

# TOTAL RACE WINS

1950 - 2025

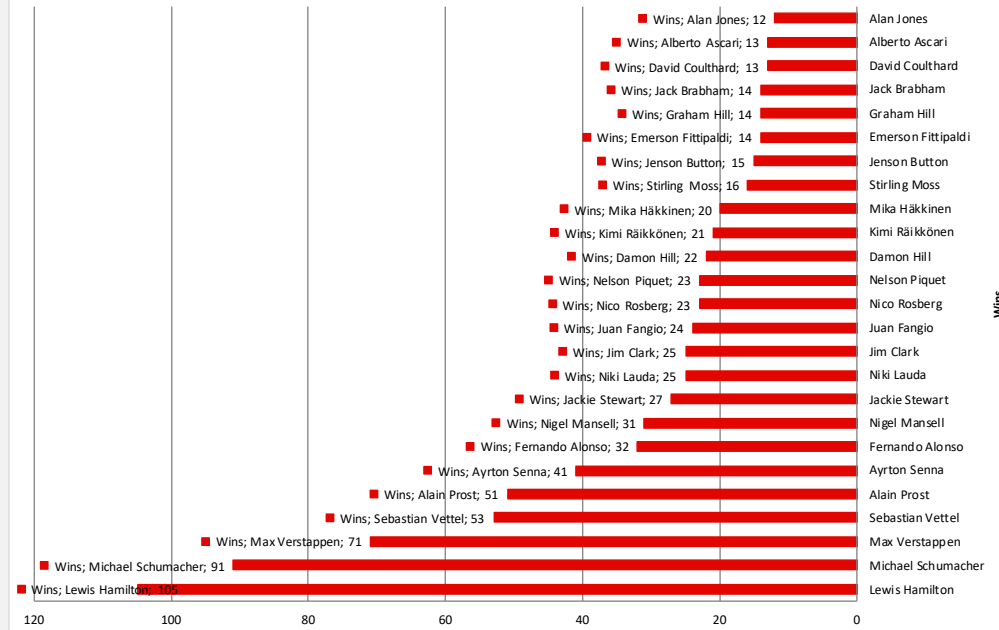
## WHAT AM I LOOKING AT?

Career race wins across all seasons. This is the ultimate measure of a driver's ability to convert race weekends into victories. The chart shows the Top 25 all-time winners.

Pre-loaded: Top 25 drivers by total wins. Use the table to explore all data.

Driver	Nationality	Races	Wins	Win Rate %
Lewis Hamilton	British	380	105	27.6
Michael Schumacher	German	308	91	29.5
Max Verstappen	Dutch	233	71	30.5
Sebastian Vettel	German	300	53	17.7
Alain Prost	French	202	51	25.2
Ayrton Senna	Brazilian	162	41	25.3
Fernando Alonso	Spanish	428	32	7.5
Nigel Mansell	British	192	31	16.1
Jackie Stewart	British	100	27	27.0
Niki Lauda	Austrian	174	25	14.4
Jim Clark	British	73	25	34.2
Juan Fangio	Argentine	58	24	41.4
Nico Rosberg	German	206	23	11.2
Nelson Piquet	Brazilian	207	23	11.1
Damon Hill	British	122	22	18.0
Kimi Räikkönen	Finnish	352	21	6.0
Mika Häkkinen	Finnish	165	20	12.1
Stirling Moss	British	73	16	21.9
Jenson Button	British	309	15	4.9
Emerson Fittipaldi	Brazilian	149	14	9.4
Graham Hill	British	179	14	7.8
Jack Brabham	Australian	129	14	10.9
David Coulthard	British	247	13	5.3
Alberto Ascari	Italian	36	13	36.1
Alan Jones	Australian	117	12	10.3

