UP TO SPEED: MEDIA COVERAGE

SATURDAY 05 JULY



THE TIMES

Horner: Red Bull plan for future without Verstappen

Formula 1

Molly Hudson

Motor Racing Reporter

Christian Horner says Red Bull are planning for a long-term future without Max Verstappen and has admitted for the first time that their engine is unlikely to be as competitive as that of Mercedes next season.

Verstappen's management and Mercedes have held talks about the four-times world champion joining the team, but while much of the focus has been on next season, such a move is more likely in 2027 or beyond. Verstappen can move this season only if an exit clause in his contract is triggered.

"The absolute intention is that he

[Verstappen] will be there and driving for us in 2026," Horner said. "It's inevitable that he's of huge interest to every other team in the pitlane and I think actually George [Russell, the Mercedes driver] triggered all of this speculation, probably trying to leverage his own situation and force clarity, which you can understand because he's driven a very good season.

"But one day, whether it's a year after or the year after [that], there will be a day that there is no more Max [at Red Bull]. You always have to have that in mind, the team always has to keep looking and investing in the future. So hopefully that won't be for several years to come, but you never know."

Verstappen has always left his **Continued on page 15**

THE TIMES

I'm still fully committed to Red Bull -Verstappen

CONTINUED FROM FRONT

management team — Raymond Vermeulen (his agent) and Jos Verstappen (his father) — to conduct negotiations on his behalf and never publicly fuels speculation about his future.

Yesterday he told Mail Sport that he intends to remain at Red Bull for the rest of his career.

"That's what I said in 2021 and that's still the target — I'm still fully committed to the team," he said. "Driving anywhere else or with anyone else is not even on my mind. This scenario does not exist in my head."

However, Verstappen's management team would not have negotiated with Mercedes (which Toto Wolff, the Mercedes team principal, admitted publicly) without approval from the driver himself.

driver himself.

driver himself.

Next season new chassis and engine rules mean Red Bull will manufacture their own power unit for the first time. Many in the paddock have suspected that Mercedes will be the strongest engine manufacturer next season, while Red Bull are expected to suffer some level of short-term pain in creating their own.

In the long term this will benefit them, however, and sources suggest

them, however, and sources suggest that it will not lead to the kind of deficit that teams had to Mercedes in 2014.

Horner referenced a quote from Dietrich Mateschitz, the Red Bull co-founder who died in 2022, about the decision to let Sebastian Vettel leave for Ferrari at the end of the 2014

season.
"I remember Dietrich Mateschitz telling me at the time: 'We don't need the best driver if we don't have the best ar, at that stage. It's about building a team...sport goes in cycles.
"We've had two incredibly successful cycles in Formula I and what we want to do is build towards the next cycle.
"Now, of course we want that to be with Max but we understand the pressure that there is next year with us coming in as a new power-unit

with Max but we understand the pressure that there is next year with us coming in as a new power-unit manufacturer. The challenge of that is enormous but we've got a hugely capable group of people. We've invested significantly.

"To expect us to be ahead of Mercedes next year would be embarrassing for Mercedes or for any lexisting] manufacturer. But we're going to be in a competitive position."

Horner added that so much is unknown around the pecking order in 2026 that there is no guarantee that Mercedes "would automatically be a better proposition".

Elsewhere, Tim Mayer launched his campaign to stand for FIA president under the motto "FIA Forward", while issuing a scathing attack on the incumbent, Mohammed Ben Sulayem. Mayer, 59, is an experienced official in US motorsport and the son of the McLaren co-founder, Teddy.

"We have to be honest about where we are today," Mayer said. "Thre years ago Mohammed Ben Sulayem ran on good ideas: value for smaller clubs, transparency, reform.

"The message was right, the delivery has failed Behind the stagecraft, we've been left with the illusion of progress; and the illusion of leadership.

"The illusion of inclusion, while capable voices, especially women and those from diverse backgrounds, were pushed out when they spoke truth."

THE TIMES

'Mum kept notes on my career but Dad was angry and hard'

Mercedes driver tells Molly Hudson the especially when he failed to win races, but

eorge Russell has just climbed out of a Mercedes-Benz W196, which won the British Grand Prix in 1955 and is valued at £55million. Once, it would have been Lewis Hamilton representing Mercedes at a celebration of their motorsport heritage. Now it is Russell, stepping, into those shoes on and off the track. The flimsy old leather helmet he tries on may not quite fit, but there is a sense of the old-fashioned about Russell, as though he could have driven in that era. The idea of doing so came to mind as he traversed part of the old Aintree circuit. "I just cart comprehend that those guys raced that car up to 180 miles an hour, sat on 200 litres of fuel, no seat belts, barely a helmet," he tells The Times. "If you bump into anyone, basically your legs are off. We're not naive to the fact that the sport [now] is dangerous. You crash at 220 miles an hour and it doesn't matter how safe the cars are, the body can only take so much. "But 99 per cent of the time you should walk away relatively unscathed, whereas back then, knowing that if you made a mistake, that could be your life. Thinking how you push those boundaries is pretty unique."

At Silverstone, where Russell, right, will altempt to secure his first home grand prix win this weekend, the sense of history is everywhere. Some tracks he visits over the course of a Formula I season are "soulless", he admits. But not here.

"It's so fast and following the

not here.

It's so fast and "It's so fast and flowing, the commitment you need to have when you go through Copse, Maggots and Becketts, now we go through that corner at 185 miles an hour the improvement." hour, it's immense —
coupled with the fact that
the fans are purists and
love the sport. When
you see others who
love the sport you
love in the same
record it reades it feel extra regard, it makes it feel extra special," he adds.

Unsurprisingly, this grand prix is one that would mean the most to Russell to win. He first went to a race here in 2009, standing on the

L Hamilton 2008, 2014-17.	2010-21 2	024
J Clark 1962-1965, 1967		5
N Mansell 1986-87, 1991-9	2 .	4 .
S Moss	2	1955, 1957
J Stewart _	2	1969, 1971
D Coulthard	2	1999-2000
T Brooks	1	1957
P Collins	1	1958
J Hunt	1	1977
J Watson	1	1981
D HIII	1	1994
J Herbert	1	1995

Sebastian Vettel on pole and knew that was his future aim. Last year he qualified on pole, but hopes of converting that into a victory on the Sunday were abruptly ended by a water leak which caused him to retire on lap 34. Hamilton, his then teammate, claimed an emotional victory, ending a 945-day wait for a win.

"I was genuinely very happy to see Lewis win that race for everything he'd been through," Russell says, putting his own personal disappointment aside for a second.

personal
disappointment
aside for a second.
In motorsport, he
knows there is very
little room for
sentiment. The relationships fathers are often very complex and for Russell and his dad, Steve, it was no different.

and its dad, seeve, it was no different.

"I never saw my dad Monday to Friday because he was working, he'd leave before I woke up." he says.
"I was in bed by the time he got back. At the weekends, unless we won, the relationship with him was quite tough, because he was so hard on me. For probably five to ten years of my life our relationship wasn't great, but you don't really comprehend why. You don't understand the

driver they put to one side.
"I'm performing to the best I've ever performed in Formula 1. If that's

context. He only wanted the best for me, but if he saw that I wasn't giving it my all, no wonder he was getting stressed and angry at me, because he was sacrificing his whole time to give me this opportunity.

