

2026 United States Grand Prix

A full-field race forecast for Austin

25 October 2026, 20:00 UTC / 23:00 Turkey time. COTA: 56 laps, 5.513 km. Prepared before practice and qualifying; the starting grid is a model output, not an observation. [1]

Highest win probabilities: **Max Verstappen** 39.2%, **Charles Leclerc** 16.4%, **George Russell** 14.0%. These probabilities are conditional on the stated model and data cutoff; a favourite losing need not be an unusual outcome.

3,000,000

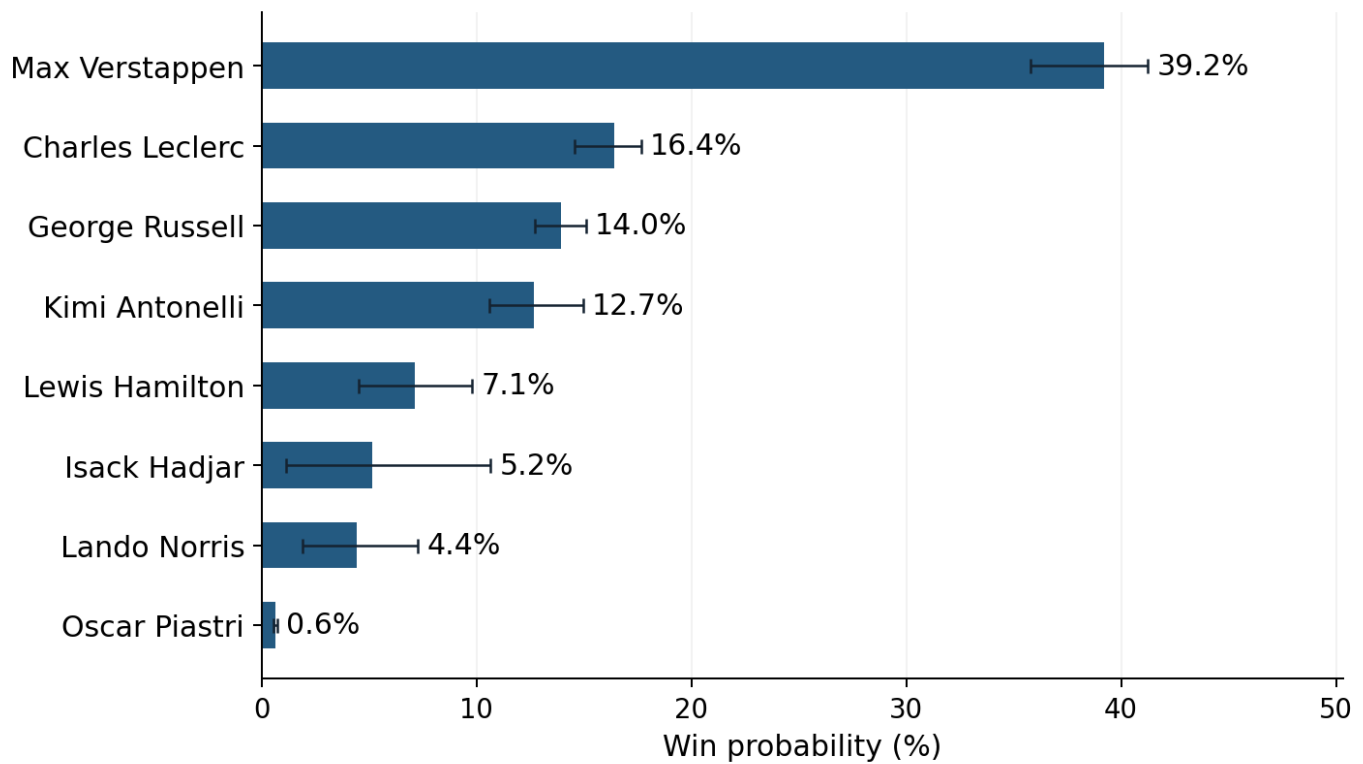
Joint races in main forecast

8,000,000

Main + sensitivity runs

22

Drivers treated by the same method



The main forecast equally mixes three models with form half-lives of 2, 4 and 8 races. Millions of draws cannot correct a wrong assumption. No driver, including Max Verstappen, receives a name-specific weight or bonus. Full tables, model limitations and held-out race checks follow. This English edition preserves the original 20 October forecast.

