkonen** - Räikkönen won the 2007 Formula One World Championship while driving for Ferrari; he also managed to finish second overall twice and third three times. He has the sixth-most podium finishes (103), third-most fastest laps (46), and second-most race starts (349) in Formula One history. He is known for his reserved personality and reluctance to participate in public relations events..