### Top 25 Drivers: All-Time Race Wins



# POLE-TO-WIN CONVERSION RATE

1950 - 2025

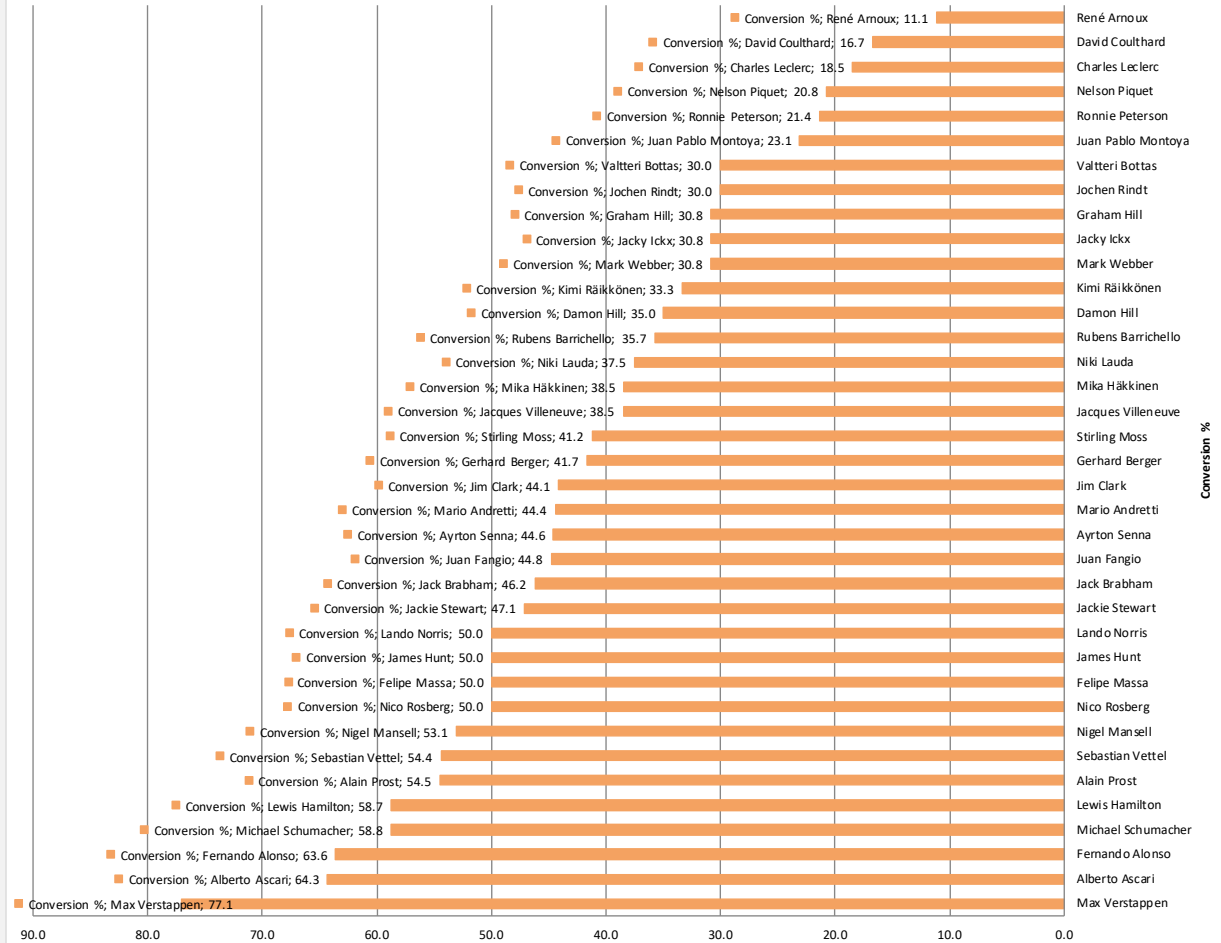
## WHAT AM I LOOKING AT?

When a driver starts from pole position, how often do they actually win? This isolates clutch performance under pressure. A high conversion rate means the driver delivers when it matters most.

Pre-loaded: Drivers with 10+ career pole positions. Verstappen leads at 77% conversion.