"My father was my mechanic, my driver-coach. My mother wrote down all of these set-ups and the lap times of every single track.." Russell pauses, taking out his phone to show The Times a page of his mother's notebook.

notebook.
"This is from 2009," he explains.
"She would write down: the first heat 2.15pm, the engine, the carburetor, the sprocket, the weather, the track conditions. We would have over 40 treadlended a team."

conditions. We would have over 40 weekends a year."
The notebook was discovered as his parents went back to a circuit in Wales, Glan Y Gors, 15 years later. They were with Russell's nephew, who is just beginning his karting journey. In 2014 Russell had won the British Formula 4 championship and was nominated for the McLaren Autosport BRDC (British Racing Drivers' Club) award. He won it after the rules for the competition had to be changed to allow him to compete, because he was so young. There was zero interest from Formula 1 teams at that stage, and his dad warned him he

because he was so young. I here was zero interest from Formula I teams at that stage, and his dad warned him he needed to find a way forward because the money had ran out. Eventually it was Toto Wolff and Mercedes who secured his future, after Russell had emailed the Mercedes team principal and then later showed him a PowerPoint presentation listing the reasons he could be a success for the team in the future. Now 27, Russell and Wolff have reached another crossroads in their respective careers. The British driver's contract runs out at the end of the season and as yet a new one hasn't been presented to him. Wolff has admitted to discussions with the four-times world champion Max. Verstappen. Verstappen.

Verstappen.

"From my side, I know I'll be on the grid next year in Formula 1 — I'm not concerned at all," Russell, who joined Mercedes from Williams in 2022, says. "Why wouldn't any team want Verstappen in their race seat? But, ultimately, in FI there are two race seats for every team, and then each team would have to decide which driver they nut to one side.



Wheel of fortune: Russell gets to grips with the 1955 British Grand Prix-winning Mercedes-Benz W196, above, which is valued at an incredible £55million and was driven to victory at Aintree by Stirling Moss, below



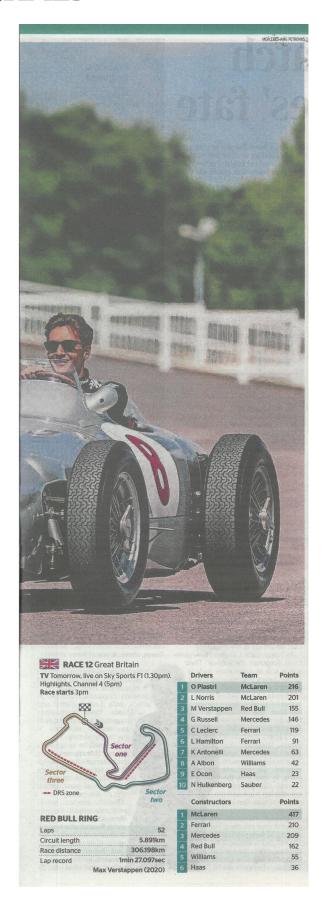
the route they decide to go down with signing one of the greatest of all time, I'm confident I'd be his team-mate." Russell has good reason to think he could compete, pointing out that Hamilton was at a similar stage of his career when he became his teammate three years ago. In that debut season the younger man outscored the seven-times world champion by 35 points. 35 points

35 points.
As of yet, Mercedes have not provided Russell with a car to challenge for a world title. He jokes that he reminds Lando Norris and Alex Albon that he bettered them both in Formula 2 to claim the title and there is a sense he is simply waiting for the opportunity to show his full potential on the grandest stage.

stage.

This weekend would not be a bad time to do so — in a Mercedes that seems to love the great British summer, performing best in temperatures when Wolff is required to wear a pullover.

THE TIMES



THE TIMES

Beyond Silverstone: how F1 puts British tech in pole position

Tomorrow's Grand Prix is the showcase of a £16bn industry at the forefront of engineering, Katie Prescott writes

With his neon yellow baseball cap turned backwards on his head and sporting a wristful of beaded bracelets, Lando Norris casually signed auto-graphs for a crowd of fans as he arrived

graphs for a crowd of fans as he arrived at Silverstone on Thursday.

The McLaren driver, 25, is expecting strong support at the Formula I British Grand Prix this weekend, especially from those in the "Landostand", the grandstand newly named after him. He may have looked relaxed but the pressure is on. Wearing the brand's papaya and black colours, the young Briton will be boning to follow unib success at last be hoping to follow up his success at last week's Austrian Grand Prix, against his team-mate Oscar Piastri. More than 480,000 people are

expected to attend the sold-out event, 160,000 of them tomorrow for the main

race.

Hype around racing is even more frenzied than usual thanks to Brad Pitt's film, Fl, co-produced by Lewis Hamilton, in which he plays Sonny Hayes, Formula 1's most promising driver in the 1990s until an accident nearly ended his career before he stages a comeback he stages a comeback.

he stages a comeback.
Although the excitement
surrounding the F1 racing event is the most obvious aspect of its impact on the economy
around Silverstone,
its influence extends
well beyond the
weekend crowds
and into the broadand into the broader British tech ecosystem.

Sport has long been a driver of technological in-novation as teams strive to get an edge over one

another, and nowhere is this more so than in motor racing. Over its 75-year history the premier motorsport series has brought some extraordinary inventions, including developing a breathing device in only four weeks during Covid,

applying pit-stop techniques within Great Ormond Street Hospital to cut errors after surgery on infants and introducing regenerative brak-ing on London buses to cut emis-

IWC

The financial impact is huge. UK motorsport and engineering services turned over £16 billion in 2023, according to a report by the Motorsport Industry Association (MIA) and Grant Thornton. From next year ten of the eleven Formula One teams will have

either headquarters or a base in the UK: Cadillac Fl and Audi Fl will both be joining the grid next year and



Lando Norris meets fans at Silverstone. Interest in the Grand Prix has grown with

opening facilities in Britain. More than 50,000 people are employed by the 4,500 companies that make up FIs sup-ply chain. Off the track, the popularity of esports, virtual or "sim" racing, is gaining ground and proving another lucrative source of income. To capture some of this energy, a

group called the Silverstone Technology Cluster was started in 2017 by Pim van Baarsen to foster engineering, software and electronics businesses located by the track, which is set almost exactly between Oxford and Cambridge, an area dubbed UK Motorsport Valley. More than half its businesses are in

THE TIMES



the release of the Brad Pitt film F1

motorsport and automotive but others are harnessing the innovations born out of motorsport to push the boundaries in fields such as aerospace, energy and healthcare. One example, based in the business park around the track, is Dumarey Flybrid, set up in 2007, which developed a small flywheel system for

building sites. Its product stores kinetic energy and works alongside a traditional generator to power tower cranes. It started because Formula I implemented an "engine freeze", a rule that stopped further pushes to improve engines and challenged racing teams to develop hybrid power systems.

Another is Wirth Research, which

Another is Wirth Research, which specialised in computational fluid dynamics, computer simulation used to study flows around objects, in F1 car design. The idea is to help engineers to understand how air moves over a car or how water flows through pipes so they can design things more efficiently. Wirth has used this expertise to branch out into products used by supermarkets to improve the efficiency of their chillers and cut energy consumption.

British car racing champions play a central role in this halo effect of tech, especially one of the world's most successful: McLaren. Once dubbed the Manchester United of the sport, it was founded in 1963 by Bruce McLaren, a New Zealand-born racing driver who was killed at Goodwood aged 32. Ever since, it has become a global powerhouse in motorsport.

It is recognised for its cutting-edge technology, engineering expertise and contributions to the broader automotive and tech industries. The brand is also a magnet for others who want the cachet of its association, and its partners range from Dropbox to Lego.

Dan Keyworth, director of business technology at McLaren Racing, said the emphasis on tech was only increasing: "I think it's seen as one of the major battlegrounds across the teams ... a lot of the teams will be continuing to focus on the technology race off track: who can bring the best tools, systems, software to the game.

