

UP TO SPEED: MEDIA COVERAGE

MONDAY 30 JUNE – WEDNESDAY 02 JULY

04-06 JULY
#BRITISHGP

Silverstone

F1 75 QATAR
AIRWAYS

FORMULA 1 • QATAR AIRWAYS

BRITISH
GRAND PRIX

2025

Norris turns up heat on Piastri

Molly Hudson

Motor Racing
Report by Sebastian

When Lando Norris made his way to the first driver in the grid, that proved to be the case in Austin at the weekend, only to be overtaken by the highest margin of the season was followed by a dramatic race victory despite the McLaren's team mate, Oscar Piastri, having large of his mirrors or much of the front of the car.

After all the test and simulation of Norris' season, and even a retirement in Monza, the British driver will enter his home grand prix at Silverstone next weekend only 15 points off the driver's championship.

In Norris' own words, this does not make up for those struggles, but it does show that when he is in the car, he is not out of control. He is not a driver who is the race of the season, but he is a driver who is the race of the season.

Expect many more of these high-faloots over the coming races, with Max Verstappen's hopes ended on the first lap — after Kimi Antonelli's collision with him — to all but the Dutchman's title challenge. "It looks very much like a two-horse race between the McLaren and Charles Leclerc. The Red Bull team principal, Christian Horner, told me that the team's senior driver, even more direct, "I would say the championship is a write-off," he said.

"We are all of us in a race for 2023. But with this Grand Prix, it is the end of the road for us."

The Formula 1 driver, Lando Norris, said that he had finished the race and that he was not in the car. He was not in the car, but he was not in the car. He was not in the car, but he was not in the car.

For now, still, however, despite Norris' fifth place in the championship, Charles Leclerc and Hamilton are still in the lead. They were not in the car, but they were not in the car. They were not in the car, but they were not in the car.

McLaren say they have been impressed by Norris' progress, but they have been disappointed by his lack of progress. They were not in the car, but they were not in the car. They were not in the car, but they were not in the car.

Norris' defending over force, the team's principal, said that he was not in the car. He was not in the car, but he was not in the car. He was not in the car, but he was not in the car.

"It doesn't come easily, but it is because I turned up the weekend and because I turned up the weekend," Norris said. "I'm working a lot, I don't need to prove anything to anyone, honestly. I like to prove things to myself more than anything. It was a lot of work, and it was a lot of work."

There was little room for Williams' Charles Leclerc, who was not in the car. He was not in the car, but he was not in the car. He was not in the car, but he was not in the car.

The Williams driver had his team told to be as fast as possible, and he was not in the car. He was not in the car, but he was not in the car. He was not in the car, but he was not in the car.

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How they finished

| | | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | 11th | 12th | 13th | 14th | 15th | 16th | 17th | 18th | 19th | 20th |
|----|---------------|--------------|----------|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| 1 | Lando Norris | McLaren | 42.995s | | | | | | | | | | | | | | | | | | |
| 2 | Oscar Piastri | McLaren | +15.520s | | | | | | | | | | | | | | | | | | |
| 3 | C. Leclerc | Ferrari | +25.020s | | | | | | | | | | | | | | | | | | |
| 4 | L. Hamilton | Mercedes | +25.020s | | | | | | | | | | | | | | | | | | |
| 5 | G. Russell | Mercedes | +42.280s | | | | | | | | | | | | | | | | | | |
| 6 | L. Lawson | Williams | +47.731s | | | | | | | | | | | | | | | | | | |
| 7 | F. Alonso | Aston Martin | +1 lap | | | | | | | | | | | | | | | | | | |
| 8 | G. Sainz | Ferrari | +1 lap | | | | | | | | | | | | | | | | | | |
| 9 | N. Hülkenberg | Haas | +1 lap | | | | | | | | | | | | | | | | | | |
| 10 | V. Ocon | Alpine | +1 lap | | | | | | | | | | | | | | | | | | |
| 11 | D. Verstappen | Red Bull | +1 lap | | | | | | | | | | | | | | | | | | |
| 12 | H. Verstappen | Red Bull | +1 lap | | | | | | | | | | | | | | | | | | |
| 13 | P. Gasly | Alpine | +1 lap | | | | | | | | | | | | | | | | | | |
| 14 | L. Albon | Williams | +1 lap | | | | | | | | | | | | | | | | | | |
| 15 | F. Colapinto | Alpine | +1 lap | | | | | | | | | | | | | | | | | | |
| 16 | V. Bando | Ferrari | +2 laps | | | | | | | | | | | | | | | | | | |
| 17 | A. Albon | Mercedes | DNF | | | | | | | | | | | | | | | | | | |
| 18 | M. Verstappen | Red Bull | DNF | | | | | | | | | | | | | | | | | | |
| 19 | K. Antonelli | Mercedes | DNF | | | | | | | | | | | | | | | | | | |
| 20 | C. Sainz | Williams | DNF | | | | | | | | | | | | | | | | | | |

Overall standing

| | | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | 11th | 12th | 13th | 14th | 15th | 16th | 17th | 18th | 19th | 20th |
|----|---------------|----------|--------|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| 1 | Oscar Piastri | McLaren | 210pts | | | | | | | | | | | | | | | | | | |
| 2 | L. Norris | McLaren | 180 | | | | | | | | | | | | | | | | | | |
| 3 | M. Verstappen | Red Bull | 160 | | | | | | | | | | | | | | | | | | |
| 4 | G. Russell | Mercedes | 140 | | | | | | | | | | | | | | | | | | |
| 5 | C. Leclerc | Ferrari | 110 | | | | | | | | | | | | | | | | | | |
| 6 | L. Hamilton | Mercedes | 91 | | | | | | | | | | | | | | | | | | |
| 7 | K. Antonelli | Mercedes | 50 | | | | | | | | | | | | | | | | | | |
| 8 | A. Albon | Mercedes | 41 | | | | | | | | | | | | | | | | | | |
| 9 | E. Ocon | Alpine | 28 | | | | | | | | | | | | | | | | | | |
| 10 | H. Verstappen | Red Bull | 22 | | | | | | | | | | | | | | | | | | |

Podium lap

| | | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th | 11th | 12th | 13th | 14th | 15th | 16th | 17th | 18th | 19th | 20th |
|----|--------------|--------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|
| 1 | McLaren | 410pts | | | | | | | | | | | | | | | | | | | |
| 2 | Ferrari | 270 | | | | | | | | | | | | | | | | | | | |
| 3 | Mercedes | 208 | | | | | | | | | | | | | | | | | | | |
| 4 | Red Bull | 162 | | | | | | | | | | | | | | | | | | | |
| 5 | Williams | 88 | | | | | | | | | | | | | | | | | | | |
| 6 | Red Bull | 36 | | | | | | | | | | | | | | | | | | | |
| 7 | Haas | 28 | | | | | | | | | | | | | | | | | | | |
| 8 | Aston Martin | 26 | | | | | | | | | | | | | | | | | | | |
| 9 | McLaren | 26 | | | | | | | | | | | | | | | | | | | |
| 10 | Alpine | 11 | | | | | | | | | | | | | | | | | | | |



Piastri almost repeats Norris' win of last time out, but Norris crashes into his victor's team-mate, below, Antonelli hits Verstappen, above, ending their race

The highest qualifying and highest finishing Red Bull driver, at their home race, was in fact Lando Norris, representing the first time since 2019 that the British driver had high at confidence and finished with a clean conscience, the 25-year-old made, secured the first points of his career, finishing eighth in the Sprint after a narrow drive.

Norris' first drive was not without incident, and he was not in the car. He was not in the car, but he was not in the car. He was not in the car, but he was not in the car.

He managed to get alongside Kimi Antonelli, but he was not in the car. He was not in the car, but he was not in the car. He was not in the car, but he was not in the car.

The temperature, which reached 30°C in the shade, was not in the car. He was not in the car, but he was not in the car. He was not in the car, but he was not in the car.

At the first round of pit stops, Piastri was almost five seconds behind Norris, but he was not in the car. He was not in the car, but he was not in the car. He was not in the car, but he was not in the car.

Even though he was not in the car, he was not in the car. He was not in the car, but he was not in the car. He was not in the car, but he was not in the car.

Norris was not in the car. He was not in the car, but he was not in the car. He was not in the car, but he was not in the car.

Benito Tronchetti Provera, who is not in the car. He was not in the car, but he was not in the car. He was not in the car, but he was not in the car.



Verstappen slams 'idiot' Antonelli

Dutchman furious as 'home' grand prix ended on first lap
Hansen writes off Red Bull's championship as Norris wins
By Tom Cross
BARCELONA, SPAIN, JUNE 29

Max Verstappen branded Mercedes' Kimi Antonelli a "f---ing idiot" after their first-lap collision ended his race and capped a nightmarish home grand prix for Red Bull, with Christian Horner admitting the team's championship hopes were all but over.

Dutchman furious as 'home' grand prix ended on first lap
Hansen writes off Red Bull's championship as Norris wins
By Tom Cross
BARCELONA, SPAIN, JUNE 29

Austrian Grand Prix results and standings

1 Lando Norris
2 Oscar Piastri
3 Charles Leclerc

1 Kimi Antonelli
2 George Russell
3 Lewis Hamilton

1 Lando Norris
2 Oscar Piastri
3 Charles Leclerc

1 Kimi Antonelli
2 George Russell
3 Lewis Hamilton

The Dutch driver returned to the podium where he later confessed he had not seen his rival in the race as he preferred to miss out on the 24 hours of Spa, where his Verstappen.com Racing Aston Martin should be victorious in the Gold Class.



Norris turns up the heat on Piastri ahead of British GP

By Tom Cross

Lando Norris meant it as a joke. "You w***," he said, laughing, to his McLaren team mate Oscar Piastri, who was sitting next to him in the Red Bull F1 press conference room, after the Australian was asked whether he was braced for a "hostile reception" from the Silverstone crowd at this weekend's British Grand Prix.

Just to make sure he was not seen to be encouraging any bad behaviour, Norris's PR aide told "I certainly hope that is not going to happen. British fans are normally very accepting of all cars and especially of us as McLaren. So I think the first point should be for all the fans to embrace everyone and to support everyone".

The British morale-boosting victory in Austria, after a nail-biting wheel-to-wheel struggle with Piastri, proved to be just the tonic after his moment of madness in Montreal. There, Norris had crashed into the back of his team mate, while attempting to overtake him, with a full pot of disbelief over his ability to manage the pressure of a title race.

Even in the second and third stints, Piastri – whose challenge was ended after a race mistake on lap 20, that spitting his tyre with a passing attempt into turn four, which then required changing with an offset tyre strategy – was never far behind.