Driver	Poles	Wins from Pole	Conversion %	Total Wins
Max Verstappen	48	37	77.1	71
Alberto Ascari	14	9	64.3	13
Fernando Alonso	22	14	63.6	32
Michael Schumacher	68	40	58.8	91
Lewis Hamilton	104	61	58.7	105
Alain Prost	33	18	54.5	51
Sebastian Vettel	57	31	54.4	53
Nigel Mansell	32	17	53.1	31
Nico Rosberg	30	15	50.0	23
Felipe Massa	16	8	50.0	11
James Hunt	14	7	50.0	10
Lando Norris	16	8	50.0	11
Jackie Stewart	17	8	47.1	27
Jack Brabham	13	6	46.2	14
Juan Fangio	29	13	44.8	24
Ayrton Senna	65	29	44.6	41
Mario Andretti	18	8	44.4	12
Jim Clark	34	15	44.1	25
Gerhard Berger	12	5	41.7	10
Stirling Moss	17	7	41.2	16
Jacques Villeneuve	13	5	38.5	11
Mika Häkkinen	26	10	38.5	20
Niki Lauda	24	9	37.5	25
Rubens Barrichello	14	5	35.7	11
Damon Hill	20	7	35.0	22
Kimi Räikkönen	18	6	33.3	21
Mark Webber	13	4	30.8	9
Jacky Ickx	13	4	30.8	8
Graham Hill	13	4	30.8	14
Jochen Rindt	10	3	30.0	6
Valtteri Bottas	20	6	30.0	10
Juan Pablo Montoya	13	3	23.1	7
Ronnie Peterson	14	3	21.4	10
Nelson Piquet	24	5	20.8	23
Charles Leclerc	27	5	18.5	8
David Coulthard	12	2	16.7	13
René Arnoux	18	2	11.1	7

### Pole-to-Win Conversion Rate (Min 10 Poles)



# GRID DELTA (Positions Gained/Lost)

1950 - 2025

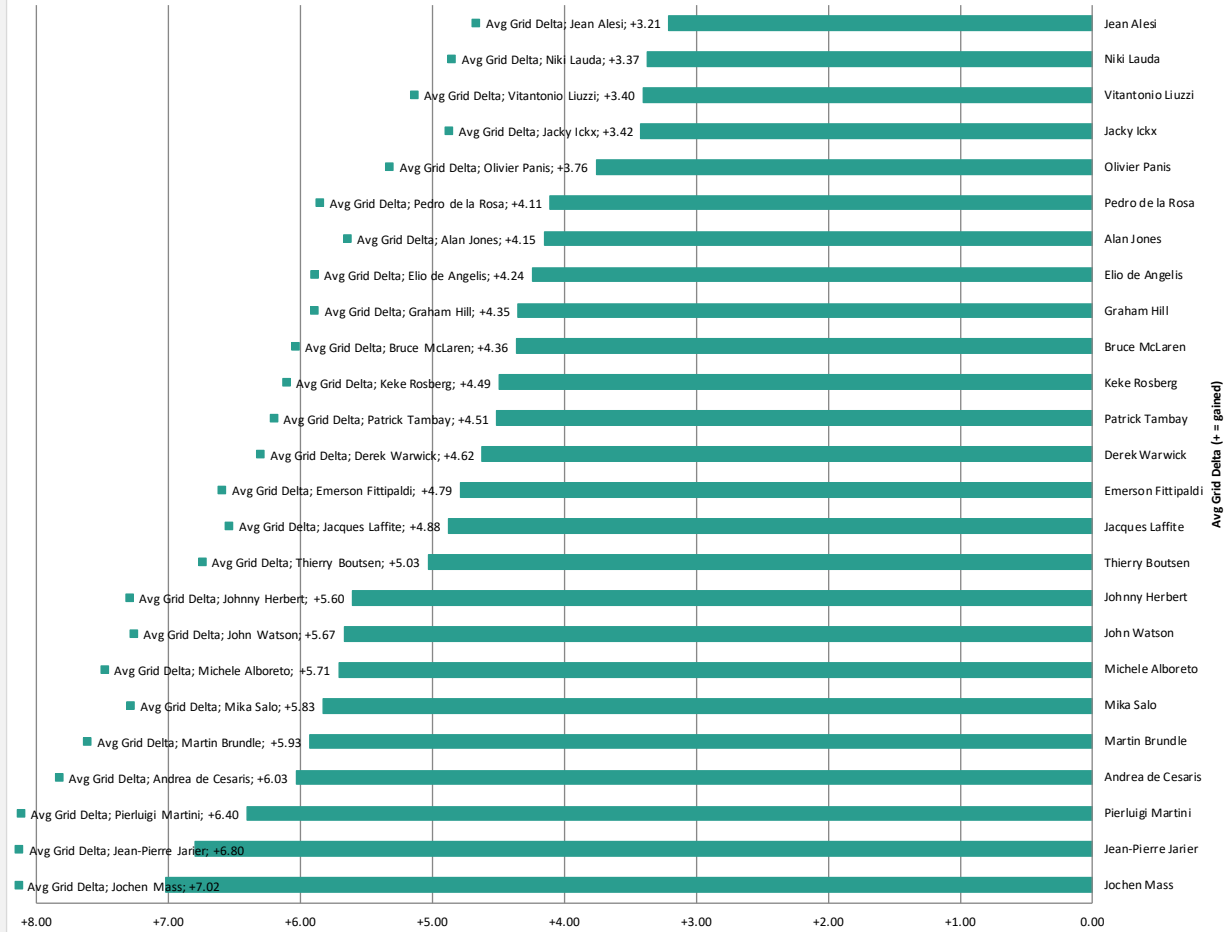
## WHAT AM I LOOKING AT?

