

UP TO SPEED: MEDIA COVERAGE

SUNDAY 05 JULY



Rapid Antonelli halfway to spoiling party for Hamilton

Molly Hudson
Formula 1 Correspondent

There are two British drivers in this Formula 1 title battle – yet at their home track, they were both thrashed by the championship leader Kimi Antonelli.

For the thousands of laps that Lewis Hamilton and George Russell have done around this circuit, Antonelli is simply too quick to catch. Having overtaken the pole-sitter Hamilton to claim victory in the sprint race earlier in the day, extending his championship lead to 43 points, Antonelli completed a perfect day by securing pole position for today's main race.

The 19-year-old referred to the nine-times Silverstone race winner as

a "legend" at this circuit, but the Italian is somewhat ruining the party. Ferrari's best chance today may well be to work together to attempt to make life difficult for Mercedes' strategy team, but Antonelli, inset, has been cool, calm and collected this weekend.

"Whether or not we can fully keep up with Kimi, we'll see tomorrow," Hamilton, 41, said. "But hopefully we can play with the strategy and work as a team to try to topple them."

Charles Leclerc finally found a way to maximise both his talent and his Ferrari's potential to qualify second, with Hamilton one place behind him. "Of course, I'm not satisfied, I'm third," he said.

Russell could only manage fourth,



while Max Verstappen was outqualified by his team-mate Isack Hadjar. The four-times world champion was complaining of an engine issue that he felt was hampering his progress, while also at a track that doesn't appear to suit Red Bull.

Verstappen and his team could choose to replace the engine overnight if they think the issue is severe enough, which would lead to a pitlane start.

It could have been much worse for Russell, having crashed in the first part of qualifying, bizarrely locking up at Luffield and taking a trip across the gravel, breaking the front wing as he tapped the wall. "That was very weird, I've never locked up there in my whole career," he said on team radio. He managed to get the car back to the garage and recovered in the remaining laps of the session.

He also appears to have a straight-line deficit compared to both his Mercedes team-mate Antonelli and the McLarens running the same engine, which has baffled both Russell and his team. "All weekend we've been losing a lot of time on the

Championship standings

Driver	Team	Pts
1 K Antonelli (It)	Mercedes	179
2 G Russell (GB)	Mercedes	136
3 L Hamilton (GB)	Ferrari	132
4 L Norris (GB)	McLaren	85
5 C Leclerc (Mon)	Ferrari	83
Constructors' championship		
1 Mercedes		315
2 Ferrari		215
3 McLaren		167

straights," he said. "The team are working super hard to understand why that is. We thought we found the problem this morning and the brakes were locking on, but we're not convinced that's the issue. It just compounds everything when you get into a session knowing you're at a bit of a disadvantage."

Over one lap, in sprint qualifying, Hamilton's Silverstone expertise was enough to hold off the championship leader Antonelli; over 17 in the sprint race, however, he could not.

The teenager had been in Hamilton's mirrors and trailing by less than a second for eight consecutive laps before he finally

managed to overtake on the Hangar Straight, Hamilton and Ferrari having no answer to Mercedes' greater straight-line speed.

Mercedes appear to have understood their deployment better since that sprint qualifying session, making steps in main qualifying.

It was perhaps no surprise that Antonelli had the slightly better race



Hamilton could only qualify third

pace, given Mercedes were favourites going into the weekend. Hamilton had claimed a surprise sprint pole by 0.01sec despite many in the paddock believing this power-dominant track would favour Mercedes and Red Bull.

As expected, the number of high-speed sections of the track and a lack of recharging areas meant there was an element of the sort of yo-yo racing that was seen at the start of the season and is likely again today.

Hamilton could well end the weekend as Antonelli's biggest title rival, but despite the strides Ferrari have made with their power unit, bringing the first of their engine upgrades in Austria, there remains a deficit to the Mercedes.

There were two separate races within this sprint – the one for the lead between Hamilton and Antonelli, by far the two fastest drivers, and the one for the final podium position, which was claimed by Lando Norris. He was frustrated on the team radio despite advancing from sixth to third, having been asked to save fuel in the closing laps: "Yeah good job, but f*** me guys, let's get it right for once please."

Grid for British Grand Prix

Driver	Team	Time
1 K Antonelli (It)	Mercedes	1min 28.111sec
2 C Leclerc (Mon)	Ferrari	+0.175
3 L Hamilton (GB)	Ferrari	+0.347
4 G Russell (GB)	Mercedes	+0.370
5 I Hadjar (Fr)	Red Bull	+0.635
6 L Norris (GB)	McLaren	+0.766
7 M Verstappen (Neth)	Red Bull	+0.782
8 O Piastri (Aus)	McLaren	+0.921
9 A Lindblad (GB)	Racing Bulls	+1.194
10 L Lawson (NZ)	Racing Bulls	+1.605
11 G Bortoleto (Br)	Audi	Q2
12 P Gasly (Fr)	Alpine	Q2
13 N Hülkenberg (Ger)	Audi	Q2
14 O Beerman (GB)	Haas	Q2
15 C Sainz Jr (Sp)	Williams	Q2
16 A Albon (Thai)	Williams	Q2
17 E Ocon (Fr)	Haas	Q1
18 V Bottas (Fin)	Cadillac	Q1
19 F Colapinto (Arg)	Alpine	Q1
20 S Perez (Mex)	Cadillac	Q1
21 L Stroll (Can)	Aston Martin	Q1
22 F Alonso (Sp)	Aston Martin	Q1

ON TV TODAY

British Grand Prix
3pm, Channel 4 & Sky Sports F1

THE SUNDAY TIMES

The woman driving F1 fandom to Premier League levels

Emily Prazer says nothing is impossible when it comes to widening sport's reach

MOLLY HUDSON



Formula 1 Correspondent

Emily Prazer is explaining her remarkable journey from applying for a job in Formula 1 on LinkedIn to becoming one of the most influential women in the sport.