Norris was required to lead extra pace, peppering his race engineer with questions about where Piastri was gaining on him, as the pair worked their way through the landmarks, knowing that any slip would have allowed him to Norris's winning margin in the first stinting was just 0.7 seconds. He was made his teammate by 17 points in the championship.

The Daily Telegraph

After crash wrecks title hopes

son as he had fewer picks in Austria, on Friday after Mercedes team principal Toto Wolff admitted that they were having "conversations" regarding a future drive. But Horner believes that yesterday's outcome changed nothing on that score, despite Vettel's first loss.

Horner pointed out that George Russell, Mercedes' last driver, had finished fifth, more than a minute behind the race winner. "I think these [Mercedes] have got their own problems," Horner said. "There were a few seconds behind the race winner, taught by a teacher."

"We know what the situation is with Max, we know what the constraints are with Max, and the race is all noise not coming from him."

He added: "It was a human error, in fact. We got into a bit of trouble with the yellow flag and that unfortunately put us in a bit of a mess. And Kimi just kept in spectacular fashion up at turn three. Max was basically through the corner and getting back on the power and just got wiped out. Kimi has a good feel for Max, so definitely accepted - but it has killed our afternoon."

"I think I think we would have had the pace to race the McLarens today, so well done to Lando. But I think we would have had the pace to race the Ferraris [who finished third and fourth]."

Horner said he anticipated Red Bull would be more competitive at Silverstone this weekend, with Austria's circuit and scorching

temperatures right in McLaren's sweet spot.

"Who's really impressive is when you look at how close Oscar was able to run behind Lando with a car, but on fuel, at the beginning of the race, and he's basically making love to [Norris'] exhaust pipe lap after lap after lap and the tyres are not doing," he said. "That is incredible."

Wolff, meanwhile, also admits it had his race run in trouble, adding that he wanted to have his correct flag set sorted by the summer break.

"We don't want to be so far off," he said. "As a team, in the next couple of months, everything will be clear. By the summer break everything will be clear."

Max just got wiped out. Kimi has apologised but it has killed our afternoon

Ecclestone makes his first podium visit - at 94

By Tim Dyer

There was a familiar feel to proceedings in Austria with McLaren winning their eighth race out of 11 this season. And there was a familiar face on the podium afterwards, with former Formula One chief executive Bernie Ecclestone presenting race winner Lando Norris with the FIA president's medal.

Remarkably, it transpired that it was Ecclestone's first trip to the podium. The 94-year-old, who ran Formula 1 for 15 years before running the sport for much of the rest of the century, revealed afterwards that he had never set foot on a podium before.

As chief executive, Ecclestone famously used to arrive at the track after the race.

"I think it's really nice that the president gives a personal congratulations to the winning competitor," Ecclestone said after presenting his podium duties. "As he could not attend the Formula

Nightmare Kimi Antonelli takes out Max Verstappen after skidding into the back of him, forcing the Red Bull driver to retire as his car is recovered from the track



Stopping up Bernie Ecclestone congratulates winner Lando Norris

One race here in Austria, he asked me to present his medal for him, which I am pleased to do on a podium today.

"It was also great to be there, as though it might seem strange, this was the first time in almost 70 years in this sport that I was actually been on the podium. So, that was also nice."

Never one to shy away from a tricky question, Ecclestone also had to say on Lewis Hamilton's prospects at Ferrari, asked whether he thought the 40-year-old would win his eighth title with the Scuderia one day, he was emphatic.

"No, you can't beat time ultimately. I think there's a period in a person's life when everything is going to work well or not work well, and he was just a man right to be a man when, firstly, there wasn't so much competition, and secondly, most things are expensive which, when he was winning everything, he didn't have too many opponents to beat."

"He still can get the job done, but whether he can win the world championship where he is it's a completely different story."

as well as a crash as Red Bull team principal Christian Horner admitted afterwards, it looks increasingly as if this season is going to be a

two-horse race. Horner was warning from a home race from hell. As for the rest, Ferrari finished third and fourth, which was pre-

vious. But Charles Leclerc was a very distant third, 20 seconds behind the leading duo, while Lewis Hamilton was in the man's and, another 10 seconds behind him.

There remain lots of questions for Red Bull to answer although the Ferrari team principal could not answer them yesterday as he had to stop the race for what were described as "personal reasons".

Mercedes, meanwhile, had a close call as a race had to be

McLaren continue to sweep all before them. This was their most dominant race yet, and while their competitors are likely to be closer at Silverstone, it would be a con-

prise if they were not still the quickest car. The question is, which of Norris or Pistorius will be quickest?

Norris said he was not concerned about any extra pressure to take over as home. "Obviously, for me, I don't think there's any more pressure," he insisted. "Of course, it's a place I want to win more than anywhere else, but it doesn't change, anything. It just puts a bit more of a smile on my face every morning when I wake up."

"To have my own grandstand, to have so many of my fans there watching me, cheering me on. I'm very excited for it. I kind of want to go there now, but I would do with a good sleep as well."

Close shave: Lando Norris and Oscar Piastri battle for track position - it was the Briton who came out on top



AUSTRIAN GRAND PRIX

Lando's back on track

Norris holds off Piastri to reignite title hopes

Jonathan McEvoy
at the Red Bull Ring, Austria

IN an odd incarnation, as the *Osterreichring*, this track could have been called the prettiest graveyard in the world. But yesterday, as the Red Bull Ring, it was the scene of rebirth for Lando Norris and his world championship dream.

He won the Austrian Grand Prix in style to close within 15 points of run-up Oscar Piastri. Max Verstappen was punted out of the race and out of a title contest he was barely in.

As for Norris, he was crushed last time in Canada, a stupid crash confirming his scrambled state of mind. Here, he drove smartly, calmly, elegantly in a furious duel with McLaren team mate Piastri. The man he had vanquished into a fortnight before.

For 30 laps, less than a second separated the two of them, the Briton Norris in first place, by dint of a stupendous pole lap, and the Melbourne-born Piastri in second.

How much had Norris learnt from his meltdown in Mexico? As much as he has previously claimed in the build-up to this race.

We were to find out. So often criticised for clumsy starts under pressure at the sharp end of the grid, he was away well. He covered the attack of Charles



Champagne moment: Norris (right) and Piastri on the podium after (inset) a close duel

Leclerc, starting second, in the 200 yard run into the first bend and gave Piastri his chance to push past the Ferrari on the outside of Turn 1. Job done.

Now the two fastest cars on the grid cracked each other within spitting distance. And it was inevitable that when DRS was

enabled, as it was on lap six, it would be a papaya-on-papaya battle for the foreseeable future.

For a moment Norris would open up nearly a second. Then that would be chopped. It was unbearable.

Lap 11, to put white hat in the scorching sun, the gap

down to 0.3 sec, and diminishing. Piastri gave a run at Norris and passed him on the outside into Turn 8. Norris has been smart. For he has the chance to take revenge at the next corner. He has DRS this time at Turn 4. He duly passes Piastri on the inside.

Piastri takes a look again at Turn 8 but there is no room. He withdraws.

Both are as clean as Delft at this stage. Hearty, nonetheless, most have been in trouble on the pit wall, where pit Andrea Stalle, the calm and full Italian team principal who has once more settled in his drivers the need to observe 'Papaya Rules'.

Remember one on the instruction manual of how to race is: 'DON'T crash into your team-mate.' Out

there, away from the test books, the fight kept going.

Lap 15, the pair come desperately close into Turn 4. Norris reins the incursion skilfully. He makes one error by going into the gravel at Turn 16. No damage done, but it gives Piastri a sniff.

Lap 20, Piastri overtook 11. He surges down the inside of Turn 4. He loses up his front right.

Norris then pits, given the advantage of the first stop by virtue of being leader.

Piastri, one imagined, would come in the following lap. Instead, he was kept out for four laps. My reading of this was that as the pit wall had suffered enough palpitations and, as Piastri's lunge had broken Papaya Rules. The two were being deliberately kept apart.

When Piastri had been washed, he was the second back.

Stalle explained that they thought Piastri's strategy, going into what would be faster times to attack later, was preferable on this track. Yet, Piastri's race engineer Tom Stallard came on the radio to tell him: 'The feedback from the pit walls is that the move into Turn 4 was too marginal. We can't do that again.'

The race was now over as a contest, really. Lando finished third and Lewis Hamilton fourth.

Norris was handed his winner's medal by Bernie Ecclestone, at 34 years young mounting the podium for the first time. For Norris it was one of the most important wins of his 30 years.

'It is certainly fulfilling and gives me confidence,' Norris said. 'But I don't need to prove points to anyone, only to me.'

Now preparing for the British Grand Prix at Silverstone on Sunday, he declared: 'It is this place I want to win more than anywhere else. It puts a smile on my face when I wake up there.'

'It is something to look forward to. To enjoy every lap. To have so many of my fans in my own grandstand to cheer me on. I am very excited. I want it to come now. But I need a good sleep.'

If he recalls Silverstone, then brilliant, brilliant. Lando may start counting everything.

Horner waves white flag after Max is punted out

RED BULL boss Christian Horner conceded Max Verstappen would not win a fifth consecutive world title after a disastrous day for the team at their home track in Austria. Horner said it was a 'two-horse race' between the McLaren of Lando Norris and Oscar Piastri who took a one-two yesterday. Verstappen started seventh and was taken out by Mercedes youngster Kimi Antonelli at Turn 3 of the opening lap. He lost 51 points off championship leader Piastri with 13 rounds remaining. The safety car was

deployed as Verstappen complained: 'I'm out, I got hit like crazy. F***** Idiots.' Red Bull's second driver, Yuki Tsunoda, finished dead last — completing a chastening day for the Red Bull hierarchy. Horner conceded: 'McLaren have a significant buffer. It looks like a two-horse race. We just focus on every grand prix.' Verstappen said: 'We do our best and my mentality doesn't change. We have won a lot and sometimes you have to accept when you are not winning.'