Grid Delta = Starting Position minus Finish Position. A positive number means the driver gained places during the race. This is the racecraft metric that separates raw car speed from racing intelligence.

Pre-loaded: Top 25 position-gainers with 50+ classified finishes. Higher = better overtaker.

Driver	Classified Races	Avg Grid Delta	Total Wins	Win Rate %
Jochen Mass	64	+7.02	1	0.9
Jean-Pierre Jarier	60	+6.80	0	0.0
Pierluigi Martini	52	+6.40	0	0.0
Andrea de Cesaris	61	+6.03	0	0.0
Martin Brundle	76	+5.93	0	0.0
Mika Salo	63	+5.83	0	0.0
Michele Alboreto	91	+5.71	5	2.3
John Watson	88	+5.67	5	3.2
Johnny Herbert	82	+5.60	3	1.8
Thierry Boutsen	93	+5.03	3	1.8
Jacques Laffite	86	+4.88	6	3.3
Emerson Fittipaldi	92	+4.79	14	9.4
Derek Warwick	61	+4.62	0	0.0
Patrick Tambay	51	+4.51	2	1.6
Keke Rosberg	55	+4.49	5	3.9
Bruce McLaren	61	+4.36	4	3.9
Graham Hill	96	+4.35	14	7.8
Elio de Angelis	55	+4.24	2	1.8
Alan Jones	66	+4.15	12	10.3
Pedro de la Rosa	56	+4.11	0	0.0
Olivier Panis	95	+3.76	1	0.6
Jacky Ickx	65	+3.42	8	6.6
Vitantonio Liuzzi	52	+3.40	0	0.0
Niki Lauda	87	+3.37	25	14.4
Jean Alesi	114	+3.21	1	0.5