She is open, and relaxed, talking on a cruise ship docked at Port Hercule in Monaco last month. But when I ask Prazer, F1's chief commercial officer, whether she could have imagined herself in these surroundings a few years ago, her laid-back manner melts away. "I don't think anything is impossible," she says, unequivocally. "I see things, and I go for it."

It is that approach that has helped F1, under the leadership of Stefano Domenicali, the chief executive, become increasingly popular.

The 38-year-old University of Birmingham graduate joined F1 as part of the race promotions team in November 2017.

"No one ever believes me when I say this, but I genuinely just applied for the job on LinkedIn," says Prazer, who previously worked at IMG and then as part of an agency which held the rights to create a *Fast & Furious* live show.

"I was always interested in Formula 1, my dad watched it on TV, but there were never jobs. When you were looking for jobs in sport in the UK, F1 was never available, it was a bit of a closed shop.

"When Liberty [Media] bought it [in January 2017], all of these jobs became available. My first race was Abu Dhabi, November 2017. I was handed a book with the race



Prazer is F1's chief commercial officer and had a key role in bringing a grand prix to Las Vegas

promoters contacts in, and that's how it all started."

That was the first chapter of a "wild ride", as Prazer describes it, that has led to Forbes naming her the second-most-influential chief marketing officer in the world last month, behind only Netflix's Marian Lee.

"The thing I love about Formula 1 and the management team is, from day one, it's like there are no barriers and no boundaries. It's not a business where you sit there and feel that you can't come up with a good idea. Everybody talks about big ideas all the time. Stefano gives you the runway to

go and try and figure it out," Prazer says.

That flexibility allowed the creation of the Las Vegas Grand Prix, of which she is now president and chief executive. During the pandemic, when racing across the world was temporarily halted, there was time to assess the calendar and important future markets.

The possibility of racing in Vegas had been considered before but "no one ever really owned it, or took it forward," Prazer says.

So she did exactly that. Plans were made in video calls and on paper,

before restrictions eased.

"When we finally could actually get into the country... this was October 2021; and we were announcing the thing by March 2022, and then I was moving to Vegas by June 22 and I was like, 'What just happened?'"

"I remember me and my husband at the F1 Christmas party that December, and everyone saying, 'So you're moving to Vegas,' and we were like, 'Are we?!' Because it just went like a rocket ship. I think that's part of what's been a blessing and a curse. Vegas as a community, they do go as fast as Formula 1."

SUNDAY 05 JULY – IN PRINT


THE SUNDAY TIMES

RACING CERTAINTY

● Formula 1 returns to Northamptonshire this weekend with the British Grand Prix at Silverstone. The premier motorsport event produces about £100 million for the economy each year, while Formula 1 more broadly generates about £12 billion for the UK, according to the sport's own data.

Ten of the eleven teams that take part in the elite racing series are either based in, or have major operational sites in, the UK, meaning that the country acts as a worldwide hub for the motorsports industry.

Many of these teams are located in "Motorsport Valley" across the home counties and the Midlands. An estimated 41,000 people are employed in the F1 supply chain.



Antonelli's red-hot pace cools home fans' hopes

BRITISH GRAND PRIX
Italian takes pole and sprint victory to upstage title rivals
Hamilton and Russell on row two as record crowd expected

By Tom Cary
SENIOR SPORTS CORRESPONDENT
at Silverstone

Hopes of a home win on what is expected to be a record-breaking weekend for Silverstone nosedived as Kimi Antonelli took pole for today's race, having already claimed a convincing victory in the sprint.

With Charles Leclerc taking P2 on the grid, 0.2sec quicker than Ferrari team-mate Lewis Hamilton in P3, and Mercedes's George Russell nearly four tenths off the pace of team-mate Antonelli in P4, the day proved to be a reality check after all the optimism created by Hamilton's sprint-qualifying pole on Friday.

Hamilton and Russell are going to have to be either very good or very lucky to claim victory from the second row, especially with Antonelli in the form he is in. His race pace looked far superior to the Ferrari's in the sprint race earlier yesterday.

Hamilton had got off to a good start in the 17-lap race, defending robustly from Antonelli into turn one. But the seven-time world champion was powerless to prevent the Mercedes from cruising past him into Stowe on lap eight.

Antonelli initially feinted as if to overtake into Brooklands, forcing Hamilton to deploy energy to defend, before powering past him on the back straight.

Antonelli then wasted little time in breaking the one-second gap to Hamilton – in which drivers can deploy "overtake mode". He was able to cruise to victory by nearly three seconds, setting the fastest lap at the final attempt.

"In the sprint we definitely had the faster car, especially on deg [degradation] with the tyres," Antonelli admitted later. "Hopefully we can keep that for tomorrow as well."

Silverstone organisers are anticipating an all-time record crowd of 565,000 across the entire weekend. But they look set to be disappointed in terms of getting a British winner.

Hamilton and Leclerc may have to gang up on Antonelli if they are to stand any chance, running offset strategies, although the Briton did not sound optimistic.

"Nothing's changed from this morning to now, or will change from today to tomorrow," Hamilton

said. "If [Kimi] gets it right he will be gone."