JONATHAN MCEVOY

RESULTS: AUSTRIA 188.084 miles 70 LAPS

| 1 LANDO NORRIS (GB) McLaren 1hr 23min 47.69Sec | | 3 CHARLES LECLERC (Mon) Ferrari +19.82Sec | |
|--|--|---|--|
| 2 OSCAR PIASTRI (Aus) McLaren +2.69Sec | | 4 L. Hamilton (GB) Ferrari +24.03Sec | |
| 5 L. Leclerc (Mon) Ferrari +1:01.27Sec | | 6 G. Russell (GB) Mercedes +1:01.27Sec | |
| 7 F. Alonso (Esp) Aston Martin +1:01.27Sec | | 8 B. Sotoca (Esp) McLaren +1:01.27Sec | |
| 9 K. Verstappen (Ned) Red Bull +1:01.27Sec | | 10 E. Doornik (Ned) Red Bull +1:01.27Sec | |
| 11 G. Russell (GB) Mercedes +1:01.27Sec | | 12 I. Harte (GB) Red Bull +1:01.27Sec | |
| 13 P. Gasly (Fra) Alpine +1:01.27Sec | | 14 L. Stroll (Can) Aston Martin +1:01.27Sec | |
| 15 Y. Tsunoda (Jpn) Red Bull +1:01.27Sec | | 16 F. Colapinto (Arg) Red Bull +1:01.27Sec | |
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| 69 Y. Tsunoda (Jpn) Red Bull +1:01.27Sec | | 70 Y. Tsunoda (Jpn) Red Bull +1:01.27Sec | |

Fastest lap: Oscar Piastri on lap 60 - 1min 07.924Sec

MONDAY 30 JUNE – IN PRINT

DAILY  EXPRESS

LANDO BACK ON TOP

LANDO NORRIS revved up for a Silverstone showdown with title rival Oscar Piastri by claiming a “perfect” victory at the Austrian Grand Prix.

The Brit crashed into his McLaren team-mate two weeks ago in Montreal, but made up for it by resisting intense pressure from

By **Daniel Moxon**

Piastri throughout the race in Spielberg.

It was the ideal preparation for this weekend’s British Grand Prix for Norris, right, who said: “I couldn’t have asked for

TURN TO P45, COL 2



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DAILY EXPRESS

FORMULA ONE: AUSTRIAN GRAND PRIX

SMOKE SIGNAL Piastri looks up his tyres as team-mate Norris defends his lead in Austria

RED BULL RING 11/20

| Pos | Driver | Team | Laps | Time | Gap |
|-----|--------------------|------------|------|-------------|---------|
| 1 | Lando Norris | McLaren | 71 | 1:22:42.183 | |
| 2 | Oscar Piastri | McLaren | 71 | 1:23:00.000 | +17.817 |
| 3 | George Russell | Mercedes | 71 | 1:23:00.000 | +17.817 |
| 4 | Charles Leclerc | Ferrari | 71 | 1:23:00.000 | +17.817 |
| 5 | Max Verstappen | Red Bull | 71 | 1:23:00.000 | +17.817 |
| 6 | Yuki Tsunoda | Red Bull | 71 | 1:23:00.000 | +17.817 |
| 7 | Nico Hulkenberg | Haas | 71 | 1:23:00.000 | +17.817 |
| 8 | Kevin Magnussen | Haas | 71 | 1:23:00.000 | +17.817 |
| 9 | Esteban Ocon | Alpine | 71 | 1:23:00.000 | +17.817 |
| 10 | Pierre Gasly | Alpine | 71 | 1:23:00.000 | +17.817 |
| 11 | Valtteri Bottas | Mercedes | 71 | 1:23:00.000 | +17.817 |
| 12 | Sebastian Vettel | Ferrari | 71 | 1:23:00.000 | +17.817 |
| 13 | Antonio Giovinazzi | Ferrari | 71 | 1:23:00.000 | +17.817 |
| 14 | Jack Ainslie | Williams | 71 | 1:23:00.000 | +17.817 |
| 15 | Logan Sargeant | Williams | 71 | 1:23:00.000 | +17.817 |
| 16 | Frederick Makowiec | Alfa Romeo | 71 | 1:23:00.000 | +17.817 |
| 17 | Giuliano Alesi | Alfa Romeo | 71 | 1:23:00.000 | +17.817 |
| 18 | Michael Marmann | Alfa Romeo | 71 | 1:23:00.000 | +17.817 |
| 19 | Luca Ghiotto | Alfa Romeo | 71 | 1:23:00.000 | +17.817 |
| 20 | Stefano Comandini | Alfa Romeo | 71 | 1:23:00.000 | +17.817 |

FASTEST LAP: Piastri 1:22.954 (Lap 70) **POLE:** Norris 1:03.971

Lando's catch me if you can in Spielberg

by Daniel Moxon

LANDO NORRIS was beginning to feel from his McLaren team with less than 10 laps to go and the rival Oscar Piastri piling on the pressure.

But he should, because the Brit does not fully believe in himself.

But he should, because the Brit did not fully believe in himself. The Austrian Grand Prix weekend in Spielberg was the perfect response to the embarrassment of the Brit missing the first team-mate two weeks ago in Montreal.

He dominated qualifying and, yes, if Piastri showed slightly more pace at times during a waning race, Norris dealt with the only attempted overtakes with aplomb by wily snatching back the lead. The McLaren pair survived another near-miss as Piastri

NORRIS HOLDS FIRM TO THWART OSCAR WINNER

locked up his brakes and almost slammed into Norris.

But, despite that unfortunate collision in Canada, the team allowed their drivers to race hard, but fair.

And what a spectacle it created, as Norris, nursing front wing damage and battery issues, was pushed all the way.

But, in the end, Norris did not need assistance from his colleagues in the garage.

Just 15 points separate him heading into Sunday's British Grand Prix. Not only is it likely to be another blockbuster race, but the rest of the season promises to be spectacular. The race cannot be said for the

constructions' crown, with McLaren already 207 points clear after just 11 races.

Ferrari are now their closest challengers, moving ahead of Mercedes after introducing upgrades which paid off.

Lewis Hamilton marched his best Grand Prix result with Ferrari by finishing fourth and admitted he had not expected the new line to have such an immediate impact.

He said: "It didn't seem much on paper, just a small step, but it actually had a bigger influence on our performance."

Team-mate Charles Leclerc was third to secure his fourth podium of 2023 and he agreed

with Hamilton's assessment. He said: "I'm happy that we've maximised our potential. Now we've got to have a better potential."

George Russell won in Montreal but, in the Spielberg sunshine, Mercedes struggled.

The Brit finished fifth while rookie team-mate Kimi Antonelli crashed out in lap one, boding an ambitious overtake and slamming into Max Verstappen, prompting the Dutchman to hector the actions of "F*** up idiots".

But Verstappen accepted Antonelli's apology and said: "Every driver has made a mistake like that. No one does that on purpose."

Red Bull failed to score at their home race with Verstappen out and Yuki Tsunoda two laps down, 16th and dead last of the cars still running.



PIASTRI: Stayed positive

Brit pleased with 'perfect' afternoon

FROM BACK PAGE

much more. I'm pleased that I achieved everything I set out to do this weekend, to try to make up a little bit for the last race."

Piastri, 24, finished third, but passed Ferrari's Charles Leclerc at one point to set up a tantalising duel.

The Australian nearly ran into the back of Norris at one point but they kept it clean as the championship leader saw the gap

to Norris cut to 15 points.

"Tricky, hot, clean, but the perfect result," added Norris, who was also boosted by Red Bull's Max Verstappen being dropped out of his race on the opening lap.

"It was stressful, it was tough. We had a great race."

"The first 20 laps were very tough with Oscar pushing me, but I did everything I needed to do," Piastri, 24, admitted, he

"probably pushed the limit a bit far" as he rushed with Norris but was delighted to see McLaren finish well clear of their rivals.

He said: "In the race, the pace was very impressive, so I can't thank the team enough for the car. We're here to race each other and try to win. That's what we do."

"It was close for me, but not for the team."

Lando feels unbeatable

The sale on has been well after the Chicago bidding. "Alpine" will manage











WIN SETS UP TITLE SHOOTOUT WITH PIASTRI



PRIZE GUY... Norra Schenkling wins

MAD MAX... Verstappen confronts "F**ing idiot" Kim Antonelli after he smashed into the side of him, putting both drivers out of the race.



| | | | | | | | | | | | | | | | | | | | |
|---|--|--|--|---|--|---|--|--|--|---|--|---|--|---|--|---|--|--|--|
|  AUSTRIA GRAND PRIX RESULT 70 laps, 108.084 miles NEXT RACE  British Grand Prix  | |  1 Lando Norris 25pts | |  4 George Russell (GB) 10pts | |  5 Uiam Lawson (NZ) 8pts | |  7 Fernando Alonso (Spa) 6pts | |  8 Gabriel Bortolotto (Bra) 4pts | |  9 Nico Hulkenberg (Ger) 2pts | |  10 Esteban Ocon (Fra) 1pt | | OTHER FINISHERS: 11 Daniil Kvyat (Rus) 0pts 12 Jack Doohan (GB) 0pts 13 Pierre Gasly (Fra) 0pts 14 Lance Stroll (Can) 0pts 15 Franco Colapinto (Arg) 0pts 16 Will Tsander (NZ) 0pts DID NOT FINISH: Abo Alibhai (UAE) 77 Vaxxessmen (Red Bull) 0pts Kim Antonelli (Monaco) DID NOT START: Carole Saïnt (Winnipeg) 0pts | | DRIVER STANDINGS 1 Oscar Piastri 216 2 Lando Norris 201 3 Max Verstappen 155 4 George Russell 146 5 Charles Leclerc 119 6 Lewis Hamilton 91 7 Kim Antonelli 63 8 Abo Alibhai 42 | |
|---|--|--|--|---|--|---|--|--|--|---|--|---|--|---|--|---|--|--|--|

CHAMP BID 'OVER'

From **ISABELLE BARKER**

in **SPIELBERG**

to find a way in for me after all these years. I've been in the pits for 20 years, but I've never been in the pits before. I've been in the pits for 20 years, but I've never been in the pits before.

Meanwhile, Norris was heading after the race, and said: "It's certainly fulfilling for me. It gives me good confidence. I don't need to prove any points or prove anything to anyone. I like to prove things to myself more than anything."

"I feel very comfortable and very on top of the car. And I performed exactly how I want."

"It wasn't a close race, or just because I turned up this weekend and things are just better. I'm working a lot."

Drama began before the race in the starting line. Sergio Perez's car caught fire and he was out of the race.

His last strategy had been to let his starting position before his car finally got moving, which shortened the start by ten minutes.

When the race finally got going, Norris, who has an often been the culprit of a clumsy start, got away with ice-cool precision, charging away in first.

Perez made his work of engineering Charles Leclerc at the start to cruise into second place.

Leclerc eventually finished third and

Lewis Hamilton took fourth for the Ferrari on a day when team boss Fred Vasseur had to unexpectedly travel back home for personal reasons.

In the first lap, Hamilton was the culprit of his first rookie mistake as he collided with Verstappen.

Perez was snapping at Norris' heels and on lap 11 he had even taken the lead but the Brit soon took back with DRS.