"We have a great phrase here — for

every pound we spend on the car, we spend a pound on tools, methods and technology — because there has to be an equitable investment in what we do," he told the TechRadar website.

Racing is not an easy world to be in. McLaren has been under financial strain over the past few years and underwent a substantial restructuring in 2020, compounded by Covid, and then there were problems with its new

Artura hybrid sportscar.

The latest accounts for McLaren Racing, filed in September, revealed that it made £431 million in revenue and a profit of £30.4 million for the year ending December 2023. In March last year the Bahrain sovereign wealth fund Mumtalakat bought the McLaren Group — which includes McLaren Automotive, a unit that hand-builds lightweight supercars — and a majority stake in McLaren Racing.

Airports such as Heathrow use technology developed by McLaren's spunoff technology division to receive real-time data on departures and arrivals, allowing them to predict delays and manage congestion.

High-performance luxury UK car companies such as Aston Martin, McLaren and Morgan accounted for a mere 4 per cent of UK car production but were responsible for 12 per cent of its value and employed 15,000 people, according to a recent study by the Society of Motor Manufacturers and Traders

Norris is the most likely British driver to win the Grand Prix but another Brit, George Russell, could also have a chance of victory. Spectators' eyes will be on the hotly contested 2025 British Grand Prix at Silverstone, but there is a far more complex engine under the bonnet, which continues beyond the wave of the chequered flag.

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The Daily Telegraph



British GP timings

TODAY PRACTICE 11.30am-2.30pm QUALIFYING

TOMORROW

Race 3pm

Home track: Lewis Hamilton, a nine-times British Grand British Grand
Prix winner,
drives his Ferrari
ahead of Haas's
Oliver Bearman
during practice
for tomorrow's race at Silverstone

Interview

'Lando is very open – at times to his detriment'

Going into the British GP, title favourite Oscar Piastri's cool self-assurance has held sway over his McLaren team-mate

By Tom Cary SENIOR SPORTS CORRESPONDENT at Silverstone

Haileybury school in Hertfordshire Haileybury school in Hertfordshire has produced notable alumni. Clement Attlee, the post-War Labour prime minister, attended the co-educational independent school. Poet and novelist Rudyard Kipling and playwright Sir Alan Ayckbourn are Old Haileyburians. As are filmmaker Christopher Nolan and actor Stephen Mangan. In Formula One, Haileybury can lay claim to one of the greatest: Sir Stirling Moss. The British icon, widely regarded as one of the finest drivers of all time, won more than 200 races in a Variety of categories in a 14-year competition career.

200 races in a variety of categories in a 14-year competition career. Famously, though, Moss never won the F1 world title, finishing runner-up four times. Oscar Plastri is hoping to make up for that omission on the school's CV this year. "That's the plan," he says. "It's going OK so far. I feel I've taken a step forward this year. I feel ready."

Heading into tomorrow's British Grand Prix at Silverstone, the championship race is certainly

intriguingly poised.

The Australian, with five wins in 11 races, leads by 15 points from McLaren team-mate Lando Norris. By rights, Norris should be favour-ite for the title. The Briton is the more experienced driver and has been at McLaren longer than Pias-tri. But it is Piastri who is the odds-

on favourite with bookmakers.
The fact that he is so unbothered by that is the reason he is so heavily fancied. Piastri just seems to be bul-let-proof. Ice cold. Where Norris has blown hot and cold, making mistakes in qualifying and shunting into the back of Piastri in Canada last month, the Australian has been

last month, the Australian has been rock solid, his racecraft impeccable. Norris may still have him for outright pace, but Plastri is getting quicker and has been more consistion I'm in," he says when asked what it is like to leading the championship for the first time, as a 24-year-old. "If you're leading a championship, you're probably ultimate performance has probably improved a bit this year but I feel like I'm able to access it much more

consistently. That's probably been

consistenty. Inat's probably been the biggest thing."

Piastri was always a quick learner. He recalls growing up in Melbourne, wanting to be first at everything. "Even in my schoolwork," he says. "I wanted to do it better than anyone, and also do it faster than anyone. I would do it as fast as I could, but it kind of came at

Tast as I cound, but it kind of came at the cost of some accuracy." There is rather an awkward post-script to the Stirling Moss-Hailey-bury connection. Moss later confessed to being unhappy at the school: bullied for reasons of his scnool; bullied for reasons of ins presumed Jewish origins. Piastri, though, says the school was the making of him. Moving 10,000 miles to the UK as a 15-year-old forced him to grow up. He

spent four years as a boarder in Kipling House and says it was a period in which he "really developed".

Growing up in Melbourne, he had always been sports-mad. Australian rules football, cricket

athletics, basketball, Motor racing athletics, basketball. Motor racing allowed little time for any of those, but he still turned out for the school's cricket third XI. Piastri's teachers remember a diligent and conscientious student who juggled his manuarism to right in the school of the his extracurricular activities with his academic work with great matu-

The picture that emerges is of a The picture that emerges is of a very grounded young man. Piastri met his girlfriend, Lily, at school when they were just 17, before he had even taken A-levels (maths, physics and computer science). They are still together six years later. "Ithink having that stability is nice," he says of their relationship. "It his has been there from the start." "Lily has been there from the start, from single-seaters to Formula One. A constant in what is quite a

One. A constant in what is quite a manic world."

Piastri is so nice, so calm, so well-prepared – "the kind of schoolboy who had his pencils sharpened in front of him on his desk" as Damon Hill remarked on the Chequered Flag podcast this year - ti s easy to forget what a killer he is in the car. But he is: But he is.

He appears bemused by the openness and vulnerability Norris openness and vulnerability Ñorris
displays, even while praising it. "I
think Lando is a very open person,"
he says. "Speaking honestly, sometimes to his own detriment. But I
think at the same time, it is a
good quality to have. I
think we are different
people, but I do
respect the way he
goes about it."

As for whether
he is less minded
to smash his team

to smash his team-mate, given how scrupulously fair Norris is, how lacking in sharp elbows, he just laughs. "Not really," he says. You can't give an inch to anyone,

"You can't give an inch to anyone, regardless of who it is - in racing or in sport. Especially once the helmet goes on. I get on with Lando. But once the helmet goes on, for all 20 of us, there are no more friends."

In this area, one senses the hand of Mark Webber, Piastri's countryman who has been guiding his career from the start. Webber always had to fight his corner at Red Bull in a team built around Red Bull wunderkind Sebastian Vettel, Piastri does not have that issue at McLaren.

wunderkind Sebastian Vettel, Piastri does not have that issue at McLaren. Webber has made sure of it.
"In terms of fighting my corner, it's been very, very valuable for me." Piastri concedes of Webber's influence. "Some lessons you can only learn for yourself. But I definitely feel as if I've escaped a lot of Inegative] lessons because of Mark's experience. Helping me avoid potential pitfalls. He thinks of questions either to ask me, or my questions either to ask me, or my engineers, or the team, before they occur to me. I feel like that fast-

tracked me to where I am now."

One thing is certain, if Norris is to prevail this season, it is not going to prevail mis season, it is not going to be handed to him. Plastri may have grown up on the playing fields of one of England's top public schools, but he remains an Australian through and through. He is teak tough and like all Australian sports men, appears to be imbued with self-confidence.

self-confidence.
Before he goes, I ask him about
the British and Irish Lions Test
series. "I don't actually follow the
rugby that closely," he says.
What about the Ashes this winter? "Oh, that's a different matter.
Australia are going through a bit of
a tricky spell at the moment. But on
home soil? I'd always back Australia."

On British soil this weekend, one suspects he will back himself just the same.