All drivers: main probabilities

Percentages come from the same 3,000,000 jointly simulated races. Points: a classified top-ten result. DNF: failure to complete the race, including DNS in this model. DSQ is a separate indicator and may overlap with DNF, so those columns must not be added. [12]

Rank	Driver	Win %	Podium %	Points %	DNF %	DSQ %	Expected rank
1	Max Verstappen	39.2	68.1	81.9	17.7	0.5	5.22
2	Kimi Antonelli	12.7	46.2	88.4	10.8	0.5	5.40
3	Charles Leclerc	16.4	51.4	83.3	16.1	0.5	5.85
4	Lewis Hamilton	7.1	34.6	86.3	12.6	0.5	6.19
5	George Russell	14.0	44.1	81.7	17.5	0.5	6.40
6	Isack Hadjar	5.2	22.8	83.6	13.1	0.5	7.24
7	Lando Norris	4.4	21.7	78.8	19.0	0.5	7.84
8	Oscar Piastri	0.6	6.2	78.2	15.5	0.5	8.85
9	Liam Lawson	0.3	2.9	77.2	8.3	0.5	9.01
10	Nico Hulkenberg	<0.1	0.6	52.2	16.9	0.5	11.41
11	Arvid Lindblad	<0.1	0.2	38.7	7.6	0.5	11.89
12	Pierre Gasly	<0.1	0.3	44.3	15.8	0.5	11.89
13	Franco Colapinto	<0.1	0.4	34.9	19.0	0.5	12.71
14	Oliver Bearman	<0.1	0.2	27.2	17.5	0.5	13.18
15	Esteban Ocon	<0.1	<0.1	19.3	12.2	0.5	13.58
16	Gabriel Bortoletto	<0.1	<0.1	16.9	15.9	0.5	14.08
17	Carlos Sainz	<0.1	<0.1	9.3	24.6	0.5	15.32
18	Fernando Alonso	<0.1	<0.1	4.2	35.8	0.5	16.74
19	Alexander Albon	<0.1	<0.1	4.8	40.4	0.5	16.85
20	Lance Stroll	<0.1	<0.1	6.4	53.5	0.5	17.32
21	Sergio Perez	<0.1	<0.1	1.1	31.1	0.5	17.61
22	Valtteri Bottas	<0.1	<0.1	0.5	39.6	0.5	18.40

Central top 10: VER - ANT - LEC - HAM - RUS - HAD - NOR - PIA - LAW - HUL.

The central order sorts drivers by their expected ranks and minimizes expected total squared rank loss. It is not claimed to be the single most probable joint 22-driver order. Expected rank is the probability-weighted average of all outcomes, including DNF/DSQ; central rank is the integer position obtained by sorting those averages.

0*: not observed in 3,000,000 main runs; it does not mean mathematical impossibility. For a zero count, the approximate 95% upper sampling bound is 0.00010%. Small positive probabilities are not rounded into claims of exact zero.

Input data: standings and recent form

Championship points include Grands Prix and Sprints. The five race columns show the published results of the latest five Grands Prix, oldest first. The final column counts points from those five Grands Prix only. [2]