Perez's car smashed into the back of his team-mate on lap 30 after oversteering it and going very deep at turn four, before Norris pitted.

The day could not have gone much worse for Red Bull as Yuki Tsunoda was

slapped with a ten-second time penalty for making contact with Gasly on lap 35 and eventually finished in last place.

Horner admitted afterwards: "That was a huge race to forget."

"The buffer that [McLaren] have is significant. It looks very much like a two-horse race."

"For us, we just focus on every single Grand Prix. And you try and grab every opportunity, like we did in Imola and Montreal a couple of weeks ago."

The McLarens were storming ahead throughout and Leclerc in third was wrapping 20 seconds off the lead.

Hamilton was involved in a tense radio exchange with his race engineer over whether to pit with 20 laps to go. The

seven-time world champion hoped to extend while Ferrari wanted him to come in, and he reluctantly followed orders.

Norris was told a cryptic message on the radio: "This is the Germany situation" with him still leading before both McLarens pitted.

It is thought that the saying meant that the two McLarens were on the same level and were free to fight until the end.

Gasly added a sprinkle of chaos as he nearly took out Perez, veering into the Ferrari's path and forcing him off track and on to the grass.

The Argentine Alpine driver was eventually hit with a five-second penalty for the wild move.

Perez was not giving up without a fight and with one lap to go he was just over a second behind Norris, who had some wing damage left on.

But the Brit kept his composure to grab a third victory of the season and crucial momentum in the title race just before his homecoming at Silverstone next week.

Perez admitted after the race that it was too close for comfort at times.

He said: "I tried my absolute best. I probably could have done a better job when I just got ahead momentarily. But it was a good battle."

"A bit on the edge at times and probably pushed the limits a bit far."



AS FUMING MAX CRASHES OUT



Sainz flaming disaster

From **ISABELLE BARKER**

Carlos Sainz's car caught fire before the Austrian Grand Prix even started.

The Williams driver's car burst into flames at the end of the pit lane right after he crashed with his car on the formation lap as the first full lap.

Mechanics armed with waterpistols rushed to put out the blaze while the Spaniard, 33, was still out in the sun.

As the fire continued to burn, Sainz

was told on the radio: "Come over, we're stopping out of the Williams as mechanics will tackle the flames."

It has been a terrible weekend for the ex-Ferrari man, who was due to take fifth place on the grid.

He said on the team radio at the time: "Something is escaping the car from moving forward", which led to the start being aborted and delayed by ten minutes.



FORMULA ONE

RED BULL RING AUSTRIAN GRAND PRIX
SPIELBERG

A DAMAGED WING AND A PRAYER!

Lando begged for help... then he showed he didn't need it

BY DANIEL MOXON

LANDO NORRIS was begging for help from his McLaren team with less than 10 laps to go and title rival Oscar Piastri piling on the pressure.

Perhaps it was a sign that he still does not fully believe in himself.

But he should, because the white Austrian Grand Prix weekend was the perfect response to the embarrassment of him crashing into his team-mate two weeks ago in Montreal.

He dominated qualifying and, even if Piastri showed slightly more pace at times during a sweltering Spielberg race, Norris dealt with the only attempted overtake by solidly sustaining back the lead.

"Tough, hot, tiring, but the perfect result," said Norris, who was also honoured by Red Bull's Max Verstappen, being shunted out of the race on the opening lap.

"It was stressful, it was tough. We had a great fight between the two of us. The first 20 laps were very tough with Oscar pushing me, but I did everything I needed to do."

The McLaren pair survived another near-miss as Piastri locked up his brakes and

almost slammed into the back of the Brit.

Just furrowed brows on the McLaren pit wall. But, despite that collision in Canada, the team allowed their drivers to race hard, but fair.

And what a spectacle it created, Norris, nursing front wing damage and battery issues, pushed all the way by Piastri until the chequered flag.

But in the end, Norris did not need the assistance he appealed for from his colleagues in the garage.

Just 15 points separate him and Piastri heading into Sunday's British Grand Prix.

Piastri said: "To have the pace we did while fighting each other was very impressive, so I can't thank the team enough for the car. We're here to try to race each other and try to fight for wins. That's what we did today."

Lewis Hamilton matched his best Grand Prix result with Ferrari by finishing fourth and admitted he hadn't expected the new flour to have such a

"It was stressful, it was tough. We had a great fight between the two of us"

CRUISE CONTROL

Norris was in commanding form, keeping Piastri behind him (below)



profound effect.

He said: "It didn't seem much on paper, just a small step, but it actually had a bigger influence." Team-mate Charles Leclerc was third.

Mercedes George Russell finished fifth while rookie team-mate Kiwi Antoniolli crashed out on lap one, battling an overtake and slamming into Verstappen, prompting the Dutchman to berate the actions of "F***ing idiots".

But Verstappen accepted Antoniolli's apology and said: "Every driver has made a mistake like that. Antoniolli

gets a three-place grid penalty for next weekend's British Grand Prix.

A crowd of around 150,000 is expected at Silverstone and Norris will have a dedicated area for his fans, the Landsherd, at Stone corner.

He said: "There is pressure in every race and I cannot put myself under any more pressure than I do."

"So, it is something to look forward to, to enjoy every lap, enjoy the experience, and to have so many of my fans in my own grandstand cheering me on."

RACE RESULT

| | |
|--------------------------|-------------|
| 1. Norris (McL) | 1:24.47.699 |
| 2. Piastri (McL) | 2.495 |
| 3. Leclerc (Ferrari) | 19.800 |
| 4. Hamilton (Ferrari) | 20.000 |
| 5. Russell (Mercedes) | 20.294 |
| 6. Verstappen (Red Bull) | 20.754 |
| 7. Alonso (Aston Martin) | 21.100 |
| 8. Gasly (Alpine) | 21.100 |
| 9. Hülkenberg (Haas) | 21.100 |
| 10. Ricciardo (Haas) | 21.100 |

DRIVERS TABLE

| | |
|--------------------------|-------|
| 1. Norris (McL) | 21pts |
| 2. Piastri (McL) | 10 |
| 3. Verstappen (Red Bull) | 10 |
| 4. Russell (Ferrari) | 10 |
| 5. Leclerc (Ferrari) | 10 |
| 6. Hamilton (Ferrari) | 10 |
| 7. Alonso (Aston Martin) | 10 |
| 8. Gasly (Alpine) | 10 |
| 9. Hülkenberg (Haas) | 10 |
| 10. Ricciardo (Haas) | 10 |



18

Sport
Formula One Austrian Grand Prix

Norris shows title mettle by holding off Piastri in thriller

Giles Richards
Red Bull Ring

Lando Norris required a statement drive to reassert his world title credentials and he delivered it emphatically with victory at the Austrian Grand Prix. The British driver is famously self-critical but, if his blustery critic is himself, this was a commanding diposte to all the doubters.

After an impossibly tense battle with his McLaren teammate Oscar Piastri, during which the pair fought all the way to the flag, Norris held the upper hand to take the win and close to within 15 points of the Australian at the top of the championship, indicating the two could yet duke this one out all the way to Abu Dhabi in December.

In stark contrast and in perhaps a microcosm of how the season is going for Max Verstappen, the world champion's title hopes received a huge setback when he was knocked out on the opening lap, leaving him trailing by the Mercedes of Kimi Antonelli.

That he and his Red Bull team took



▲ Lando Norris will hope to win again at Silverstone on Sunday

it with such equanimity perhaps indicated that deep down they know this really is McLaren's two-horse race. It is hard not to imagine Verstappen would have been pum with rage at enduring a "did not finish" when he at the heart of a title fight. As it is, he now trails Piastri by 61 points.

Teas were to mount at McLaren, with Norris and Piastri having clashed at the last round in Canada, and the pair vied to thrilling effect over the opening third of the race, tussling

and diving at one another in a bravura display that remained nip and tuck all the way to the finish.

In the buildup to the race the McLaren team principal, Andrea Stella, had praised the resilience of Norris as "typical of a champion", highlighting his ability to constantly learn and improve, and the 25-year-old demonstrated this with a nerveless run here as he closed out the win with superb control. It was no little redemption and an enormously strong comeback after his misjudgment in hitting Esteban Ocon in Montreal.

The victory is a huge fillip for Norris. He took a dominant pole and followed it with an equally assured victory, his third of the season, indicating that he is determined not to allow his teammate to take charge of the championship battle. More important, it may suggest something of a turning point for the British driver. He has struggled this season, lacking the responsive feel from the front of the car – he likes to push it to the limit through corners and it has caused him problems, particularly in qualifying. However, McLaren brought a major upgrade to Austria with front- and rear aerodynamic improvements but, vitally for Norris, also on his car a front-suspension development they were hoping would give him the feel he requires.

He experienced its benefits in qualifying and in the race he was clearly enjoying a car that was purging the lull that beneath the Straton mountains. Even as Piastri bounded him from pillar to post – locking at every opportunity to nick past, with the pair at one point changing places and back again across a single lap – Norris was untroubled.

The driver who entered the season

as title favourite may, on this form, yet reassert that status over Piastri. The Australian called it an "intense" fight and admitted that one moment, when he looked to drive up the inside of turn four and locked up, missing his teammate by inches, was too much. It was an opinion shared by McLaren, who cautioned him not to try the manoeuvre again.

Norris was able to take genuine pleasure in one of his best drives. "It was a tough race, pushing the whole way through. Lucky, but, firing," he said. "We had a great battle, that's for sure. It was a lot of fun for me, a lot of stress, but a lot of fun."

Verstappen, already enduring a Red Bull that struggles for balance and whose upgrades this weekend appeared to do little to ease his woes, had only cold comfort as his horde of supporters fled out of the Red Bull Ring.

An over-eager Antonelli unceremoniously smashed into him at turn three, earning a three-place grid penalty for the British Grand Prix on Sunday. The world champion's race was over in seconds and he tails the McLaren by a gap that appears all but insurmountable given the pace advantage they enjoy over Red Bull.

He described it, with perhaps an uncharacteristic air of acceptance, as "just unlucky" and conceded: "Sometimes you have to accept that you're not winning and we just try and do the best we can."

McLaren, however, had an absolute stranglehold on the front and can expect similar advantage this weekend, while Ferrari too enjoyed a strong return, with Charles Leclerc third and Lewis Hamilton fourth, with the upgrades to their car going down well with both drivers.

▼ Max Verstappen talks to Kimi Antonelli (right), who caused his first-lap exit



'Black day' Red Bull admit Verstappen's hopes are over

Giles Richards
Red Bull Ring

The Red Bull motor sport adviser, Helmut Marko, described Max Verstappen's elimination from the Austrian Grand Prix as a "black day", admitting the world champion's title ambitions were all but over. The remarks were echoed by the team principal, Christian Horner, who conceded the title fight was now a two-horse race.