Daily Mail



In an exclusive interview with Mail Sport, MAX VERSTAPPEN quashes rumours that he's engineering a Mercedes move and reveals all about his relationship with Russell

chance of forming a combustible partnership with George Russell at Mercedes next season, by claiming that he wants to spend the rest of his career at Red Bull.

"That's what I said in 2021 and that's still the target — I'm still fully committed to the team,' he declares in an exclusive interview with Mail Sport ahead of the British Grand Prix, where he will be cast in his annual role as pantomine villain.

Speculation has raged for months that the quadruple world

WATCHING BRIEF... 2025 BRITISH

GRAND PRIX Qualifying: Starts 3pm. Race: Tomorrow 3pm. TV: LIVE on Sky Sports and Channel 4.

champion might jump ship to Mercedes, a move that would most likely have resulted in him partnering the Silver Arrows' cur-rent No I Russell, the Englishman he punted off in Spain last month, in a flesh of arrays.

rent No 1 Russell, the Englishman he punted off in Spain last month, in a flash of anger.

The two very different characters share only a highly developed competitive zeal, and it would have been pure theatre to see them share machinery. Not next year Russell will sign a new deal at Mercedes, 95 per cent for certain, and, as Verstappen indicates to Mail Sport, he does not seek pastures new Yet.

To move now would be madness. New regulations come in next year and there is no foretelling which team will gain the edge. Why make yourself hostage to fortune rather than wait and see at the home where your genius has been nurtured since you were a kid—and then work out what's best?

In a wide-ranging interview, he considers his uncompromising driving style, what he thinks of others' estimation of his place

in the list of greats, and the influence of his father Jos.
But, first, to close down the Russell/Mercedes talk, he reveals But, first, to close down the Russell/Mercedes talk, he reveals that he has not even considered whether he and George would work in tandem. I can't do anything about all the stories that are written up,' says Verstappen. I also don't pay attention to it. It has never crossed my mind to take a year out. About driving anywhere else or with anyone else is not even on my mind. This scenario does not exist in my head.' Relations with Russell? 'We get on all right. We have our moments on the track but it's all good. We speak. We just leave that behind, at least from my side. You just continue racing. I'm not someone who holds a grudge.' Mail Sport finds Verstappen in good and open form. He has a basic Dutch decency.

That might sound like a back-handed compliment. It is not. There is no backhand in it. He is a

Incre is no backman mit. He is a man without veneer.

Just before we speak, he spent an hour with Christian Horner on the bottom floor of Red Bull's hospitality area — the Energy Station — near to the turnstiles at the paddock entrance at Silverstone. They have plenty to discuss. The season has been tricky, the old dominance swept taway over the last couple of years, but talks were positive.

Horner leaves and Max and I go upstairs to chat at a quiet table away from team personnel eating

upstairs to chat at a quiet table away from team personnel eating their dinners. On the stairs, he warms up by saying he is happy to have beaten a stomach bug that kept him away from Red Bull's Clay Day shooting in Oxfordshire the day before, an event from which I escaped with

no more than a bruised shoulder. 'I hear you are a bad shot,' says Verstappen, jokingly. 'I heard it from a very good source.' A harsh verdict. Verstappen has just become a father, baby Lily having been born two months ago to his partner Kelly Piquet, daughter of triple world champion Nelson. Private by nature in a public job, he says he counts himself lucky that the newborn is sleeping well. I ask how he wants to be remem-

that the newborn is sleeping well. I ask how he wants to be remembered when he retires, possibly in 2028, when his contract is due to end, or later if he decides to race on in Formula One.

'I've achieved everything I've wanted to achieve already in racing and Formula One, adds Verstappen, 27, who was fifth quickest in Silverstone practice yesterday with the British pair of Lando Norris and Lewis Hamilton first and third.

Straight face: Verstappen in relaxed mood at Silverstone and (inset) celebrating his victory in Sao Paulo last year GETTY IMAGES

Daily Mail, Saturday, July 5, 2025

'Do I want to win even more? For sure. Am I happy with how this season is going? No, but sometimes that is not in your control. People make up their minds about what they think of me. If

about what they think of me. It hat's positive or negative, for me that doesn't matter. I got into Formula One wanting to perform for myself and the people around me, not to win seven or eight titles. It doesn't matter how you're remembered, at least not in my case.

'Racing beyond 2028, I don't know. It depends how these new cars will be, and naturally how competitive you are. But in general it's about the cars, how they feel, are they fun?

'But 24 races and having G'T3 racing going on and the sim team over and above that as I do is a lot. I have a lot of passions outside Formula One. If I said today." I stop", I would have a lot of stuff going on beyond my family.

He will be joined at Silverstone by his father Jos, a former racing driver, his chief adviser from the day they set out in karts from a Belgian industrial estate in Maasbracht, half an hour's driver from Maastricht. Jos the Boss, who raced with Michael Schumacher at Benetton, is now rallying and not around the F1 paddock so much these days, his boy being given his head.

'We also don't see each other that much, 'says Verstappen. 'We speak on the phone but whenever you can, you catch up. It is a very strong relationship.

'We do not always see things the same way and that's absolutely fine, but I always appreciate his input. My dad wants the best for me. I know that always deep in my heart. I appreciate that always.

'Dutch people in general can be quite straightforward so sometimes if he says something it can be quite straightforward so sometimes if he says something it can be like "ooh". But it works for me and our relationship as well.'

Verstappen, the vanouisher of home hero Hamilton in 2021 after colliding with him here that year is prepared for boos.

He stays at his motorhome on Silverstone Farm. Any trouble from disgruntled locals, I wonder? 'Nothing aggressive,' he says, adding with a smile: 'Luckly Luckly for them.'

CHELSEA have been fined £26.7million for breaking UEFA's financial rules — and it could rise to a record-breaking £78.5m if they fail to comply with regulations over the next

The Blues may also be banned from registering new players for the Champions League unless they can balance their books in time. They have signed Liam Delap from Ipswich and Joao Pedro from Brighton, and

four years.

Chelsea hit with £27m fine for breaking spending rules

FOOTBALL EXTRA KIERAN GILL in Philadelphia

have agreed a deal for Borussia Dortmund's Jamie Gittens, but now appear to be in a position where they need to sell. Aston Villa have also been fined £9.5m, which could rise to £22.4m over the next three

years and UEFA said in a statement: 'All clubs agreed to reach intermediate annual targets, and to the application of conditional financial and sporting measures should these targets not be met (such as) stricter restriction on the registration of new players and exclusion from the next UEFA club competitions for which

they will qualify.' Chelsea and Villa reached settlements with UEFA after breaching the 'football earnings rule'. Both clubs were also fined for breaching the 'squad cost rule'. Chelsea and Villa were found to have a reported squad cost ratio between 80 and 90 per cent, and were reminded by UEFA that from 2025 they will

only be allowed to spend 70 per cent of their revenue on player-related costs. Chelsea said in a statement:
The club has worked closely
with UEFA to provide a full and
detailed breakdown of its
financial reporting, which
indicates that the financial performance of the club is on a strong upwards trajectory.'

Daily Mail



HILL SKY/NOW ****

If you're a fan of spectacular cinematic blockbusters, perhaps you've been eagerly awaiting one of this summer's biggest and flashiest – F1. The shiny Brad Pitt vehicle (sorry!) sees 61-year-old Mr Pittlane (sorry!) effectively pulling a Tom-Cruise-in-Top Gun, trading wings for wheels. However, an arguably even better film about F1 also debuted last week; the feature-length documentary Hill combines real-life on-track drama with a powerfully moving personal story

arc that's almost too narratively neat to be believed.