### Avg Positions Gained Per Race (Min 50 Classified Finishes)



# RAPPR: Reliability-Adjusted Points Per Race

1950 - 2025

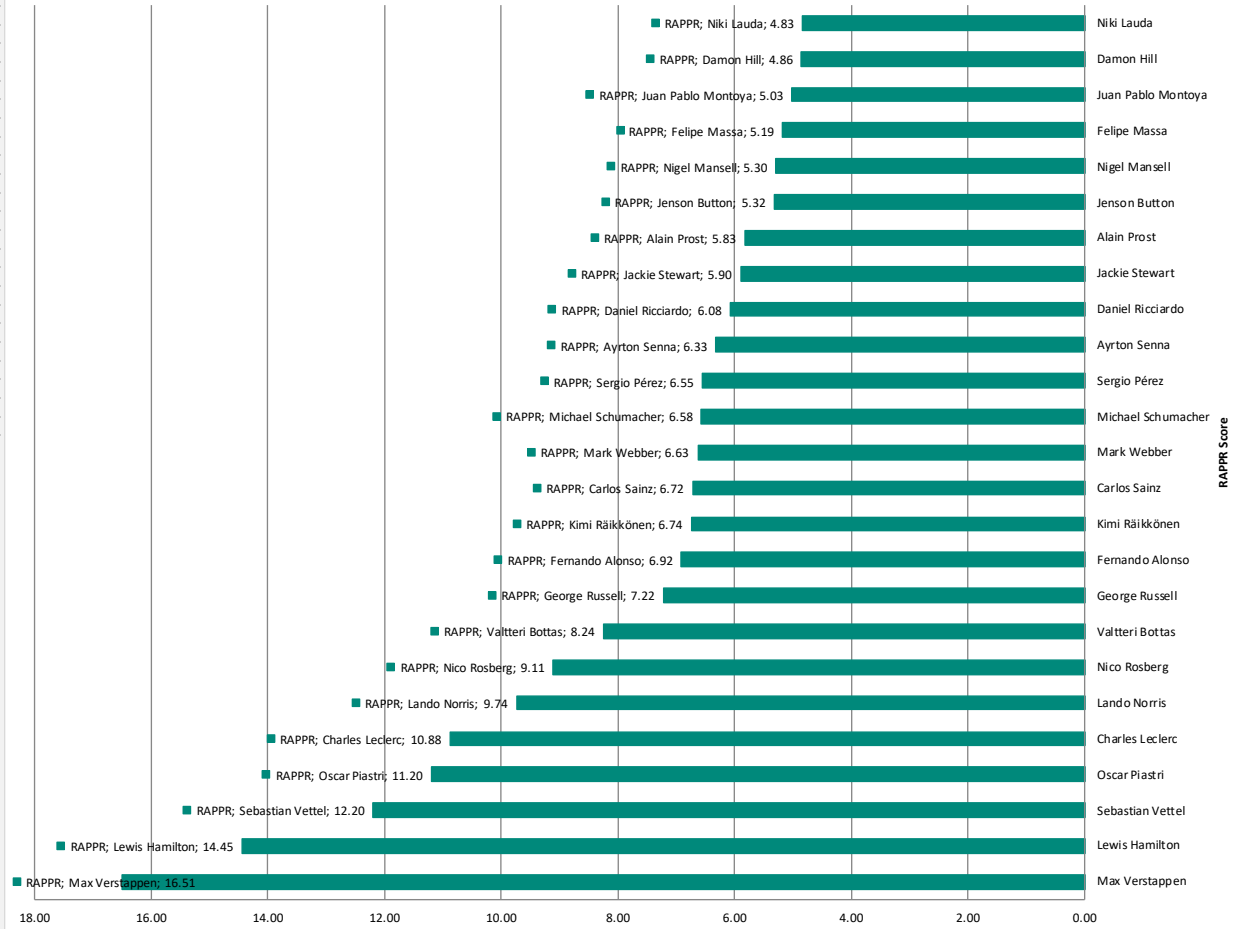
## WHAT AM I LOOKING AT?

Standard 'points per race' penalizes drivers for mechanical failures they can't control. RAPPR only counts races where the driver was classified (finished or lapped), revealing true scoring efficiency when the car holds together.

Pre-loaded: Top 25 RAPPR with 50+ classified finishes. Modern era drivers score higher due to point system changes.

Driver	Classified Races	Total Points	RAPPR	Mech DNF Rate %
Max Verstappen	200	3,301.5	16.51	6.9
Lewis Hamilton	343	4,955.5	14.45	3.2
Sebastian Vettel	254	3,098.0	12.20	6.3
Oscar Piastri	65	728.0	11.20	2.9
Charles Leclerc	146	1,588.0	10.88	4.6
Lando Norris	138	1,344.0	9.74	3.3
Nico Rosberg	175	1,594.5	9.11	7.8
Valtteri Bottas	217	1,788.0	8.24	6.1
George Russell	132	953.0	7.22	6.6
Fernando Alonso	344	2,380.0	6.92	11.7
Kimi Räikkönen	278	1,873.0	6.74	10.5
Carlos Sainz	187	1,257.5	6.72	7.8
Mark Webber	158	1,047.5	6.63	14.7
Michael Schumacher	238	1,566.0	6.58	9.1
Sergio Pérez	242	1,585.0	6.55	5.7
Ayrton Senna	97	614.0	6.33	19.8
Daniel Ricciardo	217	1,320.0	6.08	8.6
Jackie Stewart	61	360.0	5.90	28.0
Alain Prost	137	798.5	5.83	15.8
Jenson Button	232	1,235.0	5.32	14.9
Nigel Mansell	91	482.0	5.30	28.6
Felipe Massa	225	1,167.0	5.19	7.0
Juan Pablo Montoya	61	307.0	5.03	16.8
Damon Hill	74	360.0	4.86	17.2
Niki Lauda	87	420.5	4.83	28.2