McLaren's Lando Norris and Oscar Piastri achieved a dominant one-two, but Verstappen played no part in proceedings after he was struck by the Mercedes of Kimi Antonelli at turn three on the opening lap, knocking both cars out of the race. It leaves Verstappen 61 points adrift of Piastri in the championship, a lead that appears all but impossible to bridge given the pace advantage the McLaren enjoys over the rest of the field.

"This is a black day," Marko said. "The gap is almost impossible to make up. If nothing special happens, we have to assume that the championship is over. The McLaren, incredible, this pace in this heat. A half-second advantage per lap on this track. That's a margin. Especially in these temperatures. That's a fact. This was a demonstration. We're not really sure how to catch up."

Thirteen meetings remain but Red Bull looks no closer to chasing down McLaren despite the upgrades they brought to Austria. Indeed, Horner acknowledged that the form Norris and Piastri demonstrated at the Red Bull Ring was indicative of their enormous advantage, particularly in how well the McLaren works its tyres.

"It looks like a two-horse race," Horner said. "You could see how McLaren are racing each other. They've got a cushion to the rest. For us we focus on one race at a time. We don't think about championships."

"What's truly impressive is when you look at how close Oscar is able to run behind Lando with a car far on fuel at the beginning of the race. He's basically making love to his own tyre lap after lap and the tyres are not dying. That is more advantage. That's, really, other car that would be able to follow that closely and not gain the front tyre or the rear tyre."

Results and standings

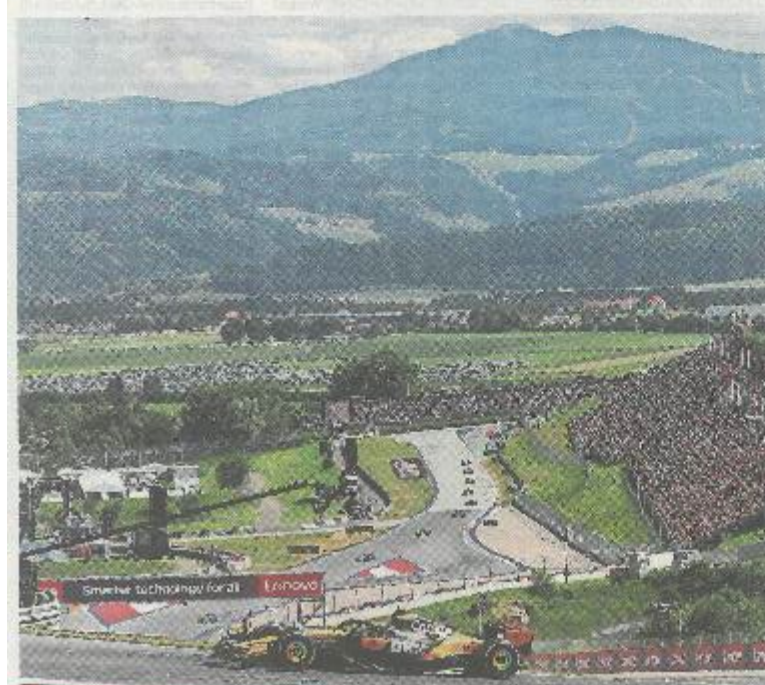
| | |
|---------------------------|-------|
| 1. Lando Norris (GB) | 25pts |
| 2. Oscar Piastri (AU) | 18pts |
| 3. Charles Leclerc (MC) | 15pts |
| 4. Lewis Hamilton (GB) | 12pts |
| 5. George Russell (GB) | 10pts |
| 6. Max Verstappen (NL) | 8pts |
| 7. Kimi Antonelli (IT) | 6pts |
| 8. Yuki Tsunoda (JP) | 4pts |
| 9. Pierre Gasly (FR) | 2pts |
| 10. Nico Hulkenberg (DE) | 1pt |
| 11. Esteban Ocon (FR) | 0pts |
| 12. Alex Albon (TH) | 0pts |
| 13. Logan Sargeant (US) | 0pts |
| 14. Daniel Ricciardo (AU) | 0pts |
| 15. Kevin Magnussen (DK) | 0pts |
| 16. Liam Lawson (NZ) | 0pts |
| 17. Jack Doohan (AU) | 0pts |
| 18. Robert Kubica (PL) | 0pts |
| 19. Felipe Massa (BR) | 0pts |
| 20. Valtteri Bottas (FI) | 0pts |
| 21. Shinya Tomikawa (JP) | 0pts |
| 22. Jakub Smolke (PL) | 0pts |
| 23. Nyck de Vries (NL) | 0pts |
| 24. Zane Rhodes (GB) | 0pts |
| 25. Jack Aitken (GB) | 0pts |
| 26. Jack Harvey (GB) | 0pts |
| 27. Jack Clarke (GB) | 0pts |
| 28. Jack Smith (GB) | 0pts |
| 29. Jack Smith (GB) | 0pts |
| 30. Jack Smith (GB) | 0pts |

Also finished

| | |
|------------------------|------|
| 1. Oliver Bearman (GB) | 0pts |
| 2. Jack Aitken (GB) | 0pts |
| 3. Jack Aitken (GB) | 0pts |
| 4. Jack Aitken (GB) | 0pts |
| 5. Jack Aitken (GB) | 0pts |
| 6. Jack Aitken (GB) | 0pts |
| 7. Jack Aitken (GB) | 0pts |
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| 18. Jack Aitken (GB) | 0pts |
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| 20. Jack Aitken (GB) | 0pts |
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| 22. Jack Aitken (GB) | 0pts |
| 23. Jack Aitken (GB) | 0pts |
| 24. Jack Aitken (GB) | 0pts |
| 25. Jack Aitken (GB) | 0pts |
| 26. Jack Aitken (GB) | 0pts |
| 27. Jack Aitken (GB) | 0pts |
| 28. Jack Aitken (GB) | 0pts |
| 29. Jack Aitken (GB) | 0pts |
| 30. Jack Aitken (GB) | 0pts |

Championship standings

| | |
|--------------------|--------|
| Driver | Points |
| 1. Verstappen (NL) | 154 |
| 2. Norris (GB) | 108 |
| 3. Piastri (AU) | 83 |
| 4. Leclerc (MC) | 75 |
| 5. Hamilton (GB) | 65 |
| 6. Russell (GB) | 58 |
| 7. Alonso (ES) | 55 |
| 8. Gasly (FR) | 45 |
| 9. Hulkenberg (DE) | 35 |
| 10. Magnussen (DK) | 34 |
| 11. Sargeant (US) | 28 |
| 12. Ricciardo (AU) | 27 |
| 13. Ocon (FR) | 25 |
| 14. Tsunoda (JP) | 24 |
| 15. Albon (TH) | 23 |
| 16. Lawson (NZ) | 22 |
| 17. Doohan (AU) | 21 |
| 18. Kubica (PL) | 20 |
| 19. Massa (BR) | 19 |
| 20. Bottas (FI) | 18 |
| 21. Tomikawa (JP) | 17 |
| 22. Smolke (PL) | 16 |
| 23. de Vries (NL) | 15 |
| 24. Rhodes (GB) | 14 |
| 25. Aitken (GB) | 13 |
| 26. Harvey (GB) | 12 |
| 27. Clarke (GB) | 11 |
| 28. Smith (GB) | 10 |
| 29. Smith (GB) | 9 |
| 30. Smith (GB) | 8 |



The Guardian



'I was angry at the world. I wanted a normal life'

Damon Hill on dealing with the pain of his father's death, driving alongside Senna and his battles with Schumacher

Donald McRae

It was awful and to this day I feel the tension that I experienced," Damon Hill says of the moment he heard on television in November 1975 that his father, Graham, the two-time Formula One world champion, had died in a plane accident. Hill had to leave the living room to find his mother and tell her what had happened. "It was like having a nuclear bomb and I dropped it on my mum. Of course it was agonised by the fact I was 15, which is when you haven't got the defences to deal with it."

The extent of Hill's devastation is captured in a moving new Sky documentary which traces his decision to follow his father into motor racing and eventually match him by winning the F1 championship in 1996. Early in the film his wife, Georgie, remembers how he seemed to be one of the saddest people she had ever met.

"I was angry at the world," Hill tells me. "I was furious. I'd had a belly-ful of growing up as the son of a famous racing driver and people being interested in me because of that. I just wanted a normal life where people didn't give a damn about that and I could establish who and what I was. Georgie was unimpressed by whoever my dad might have been, so she was an oasis."

Six months after they started seeing each other Georgie suddenly realised why he seemed so bereft. They drove past the graveyard where Hill's father was buried and, finally, the dam broke. "I remember it like yesterday," Hill says. "I thought we were going on a trip down memory lane and I'd show her where I used to live. It hit me completely unexpectedly. Until then I had moments where I wept about my dad but they were rare. But there's something about crying which soothes."

In the film he speaks of his fiercest desire to have been on the plane with his father. Death, at 15, seemed easier than life. "I tell that immediately after the accident," Hill says. "I was very upset, and I wanted to be with my dad. If that meant being on the plane that would have been fine. I spent a lot of time next to my

dad, in the cockpit's seat, and I loved being with him because he was a fascinating guy."

Did Hill have counselling? "The closest we got to that was a day or two after he died. My school chaplain arrived at our house and wanted to console me in some way. I was really touched but there was no grief counselling in those days."

'Schumacher didn't know how to respond to someone who had beaten him. It was awkward'



▲ Damon Hill celebrates the victory in Japan that sealed the 1996 world title (left) with Schumacher

As a kid Hill had never wanted to be a racing driver as he was smitten with motorbikes. But in his mid-20s he resolved to follow his father into F1. "It came from a fairly juvenile sense of loss and a strong desire to recover something of the past. We had lost a life, and our world, and I wanted to try and recover that."

He met Georgie then, one day, he would become world champion. Hill laughs. "I was always saying daft things. But I am determined and you need lots of determination to get up that ladder in F1."

Hill was 30 when his F1 career began in 1994 as a test driver for Williams. His big break came two years later when he was promoted to race for the team alongside the newly signed Alain Prost, then a triple world champion, who replaced Nigel Mansell. There is an astonishing scene in the documentary where Hill films Georgie as she reads the contract as it spools out of their old fax machine. He keeps the video rolling even though he can barely believe that Frank Williams had stipulated that Hill should pay for his own flights and accommodation.

"Frank was particularly clever and I'd said to him, because I wasn't terribly impressed by how much he was going to pay me. What about the travel? He said: 'We'll pay for it.' I said: 'What about Georgie?' And he said: 'OK. We'll fix that.' Now I've got to pay for my own travel. So you realise very quickly in formula one you've got to pay attention to the detail."