Driver	Team	Pts.	Italy	Spain	Baku	Malaysia	Sing.	Last 5 GP
Kimi Antonelli	Mercedes	340	1	1	5	2	3	93
George Russell	Mercedes	238	2	5	1	DNF	9	55
Lewis Hamilton	Ferrari	229	6	DNF	6	3	6	39
Max Verstappen	Red Bull	221	3	2	2	1	1	101
Charles Leclerc	Ferrari	215	DNF	4	4	4	2	54
Lando Norris	McLaren	201	4	3	DNF	9	4	41
Oscar Piastri	McLaren	138	5	8	13	6	5	32
Isack Hadjar	Red Bull	97	-	-	3	5	10	26
Liam Lawson	Racing Bulls	75	14	6	12	7	7	20
Pierre Gasly	Alpine	41	7	12	DNF	16	11	6
Arvid Lindblad	Racing Bulls	38	8	9	7	10	15	13
Franco Colapinto	Alpine	27	9	7	DNF	13	DNF	8
Oliver Bearman	Haas	23	15	16	9	14	12	2
Nico Hulkenberg	Audi	13	12	10	11	11	8	5
Gabriel Bortoleto	Audi	10	11	13	15	18	DNF	0
Esteban Ocon	Haas	7	16	11	8	15	13	4
Carlos Sainz	Williams	7	13	DNF	10	17	14	1
Fernando Alonso	Aston Martin	7	DNF	17	DNF	8	16	4
Alexander Albon	Williams	5	17	15	DNF	DNF	DNF	0
Sergio Perez	Cadillac	0	18	DNF	14	19	17	0
Valtteri Bottas	Cadillac	0	19	18	DNF	DNF	19	0
Lance Stroll	Aston Martin	0	DNF	DNF	DNF	12	DNF	0

Data checks

Points from the 17 completed 2026 Grands Prix and six Sprints were reconstructed and matched the official standings for all 23 listed drivers. The Austin forecast uses the current 22-driver field; substitute Yuki Tsunoda is not in this race roster. Temporary team changes retain the actual driver-car pairing at each event.

DNF: did not finish; DNS: did not start; DSQ: disqualified; NC: not classified; -: did not enter that race. Championship points do not confer an additional pace bonus. Retirements are not treated directly as poor-pace observations in the ranking model for finishers.

Circuit, weather and cars: evidence and uncertainty

Topic	Verified context
Schedule and circuit	23 October: FP1/FP2; 24 October: FP3/qualifying; 25 October: race. 56 laps, 5.513 km; no Sprint. [1]
Circuit demands	Fast changes of direction, a long straight and a slow technical final sector all matter. A single downforce label does not describe the whole circuit. [1,7]
Tyre allocation	C2 hard, C3 medium, C4 soft. Last year's C1/C3/C4 allocation is not simply carried over. [5]
Weather evidence	F1's 19 October report gives a peak around 28°C and a very low rain chance. It does not publish a precise probability of rain during the race. [6]
Pits and neutralisation	Historical guide: net pit loss 20.6 s, SC 29%, VSC 29%. These are uncertain priors, not 2026 measurements. [8]
Previous Austin races	One-stop strategies were common in 2024 and 2025. Expected and realised degradation differed; this year's strategy was not fixed in advance. [9,10]
Missing this weekend	No 2026 COTA practice, long-run tyre curves or grid were available at the cutoff. Unverified pit windows, upgrade gains or penalties were not presented as observed data.

Upgrades and penalties

McLaren plans an Austin upgrade; Mercedes aims to extract more from its existing Malaysia package during practice. No measured Austin lap-time gain has been published. The main model gives no team a fixed gain inferred from a news story; a separate hypothetical McLaren scenario tests the effect of an improvement. [11]

Singapore statements help distinguish Ferrari tyre/strategy effects and several teams' power-unit, gearbox, battery or drivetrain problems. A single weekend's narrative cannot identify the season-wide mechanical/crash split. The FIA's planned Austin software fix is a shared technical uncertainty. No unverified Austin grid penalty was applied at this cutoff. [3,13,16]

F1's 16 October pace comparison provides context and a cross-check; its chart axis is a percentage gap. The graphic was not treated as raw, fuel- and tyre-corrected lap telemetry. [4]

Model: common rules, different observations

Component	Implementation
Driver and car	Separate race/qualifying Plackett-Luce models; the unit is the driver-car pairing. Teammate differences are shrunk using the same regularisation rule.
Recent form	2 / 4 / 8-race half-lives, each with one million main runs; equal model weights. A Sprint receives 0.30 of a GP observation's weight in race-order estimation.
Seconds scale	Gaps within the same Q1/Q2/Q3 segment and race-finish gaps establish an approximate common scale. Lapped drivers are not assigned fabricated exact time gaps.
Grid and race	The unknown grid is sampled jointly for every run. Qualifying and racing share weekend shocks; teammates also share car/setup shocks.
Circuit history	2024-25 Austin deviations are separated from each season's general performance and strongly shrunk. The historical effect is capped near ± 0.08 s per 100 s reference lap.
Reliability	2026 non-completion rates use an 8-race half-life. A driver-team-field hierarchy shrinks extreme estimates from small samples; shared team/race incidents remain possible.
Pit performance	Team deviations from each event's pit median are shrunk. Measured time in the pit lane is not the same as net race-time loss.