Russell will be even more concerned than Hamilton. After finishing runner-up in Spain and then winning in Austria, he said he was confident he had worked out why he was blowing hot and cold in the car. But he has not looked happy all weekend. He finished fourth in the sprint, and again in qualifying. That was after going off in Q1 and sliding through the gravel into the barrier, necessitating a new front wing. "That was very weird. Have never locked up there in my whole career," he said over his radio.

He sounded befuddled at the finish. "I don't know," he said of his Q1 lock-up. "I've raced here for 12 years and I have never locked up once in that corner before. We made some changes to the set-up, it was probably more extreme than I thought. I don't know."

"This whole weekend we've been struggling with straight-line speed, we don't know why. There's a couple of tenths over the lap compared to the other Mercedes car. The team are working super hard to try to understand."

Asked whether he could fight for the win today, he sounded equally gloomy. "If I've got the straight-line speed deficit, no. If I'm losing 5kph in the straight, you cannot fight."

Russell was far from the only nonplussed driver. Red Bull's four-time world champion Max Verstappen qualified seventh, two places and 0.15sec slower than team-mate Isack Hadjar.

McLaren, meanwhile, were nowhere, with Lando Norris qualifying sixth, 0.766sec slower than Antonelli, and Oscar Piastri eighth, 0.921sec off the pace. Huge margins.

There is some chatter about McLaren being the only Mercedes customer team without the latest Mercedes power unit, but they are going to need more than that.

They are all going to have their work cut out catching Antonelli, who is already 40 points ahead of Russell and 46 ahead of Hamilton in the title race, and who will land another huge blow if he wins, not to mention disappoint nearly 200,000 fans.

At least Hamilton will get two bites at the cherry. He confirmed he would take part in today's Lego race, which is replacing the traditional drivers' parade before the main grand prix, despite a pay row behind the scenes which threatened his participation.



First class:
Kimi Antonelli celebrates pole after also coming out on top in the sprint race (right)

Silverstone starting grid

1 Kimi Antonelli (Italy) Mercedes	1:28.111
2 Charles Leclerc (Monaco) Ferrari	1:28.286
3 Lewis Hamilton (GB) Ferrari	1:28.458
4 George Russell (GB) Mercedes	1:28.481
5 Isack Hadjar (France) Red Bull	1:28.746
6 Lando Norris (GB) McLaren	1:28.877
7 Max Verstappen (Netherlands) Red Bull	1:28.893
8 Oscar Piastri (Australia) McLaren	1:29.032
9 Arvid Lindblad (GB) RB	1:29.305
10 Liam Lawson (NZ) RB	1:29.716
11 Gabriel Bortoleto (Brazil) Audi	1:29.461
12 Pierre Gasly (France) Alpine	1:30.063
13 Nico Hulkenberg (Germany) Audi	1:30.076
14 Oliver Bearman (GB) Haas	1:30.501
15 Carlos Sainz Jr. (Spain) Williams	1:30.603
16 Alexander Albon (Thailand) Williams	1:31.341
17 Esteban Ocon (France) Haas	1:30.680
18 Valtteri Bottas (Finland) Cadillac	1:31.227
19 Franco Colapinto (Argentina) Alpine	1:31.321
20 Sergio Perez (Mexico) Cadillac	1:31.451
21 Lance Stroll (Canada) Aston Martin	1:32.863
22 Fernando Alonso (Spain) Aston Martin	1:33.025

SUNDAY 05 JULY – IN PRINT

The Sunday Telegraph

FORMULA ONE: BRITISH GRAND PRIX

Sky One, 1.30pm, Channel 4, 2.30pm



George Russell won last weekend's Austrian Grand Prix and comes home to the British Grand Prix

The next twist in this fascinating Formula One title race comes at the home of British racing, with Britain's latest star, George Russell, riding high following his hard-fought victory in Austria last weekend. Yet his Mercedes teammate, Kimi Antonelli, still heads the drivers' rankings by a good margin and will fancy his chances of extending his lead this afternoon.

For all that Russell and Lando Norris (who won at Silverstone last year in a wet-dry epic) are popular on their home turf, a win for Lewis Hamilton at one of British sport's tentpole occasions – this being a prospect which feels closer now than it has in years – would surely prompt cheers in Northamptonshire that would be heard all the way down to one of his houses in Monaco.

And who could rule out Max Verstappen or Oscar Piastri? It should be a scorching day both on and off the track, where Channel 4 and Sky go head-to-head with their coverage, both available free to air. Channel 4's team is led by Steve Jones, David Coulthard and Claire Williams, while Simon Lazenby, Martin Brundle and Jenson Button take the wheel for Sky.

Gabriel Tate

SUNDAY 05 JULY – IN PRINT

The Sunday Telegraph





SPORT BRITISH
GRAND PRIX

Lewis Hamilton, right, is among the Brits in action at Silverstone (race starts 3pm). Also today Lord's hosts England v Australia in the Women's T20 World Cup Final (Sky Cricket, 2.30pm). Then after Brazil v Norway (ITV1, k.o. 9pm), if you still have the energy, it's Mexico v England (BBC1, k.o. 1am). Sunday, C4, 1.30pm

JULY 5 • 2026 The Mail on Sunday

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By Jonathan McEvoy
AT SILVERSTONE

TWO threads of hope to cling on to, Lewis Hamilton fans. One is that he is the unsurpassed conjuror of Silverstone who has won here on three wheels and in conditions fit for the Ark.

Secondly, when cornered and despairing on a Saturday night, he is apt to awake the next morning with renewed intent. No modern driver, with the possible exception of Max Verstappen, can more clinically land a killer blow while panting on the ropes.