In 1975, the 15-year-old Damon Hill was watching TV when a news-flash announced that the plane owned and piloted by his father recently retired Fl driver Graham Hill – had crashed, killing Hill and five other members of his Embassy Hill racing team. Young Damon not only lost his dad that day but, because Hill had been flying a US plane that was 'unregistered' and 'stateless' and his qualifications had lapsed, Damon (above), his mother and two sisters were left effectively penniless when

Hill's estate was divided to compensate the families of the deceased.

Growing up, Damon sought solace in racing motorbikes, paying his way as a courier and meeting Georgie, whom he'd marry. At this point, in his early twenties, if we'd never heard his name again it would have come as no surprise. But it turned out that Hill Jr had unfinished business. Despite never having raced cars, he switched from two wheels to four before proving his mettle as test driver for the Fl Williams team.

Hill is a cut above most sporting docs thanks to writer/director Alex

Holmes' choice of eye-popping archive footage and intensely revealing interviews with Damon and Georgie. It brought tears to this F1 fan's eyes as Hill talked about his Williams teammate Ayrton Senna, whose funeral he initially refused to attend. It was his dad's mate Jackie Stewart who told him, 'If you don't go you'll regret it for the rest of your life.' Hill admits, 'That was like my dad telling me, "You're going." I went to Ayrton's funeral and helped carry the coffin.' Later that season, during the rain-sodden Japanese Grand Prix, Hill recalls, 'I said, "Ayrton, if you're

Festival fan essentials...

How to ensure a good time at Glasto (above)? Easy—don't go! Nonetheless, I enjoy seeing the headliners (if not Neil Young!) and discovering younger artists so the Beeb's excellent coverage is essential. Recently I've been waging war with my TV's volume control but last week I bought a brand new sound bar. For a hundred quid less than the price of a ticket it's been a game-changer for this stay-at-home festival fan.

up there, I could do with a hand." And something happened.' Hill not only won the race but two years later he became F1 champ.

'I had a lovely childhood. And when Dad died it went horribly to pieces and the rest of my time's been spent trying to put it back together,' explains Hill. Even if he hasn't quite matched his pa's achievements of two F1 Championship titles plus trophies at Le Mans and the Indianapolis 500, he's arguably the more successful simply for being alive to raise his family. In what I'm sure has been a busy week for Brad Pitt, hopefully somebody will steer him towards this week's best documentary.

DAILY EXPRESS



By Daniel Moxon

HORNER CHRISTIAN confident Max Verstappen intends to remain with Red Bull next year.

But he also took the opportunity to warn his star driver that the grass is not always greener on the other side, amid speculation he could quit for rivals Mercedes.

Four-time champion Verstappen, whose future has dominated the build up to tomorrow's British Grand Prix, looks set to lose his crown this year, with Red Bull unable to that he's of huge interest to any next year. Horner, though, compete with McLaren.

And at Silverstone Thursday the Dutchman declined to state definitively that he will drive for Red Bull Racing in 2026.

Red Bull concede Verstappen, right, has contract clauses that might allow him to leave, but team principal Horner said yesterday he has "clarity" over the situation.

He said: "With any driver's contract, there is an element of a performance mechanism and, of course, that exists within Max's contract. His intention is that he will be there and driving for us in 2026. It's inevitable

HORNER BULLISH ON MAX FUTU

Star expected to stay amid Merc rumour

other team in the pit lane. Inevitably, there will always be speculation about it.

The most important thing is the clarity that exists between Max and the team and that's

very clear." Mercedes are also not in title contention but are confident that, like they did in 2014 at the time of the last major engine regulations change, they could emerge as the force dominant again when new

know awful power units are introduced

reminded his driver that there is no guarantee Mercedes will fare any better than Red Bull, who for the first time in 2026 will use engines designed and built by themselves.

He said: "Nobody can what the pecking order is going to be, so there's an lot of subjectiveness to 2026 and it'll only be this time next year that we'll have a clear indication of what that pecking order is. So there are no guarantees that

jumping into a Mercedes car would automatically be a better proposition."

George Russell is the most likely driver to be cut loose by Mercedes if they were to sign Verstappen, despite his strong 2025 season so far.

Brits topped the timesheets in both practice sessions yesterday, with Lewis Hamilton quickest in the first hour and Lando Norris top after the second.

Hamilton was also third quickest in the later session, raising hopes that Ferrari might be able to compete and the seven-time champion could fight for a 10th victory Silverstone.

SPORT IN BRIEF

DAILY & EXPRESS















CHRISTIAN HORNER is confident star driver Max Verstappen intends to remain with

Red Bull next year. But he also took an opportunity to warn the Dutchman that the grass is not always greener on the other side, amid speculation he could quit

Four-time Formula One champion Verstappen, whose future has dominated the build-up to tomorrow's British Grand Prix, looks set to lose his crown this year with Red

for rivals Mercedes.

Bull unable to compete with the force that is McLaren.

And at Silverstone on Thursday he declined to state definitively that he will drive for Red Bull Racing in 2026. Red Bull concede

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poach championship leader Oscar Piastri, with a swift glance at McLaren boss Zak Brown sat next to him.

And, regarding Russell, he said there have been no talks with the 27-year-old up to now.

He said: "It's remarkable that George is still on the market. We haven't engaged in any discussion with George, so he's obviously pretty confident that he's going to remain where he is."

Brits topped the





TORQUE FRO THETRYXCK **BRITISH GRAND PRIX**



FAST FACT LANDO NORRIS is bidding to become the 11th British driver to win an F1 race at Silverstone and the first, other than Lewis Hamilton, since David Coulthard in 1999.

SOME athletes have so much success at one particular venue that their name becomes synonymous with it.

Think Rafael Nadal at Roland Garros, Jack Nicklaus in Augusta and

Madison

And, of Lewis Hamilton at It said a

the list

Can he do it? Hamilton said on Thursday that he'll need rain to have any hope of stopping the dominant McLarens.

looked good on a dry track yesterday, Hamilton

topping the timesheets in FP1 while both he Charles were pacy in the second

practice session. Only Norris was quicker than them, raising hopes that Hamilton might be in the fight after all.

Winning here last year was one of the most emotional days of his career, ending a 945-day barren run and creating one last, enduring memory with Mercedes.

If he were to record his first Ferrari win here this weekend, it would be just as special.

FROM THE ARCHIVE

FIVE hundred thousand fans are expected at Silverstone this weekend, but none were allowed back in 2020 when, during the Covid-19 lockdown, Hamilton had a puncture on the final lap and limped to the finish line to win with Max Verstappen haring after him.



A LITTLE BIRDIE...

HAAS title sponsor MoneyGram is looking to leave F1 just two years into its five-year deal with the team, but the search for a replacement is understood to be going well with multiple sources indicating companies are lining up to support the American team.

The Guardian

How McLaren went from busking at the back to Silverstone's headline act

Stella has presided over a stunning revival, and Norris and Piastri will be the star attractions this weekend

Giles Richards Silverstone

s a celebration of a sporting revival, McLaren might consider this year's British Grand Prix a chance to revel in finally returning as the headline act at Formula One's Glastonbury. Lando Norris and Oscar Piastri will take centre stage at Silverstone as overwhelming favourites; after more than a decade in the wilderness, there is real optimism that it's finally coming home for McLaren.