Joint calculation in every race

Latent performance and weekend conditions are drawn first, producing a complete starting grid. Lap time, tyre age, stops, traffic, incidents and neutralisation are then updated lap by lap. Final ordering uses completed laps and time. Each run has one winner; independent driver win models are not fitted separately and normalised afterwards.

Interpretation limits

This is an approximate race model calibrated to limited observations. It cannot perfectly separate driver ability from car performance; result-derived pace already contains average traffic and strategy effects. The physical components are not claimed to be separately identified from telemetry. The resulting distribution is therefore checked by sequentially reforecasting historical races.

Replacing all driver and team names left the numerical results unchanged. This software check supports the absence of a name-specific bonus; it does not prove perfect calibration against real-world outcomes.

Numerical assumptions and scope limits

Parameter	Centre / rate	Meaning
Reference lap / distance	100 s / 56 laps	Approximate time scale, not an absolute lap-time prediction.
Wet-condition share	5.0%	Analyst assumption, not an official rain probability.
SC / VSC targets	30% / 30%	Weather/crash dependence can change the realised rate.
Net pit loss	20.6 s	Approximate losses under SC / VSC: 11 / 13.5 s.
S / M / H offset	0 / 0.30 / 0.65 s	Common prior, not measured 2026 COTA compound gaps.
S / M / H wear	0.10 / 0.06 / 0.04 s/lap	Linear in tyre age, with shared and car-level random multipliers.
Slow-stop event	2.5% per stop	Gamma-distributed extra loss; the same rule for all teams.
Crash share	40% of DNF events	The mechanical/crash split is not fully identified by the data.
Wetness and risk	Cumulative hazard $\times 1.35$	No measured driver-specific wet-weather bonus; extra pace uncertainty.
Unknown development	0.08 s standard deviation	Zero-centred, team-shared; the same distribution for everyone.
Unmodelled penalty	3.5%; 5 or 10 s	A common low-event prior rather than a reputation coefficient.
Total residual scale	0.70	Selected using ranked probability score on GPs 7-10.

Full result order is not the same as FIA classification

The P1-P22 matrix records position in the complete result list, including NC/DNF/DNS/DSQ cars. DNF and NC differ: a retired car completing enough distance can remain classified. DSQ cars cannot score and are placed at the end of the matrix. Points require a top-ten position and completion of at least 90% of the winner's laps, rounded down. Normal points are 25-18-15-12-10-8-6-4-2-1; there is no fastest-lap bonus. [12]

The model includes at most one SC and one VSC period. Detailed rain transitions, energy management, multiple red flags/restarts, cancellation, shortened-race points and later roster changes are not modelled in detail. Updating after practice and qualifying is more valuable than adding further draws under unchanged assumptions.

Win probabilities under different assumptions

All cells are percentages. Main: three million races; H2/H4/H8: one million each. Each of the five conditional scenarios also contains one million races. Scenario results are not probabilities that the scenario itself will occur.