So even as he sat glumly in the post-qualifying press conference last night contemplating the party-pooping credentials of pole-sitter Kimi Antonelli, all is not lost for the anticipated record 175,000 crowd at today's British Grand Prix.

But let us not be fanciful, either. The bare facts are these. Antonelli qualified 0.175sec ahead of Ferrari's Charles Leclerc, who was second quickest, and 0.347sec in front of Hamilton, who was third best.

Antonelli's pace over one lap reflected his supreme speed in the sprint earlier in the day. Starting second, he zoomed past Hamilton, who had started the dash from first on the grid. The 19-year-old had tracked Hamilton, cutting his lead to below the one-second barrier before pouncing along the Hangar Straight and coming through Stowe ahead. Ciao.

It was an ominous sign for the remainder of the weekend that he then opened up a 2.7sec gap between the pair of them at the end. There was nothing Hamilton could do. His Ferrari did not have the poke to retaliate. Simple as that. There is no sugarcosting the fact, and Hamilton did not try to.

'We couldn't beat Kimi this morning so nothing changes in that respect,' he admitted. 'We will do our best to hold on to him. But if he gets a clean run, he is off.'

Of his qualifying performance, Hamilton explained: 'I didn't feel there was more time in the car. In run two, it was pretty decent but there was a problem with my

PLEASED AS
PUNCH:
Antonelli
qualifies in
pole position



Ominous signs for Lewis as Kimi sets standard

(electrical engine) deployment, and I lost three-tenths down the back straight.'

What other strands of optimism present themselves? Well, this old World War Two airfield is as flat as a pancake and the wind blows unrestrained across its vast grounds, as it did in yesterday's sun, prompting Hamilton to say, somewhat hopefully: 'I am hoping for a good day tomorrow, such as with the wind direction.'

'Who knows?' he added. His old mate – rain – is not forecast, so we can 99 per cent rule out that source of deliverance.

Away from the sprint and the grand prix proper, is the small matter of the LEGO race due to be staged 90 minutes before the lights go out. Hamilton said on Thursday he would not take part.

He was irked he would not be paid for his participation despite

LEGO being Formula One sponsors. He thought that unfair. F1 bosses privately retorted that the money they secure trickles down to the teams and through them into driver salaries.

Anyway, Hamilton appeared to have relented under pressure from Ferrari, themselves leaned upon by F1 bosses, and will drive his toy car comprising 28,000

bricks. It might offer his best chance of victory, after all.

Still annoyed by the stunt, he served up a grudging single sentence: 'Everything is as normal tomorrow.'

Hamilton is 47 points behind Antonelli after nine rounds of 22, though the Italian's nearest pursuer is Mercedes team-mate George Russell, 43 points back. He

qualified fourth, the position in which he finished the sprint.

Nothing clicking, Russell lost control early in qualifying at Luffield. Thankfully, the long gravel run-off slowed down his Silver Arrow. He merely clipped the barrier and returned to the pits for a new front wing. 'That's very strange,' said Russell. 'I've never locked up there in my career.'

His post-session verdict was hardly more encouraging. 'I am losing speed down the straights more than Kimi and we don't know why,' he said. 'I'm on the back foot.'

Lando Norris was sixth fastest for a McLaren team he said was in 'a pickle'. Arvid Lindblad finished ninth for Racing Bulls and Ollie Bearman 14th for Haas.

So it falls Hamilton's way to spring a surprise on behalf of the patriotic. But, as he was saying, he needs the wind at his back.

British Grand Prix

GRID POSITION

1	Kimi Antonelli	1min 28.111secs
2	Charles Leclerc	+0.175
3	Lewis Hamilton	+0.347
4	George Russell	+0.370
5	Isack Hadjar	+0.635
6	Lando Norris	+0.768

TODAY 3pm: Live (Sky Sports & Channel 4). 12.20am: Highlights (Channel 4).

DRIVERS' TITLE RACE

1	K Antonelli	(Mercedes)	179pts
2	G Russell	(Mercedes)	136pts
3	L Hamilton	(Ferrari)	132pts
4	L Norris	(McLaren)	85pts
5	C Leclerc	(Ferrari)	83pts
6	O Piastri	(McLaren)	82pts

SUNDAY 05 JULY – IN PRINT

SUNDAY EXPRESS

KID KIMI KEEPING BRITS AT BAY

Ace Antonelli in hot seat for glory at Silverstone as home heroes set for battle with Mercedes in front of record crowds at iconic circuit



FROM DANIEL MOXON AT SILVERSTONE
BRITISH hopes for Silverstone glory face a chase for victory today after all the home heroes were foiled by Kimi Antonelli.

Lewis Hamilton was gunning for his second pole of the weekend but his best effort was good enough only for third, behind Ferrari team-mate Charles Leclerc.

He has won nine times here before and his hunt for a 10th begins alongside George Russell (left), who has never even stood on the Silverstone podium, on the second row.

Both were upstaged by Antonelli

who enjoyed a perfect Saturday, winning the Sprint before placing himself well for more success today.

The talented teenager is popular but most of the record 565,000 expected crowd across this weekend want to see a third consecutive British winner of this Grand Prix.

A Hamilton victory would be the fairy tale – as Antonelli said last night, while the others are well liked, the seven-time world champion is “kind of a legend around here”.

But while an upbeat Leclerc said victory is “definitely the target”, Hamilton was morose about his chances having been powerless to

keep Antonelli behind earlier in the day. “I’m not trying to be negative, but the Mercedes is just flat-out quicker,” he said.

“He’s just gone way quicker [in qualifying] than I did yesterday. So nothing’s changed between this morning, and nothing will change between today and tomorrow.