Half a million fans are expected at Silverstone over the weekend and while no one is quite counting chickens - not least as rain may play a part tomorrow - 10 years on from what might be considered a nadir for the team, the transformation at McLaren to put them in this position has been remarkable. In 2015 when the current team principal, Andrea Stella, joined as trackside head of operations they entered the season 5.1 seconds off pole in Australia and finished the

year in ninth place. It felt almost like something of a fever dream for McLaren. Fi's second most successful team of all time, then with 12 drivers' and eight constructors' titles, reduced to flailing at the back of the grid. It is hard to understate quite how shocking it was to see McLarens driven by Jenson Button and Fernando Alonso, world champions both, struggling with an underpowered and woefully unreliable Honda engine as if they had lost their way overnight. For all that it seemed to be

falling apart, behind the scenes a long process of reformation, of learning in adversity, had begun and last year, mid-season, they finally found their stride, with Norris challenging Red Bull's Max Verstappen for the title. This season they have been charging with a heady confidence not seen since Lewis Hamilton last seen since Lewis Hamilton last took victory for the team at the British GP in 2008, which was also the last time they claimed the drivers' championship. More than 10,000 fans have

bought tickets for the dedicated Landostand at Silverstone at Stowe corner to show their support, and the preponderance of McLaren's papaya colours is overwhelming at

the old airfield.

At the heart of this resurgence has been Stella, who became racing director in 2019 and at the end of 2022 was made team principal. The talian is a fascinating and likable character but most importantly a remarkably astute leader. His career as an engineer, his

attention to detail, requirement for care, for order can be observed in the simplest of ways. Sitting to face the press in the McLaren motorhome post-race, presented

with an array of phones and recording devices strewn on the table in front of him, Stella would not begin to answer questions until he had arranged them all into a neat, equally distanced fan-shape, facing him so they were optimised

to catch the answers.
Attendant journalists now carefully arrange their devices in carefully arrange their devices in the requisite order themselves - as close perhaps as any principal has come to taming an unruly horde. In it one can envisage the

process by which his quiet, calm determination for precision has wrought such mighty changes at Wrought such mighty changes at McLaren. "We were 5.1 seconds from pole position in Australia," he says as he considers the past decade. "This is a number that I will never forget because sometimes I remind myself or I remind the team because it gives us a measure of

how far we have gone." Since Bruce McLaren formed the team in 1963 and they took part in their first GP in 1966 they have become a fundamental part of F1, surviving McLaren's death in an accident in 1970 and moving on to extraordinary success.
Yet when they began to founder

in the mid-2010s, the way back looked awfully hard. Season after season passed, the team embroiled in the midfield at best. Stella admitted that turning it

around was a daunting task but not one he felt particularly intimidated by. The 54-year-old was performance engineer for Michael Schumacher at Ferrari during the German's dominance of F1, then for Kimi Raikkonen, including when the Finn won the title in 2007, and as a race engineer for Fernando Alonso in his stint at the Scuderia.

With people and understanding of people, Andrea is very obviously the best I've ever seen'

"It was the same when Michael "It was the same when Michael Schumacher wanted me to be his performance engineer," he says. "I remember thinking: 'This is going to be the most difficult thing I've ever done in my life? When I joined McLaren I said: "Wow, that's going to be the most difficult thing of my life?" and I caid the came this when I said the same this when I said the s life.' And I said the same thing when I became team principal."

Yet he insists he has approached every challenge the same way, with a focus on personnel and resources and a finely observed ability to put them to the best use.

"I take the framework and the approach and the fundamentals from 25 years ago and I look and I think now it is just a much more evolved, refined, sharpened-up version of what happened 25 years ago," he says.

T've been so lucky that I worked with really great people and had the possibility to learn from all them. Like my years at Ferrari I could learn from the likes of Ross Brawn, Jean Todd, Stefano Domenicali, Michael Schumacher, president [Luca di] Montezemolo and the

designer of the car, Rory Byrne."
In F1 there has been envious
observation of McLaren's revival. And for all the intimations that the team have been bending the rules, they have not and it has been taken by the team as a badge of honour, their rivals reduced to finger-pointing.
Norris, who trails Piastri by only

15 points in the championship and goes into the race on the back of a strong win at the last round in Austria, was emphatic as to the part Stella had played.

Stella had played.

"Andrea has been one of the biggest keys and not just him but how he impacts others and then how others work from that," he said. "With people and understanding of people, Andrea is very, very obviously the best I'veever seen. His ability to unlock octantial from people and bow. potential from people and how to get the most out of a team is

unmatched within Formula One.' Stella, however, is careful to highlight what a team effort this has been, offering his appreciation of what he describes as 1,000 "excellent individuals and excellent professionals". This weekend his team might make their long-awaited return to the top step, about which Stella is typically self-effacing. "Sometimes I say I'm a race engineer that is temporarily working as a team principal," he concludes with a smile.



FIA challenger accuses its president of 'reign of terror'

Giles Richards

Tim Mayer opened his campaign for the FIA presidency in combative fashion by accusing his election rival and the incumbent, Mohammed

Ben Sulayem, of overseeing a "reign of terror" during his four years

Mayer, the son of the co-founder of the McLaren F1 team Teddy Mayer and a former longstanding FIA steward, with 15 years in the role in F1, maintains he was sacked at Ben Sulayem's behest. He issued a withering assessment of the president's tenure as he aired his platform for the vote, which will be

held on 12 December.
"If you look at the number of people who have resigned from the FIA who have gone in with the best intentions but cannot effect change, or say 'No this is a bad idea Mr President'. It is a reign of terror,"

he said. "You are wondering when the next scandal is.

The 59-year-old American gave a damning verdict on a highly controversial period of leadership by Ben Sulayem that has been publicly

criticised by many in F1.

Ben Sulayem has presided over rifts with drivers and a string of highprofile departures from the governing body, including most recently the deputy president for sport, Robert Reid, who left citing a "breakdown of governance standards" in April.

"We have been left with illusion of progress and illusion of leadership while the most senior team he has appointed has departed," Mayer said. "The illusion of inclusion, while

capable voices, women and people from diverse backgrounds, were pushed out when they spoke out. "We have had the illusion of

transparency and engagement. And perhaps most corrosive, the illusion of integrity. We have witnessed wave after wave of statute amendments ushering in the greatest centralisation of power in the FIA's history." Mayer left his role as an F1 steward

last November, claiming that he had been let go by text message amid fallout from an issue relating to the

Today Qualifying Sky Sports F1/ Channel 4 3pm; highlights C4 12.30am Tomorrow Grand prix Sky Sports F1/ Channel 4 3pm; highlights C4 12.10am

United States GP in which he held a different role

The FIA structure heavily favours the incumbent and Ben Sulayem recently received a letter of support from 36 member clubs, about which Mayer was also scathing. "When a letter is shoved under your nose and you are told 'sign this, or else' anyone is going to sign it," he said. Ben Sulayem and the FIA have

ben contacted for comment.
On track, the huge numbers who turned up for practice were rewarded in the first session when Lewis Hamilton, in his first UK run for Ferrari, topped the timesheets. In the afternoon Lando Norris was quickest, two tenths clear of Charles Leclerc.

Wolff is at Verstappen's door but Russell remains on track

George Russell says he is not going anywhere. Max Verstappen is just concentrating on getting the most out of his Red Bull at the British Grand Prix and has nothing to say about speculation linking him to Mercedes.

In pursuit of a narrative shift, Lewis Hamilton's reflections on his first crack at Silverstone in a Ferrari were interrupted with a question about Verstappen and what he might expect were he to land in Brackley.

Hamilton thought he would enjoy the experience very much, but cautioned he would be leaving a brilliant team, thus leaving us no closer to an answer.

As ever in Formula One, the truth is often much more mundane than the speculation, and if there were a sense of how the future might pan out, it does not look overly different to the present. And that means Verstappen and Russell staying put next term.