Code	Main	H2	H4	H8	Wet	Wear	Low SC	High SC	McL+
VER	39.22	41.25	40.63	35.79	30.79	38.76	39.22	39.05	37.56
ANT	12.68	10.59	12.49	14.95	14.14	12.78	12.67	12.66	11.68
LEC	16.40	14.54	16.97	17.68	16.01	16.30	16.39	16.43	15.41
HAM	7.13	4.53	7.07	9.79	9.37	7.26	7.08	7.20	6.55
RUS	13.95	15.10	14.05	12.71	13.91	14.02	14.03	13.95	13.19
HAD	5.17	10.66	3.72	1.12	6.63	5.27	5.16	5.19	4.93
NOR	4.44	1.93	4.12	7.29	5.90	4.51	4.45	4.46	8.84
PIA	0.63	0.74	0.63	0.54	1.67	0.69	0.63	0.66	1.53
LAW	0.25	0.40	0.24	0.12	0.86	0.27	0.25	0.27	0.21
HUL	0.04	0.07	0.03	<0.01	0.22	0.04	0.04	0.04	0.03
LIN	<0.01	0.01	<0.01	<0.01	0.07	0.01	<0.01	<0.01	<0.01
GAS	0.02	0.03	0.01	<0.01	0.12	0.02	0.02	0.02	0.02
COL	0.04	0.09	0.01	<0.01	0.15	0.04	0.03	0.04	0.03
BEA	<0.01	0.02	<0.01	<0.01	0.06	<0.01	<0.01	<0.01	<0.01
OCO	<0.01	<0.01	<0.01	<0.01	0.03	<0.01	<0.01	<0.01	<0.01
BOR	<0.01	<0.01	<0.01	<0.01	0.02	<0.01	<0.01	<0.01	<0.01
SAI	<0.01	<0.01	<0.01	<0.01	0.01	<0.01	<0.01	<0.01	<0.01
ALO	<0.01	<0.01	<0.01	0*	<0.01	<0.01	<0.01	<0.01	<0.01
ALB	<0.01	<0.01	<0.01	0*	<0.01	<0.01	<0.01	<0.01	<0.01
STR	<0.01	0.02	<0.01	0*	0.02	<0.01	<0.01	<0.01	<0.01
PER	<0.01	<0.01	0*	0*	<0.01	<0.01	0*	<0.01	0*
BOT	<0.01	<0.01	0*	0*	<0.01	<0.01	0*	0*	0*

H2/H4/H8: performance-form half-lives of 2/4/8 races. **Wet:** 100% wet-condition share. **Wear:** degradation multiplier 1.6. **Low SC:** SC/VSC targets 15%/15%. **High SC:** 55%/45%. **McL+:** a hypothetical 0.15 s/lap gain for both McLarens. That gain is not a measured upgrade estimate; it tests a possible effect of the announced plan.

The main model does not include this extra McLaren gain. Conditional changes are obtained by recomputing the full-field race, not by manually increasing one team's percentages. 0* denotes an unobserved event, not physical impossibility.

Scenarios: which uncertainty changes the outcome?

Win probabilities under different assumptions

Max Verstappen	39.2%	41.2%	40.6%	35.8%	30.8%	38.8%	39.2%	39.1%	37.6%
Charles Leclerc	16.4%	14.5%	17.0%	17.7%	16.0%	16.3%	16.4%	16.4%	15.4%
George Russell	14.0%	15.1%	14.1%	12.7%	13.9%	14.0%	14.0%	13.9%	13.2%
Kimi Antonelli	12.7%	10.6%	12.5%	14.9%	14.1%	12.8%	12.7%	12.7%	11.7%
Lewis Hamilton	7.1%	4.5%	7.1%	9.8%	9.4%	7.3%	7.1%	7.2%	6.5%
Isack Hadjar	5.2%	10.7%	3.7%	1.1%	6.6%	5.3%	5.2%	5.2%	4.9%
Lando Norris	4.4%	1.9%	4.1%	7.3%	5.9%	4.5%	4.5%	4.5%	8.8%
Oscar Piastri	0.6%	0.7%	0.6%	0.5%	1.7%	0.7%	0.6%	0.7%	1.5%
	Main	Form 2	Form 4	Form 8	Wet	Wear x1.6	Low SC	High SC	McLaren -0.15 s

The eight drivers with the highest win probabilities. The same model is applied to every driver.
Wet-race and upgrade columns are conditional scenarios, not confirmed forecasts or measured gains.