“We’ll do our best to hold on to them but, ultimately, if he gets a clean run he’ll be gone.

“If we’re not able to get him on the first lap, he will just disappear into the distance.”

Reflecting how much of this season has gone so far, Russell spent the

whole day trying, but failing, to match the pace set by his teenage team-mate. He couldn’t get past Lando Norris in the troubled McLaren to reach the top three in the Sprint, and was nearly four-tenths of a second down on Antonelli’s pole lap.

He revealed afterwards how a mystery engine issue slowing him down in the straights has so far derailed his latest attempt to win on home soil.

Russell said: “We thought we found the issue this morning but it turned out to be a bit of a bum read.

“Looking at the speed traps, it was 6kph down in the last sector, 3kph down in the middle sector. It’s not just

PRIX: WHIZZ KID LAYS DOWN A MARKER

NORRIS: YOU'D HAVE TO BE STUPID TO PUT ME AS A CONTENDER

BY DANIEL MOXON

LANDO NORRIS said it would be "stupid" to imagine he could secure back-to-back Silverstone wins today.

He won his home race for the first time last year en route to championship glory.

But this time he's contesting the British Grand Prix with an underpowered Mercedes engine and a McLaren car which just

hasn't responded to upgrades as hoped.

The result? Sixth on the grid and little optimism about improving that position today.

"We're just slow," Norris (above) said bluntly. "I thought we'd improved the car but we're slow in every straight and every corner."

"The car is not very efficient - we lack downforce and there's too much drag. So yeah, we're in a pickle."

"This is also a track which highlights both of them, where you need to be efficient. There are so many places

here where you rely upon drag and that's where we lose a lot."

That uninspiring final effort was half-a-second quicker than his Q2 time at least.

Without that gain, he would have been fighting 18-year-old Brit Arvid Lindblad, driving the Racing Bulls, for ninth.

Norris added: "It's pretty poor, really, in terms of the gap to the cars ahead."

"I thought my lap was pretty strong, it was my best lap by half-a-second, so thankfully I wasn't 1.3 seconds off."

He finished third in the Sprint earlier but admitted: "I don't know how."

Norris thinks he could hold off Max Verstappen, starting one place behind, and get the better of Isack Hadjar in the other Red Bull ahead but he said: "To beat the cars that are seven-tenths quicker, both the Ferraris and the Mercedes, that's just a bit stupid."



SPRINT RACE RESULT

1	Antonelli (Ita)	20m12.129s
2	Hamilton (GB)	+2.783
3	Norris (GB)	+10.639
4	Russell (GB)	+12.620
5	Leclerc (Mon)	+12.620
6	Verstappen (Ned)	+16.550
7	Piastri (Aus)	+17.551
8	Lawson (Nzl)	+30.953
9	Hadjar (Fra)	+30.953
10	Lindblad (GB)	+35.110

QUALIFYING RESULT

1	Antonelli (Ita)	1:28.291
2	Leclerc (Mon)	1:28.286
3	Hamilton (GB)	1:28.458
4	Russell (GB)	1:28.481
5	Hadjar (Fra)	1:28.766
6	Norris (GB)	1:28.877
7	Verstappen (Ned)	1:28.893
8	Piastri (Aus)	1:29.032
9	Lindblad (GB)	1:29.303
10	Lawson (Nzl)	1:29.716

DRIVERS' STANDINGS

1	Antonelli (Mercedes)	179pts
2	Russell (Mercedes)	136
3	Hamilton (Ferrari)	132
4	Norris (McLaren)	85
5	Leclerc (Ferrari)	83

CONSTRUCTORS

1	Mercedes (7 wins)	315pts
2	Ferrari (0)	215
3	McLaren (0)	167
4	Red Bull (0)	118
5	Alpine (0)	57
6	RB (0)	45
7	Haas (0)	21
8	Williams (0)	11
9	Audi (0)	2
10	Aston Martin (0)	1

OUTSTANDING
Antonelli salutes his Sprint victory



to Kimi, it's to all the Mercedes-powered cars. We don't know what's going on. For sure, it makes it a bit frustrating.

"It worries me going into [the race] because, at the moment, we don't know what the issue is and how we're going to resolve it.

"The team will work hard to see if there's anything we can change and maybe figure out the issue."

Failure to do so will surely see Russell, 43 points adrift of Antonelli in the championship heading into the race, slip further behind.

If there is any ill feeling among British fans towards the Italian for upstaging Russell so far this year, it hasn't been on

show at Silverstone. The exemplary crowd has left an impression on Antonelli.

He said: "This weekend is probably one of the most special, alongside Monza, because the crowd is amazing. It's incredible to see how much support there is for everyone."

"The crowd gives you such a positive energy and to see people waiting just to see you, and to maybe get an autograph or a picture, it's just incredible."

"It's such a positive energy that it just makes the weekend so special as well."

"I've got a very special home race, Monza, but this one is definitely very special too."

CHRISTIAN'S MISSION

CHRISTIAN HORNER is set to crash the Silverstone party today as he gears up for his first paddock appearance since his Formula One exit.

He was relieved of his Red Bull duties just two days after the British Grand Prix last July.

The 52-year-old (inset) has kept a largely low profile since - but it's understood he'll be back in

front of the cameras at Silverstone today, having yesterday announced his memoir will be released in October.

The book, titled 'DRIVE', will tell stories from his 20 years in charge of Red Bull and will probably contain details of his run-ins with rivals. Horner continues to work on a return to F1.