### RAPPR: Points Per Classified Race (Min 50 Finishes)



# SEASON OVERVIEW: The Growth of F1

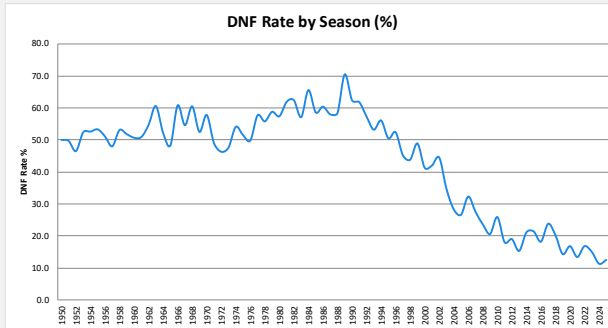
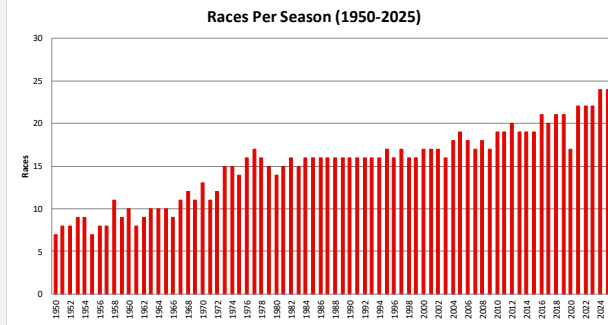
1950 - 2025

## WHAT AM I LOOKING AT?

How has Formula 1 evolved from 7 races in 1950 to 24 races today? This timeline shows the sport's growth alongside reliability trends. The DNF rate has plummeted from 50%+ in the early decades to under 15% in the modern era.

*Pre-loaded: Full 1950-2025 timeline. Notice the era transitions and the massive reliability improvements.*