Russell has always had more to say on this because he is the one fighting to hold on to his seat. Verstappen is the power figure in this equation and does not need to spill a bean. Russell explained that further discussions with the Mercedes hierarchy took place this week following his revelation at the Austrian Grand Prix last weekend that talks between Mercedes and Verstappen were ongoing.

Talks are always ongoing in the F1 paddock, interests being furthered and defended. Verstappen's camp, if not Verstappen himself, has certainly been in contact with Mercedes, but not necessarily about next year.

"There is no decision at the moment," he volunteered. "For me, it's not about '26 or whatever. I just focus on what I have ahead of me, work with the team. And of course a lot of people make



George Russell fully expects to be at Mercedes next season

up assumptions, but that's not me."
Paddock whispers support the
idea that Mercedes are on top of
the new regulatory framework
with positive noises about the
new engine. Soundings from
Red Bull are less conclusive,
with some suggesting the new
relationship with Ford will take

time to establish.
Since it is impossible to know exactly, you can see why Verstappen would wait for the evidence to present itself on track next season before he decides to accept Mercedes' advances.

While it is true the dynamic at Red Bull is coloured by the toxic relationship between Verstappen's father Jos and the team principal Christian Horner, Verstappen has quietly and cleverly shifted the mood away from outright confrontation.

Given Verstappen Senior has campaigned for Horner's exit, you can see how it would suit his interests were his son's future at Red Bull conditional on the team principal's removal. Except Verstappen is not plugged into his father's anti-Horner vibe to the same degree and maintains a serviceable relationship with the architect of Red Bull's F1 empire.

And then there is the personal animosity between Verstappen and Russell to consider. The pair do not like each other. Were Verstappen to agree to a move to Mercedes, it is hard to see Russell surviving

Yet Russell laid it all on the line at Silverstone, claiming there is next to no chance he will be racing anywhere else next year, and though others have approached him, he has made his position clear to suitors.

"The likelihood I'm not at Mercedes next year, I think, is exceptionally low," Russell said with the confidence of a man with a fresh guarantee in his back pocket.

"I want to continue with Mercedes into the future. The fact is, Toto [Wolff, team principal] has never let me down. He's always given me his word. For me, it's nothing to worry about because I don't think I'll be going anywhere."

Not yet at least. Wolff would take Verstappen yesterday, but knows the timing is not quite there. Russell is good enough to win the world title if the car is up to it, if not Verstappen good.

And if the 2026 engine is really hitting the right numbers, then Wolff would be happy to celebrate a Russell title victory next year, knowing that Verstappen could then be his in 2027.

It would appear Russell has worked this out, too, and feels secure enough to declare it.

"I know where their loyalty lies. It doesn't need to be public. I feel I'm performing better than ever. Performance speaks for everything."

Norris edges out Ferraris in search of home victory

By Philip Duncan

McLaren's Lando Norris set the pace in practice for the British Grand Prix as the title contender laid down a marker in pursuit of his first home victory.

Norris trails teammate
Oscar Piastri by 15 points in
the standings after winning in
Austria and is bidding for backto-back Formula One wins for the

first time. The 25-year-old has his own grandstand at Silverstone, hosting 10,000 of his fans, and he delighted those supporters by setting a searing pace to end the day 0.222sec clear of Ferrari's Charles Leclerc.

Crucially for Norris, who said he would swap his other race wins for success at Silverstone, he was over four tenths clear of Australian Piastri in fourth.

Leclerc's teammate Lewis

Hamilton raised hopes of more Silverstone success by enjoying a positive day in his Ferrari.

The seven-time world champion has won a record nine times at Silverstone including victory in the rain last year — with wet weather again forecast.

Max Verstappen endured another difficult day for Red Bull, ending up fifth fastest.

Mercedes pair Kimi Antonelli and George Russell were sixth and eighth respectively.

Briton Arvid Lindblad drove for Red Bull during first practice – becoming only the second driver under 18 to take part in a Grand Prix weekend, after Verstappen.







CHRISTIAN HORNER is confident star driver Max Verstappen intends to remain with Red Bull next year.

But he also took the opportunity to warn the Dutchman that the grass is not always greener on the other side, amid speculation he could quit for rivals Mercedes.

Four-time Formula One champion Verstappen, whose future has dominated the build-up to tomorrow's British Grand Prix, looks set to lose his crown this year with Red Bull unable to compete with dominant force McLaren.

And at Silverstone on Thursday he declined to state definitively that he will drive for Red Bull Racing in 2026.

Red Bull concede that Verstappen has contract clauses which might allow him to leave, but team boss Homer (insert) said

leave, but team boss Horner (inset) said yesterday he has "clarity" over his driver's tuation.

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"I think the most important thing is the clarity that exists between Max and the team and that's very clear."

Mercedes are also not in title contention this year but the Silver Arrows are confident that, like they did in 2014 at the time of the

Boss tackles Max's future head on as rumours swirl

■ from DANIEL MOXON at Silverstone

last major engine regulations change, they could emerge as the dominant force again when new power units are introduced

next year.

That would be attractive to Verstappen who will consistently want a car that can win races and championships.

But Horner reminded his driver there is no guarantee Mercedes will fare any better than Red Bull, who for the first time in 2026 will use engines they designed and built themselves. He said: "Nobody can know

what the pecking order is going to be, so there's an awful lot of sub-jectiveness to 2026 and it'll only be this time next year that we'll have a clear indication of what that pecking

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So there are no guarantees that jumping into a Mercedes car would automatically be a better proposition."

George Russell is the most likely driver to be cut loose by Mercedes if they were to sign Verstappen, despite his strong 2025 season so far. The Brit is out of contract at the end of

the year and would be the obvious candidate for Red Bull to turn to if they needed a replacement.

Horner joked that he'd like to poach championship leader Oscar Piastri, with a swift glance at McLaren boss Zak Brown sat next to him.

And, regarding Russell, he said there have been no talks with the 27-year-old up to

He said: "It's remarkable that George is

He said: "It's remarkable that George is still on the market.
"We haven't engaged in any discussion with George, so he's obviously pretty confident that he's going to remain where he is."

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Hamilton was also third quickest in that second session, raising hopes that Ferrari might be able to compete and the seventime champion could fight for a 10th

Silverstone victory.

But Norris, searching for his first win on

home soil, remains favourite along with McLaren team-mate Piastri who ended the

manage another one tomorrow, a total of 10

<u>ewis</u> loving it

LEWIS HAMILTON is relishing his first home race in a shiny red Ferrari.

The seven-time world champion raised hopes of more Silverstone success by enjoying a positive practice session yesterday. Hamilton has a remarkable record at this venue, winning a record nine times, including victory in the rain last year—with wet weather again set to affect the action this time. The 40-year-old has also finished in the top three in all of his last 11 appearances here but is yet to stand on the podium in Ferrari colours.

Hamilton, whose streak of 11 races without a podium finish is the longest of his career, showed signs of ending his drought at his home race as he topped the first practice before finishing third after the second running. "It's been a really exciting day – pretty incredible to be out at Silverstone in a Ferrari for the first time," said Hamilton. "It's always amazing to be back here. This is the greatest circuit in the world and definitely my favourite. "Great to see so many people already here on a Friday. The atmosphere is just incredible."



responsibility for us as a team to nurture that talent and then make sure that we give him the best possible environment."