Driver Lando Norris
and inset left, Tasha.
Inset right, James



Lando in the driver's seat at Grand Prix

Lando Norris revs up for today's British Grand Prix by arriving for qualifying in a vintage sports car. The F1 McLaren ace was joined by stars James Norton and Tasha Ghouri for yesterday's high-octane fun. Happy Valley actor James, 40, was a guest of the Audi F1 team at Silverstone while former Strictly contestant Tasha, 27, brought a touch of glamour to the pit lane in a personalised red corset top. Mercedes driver Kimi Antonelli will start on pole position for this afternoon's event.

FORMULA ONE BRITISH GRAND PRIX

3pm, live on C4 and sky sports



NUMERO UNO... Italian Kimi Antonelli after earning pole position for today's British Grand Prix

By TONY ROBERTSON

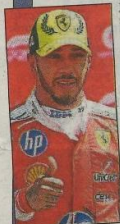
KIMI ANTONELLI dubbed Lewis Hamilton as the "legend" of Silverstone, despite his own perfectly-executed Italian job for pole position at the British Grand Prix.

The home crowd had hoped one of the five Brits racing would take the top position at the front of the grid for today's F1 race.

Hamilton drew first blood with pole in sprint qualifying before Antonelli won that race.

And it proved to be a repeat performance as the championship leader registered a time three-tenths faster than seven-time world champ Hamilton and Antonelli's Mercedes team-mate George Russell.

In fact, the British pair were also outdone by Charles Leclerc as the Ferrari sweetheart completed the front row of the grid.



Hamilton (left) who has won more British GPs than anyone in history with nine, cast a sulky figure in the press conference after.

But Antonelli was full of love for the home hero and said: "It is incredible to see how much support there is for everyone, especially for Lewis in particular."

"He's kind of a legend here, well actually he is the legend here around Silverstone so I think the crowd give you such positive energy."

Hamilton, 41, was supported from the Ferrari paddock by mum, Carmen Larbaestier, and paternal half-brother Nicholas.

But it was the father of 19-year-old Antonelli, Marco, who was celebrating as his son finished at the front of the grid.

And it meant Mercedes continued their run of taking pole at every race this season, with Antonelli now on five compared to Russell's four.

Asked whether he felt he could have recorded a better time, Hamilton said: "Not particularly. Run two was pretty decent then I lost my [energy] deployment and lost like three-tenths to them in that

KIM LOVES LEWIS, TOO

Antonelli hails 'legend' Hamilton

straight. I struggled more this session with the car, there was a lot more oversteer."

Hamilton also downplayed any chance of a Ferrari victory this afternoon, adding: "We couldn't [beat them] this morning so don't think that changes a lot."

"They went way quicker. Nothing changed between morning and now, and nothing will change between today and tomorrow."

"We'll do our best to hold on to them but ultimately if he [Antonelli] gets a clean run he will win."

Russell's nightmare Silverstone

weekend looked set to continue when he locked up to go into the gravel and wall on the final corner before the start-finish line in Q1.

But the 23-year-old only ended up kissing the wall, allowing him to limp back to the pits.

He was joined in an off-track escapade by Alpine's Franco Colapinto, who lost control of his car at Chapel and went over the grass but was not afforded the luxury of another run as he qualified in 19th.

Meanwhile, Brit Ollie Bearman enjoyed better fortune than on Friday by progressing into Q2 after

he was eliminated in 17th in sprint qualifying but only managed 14th for the full race.

Antonelli had a lock up at the start of Q2 that threatened to compromise his run. But the teen was undeterred and was over a tenth of a second quicker than Leclerc in second - a sign of things to come.

Lando Norris also squeezed into Q3, and went on to qualify in sixth with Max Verstappen in seventh.

Norris' McLaren team-mate Oscar Piastri came eighth, with Isack Hadjar the surprise package of the session with an impressive fifth.



LANDO SWEARS BY IT

By ISABELLE BARKER

LANDO NORRIS swore at his McLaren team despite bagging a podium as Kimi Antonelli held off Lewis Hamilton in the sprint race.

The British reigning champion, 26, was left frustrated as George Russell caught up with him on the closing laps at Silverstone.

Norris (left) shot off the line like a bullet to help him seal third after starting in sixth.

But as he crossed the line he fumed: "Good job, but f*** me guys, let's get it right for once please!" When asked where the car

pleasantly surprised him, Norris bluntly said in his post-race interview: "Nowhere. I just got a good start off the line. I was fighting the car everywhere. Some issues we should be doing a better job on, it's quite simple."

Mercedes ace Antonelli's win added eight points to the 19-year-old Italian driver's 43-point lead at the top of the table ahead of today's British Grand Prix.

FRONT OF THE GRID

1	Kimi Antonelli	3	Lewis Hamilton	5	Isack Hadjar	7	Max Verstappen
2	Charles Leclerc	4	George Russell	6	Lando Norris	8	Oscar Piastri

DRIVERS' STANDINGS

1	Kimi Antonelli	179
2	George Russell	136
3	Lewis Hamilton	132
4	Lando Norris	85



Auction ... the helmet

Senna's F1 helmet races up to £180k

By **PATRICK CARDWELL**

BIDDING on one of F1 star Ayrton Senna's helmets has sped to £180,000 – miles past what it was tipped to get.

The driver's headgear, which is being auctioned in Britain, was expected to fetch £120,000.

Senna wore the yellow, green and blue helmet during three F1 races in 1992, including the British Grand Prix.

It has visible damage, including chips, and an original safety sticker.

Expert Andrew Moyers said: "There's so much F1 fans love about this item.

"There's Senna's iconic status and the importance of the races he wore it for, including the 1992 Hungarian Grand Prix where Senna claimed victory."