Year	Era	Races	Entries	DNFs	DNF Rate %	Unique Drivers	Constructors
1950	Pre-Championship	7	160	80	50.0	81	24
1951	Pre-Championship	8	179	89	49.7	84	24
1952	Pre-Championship	8	215	100	46.5	105	25
1953	Pre-Championship	9	246	129	52.4	108	21
1954	Pre-Championship	9	230	121	52.6	97	19
1955	Pre-Championship	7	180	96	53.3	84	19
1956	Pre-Championship	8	190	97	51.1	85	15
1957	Pre-Championship	8	171	82	48.0	76	14
1958	Rear-Engine Revolution	11	241	128	53.1	87	16
1959	Rear-Engine Revolution	9	195	101	51.8	88	26
1960	Rear-Engine Revolution	10	223	113	50.7	91	23
1961	Rear-Engine Revolution	8	220	112	50.9	62	14
1962	Rear-Engine Revolution	9	223	122	54.7	61	19
1963	Rear-Engine Revolution	10	254	154	60.6	62	22
1964	Rear-Engine Revolution	10	207	108	52.2	41	13
1965	Rear-Engine Revolution	10	205	99	48.3	54	16
1966	Rear-Engine Revolution	9	166	101	60.8	33	15
1967	Rear-Engine Revolution	11	205	112	54.6	45	20
1968	Wings & Aero	12	233	141	60.5	43	17
1969	Wings & Aero	11	177	93	52.5	31	11
1970	Wings & Aero	13	294	170	57.8	43	12
1971	Wings & Aero	11	263	129	49.0	50	12
1972	Wings & Aero	12	309	143	46.3	42	12
1973	Wings & Aero	15	357	170	47.6	43	12
1974	Wings & Aero	15	436	236	54.1	62	20
1975	Wings & Aero	14	363	187	51.5	52	20
1976	Wings & Aero	16	434	216	49.8	54	21
1977	Wings & Aero	17	477	275	57.7	61	21
1978	Ground Effect	16	471	263	55.8	46	19
1979	Ground Effect	15	403	237	58.8	36	19
1980	Ground Effect	14	383	220	57.4	41	15
1981	Ground Effect	15	449	278	61.9	39	17
1982	Ground Effect	16	465	290	62.4	40	17
1983	Turbo Era I	15	424	242	57.1	35	16
1984	Turbo Era I	16	430	282	65.6	35	15
1985	Turbo Era I	16	406	238	58.6	36	17
1986	Turbo Era I	16	412	249	60.4	32	14
1987	Turbo Era I	16	419	243	58.0	32	16
1988	Turbo Era I	16	495	289	58.4	36	18
1989	Naturally Aspirated	16	620	437	70.5	47	20
1990	Naturally Aspirated	16	542	338	62.4	40	19
1991	Naturally Aspirated	16	539	333	61.8	41	19
1992	Naturally Aspirated	16	478	274	57.3	37	16
1993	Naturally Aspirated	16	412	219	53.2	35	13
1994	Naturally Aspirated	16	444	249	56.1	46	14
1995	V10 Era	17	418	211	50.5	35	13
1996	V10 Era	16	340	178	52.4	24	11
1997	V10 Era	17	376	170	45.2	28	12
1998	V10 Era	16	349	153	43.8	23	11
1999	V10 Era	16	352	172	48.9	24	11
2000	V10 Era	17	373	154	41.3	23	11
2001	V10 Era	17	374	157	42.0	26	11
2002	V10 Era	17	362	161	44.5	23	11
2003	V10 Era	16	320	111	34.7	24	10
2004	V10 Era	18	360	102	28.3	25	10
2005	V10 Era	19	376	100	26.6	27	10
2006	V8 Era	18	396	128	32.3	27	12
2007	V8 Era	17	374	103	27.5	26	11
2008	V8 Era	18	368	87	23.6	22	11
2009	V8 Era	17	340	70	20.6	25	10
2010	V8 Era	19	456	118	25.9	27	12
2011	V8 Era	19	456	82	18	28	12
2012	V8 Era	20	460	91	19	25	12
2013	V8 Era	19	418	64	15.3	23	11
2014	Hybrid Era	19	407	86	21.1	24	11
2015	Hybrid Era	19	378	81	21.4	22	10
2016	Hybrid Era	21	462	84	18.2	24	11
2017	Hybrid Era	20	400	95	23.8	25	10
2018	Hybrid Era	21	420	85	20.2	20	10
2019	Hybrid Era	21	420	60	14.3	20	10
2020	Hybrid Era	17	340	57	16.8	23	10
2021	Hybrid Era	22	440	59	13.4	21	10
2022	Ground Effect II	22	440	74	16.8	22	10
2023	Ground Effect II	22	440	66	15	22	10
2024	Ground Effect II	24	479	54	11.3	24	10
2025	Ground Effect II	24	479	60	12.5	21	10