Bearman was handed a multi-year contract by Haa giving him at least two full ons to hone his skills

But he remains affiliated with Ferrari and the likely successor to Hamilton when the seven-

time F1 champion retires.
That is big billing, but it has been obvious to Ferrari and to Komatsu for some time that Bearman can go very far.
The Japanese boss said:

"Potential? We saw it from day one.
"That's one of the reasons

"That's one of the reasons why we signed him.
"We've got to establish the methodology, the procedure that really works so that he can reach his full potential and for him to get maximum out of the car, out of the team consistently. "We're far from there yet, but that's to he expected as a

that's to be expected as a rookie."

Bearman finished 11th in the

last two races and arrives a Silverstone hoping to end a pointless run since April.





SOME athletes have so much success at one particular venue that their name becomes synonymous with it. Think Rafa Nadal at Roland Garros, Jack Nicklaus in Augusta and Michael Jordan at Madison Square Garden. And, of course, Lewis Hamilton (below) at Silverstone. It said a lot on Thursday when Lando Norris, who is the Brit most likely to taste success at the British Grand Prix, deferred to Hamilton as the king of this place. Because he is. Nine victories here over his outstanding career say it ail. If he were to manage

would
double the
five managed
by Jim Clark and
Alain Prost, who
are next on the

list. Can he do it?
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Only Norris was

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BACK OF THE GRID

WILLIAMS were in red-hot form in the early weeks of this season, but now their cars are getting too hot. And it threatens to undo all their good work. Alex Albon has failed to finish the last three races with his car plagued by cooling issues, while Carlos Sainz can't stop his brakes from getting too hot.
Albon (Inset) admitted he is "a little hit worsted" and said they little bit worried" and said they "can't afford" another mishan.



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INSIDE TRACK

HAAS title sponsor MoneyGram is looking to leave F1 just two years into its five-year deal with the US team, but the search for a replacement is understood to be going well with multiple sources indicating companies are lining up to support the outfit of Esteban Ocon (right).



NORRIS is bidding to become the 11th Brit to win an Firace at Silverstone and the first, other than Hamilton, since David Courthard in 1999.

SATURDAY 05 JULY: LINKS TO ONLINE COVERAGE

Headlines	Media	Link
Lewis Hamilton prayers answered as Ferrari threaten McLaren	Racingnews365	https://racingnews365.com/lewis- hamilton-prayers-answered-as- ferrari-threaten-mclaren
Why Brown thinks his McLaren drivers will remain friends despite F1 title battle	Autosport	https://www.autosport.com/f1/news/why-brown-thinks-his-mclarendrivers-will-remain-friends-despite-f1-title-battle/10739362/
F1 News Today: Max Verstappen makes EXIT decision as Russell contract verdict issued	GPFans	https://www.gpfans.com/en/f1- news/1054987/f1-news-today-max- verstappen-makes-exit-decision-as- george-russell-contract-verdict- issued/
British Grand Prix at 75: Silverstone, Aintree, Brands Hatch in pictures	ESPN	https://www.espn.co.uk/f1/story/_/i d/45668772/british-grand-prix-75- silverstone-aintree-brands-hatch- pictures
Christian Horner names Oscar Piastri the ideal Max Verstappen Red Bull successor	PlanetF1	https://www.planetf1.com/news/os car-piastri-named-ideal-max- verstappen-red-bull-successor- christian-horner
British GP: Lewis Hamilton says Ferrari 'can definitely dream' as Lando Norris, Oscar Piastre talk up rivals	Sky Sports	https://www.skysports.com/f1/news/12433/13392240/british-gp-lewis-hamilton-says-ferrari-can-definitely-dream-as-lando-norris-oscar-piastritalk-up-rivals
George Russell sends 'mercy' warning to Mercedes	Racingnews365	https://racingnews365.com/george- russell-sends-mercedes-mercy- warning
Lewis Hamilton's hopes uplifted as Ferrari poses a challenge to McLaren	FormulaNerds	https://formulanerds.com/news/lew is-hamiltons-hopes-uplifted-as- ferrari-poses-a-challenge-to- mclaren/
Mayer confirms he is running for FIA presidency	BBC	https://www.bbc.co.uk/sport/formula1/articles/c39zrk83g42o

SATURDAY 05 JULY: LINKS TO ONLINE COVERAGE

Headline	Media	Links
Lewis Hamilton has found himself a new home, and we don't mean Ferrari	Beyond the Flag	https://beyondtheflag.com/lewis-hamilton-found-himself-new-home-mean-ferrari-01jz2m6p3d2k
Mercedes told to avoid 'strange move' and axe Kimi Antonelli for Max Verstappen	The Daily Express	https://www.express.co.uk/sport/f1- autosport/2077663/Kimi-Antonelli-Max- Verstappen-Mercedes-Jenson-Button
LEW WHAT? 'You don't have too many positive things to say' – Lewis Hamilton in tense exchange with Martin Brundle over F1 photo	The Sun	https://www.thesun.co.uk/sport/35703909/lewis-hamilton-awkward-exchange-martin-brundle-f1-british-gp/
Can McLaren drivers avoid fallout amid F1 2025 title battle?	Crash	https://www.crash.net/f1/news/1075767/1/can-mclaren-drivers-avoid-fallout-amid-f1-2025-title-battle
Zak Brown admits Max Verstappen in a Mercedes would be 'scary'	Crash	https://www.crash.net/f1/news/1075765/1/zak-brown-admits-max-verstappen-mercedes-f1-2026-would-be-scary
What's behind Ferrari's best start to a 2025 F1 weekend so far	The Race	https://www.the-race.com/formula-1/ferrari-best-start-2025-british-gp-silverstone/
All you need to know about Red Bull's next F1 driver's debut	The Race	https://www.the-race.com/formula-1/all-you- need-to-know-about-red-bulls-next-f1-drivers- debut/
Red Bull must plan for future beyond Verstappen, Horner admits	Racer	https://racer.com/2025/07/04/red-bull-must-plan- for-future-beyond-verstappen-horner-admits
F1 Backmarker Alpine Turns to Steve Nielsen for Leadership Role	Autoweek	https://www.autoweek.com/racing/formula- 1/a65298613/f1-backmarker-alpine-steve-nielson- leadership-role/
Brad Pitt hints at F1 sequel with Tom Cruise after a Ford v Ferrari movie featuring both actors was axed	Independent	https://www.independent.co.uk/arts- entertainment/films/news/brad-pitt-f1-sequel- tom-cruise-ford-v-ferrari-b2783112.html

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PRACTICE DEBRIEF: Are Ferrari a genuine threat to McLaren at Silverstone?	Formula 1	https://www.formula1.com/en/latest/article/practice-debrief-are-ferrari-a-genuine-threat-to-mclaren-at-silverstone.3s7T2oUD8e2fYCPzxat4b
How Haas are preparing Oliver Bearman for F1 stardom and Lewis Hamilton succession at Ferrari	Mirror	https://www.mirror.co.uk/sport/formula-1/oliver-bearman-haas-komatsu-silverstone-35504205
Toto Wolff changes his tune with Max Verstappen U-turn after George Russell comments	Mirror	https://www.mirror.co.uk/sport/formula-1/toto-wolff-verstappen-mercedes-russell-35501947
Christian Horner: Red Bull planning for future without Max Verstappen	The Times	https://www.thetimes.com/sport/formula- one/article/christian-horner-red-bull-max- verstappen-mercedes-qg7xmglln
2025 British Grand Prix practice results: Norris sets the early pace as F2 and F3 grids are decided	Silverstone	https://www.silverstone.co.uk/news/2025-british-grand-prix-practice-results-norris-sets-early-pace-f2-and-f3-grids-are-decided
Ferrari impress on Friday but 'Mercedes weather' is forecast: Practice data	Race Fans	https://www.racefans.net/2025/07/04/ferrari- impress-on-friday-but-mercedes-weather-is- forecast-practice-data/