Senna, who was racing for the McLaren team, won the F1 championship three times. The Brazilian was killed aged 34 in a 1994 race crash.

The auction is at the Silverstone racing circuit, Northants, on Tuesday.



LEGO AND FIND OUT WHO'S FASTEST

WHO would be the fastest F1 driver if they all had the same machinery?

We're about to find out.

LEGO has created 22 go-kart minicars for the drivers' parade at today's British Grand Prix at Silverstone, each one covered in 28,000 bricks, with a top speed of 15mph.

World champ Lando Norris has '1' on his orange 'McLaren' and Lewis Hamilton has '44' on his red 'Ferrari'.

They look pretty cool to be fair.

F1 chiefs did something similar at

the 2025 Miami GP and that ended in chaos.

LEGO has all sorts of toy F1 cars and race helmets from £11 at [lego.com](https://www.lego.com).



MORE and more car firms are rebooting old names. Ford Capri. Renault 5. Citroen 2CV. Audi A2. Now Fiat has promised Multiplina, a four-seat electric quadricycle, inspired by 600 Multipla from the Fifties.

Boss Olivier Francois said: "Fiat has been shaping micromobility long before the word even existed."

REALIST Lando Norris
'Stupid' to predict a Lando win
BY DANIEL MOXON
LANDO NORRIS said it would be "stupid" to imagine he could secure back-to-back Silverstone wins today.
He won his home race for the first time last year en route to championship glory.
But this time he's contesting the British Grand Prix with an underpowered Mercedes engine and a McLaren car which hasn't responded to upgrades as hoped.
He is sixth on the grid with little optimism about improving that position.
"We're just slow," Norris said bluntly.
"I thought we'd improved the car in some areas, but we're slow in every straight and every corner.
"The car is not very efficient – we lack downforce and there's too much drag. So yeah, we're in a pickle.
"This is also a track which highlights both of them, where you need to be efficient."
Norris admits he didn't know how he finished third in the Sprint.
He thinks today he could hold off Max Verstappen, starting one place behind, and get the better of Isack Adjar in the other Red Bull ahead.
He added: "We'll try to beat the Red Bulls and that's the best we can ask for. To beat the cars that are seven-tenths quicker – both the Ferraris and the Mercedes – that's just a bit stupid."

LEWIS UPS

Cool Kimi grabs a fifth pole, but Brit legend is in his rear-view mirror eyeing record 10th Silverstone win



SILVER DREAMING
Lewis Hamilton meets his fans (above) as does Kimi Antonelli (left)



THE ANTE

SPRINT RACE RESULT

- 1 Antonelli (Ita) 26m.12.39s
- 2 Hamilton (GB) +2.74s
- 3 Norris (GB) +9.78s
- 4 Russell (GB) +10.63s
- 5 Leclerc (Mon) +12.62s
- 6 Verstappen (Ned) +16.55s
- 7 Piastri (Aus) +17.55s
- 8 Lawson (NZL) +30.23s
- 9 Hadjar (Fra) +30.95s
- 10 Lindblad (GB) +35.10s

QUALIFYING RESULT

- 1 Antonelli (Ita) 1:28.111
- 2 Leclerc (Mon) 1:28.286
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- 1 Antonelli (Mercedes) 179pts
- 2 Russell (Mercedes) 136
- 3 Hamilton (Ferrari) 132
- 4 Norris (McLaren) 85
- 5 Leclerc (Ferrari) 83

CONSTRUCTORS

- 1 Mercedes (7 wins) 315pts
- 2 Ferrari (0) 215
- 3 McLaren (0) 167
- 4 Red Bull (0) 118
- 5 Alpine (0) 57
- 6 Racing Bulls (0) 45
- 7 Haas (0) 21
- 8 Williams (0) 11
- 9 Audi (0) 2
- 10 Aston Martin (0) 1

BRITISH GRAND PRIX
Today: Silverstone, 3pm, Sky Sports

BY DANIEL MOXON
at Silverstone

LEWIS HAMILTON is facing a race of a lifetime if he is to claim a record 10th win at Silverstone today - after all the British home heroes were denied a place on the front row.

Teen sensation Kimi Antonelli (below) produced another standout display to win the Sprint and take pole as he bids to extend his Championship lead further in his pursuit of the title.

Hamilton was gunning for his second pole of the weekend but his best effort was only good enough for third, behind Ferrari team-mate Charles Leclerc.

He has won nine times here before and his hunt for a 10th victory

begins alongside George Russell, who has never even stood on the Silverstone podium, on the second row.

Both were upstaged by Antonelli who had a perfect Saturday, placing himself well for more success today.

The talented teenager is popular but most of the record 565,000 expected crowd across this weekend want to see a third consecutive British winner of this Grand Prix.

A Hamilton victory would be the fairytale - as Antonelli said last night, while the others are well-liked, the seven-time world champion is "kind of a legend around here". But while an

upbeat Leclerc said victory is "definitely the target", Hamilton was morose about his chances having been powerless to keep Antonelli behind earlier in the day.

"I'm not trying to be negative, but the Mercedes is just flat-out quicker," he said.

"He's just gone way quicker in qualifying than I did yesterday. So nothing's changed between this morning, and nothing will change between today and tomorrow.

"We'll do our best to hold on to them but, ultimately, if he gets a clean run, he'll be gone.

"If we're not able to get him on the first lap, he will just disappear into the distance."

Reflecting how much of this season has gone so far, Russell spent the whole day trying, but failing, to match the pace set by his teenage team-mate.

He couldn't get past Lando Norris in the troubled McLaren to reach the top three in the Sprint, and was nearly four-tenths of a second down on Antonelli's pole lap.