"I could never have a conversation with Frank. People used to say they'd spoken to Frank and it was all lovely and 'I'll go'. 'Honestly?' I couldn't get two words out of him and I would dry up. I'd say: 'Do you want me to go now?'"

Hill showed incredible resolve, and great skill, to become world champion for Williams. But, near the end of that 1996 season, Williams announced Hill would be replaced the following year by Jean-Marc Gounou. The team were about to begin a partnership with BMW and employing a German driver made business sense. Hill was used but he clinched the championship anyway and left Williams as the team's second-most successful driver, with 21 race victories, behind Michael.

"You can't condemn people for having to do that when they've got a massive company to run," Hill says. "I think he did feel something

'To this day I feel the tension. It was like having a nuclear bomb and I dropped it on my mum'

- not remorse, but he was uncomfortable having done that to me. Later, he said something like: 'We should have kept you on.' It was a little late, but nevertheless appreciated. He said some nice things about me after I'd gone. He called me a tough 'wanker', which is a compliment from Frank."

The documentary offers fascinating insights into Michael Schumacher and Ayrton Senna. There is a scene where, after Hill won a race, Schumacher slips his rival's cap. It's meant to look playful but it's a petty gesture.

"He was embarrassed and didn't know how to respond to someone who had beaten him," Hill says. "It was an awkward moment. I tried to have conversations with him and it wasn't possible. Our values were different. I was nowhere near as good as him, and I'm never going to pretend that I was. But having him as a foil brought out the best I could get out of myself. Sometimes I was a match for him but, aged 36, it was hard. He was 26."

Georgie reveals how Senna, who had switched to Williams to drive alongside Hill, spoke especially kindly to her just before he died at Imola in 1994. He told her not to worry about Damon and reassured her that he would go well with Williams. "We had the loss of [the Austrian driver] Roland Ratzenberger the day before. Everyone was conscious of that awful presence and I think he wanted to reassure Georgie about me and the team."

Does any driver today carry anything like the him-or-him-or-Senna and other F1 gear? "It's too early to say. They're still very young, in their 20s, but I think back to when you had James Hunt and Niki Lauda, Prost and Senna. They were all different men. But that's maybe because I'm older."

Max Verstappen is in that mould: he is disciplined and honed. But the whole point of the sport is to be up against a foe or nemesis who drives you. I don't think F1 has the same magic as it once was. I've been talking about it for 40 years."

Oscar Piastri is interesting. He has a calmness and confidence in himself that's not oversteated. Charles Leclerc is super-talented, super-quick but he's maybe too comfortable in the Ferrari. Lando Norris is very talented. But I don't sense he's concerned enough that he might lose it. I don't know if he realises the consequences. You just can't be better."

Hill became world champion, at the age of 30, and he says: "I'm proud of myself for having achieved it, and it's a great accolade to get to the top of any sport. I'm constantly reminded of the respect that people had for me. I paid my dues. I put myself through a lot."

HILL will appear on Sky and a touring service NOW from Wednesday.

FORMULA ONE

Norris wants Silverstone now after recharging hopes in thriller

By Philip Duncan
IN SPILLZONE

Lando Norris said he wants the British Grand Prix to come now after recharging his world championship charge with a brilliant win over rival Oscar Piastri in Austria.

Norris will head to his home race at Silverstone on Sunday as a driver reborn after he came out on top of his thrilling wheel-to-wheel duel with McLaren teammate Piastri in the Styrian mountains.

After claiming the third win of his stop-start campaign, the Englishman has reduced the title deficit to Piastri to 15 points.

Max Verstappen is now 61 points off the title pace after he was taken out on the opening lap by Mercedes driver Kimi Antonelli.

A crowd touching 150,000 is expected at Silverstone at the weekend, while Norris will also have a dedicated area for his fans, the Landstand, at Stowe Corner.

But Norris said: "It is not more pressure. Of course, it is the place I want to win more than anywhere else. It puts a smile on my face when I wake up there every day, and it distracts me in a good way."

"There is pressure in every race and I cannot put myself under any more pressure than I do. So, it is something to look forward to, to enjoy every lap, enjoy the experience, and to have so many of my fans in my own grandstand cheering me

on. I am excited, I would want it to come now. But I need a good sleep."

Norris's championship hopes were in tatters after the Canadian Grand Prix a fortnight ago following a collision with Piastri which the British driver said made him look like a fool.

But Norris put his McLaren on pole by more than half-a-second here, and did not crumble under the pressure from Piastri amid their breathless ding-dong battle.

"It is certainly fulfilling for me and it gives me good confidence," continued Norris.

"I don't need to prove anything to anyone, only to me. It has been a good clean weekend. I have performed exactly as I wanted to do and needed to."

"But it doesn't come easily. I have not just turned up and things are better. I am working and doing a lot more away from the track than I used to with the team, on the simulator, and my own team in trying to improve. It is positive to see that paying off. And it is a good step in the right direction. But I still want more and still need more so we will keep working."

Norris and Piastri traded places on lap 11 as they fought for the lead before the latter came within centimetres of crashing into his teammate nine laps later when his lunge at turn four almost backfired.

A warning to the Australian arrived from the McLaren pit-wall. Piastri subsequently apologised over the radio for the close shave.



15

Lando Norris closed the gap on leader Oscar Piastri to 15 points

It is something to look forward to, I am excited. I want it to come now. But I need a sleep

Red Bull boss Horner admits Verstappen's hopes are over

By Philip Duncan

Christian Horner has conceded Max Verstappen's bid to win a fifth consecutive world championship is all but over as he proclaimed a two-horse race between Lando Norris and Oscar Piastri for the title.

Verstappen is 61 points behind Piastri – the equivalent of two and a half victories – after he was

"It was stressful for sure, and not the most comfortable position to be in," admitted the 25-year-old Norris. "There were a lot of laps where I was looking in my mirrors. We both want to race hard and fair and it goes both ways."

"We have to put Montreal behind us and behind me for sure. It is something I wish didn't happen but it was nice we could push to the limit here."

"There were some close moments but nothing that would make [team principal] Andrea [Stella] or the pit wall sweat too much."



Lando Norris leads teammate Oscar Piastri and the Ferrari of Charles Leclerc GETTY

punted out of Red Bull's home race in Austria by Kimi Antonelli on the opening lap.

Lando Norris saw off Piastri as McLaren secured a one-two finish. Verstappen's teammate Yuki Tsunoda finished 16th, last and two laps down on a miserable afternoon for the team which two years ago won all but one of the 23 races staged.

There are still 13 rounds remaining, but Red Bull team principal Horner said: "The buffer McLaren has is significant. It looks very much like a two-horse race.

"You could see how McLaren are racing each other. They've got a cushion to the rest. For us we just focus on one race at a time. We don't even think about

Results and standings

AUSTRIAN GRAND PRIX, RED BULL RING, SPIELBERG, AUSTRIA (70 laps)

| | |
|----------------------------------|----------------|
| 1 L Norris (GB) McLaren | 1h 23m 47.693s |
| 2 O Piastri (Aus) McLaren | + 2.693s |
| 3 C Leclerc (Monaco) Ferrari HP | + 13.620s |
| 4 L Hamilton (GB) Ferrari HP | + 29.020s |
| 5 G Russell (GB) Mercedes GP | + 1m00.396s |
| 6 L Lawson (NZ) RB | + 1m07.754s |
| 7 F Alonso (Sp) Aston Martin | + 1 lap |
| 8 G Barcolano (Fr) Kick Sauber | + 1 lap |
| 9 N Hulkenberg (Ger) Kick Sauber | + 1 lap |
| 10 F Ocon (Fr) Haas F1 | + 1 lap |
| 11 O Bearman (GB) Haas F1 | + 1 lap |
| 12 I Hadjar (Fr) RB | + 1 lap |
| 13 P Gasly (Fr) Alpine | + 1 lap |
| 14 L Stroll (Can) Aston Martin | + 1 lap |
| 15 F Colapinto (Arg) Alpine | + 7 lap |
| 16 Y Tsunoda (Jpn) Red Bull | + 2 laps |

Not Classified: A Albon (Thail) Williams 15 laps completed, M Verstappen (Neth) Red Bull 0 laps completed, A K Antonelli (It) Mercedes GP 0 laps completed, C Sainz Jr (Sp) Williams 0 laps completed.

Fastest lap: Piastri 1m 07.924s on lap 64

WORLD CHAMPIONSHIP STANDINGS

| Drivers | pts |
|------------------------------|--------|
| 1 Oscar Piastri (Aus) | 235pts |
| 2 Lando Norris (GB) | 204 |
| 3 Max Verstappen (Neth) | 155 |
| 4 George Russell (GB) | 146 |
| 5 Charles Leclerc (Monaco) | 143 |
| 6 Lewis Hamilton (GB) | 94 |
| 7 Andrea Kimi Antonelli (It) | 63 |
| 8 Alexander Albon (Thail) | 43 |
| 9 Esteban Ocon (Fr) | 23 |
| 10 Nico Hulkenberg (Ger) | 22 |
| 11 Isack Hadjar (Fr) | 21 |
| 12 Lance Stroll (Can) | 14 |
| 13 Fernando Alonso (Sp) | 14 |
| 14 Carlos Sainz Jr (Sp) | 13 |
| 15 Liam Lawson (NZ) | 12 |
| 16 Pierre Gasly (Fr) | 11 |
| 17 Yuki Tsunoda (Jpn) | 10 |
| 18 Oliver Bearman (GB) | 6 |
| 19 Gabriel Bortolotto (Br) | 4 |
| 20 Franco Colapinto (Arg) | 0 |
| 21 Jack Doohan (Aus) | 0 |

Manufacturers: 1 McLaren 417pts, 2 Ferrari HP 210, 3 Mercedes GP 201, 4 Red Bull 164, 5 Aston Martin 125, 6 RB 36, 7 Haas F1 24, 8 Aston Martin 20, 9 Kick Sauber 16, 10 Alpine 11

championships. What's truly impressive is when you look at how close Oscar is able to run behind Lando with a car fat on fuel, at the beginning of the race, and he's basically making love to his f**king exhaust pipe lap after lap after lap and the tyres are not dying.

"That is their advantage. I can't see any other car that would be able to follow that closely and not grain the front tyres or the rear tyres."

Verstappen called his car "undriveable" in qualifying on his way to taking a lowly seventh grid spot. And his race ended at the third corner when Antonelli T-boned his Red Bull.

"Overall we didn't have great pace," Verstappen said.