Scenario	Runs	Wet %	SC %	VSC %	Favourite	Win %
Main	3,000,000	5.0	29.6	30.5	VER	39.2
Wet	1,000,000	100.0	46.5	39.9	VER	30.8
Wear	1,000,000	5.0	29.6	30.5	VER	38.8
Low SC	1,000,000	5.0	15.4	15.5	VER	39.2
High SC	1,000,000	5.0	53.5	45.5	VER	39.1
McL+	1,000,000	5.0	29.7	30.4	VER	37.6

How much does form uncertainty matter?

Max Verstappen: 35.8%-41.2% across H2/H4/H8; Charles Leclerc: 14.5%-17.7% across H2/H4/H8; George Russell: 12.7%-15.1% across H2/H4/H8. This is not a confidence interval; it reflects three different choices of how quickly past form loses weight.

For any single event probability in the main forecast, the approximate 95% margin from Monte Carlo draws alone is at most ± 0.057 percentage points. This small sampling error does not include uncertainty about the model assumptions.

Model accuracy: held-out races

GPs 7-10 selected the residual randomness scale; GPs 11-17 (seven races) were used for subsequent evaluation. Each target was fitted using prior races only. Its practice, qualifying, grid and finishing results were not model inputs. Actual entrant/car pairings were used.

Model	Rank score	Win Brier	Pod. Brier	Pts. Brier	Win log	Rank MAE
Main mixture	0.1117	0.817	0.089	0.146	1.787	3.42
H2	0.1136	0.829	0.092	0.149	1.828	3.49
H4	0.1117	0.818	0.090	0.146	1.802	3.42
H8	0.1108	0.811	0.087	0.145	1.743	3.39
Season	0.1107	0.803	0.083	0.147	1.692	3.39
Simple ranking	0.1126	0.833	0.085	0.143	1.977	3.56

Lower is better for every error score. Rank score measures cumulative position-probability error. Win Brier is a multiclass sum; podium/points Brier is averaged across drivers, so magnitudes in different columns are not directly comparable. Rank MAE is the mean absolute error of expected rank.

Race	Winner	Main favourite	Main rank	Simple rank	Main win Brier
Hungary	NOR	HAM	0.1085	0.1119	0.802
Netherlands	NOR	NOR	0.1121	0.1137	0.647
Italy	ANT	NOR	0.0983	0.1015	1.027
Spain	ANT	NOR	0.1005	0.1018	0.981
Azerbaijan	RUS	NOR	0.1429	0.1380	0.950
Malaysia	VER	VER	0.1233	0.1246	0.700
Singapore	VER	VER	0.0960	0.0967	0.609

The main mixture has slightly lower rank and win-Brier errors. The simple model is better on podium and points Brier errors. The main favourite won 3/7 races. Race-block bootstrap 95% intervals: rank score 0.1014-0.1242; win Brier 0.701-0.934. Small differences over seven races do not establish reliable superiority or high accuracy.

The model architecture was designed with season results already known; this is not a blind or prospective test. Archived weekend forecasts were unavailable, so testing used a fixed 10% wet prior and common circuit/strategy settings. Sources are today's corrected classifications, not complete snapshots of past forecast dates. Equal H2/H4/H8 weights were not changed after inspecting the test winners.

Probability of each finishing position: P1-P11

All cells are percentages. The two pages together give every driver's complete P1-P22 distribution. Rows follow the central order based on expected rank. Darker cells indicate higher probability.