# CONSTRUCTOR WIN SHARE: Team Dominance

1950 - 2025

## WHAT AM I LOOKING AT?

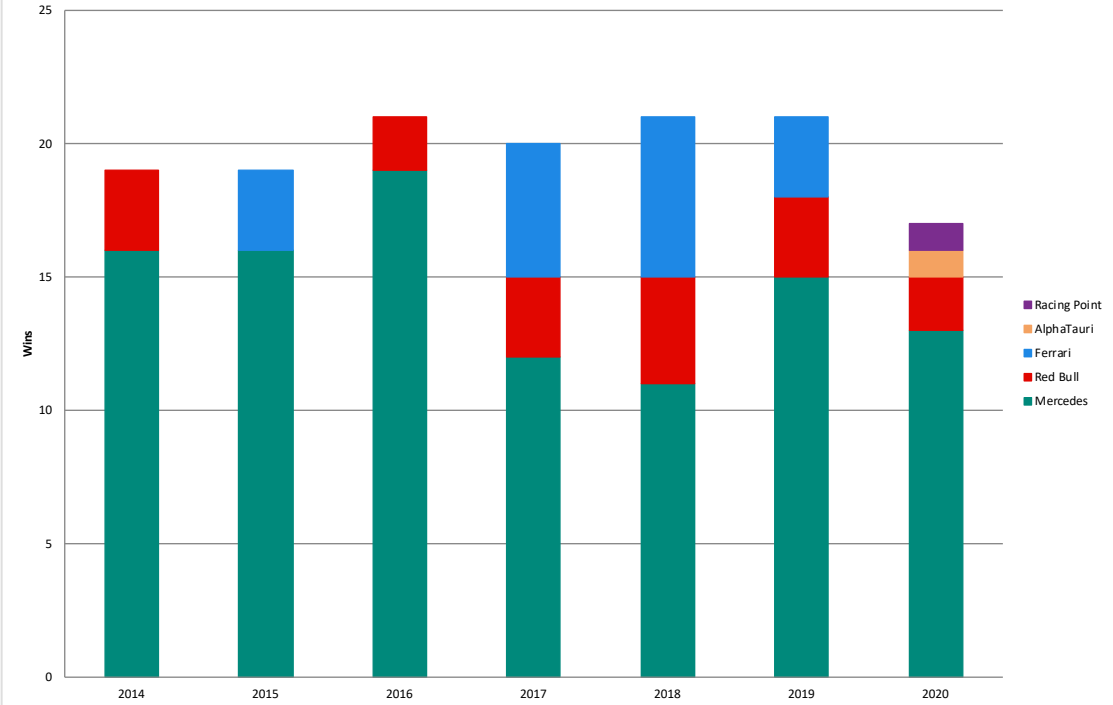
What percentage of a season's wins did each team capture? A 75%+ win share signals total dominance. This view is pre-loaded to the Mercedes Hybrid Era (2014-2020), one of the most dominant stretches in F1 history.

Pre-loaded: 2014-2020 (Hybrid Era). Mercedes won 75%+ of races for 6 straight years. Change years in the table to explore other eras.

Year	Constructor	Wins	Races in Season	Win Share %
2014	Mercedes	16	19	84.2
2014	Red Bull	3	19	15.8
2015	Mercedes	16	19	84.2
2015	Ferrari	3	19	15.8
2016	Mercedes	19	21	90.5
2016	Red Bull	2	21	9.5
2017	Mercedes	12	20	60.0
2017	Ferrari	5	20	25.0
2017	Red Bull	3	20	15.0
2018	Mercedes	11	21	52.4
2018	Ferrari	6	21	28.6
2018	Red Bull	4	21	19.0
2019	Mercedes	15	21	71.4
2019	Ferrari	3	21	14.3
2019	Red Bull	3	21	14.3
2020	Mercedes	13	17	76.5
2020	Red Bull	2	17	11.8
2020	AlphaTauri	1	17	5.9
2020	Racing Point	1	17	5.9

Year	Mercedes	Red Bull	Ferrari	AlphaTauri	Racing Point
2014	16	3	0	0	0
2015	16	0	3	0	0
2016	19	2	0	0	0
2017	12	3	5	0	0
2018	11	4	6	0	0
2019	15	3	3	0	0
2020	13	2	0	1	1

### Constructor Win Share: Hybrid Era (2014-2020)



# DRIVER BATTLE: Head-to-Head Comparison

1950 - 2025

## WHAT AM I LOOKING AT?

The ultimate comparison tool. Select any two drivers and see them side-by-side across every key metric. Who has the better win rate? Who converts poles? Who gains more positions? The data decides.

Pre-loaded: Lewis Hamilton vs Max Verstappen - the defining rivalry of modern F1.

DRIVER A	METRIC	DRIVER B	WINNER
<b>Lewis Hamilton</b>		<b>Max Verstappen</b>	
380	Total Races	233	Lewis Hamilton
105	Race Wins	71	Lewis Hamilton
104	Pole Positions	48	Lewis Hamilton
58.7%	Pole-to-Win %	77.1%	Max Verstappen
4,955.5	Total Points	3,301.5	Lewis Hamilton
14.45	RAPPR Score	16.51	Max Verstappen
+0.94	Avg Grid Delta	+1.35	Max Verstappen
27.6%	Win Rate	30.5%	Max Verstappen
12	Mechanical DNFs	16	Lewis Hamilton

Metric	Driver A	Driver B
Wins	105	71
Poles	104	48
Points / 100	49.555	33.015

### Head-to-Head Comparison