MONDAY 30 JUNE – IN PRINT



BRITISH

Lando hope and glory

■ by DANIEL MOXON

LANDO NORRIS revved up for Silverstone with a "perfect" victory at the Austrian Grand Prix.

The Brit (right) won his duel with title rival Oscar Piastri just two weeks

Turn to Page 36



A photograph of Lando Norris, a British Formula 1 driver, celebrating his victory. He is wearing a yellow and red racing suit with "MONSTER" and "McLaren" logos. He is holding a small trophy or object in his hands and has a joyful expression on his face.

Red Bull's future without Verstappen could be ugly

As four-times world champion struggles, fears about his team's prospects are growing, writes **Molly Hudson**

The Austrian Grand Prix provided a glimpse of what the future could be like for Red Bull without Max Verstappen. In this picturesque circuit nestled between the Styrian mountains, it was an ugly prospect.

Through no fault of his own, or the team, Verstappen's race was ended at the third corner of the first lap, after an error from the teenage Mercedes rookie, Kimi Antonelli, caused irreparable damage to the Dutchman's Red Bull.

Verstappen was in "the crash zone" as his team principal, Christian Horner, described it, after another piece of bad luck in qualifying, when he was only seventh after his flying lap was aborted due to yellow flags.

That, it could easily be argued, was a series of unfortunate events. The fate of Yuki Tsunoda, who finished last in the other Red Bull, was more damning.

The Japanese driver, who replaced Liam Lawson from the third race of the season, qualified 18th and in another poor race also picked up a ten-second penalty for colliding with Alpine's Franco Colapinto. Time and experience of the Red Bull is not making Tsunoda's results better — if anything, they are getting worse.

The car, rather than the driver, is evidently a large part of the issue, with Lawson securing a career-best sixth place finish in Austria for Red Bull's junior team, Racing Bulls.

All in all, this race in Spielberg was not one for the Red Bull scrapbook. And it was badly timed, with Chalerm Yoovidhya, the Thai 51 per cent owner of the team, and Mark Mateschitz, the Austrian owner of the other 49 per cent, in attendance.

The issues that Verstappen and his camp have been complaining of for several months were laid bare. In Bahrain last year, Jos Verstappen, the father of

the four-times world champion, warned that Red Bull would fall apart if Horner remained in charge. It is understood that his belief this could happen has not changed.

Despite their on-track success at the start of last season, Max Verstappen was already complaining that the car was becoming increasingly difficult to drive. He had sympathy for the incumbents of the second seat (then Sergio Pérez, since Lawson and Tsunoda).

Sources close to the Verstappen camp have questioned the amount of progress that has been made in understanding those issues — the driver himself has said it is important there is progress in the coming weeks.

In a rare comment about the work going on behind the scenes, Horner seemingly revealed the team are as confused as everyone else when trying to understand why exactly Tsunoda is struggling so much.

"There's a big delta between the two cars," Horner said. "Internally, we ask all of those questions that no doubt you ask, in terms of, 'Why?'. Obviously the car has evolved over the years in a specific direction, but we'll see if we can help Yuki and rebuild his confidence at Silverstone."

Pierre Waché, the technical director who Red Bull hailed as the driving force behind their success once the departure of Adrian Newey was announced last season, is yet to find a solution. There is no "silver bullet" as Horner has repeatedly said, particularly with many resources already focused on 2026, but questions around the Frenchman's

proficiency have begun to be asked externally — not least given he will be in charge of next year's project too.

Even Sauber, who finished last in the constructors' championship in 2024, have scored 20 points in the past three races, one more than Red Bull have managed (albeit all of those points were scored by Verstappen).

Verstappen's race in Austria was ended by a crash on the first lap

Before Austria, Red Bull had scored points in 77 consecutive races.

Newey, who did not have as much impact on day-to-day activities at Red Bull in the months before his departure, was still available to consult on difficult technical matters. That experience, alongside Rob Marshall, who is now McLaren's chief designer, has been sorely missed.

Horner insists that the problem is not his staff. "I still believe that we have strength and depth in this team," he said. "Unfortunately, we haven't seen the performance come that we would like. We're at the end of a set of regulations. I think we are compromised by some of the tools [particularly their wind tunnel] that we have, but it's the same fundamental group of people that 18 months ago had designed a car that won every single grand prix bar one. They didn't suddenly just become idiots overnight."

Regardless, Horner conceded that the championship fight was looking like a two-horse race between the McLaren of Lando Norris and Oscar Piastri, and the constructors' title is already out of reach, with 13 races remaining. Verstappen's future has again been a topic of discussion this weekend, with

Toto Wolff, the Mercedes team principal, publicly admitting he has held talks with the 27-year-old Dutchman. He has conceded that there is "very little probability" of Verstappen joining, but this weekend more than any in recent memory has displayed exactly how reliant Red Bull are on him.

Mercedes have issues of their own, lacking pace in Austria in warmer temperatures, and Wolff has admitted those limitations — mainly relating to tyre degradation — could cause problems next year too.

After Verstappen's initial annoyance at the crash over the team radio, he accepted Antonelli's apology, praised his potential talent, and watched the rest of the Spa-Francorchamps 24-hour event his team were competing in, delaying his media interviews. Right now, he is much happier discussing his non-F1 interests.

He leaves Austria with two of his penalty points expired from his super licence, one less thing to worry about. But another problem remains: how do Red Bull find an answer to their one-car reliance and lack of performance?

British Grand Prix
Silverstone
Qualifying, July 5, 3pm
Race, July 6, 3pm
TV: Sky Sports F1, Channel 4



TUESDAY 01 JULY- IN PRINT

DAILY  EXPRESS

FORMULA 1

LANDO NORRIS has called on the Silverstone fans not to cast title rival Oscar Piastri as a villain at Sunday's British Grand Prix.

Norris goes into his home race after a win in Austria that took him to within 15 points of McLaren team-mate Piastri at the top of the drivers' standings.

The pair went toe-to-toe at Spielberg on Sunday and, such is their advantage over the rest of the field, they are again likely to slug it out for victory in front of 150,000 spectators.

The crowd will be on the Briton's side at the weekend, but when it was suggested to Australian Piastri that he could receive a hostile reception, Norris intervened to say: "I certainly hope that doesn't happen."

"The British fans are normally very accepting of all of us, especially at McLaren, so the first point should be for the fans to support everyone."



44 **Sun** Tuesday, July 1



WOLFF... respectful

Toto sets timeline for team

By ISABELLE BARKER

TOTO WOLFF revealed Mercedes' next driver line-up will be decided in August's summer break.

The Merc boss fuelled speculation his team are ramping up their bid to sign Max Verstappen for 2026 at last weekend's Austrian Grand Prix.

Brit George Russell and Kimi Antonelli are yet to sign new deals — and Wolff is a huge admirer of the Dutch Red Bull driver.

When Wolff was asked about the timeline, he said: "You need to be respectful towards the stakeholders in all of that process."

"The organisation, the drivers, everybody. You need to understand the way forward."

"I don't want to be sadistic in letting a driver wait or not taking decisions when it should be taken."

"At a certain stage in the next couple of months — until the summer break, we need to know. Until the summer break, everything is going to be done."

Asked if that meant before or after the three-week break in August, he added: "Maybe in the middle."



FORMULA ONE

Azerbaijan GP moved forward to avoid clash

Formula One will race on a Saturday in Azerbaijan next year to avoid a clash with a national day, while pre-season testing will start behind closed doors at the Barcelona circuit in January.

Formula One and the governing FIA said the change of date for the race in Baku had been made at the request of the promoter and government stakeholders.

Originally scheduled for 27 September, it will now be held on the 26th with each day of the event also moving forward.

F1 is entering a new engine era next season with major technical changes and the new cars will hit the track earlier than usual.

Teams will have three pre-season tests in order to sort out any gremlins.

The first test, to be held on 26-30 January will be a private one at the Circuit de Catalunya.

WORLD OF SPORT

**SPIELBERG
PICTURE**
Norris and
Piastri of
Australia
celebrate on
podium at
Red Bull Ring



Norris warns fans at
British Grand Prix

Lando: Piastri not the enemy

LANDO NORRIS has called on the Silverstone crowd not to cast world championship rival Oscar Piastri as a villain at the British Grand Prix.

The 25-year-old Englishman will head into his home race off the back of a morale-boosting victory in Austria which took him to within 15 points of his McLaren team-mate in the title race.

The duo went toe-to-toe at Spielberg's Red Bull Ring and, such is their advantage over their competitors, they will again be expected to slug it out for victory in front of 150,000 spectators.

The fans at Silverstone will largely be on Norris' side, with the racer selling out his own 10,000-capacity area at Stowe – renamed the 'Landstand' which overlooks Stowe corner.

But when it was suggested to Australian Piastri that he could receive a hostile reception from the crowd, Norris said: "I certainly hope that doesn't happen. British fans are normally very accepting

BACKING Norris

BY DANIEL MOXON

for all of us, especially at McLaren, so the first point should be for the fans to support everyone."

Piastri, who finished runner-up to Norris in Spielberg, added: "A couple of years ago they were chanting my name and that was unexpected."

"I'm not sure I will get that again but they have always been very accepting of me. I race for a British team. I expect there will be more Lando fans than there are for me but that's fair enough."

Norris is still chasing his first back-to-back F1 wins and will be desperate to end that run with a long-awaited home victory.

And McLaren team principal Andrea Stella says there's no reason why he can't do it now.

He said: "There is absolutely no reason why not – the talent, the quality, the race craft and even the trajectory Lando is in."

"I'm so very proud of Lando but the most important thing is back-to-back victories for McLaren."





FAIR CALL: Norris

Oscar is a winner with fans

■ by KEITH WEBSTER

LANDO NORRIS has called on the Silverstone crowd not to cast world championship rival Oscar Piastri as a villain at Sunday's British Grand Prix.

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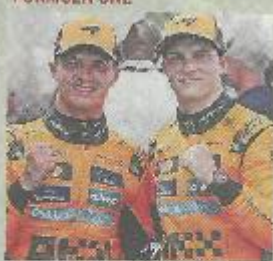
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Piastri, who finished runner-up to Norris in Spielberg, said: "A couple of years ago they were chanting my name and that was unexpected."

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FORMULA ONE



TITLE RIVALS Teammates Piastri & Norris

PIASTRI NOT THE ENEMY SAYS LANDO

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Spielberg, added: "A couple of years ago they were chanting my name and that was unexpected."

"I am not sure I will get that again, but they have always been very accepting of me. I made for a British team."

"Of course, I am expecting that there will be more Lando fans than there are for me, but that's fair enough."