Code	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11
VER	39.223	17.976	10.894	6.718	3.908	1.941	0.799	0.298	0.118	0.066	0.065
ANT	12.676	16.623	16.875	15.121	11.789	7.729	4.246	2.050	0.899	0.413	0.217
LEC	16.399	18.651	16.363	12.973	9.023	5.320	2.690	1.213	0.489	0.225	0.134
HAM	7.132	12.276	15.210	15.740	14.067	10.371	6.148	3.218	1.496	0.703	0.369
RUS	13.954	15.597	14.559	12.771	10.200	7.013	4.105	2.090	0.971	0.461	0.263
HAD	5.169	8.324	9.300	10.742	12.097	12.557	10.932	7.734	4.415	2.373	1.339
NOR	4.444	7.461	9.825	11.961	13.207	12.542	9.319	5.463	2.961	1.587	0.907
PIA	0.632	1.812	3.720	6.603	10.411	14.206	15.570	12.755	7.938	4.557	2.636
LAW	0.250	0.798	1.855	3.772	6.895	11.011	14.709	15.796	13.304	8.855	5.648
HUL	0.037	0.154	0.443	1.112	2.454	4.718	7.864	10.870	12.586	12.001	9.941
LIN	0.010	0.042	0.140	0.406	1.053	2.351	4.552	7.498	10.447	12.237	12.281
GAS	0.018	0.081	0.241	0.659	1.588	3.307	5.937	8.992	11.376	12.157	11.187
COL	0.035	0.114	0.289	0.656	1.365	2.595	4.434	6.655	8.752	10.059	10.285
BEA	0.007	0.034	0.111	0.296	0.744	1.593	3.040	5.017	7.243	9.147	10.388
OCO	0.003	0.014	0.051	0.144	0.384	0.898	1.829	3.298	5.273	7.449	9.500
BOR	0.002	0.010	0.035	0.105	0.292	0.708	1.526	2.848	4.686	6.730	8.607
SAI	<0.001	0.005	0.017	0.052	0.146	0.354	0.774	1.500	2.555	3.957	5.643
ALO	<0.001	0.002	0.007	0.021	0.059	0.143	0.317	0.623	1.137	1.887	2.974
ALB	0.001	0.005	0.013	0.036	0.090	0.202	0.413	0.767	1.288	2.038	3.018
STR	0.007	0.021	0.050	0.108	0.217	0.409	0.715	1.117	1.624	2.198	2.838
PER	<0.001	<0.001	<0.001	0.003	0.007	0.022	0.057	0.136	0.304	0.611	1.171
BOT	<0.001	<0.001	<0.001	0.001	0.003	0.009	0.024	0.060	0.136	0.290	0.588

Complete result order

NC/DNF/DNS/DSQ cars also appear in this result list, ordered by completed distance/time and the DSQ rule. P22 therefore need not be an official classified finishing position awarded by the FIA. DNF probability is a separate indicator, not an extra 23rd column.

Every unrounded row and position column totals exactly 100%. Displayed rounded totals may differ slightly. 0*: no samples; <0.001: at least one sample, but a probability below 0.001%. Full counts are retained in the JSON/CSV files.

Probability of each finishing position: P12-P22

All cells are percentages. The two pages together give every driver's complete P1-P22 distribution. Rows follow the central order based on expected rank. Darker cells indicate higher probability.

Code	P12	P13	P14	P15	P16	P17	P18	P19	P20	P21	P22
VER	0.111	0.203	0.358	0.610	0.983	1.455	2.066	2.710	3.336	3.483	2.681
ANT	0.161	0.183	0.261	0.417	0.638	0.923	1.258	1.632	1.978	2.099	1.814
LEC	0.134	0.198	0.348	0.569	0.901	1.352	1.894	2.504	3.041	3.140	2.437
HAM	0.249	0.238	0.317	0.486	0.741	1.072	1.490	1.955	2.357	2.408	1.958
RUS	0.209	0.251	0.386	0.616	0.964	1.448	2.011	2.693	3.303	3.451	2.682
HAD	0.803	0.554	0.500	0.586	0.808	1.129	1.552	1.994	2.434	2.543	2.113
NOR	0.581	0.474	0.516	0.717	1.075	1.567	2.192	2.934	3.595	3.771	2.901
PIA	1.590	1.032	0.797	0.802	0.987	1.355	1.817	2.373	2.905	3.056	2.446
LAW	3.617	2.286	1.490	1.025	0.850	0.874	1.017	1.244	1.483	1.631	1.590
HUL	7.622	5.490	3.813	2.668	2.068	1.905	2.093	2.509	3.036	3.444	3.172
LIN	11.144	9.528	7.624	5.700	4.052	2.807	1.983	1.586	1.496	1.524	1.538
GAS	9.249	7.167	5.255	3.816	2.837	2.360	2.300	2.547	2.951	3.233	2.744
COL	9.634	8.364	6.791	5.314	4.122	3.322	3.026	3.112	3.501	3.933	3.644
BEA	10.792	10.224	8.899	6.993	5.199	3.845	3.142	2.979	3.191	3.592	3.526
OCO	11.113	11.813	11.455	9.950	7.610	5.355	3.669	2.737	2.422	2.514	2.520
BOR	10.058	10.818	10.652	9.710	8.166	6.382	4.893	3.895	3.456	3.417	3.002
SAI	7.422	9.130	10.454	10.928	10.303	8.792	6.937	5.643	5.181	5.333	4.873
ALO	4.373	6.069	7.943	9.644	10.762	10.940	10.082	8.770	7.698	7.808	8.739
ALB	4.256	5.772	7.387	8.827	9.923	10.165	9.739	8.990	8.618	9.142	9.310
STR	3.615	4.493	5.481	6.541	7.539	8.360	8.988	9.576	10.041	11.123	14.938
PER	2.116	3.596	5.660	8.251	10.980	13.160	13.985	12.855	10.312	7.920	8.851
BOT	1.152	2.117	3.612	5.832	8.493	11.433	13.864	14.763	13.664	11.435	12.520

Complete result order

NC/DNF/DNS/DSQ cars also appear in this result list, ordered by completed distance/time and the DSQ rule. P22 therefore need not be an official classified finishing position awarded by the FIA. DNF probability is a separate indicator, not an extra 23rd column.

Every unrounded row and position column totals exactly 100%. Displayed rounded totals may differ slightly. 0*: no samples; <0.001: at least one sample, but a probability below 0.001%. Full counts are retained in the JSON/CSV files.

Sources and reproduction

Links are clickable. Long source texts are not reproduced in the report. The accompanying package contains the full data record, access timestamps and SHA256 hashes.

- [1] [Austin 2026: official schedule and circuit](#)
- [2] [Official result tables; driver standings](#)
- [3] [F1: post-race team statements from Singapore](#)
- [4] [F1: 16 October, changes in the season's pace order](#)
- [5] [Pirelli: 9 October, Austin compounds C2/C3/C4](#)
- [6] [F1: 19 October, schedule and weather summary](#)
- [7] [Pirelli: COTA tyre loads and thermal degradation](#)
- [8] [F1: historical SC/VSC and net pit-loss guide](#)
- [9] [Pirelli: 2024 Austin race strategies](#)
- [10] [Pirelli: 2025 Austin race strategies](#)
- [11] [F1: 19 October, pre-Austin upgrade plans](#)
- [12] [Section A, Issue 03; Section B, Issue 09](#)
- [13] [FIA: 8 October, software-issue investigation](#)
- [14] [F1: Hadjar's recent technical problems](#)
- [15] [F1: context for Piastri's form and results](#)
- [16] [FIA: published event-document list](#)
- [17] [Sky: direct interview on Russell's PU penalty plans](#)

Actual execution record

Main forecast: 3,000,000 races. Five scenarios: 1,000,000 races each. Total: 8,000,000. Main/scenario wall time: 8.3 minutes. Calibration: 80,000; separate tests: 420,000; 500,000 additional races in total. Those checks are not added to the final forecast count. Draft, old and interrupted runs are excluded from the reported totals. Seeds are in the component JSON files and run_metadata.json.

Reproduction: fetch_data.py and fetch_evidence.py collect the sources; fit_model.py estimates performance; race_engine.py implements the race engine; validate_model.py performs chronological checks; run_forecast.py executes the final forecasts. The downloaded inputs are included, so regenerating results does not require a fresh data download. This English translation did not rerun or alter those calculations.

Engine SHA256: 13e9ef97cc458869c88a102f6e59088acab85544ba2a80589e535571e964e0e0

Fitter SHA256: 6ec77c8cc497e446f99d43ff0739add3f62627dce61d06f42ee4ee30c020edbf

The most valuable new information for a future update is the 23-24 October long runs, actual grid and penalties, latest weather forecast, tyre degradation and confirmed upgrade performance. The forecast presented here retains the 20 October 2026 cutoff.