Norris bounced back from his collision with Piastri at the Canadian Grand Prix by delivering an impressive display in Austria, landing an emphatic pole position before holding off his teammate to take his third win of the year.

The British driver has never triumphed in consecutive races. However, he will be desperate to rectify that statistic by securing a maiden home victory.

McLaren team principal Andrea Stella (circle, above) said: "In terms of Lando being able to do that, yes, of course."

"There is absolutely no reason why not – the talent, the quality, the race craft and even the trajectory Lando is on."

FORMULA ONE

LANDO AHOY

Hill: It's time for Norris to fly the flag at Silverstone



EXCLUSIVE

BY MIKE WALTERS

X @MikeWaltersMOT

DAMON HILL is among the dream team of British drivers to win their home Grand Prix - and he's tipping Silverstone to become the Lando hope and glory on Sunday.

If home advantage is an asset in Formula One, the Brits have harnessed it 29 times since Stirling Moss took the chequered flag at Aintree in 1963.

Lewis Hamilton has won it nine times but Hill - who won at Silverstone in 1994 (celebrating, below, hand on his victory lap, right) - thinks Lando Norris is likeliest to fly the flag this time after his romp in Austria last Sunday.

"Nigel Mansell used to say the support of a home crowd was worth a second a lap," said Hill. "And it definitely adds something."

"If I had to stick my neck out at Silverstone, it's got to be Lando. It feels like this is his time."

Hill (with our man Mike Walters, above) is less concerned about Hamilton's chances. He said: "Ferrari

have a decent record in the British Grand Prix (18 wins, more than any other team), so you never know. It's a great place to win, the best feeling."

"Winning at Silverstone 31 years ago, I like to describe it as completing the Hill trophy cabinet because my father never won there."

Hill, speaking to promote the launch of his eponymous documentary, released on Sky and streaming service NOW today, was in reflective mood as he decried his life in the fast lane.

Hill's world championship triumph in 1996 completed the father-and-son double in the most glamorous and dangerous sport in the world.

Even those who snoot at Formula One as a glorified trade fair will be captivated by the spellbinding tale of Hill defying the odds and stepping out of his father's Grands Prix shadow.

This story is laced with tragedy, not least the night he was watching TV in 1975 as a 15-year-old when the newshook of a light aircraft crash where Hertfordshire's commuter belt meets London's fringes - and he felt

his blood run cold. Two-time world champion Graham Hill and his five passengers were aboard the Piper Aztec, which went down in thick fog on the approach to

Elstree aerodrome on his return from testing in the south of France.

"We were expecting him home that night and when the newflash came on, I had this awful feeling that it might be him," recalled Damon.

"I ran to tell mum and it was a harrowing experience. To this day I still feel the awful tension, and for a time

I was angry at the world. In the documentary, Hill confesses a part of him wished he had been on the

plane with his father, but in a sport fraught with risk, tragedy was not finished with him.

Almost 20 years later, he lost his team-mate Ayrton Senna at Imola and Hill was a pallbearer at the Brazilian deity's state funeral.

Hill said: "The whole team was shot to pieces and it was an immense blow to Formula One. The sport was in crisis."

"Some people used to say they came to watch a Grand Prix because of the crashes, but you always want to see the drivers jump out. They didn't always jump out in the 1970s. There were a lot of fatalities."

"It's a lot safer now, although you can never make Formula One completely safe

- and if you crash into a barrier at 180mph, it hurts."

Remarkably, Hill summoned the competitive instincts to take the F1 world championship down to the wire six months later in a duel for the crown with Michael Schumacher.

Schumacher's manoeuvre in Adelaide, which left both men unable to complete the race, handed the German the title by a point, and Hill admits: "I never really got it out of my system."

"It had been a tragic year with the loss of Ayrton, so 1994 was full-on drama, but the way it ended still annoys people. I wasn't expected to be in that situation, and we had a good fight for the title, but the way it was settled still cuts deep."

■Hill: Available on Sky and streaming service NOW from July 2



Silverstone should stage race for ever, says F1 chief

Giles Richards

The Formula One chief executive, Stefano Domenicali, has said he would like the British Grand Prix at Silverstone to remain on the F1 calendar for ever, with the event set to host what is expected to be the largest meeting in the sport's history, reaching half a million people over four days this weekend.

The British GP, which has been on the calendar since F1 began in 1950, is expected to sell out with record numbers and Domenicali acknowledged it was part of a large and thriving F1 business in Britain, which he hopes can be improved by working closer with the UK government

when he meets the prime minister, Keir Starmer, and other government officials at Downing Street today.

Last year Silverstone extended its contract with F1 to host the race until 2034, one of many long-term deals the sport has concluded recently, including Austria extending to 2041 last week, but Domenicali said the British GP was such a unique event for the sport in size and interest it could negotiate a deal of even greater longevity.

"Silverstone has the right characteristics to stay for ever in the calendar," he said. "There's no other places where you can develop such a huge

event in the UK. I don't see any other places, to be honest.

"In the past the relationship with the Silverstone promoters has been intense and they know that. Our approach is to find the best situation. I don't see Silverstone not being able, if they want, to do what others have already done. We've done already last year a big step, never done before."

The meeting today, to celebrate F1's 75th anniversary, is hoped to be part of a developing relationship with the government to work better with the sport, notably in infrastructure and over the effects of Brexit, with seven of the 10 teams based in the UK.

MONDAY 30 TO WEDNESDAY 02 JULY: LINKS TO ONLINE COVERAGE

| Headline | Media | Links |
|--|-----------|---|
| How Cadillac F1 Team Is Ramping Up for 2026 Entry Into Formula 1 | Autoweek | https://www.autoweek.com/racing/formula-1/a65256334/how-cadillac-f1-team-is-ramping-up-for-2026-entry-into-formula-1/ |
| F1 Austria Grand Prix Notes: Race Gets Contract Extension, Jak Crawford Moves Up | Autoweek | https://www.autoweek.com/racing/formula-1/a65254821/f1-austria-grand-prix-notes-extension-crawford/ |
| F2 Car Lands Upside Down in Rollover Accident at Austrian Sprint Race | Autoweek | https://www.autoweek.com/racing/formula-1/a65256530/f2-car-lands-upside-down-austrian-sprint-race/ |
| What is going wrong for Hamilton and Ferrari? | BBC | https://www.bbc.co.uk/sport/formula1/articles/c4gkx3ed5vo |
| 'Silverstone has special place in my heart' - Bearman | BBC | https://www.bbc.co.uk/sport/formula1/articles/c9912v0p5emo |
| UK Prime Minister Starmer welcomes F1 community to Downing Street | Autosport | https://www.autosport.com/f1/news/uk-pm-starmer-welcomes-f1-community-to-downing-street/10738588/ |
| “Absolutely no reason” Max Verstappen will leave Red Bull despite exit clauses | Autosport | https://www.autosport.com/f1/news/absolutely-no-reason-max-verstappen-will-leave-red-bull-despite-exit-clauses/10738234/ |
| What's behind McLaren's heavy Norris coaching in F1 Austrian GP? | Autosport | https://www.autosport.com/f1/news/whats-behind-mclarens-heavy-norris-coaching-in-f1-austrian-gp/10737933/ |
| Formula 1 confirms 2026 pre-season testing dates and issues calendar update | F1.com | Formula 1 confirms 2026 pre-season testing dates and issues calendar update |

MONDAY 01 TO WEDNESDAY 03 JULY: LINKS TO ONLINE COVERAGE

| Headline | Media | Links |
|---|----------------|---|
| Melting tyres, massive deficit - What's going so wrong for Tsunoda | The Race | https://www.the-race.com/formula-1/what-we-learned-driving-aston-martin-f1-safety-car/ |
| Alpine reserve's loan to Sauber adds to F1 line-up intrigue | The Race | https://www.the-race.com/formula-1/alpine-reserve-paul-aron-sauber-loan-f1-line-up-intrigue/ |
| Lewis Hamilton: Ferrari driver 'definitely improving' as unique British GP podium record put on line again at Silverstone | Sky Sports | https://www.skysports.com/f1/news/12433/13390886/lewis-hamilton-ferrari-driver-definitely-improving-as-unique-british-gp-podium-record-put-on-line-again-at-silverstone |
| Lando Norris: McLaren driver asks for no hostility for title rival Oscar Piastri at home British GP | Sky Sports | https://www.skysports.com/f1/news/12433/13390470/lando-norris-mclaren-driver-asks-for-no-hostility-for-title-rival-oscar-piastri-at-home-british-gp |
| Max Verstappen reportedly in advanced talks with Mercedes over blockbuster move | The Guardian | https://www.theguardian.com/sport/2025/jul/02/max-verstappen-reportedly-in-talks-with-mercedes-over-move |
| F1 chief wants to see record-breaking Silverstone stay on calendar for good | The Guardian | https://www.theguardian.com/sport/2025/jul/01/f1-chief-wants-to-see-record-breaking-silverstone-stay-on-calendar-for-good |
| Red Bull make driver announcement ahead of British Grand Prix | PlanetF1 | https://www.planetf1.com/news/red-bull-f1-2025-british-grand-prix-announcement-arvid-lindblad |
| George Russell talks us through a lap of Silverstone ahead of British Grand Prix | Yahoo Sport UK | https://au.sports.yahoo.com/george-russell-talks-us-lap-050056704.html |
| What tyres will the teams and drivers have for the 2025 british grand prix? | F1.com | What tyres will the teams and drivers have for the 2025 British Grand Prix? |
| UK prime minister sir keir starmer hosts F1 for 75th year celebration in downing street | F1.com | UK Prime Minister Sir Keir Starmer hosts F1 for 75th year celebration in Downing Street |

**MONDAY 01 TO WEDNESDAY 03 JULY:
LINKS TO ONLINE COVERAGE**

| Headline | Media | Links |
|--|----------------|---|
| How sauber's new F1 leader is overseeing its resurgence | Motorsport.com | https://www.motorsport.com/f1/news/fields-of-wheatley-how-saubers-new-leader-is-demonstrating-his-expertise/10738523/ |
| Toto wolff launches passionate defence of fred vasseur amid ferrari F1 speculation | Motorsport.com | https://www.motorsport.com/f1/news/toto-wolff-launches-passionate-defence-of-fred-vasseur-amid-ferrari-f1-speculation/10738110/ |
| Leclerc confident of Ferrari gains | RACER | https://racer.com/2025/07/02/leclerc-confident-of-ferrari-gains |
| How NASA’s Apollo missions are guiding Cadillac towards F1 11th team debut | Planet Sport | https://www.planetf1.com/features/how-nasa-apollo-missions-are-guiding-cadillac-f1-team |