He revealed afterward how a mystery engine issue slowing him down in the straights has so far derailed his latest attempt to win on home soil.

Russell said: "We thought we found the issue this morning, but it turned out to be a bit of a bum read. It's not

just to Kimi, it's to all Mercedes-powered cars. We don't know what's going on. For sure, it makes it a bit frustrating.

"It worries me going into the race because, at the moment, we don't know what the issue is and how we're going to resolve it.

"The team will work hard to see if there's anything we can change and maybe figure out the issue."

Failure to do so will surely see Russell, 43 points adrift of Antonelli heading into the race, slip further behind.

If there is any ill-feeling among British fans towards the Italian for upstaging Russell so far this year, it hasn't been on show at Silverstone.

And the crowd has left an impression on Antonelli, 19.

He said: "This weekend is probably one of the most special, alongside Monza, because the crowd is amazing. It's incredible to see how much support there is for everyone.

"It's such a positive energy that it just makes the weekend so special as well."

HORNER BACK... SPICY

CHRISTIAN HORNER is set to crash the Silverstone party today as he gears up for his first paddock appearance since his Formula One exit.

He was relieved of his Red Bull duties just two days after the British Grand Prix last July.

The 52-year-old has kept a largely low profile since but it is understood he

will be back in front of the cameras at Silverstone this afternoon, having yesterday announced his memoir will be released in October.

The book, called 'DRIVE', will tell stories from his 20 years in charge of Red Bull and will no doubt contain explosive tales from the many run-ins Horner (above) has had with his rivals over the years.

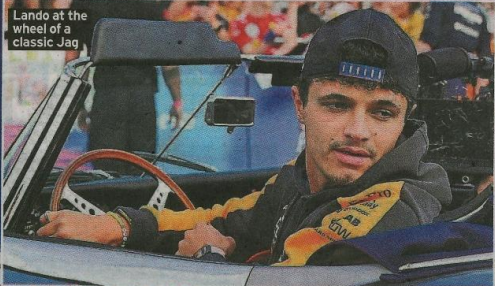




SEE PAGES 64-65

BRIT SPECIAL!
LEWIS EYES
A PERFECT 10

Lando at the wheel of a classic Jag



Lando's E-Type is a racy little number

BY PHIL CARDY

FORMULA 1 champ Lando Norris turns heads at Silverstone by arriving in a classic Jaguar E-type - while Lewis Hamilton opts for a scooter.

But it was favourite Lewis who had the crowds cheering at the British Grand Prix as he raced to a brilliant pole position.

It is estimated more 500,000 fans will attend the Grand Prix over this weekend - with most rooting for a Hamilton win in his Ferrari.

The racing legend had fans buzzing as he pipped Mercedes' Kimi Antonelli to the top spot. F1 legend Martin Brundle said: "Lewis made the difference. That was a classic Lewis Hamilton Silverstone lap." Among celebs at the track was Tasha Ghouri, who shot to fame on Love Island.





Lewis, and on scooter, above. Right, Tasha







Hamilton, Russell and Norris left in the shade as Antonelli shines

The Italian wins the sprint and qualifies on pole for today's showdown, writes **Matt Majendie** at Silverstone

A record 565,000 are expected through the turnstiles at Silverstone this weekend, the majority of them hoping for a hat-trick of British winners at the birthplace of Formula 1. That and the more fanciful ambition of a first all-British podium in Formula 1 since 1968 look likely to have a major spanner in the works in the form of the diminutive Kimi Antonelli. And the same could be said of Lewis Hamilton's quest to close the gap in the championship race and have aspirations for that outright record eighth world title in 2026 on the evidence of Saturday's on-track action. After enduring two challenging races, normal service was resumed for championship leader Antonelli and nor did it come with any particular exuberance of youth in winning the sprint race and then

topping qualifying for the grand prix. Instead, in the sprint he was happy to bide his time rather than rush an audacious passing manoeuvre on polesitter Hamilton. First, he feigned an attempt at Brooklands before sealing the move at Stowe. Even his post-race message in victory, a muted, "Let's go, let's go," seemed to add to his growing sense of maturity. It was a performance in stark contrast to his 19 years and his two closest challengers, teammate George Russell and the man he replaced at Mercedes, Hamilton, who have taken note. Of that pair, Hamilton looks the brighter prospect to pose a championship challenge despite the ease

with which he was picked off by Antonelli. Although Russell returned to winning ways at the last race, for most of this season he has been repeatedly eclipsed by a driver he fully expected to be his understudy this season. For all his blossoming into full adulthood, there was at least a flicker of the teenager under Antonelli's race helmet when team boss Toto Wolff asked if he was happy to have to push for the fastest lap despite it not earning him a point as it would in Sunday's full grand prix. In response, he chuckled warmly in agreement. It is worth remembering that he had still not celebrated

his first birthday when Hamilton made his British Grand Prix debut. In the subsequent years, the 41-year-old has won his home grand prix nine times. The tens of thousands packing out Silverstone would dearly love that to go into double digits but that appears a hard ask. Instead, Antonelli is increasingly beginning to play the part of the champion elect with his pace, race craft and general sense that this is where he belongs, as though it was his birthright. As if to back up that point, he was again a class apart in qualifying. Russell had set an early pole marker in Q3 but his teammate didn't just beat it but took more than three-tenths of a second off that as if to highlight the current disparity between the pair. And to further compound Russell's misery, the Ferraris of Charles Leclerc and Hamilton both eclipsed his time to leave him fourth for Sunday's grand prix start.



The Observer

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05.07.26

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Back in the sprint race Hamilton had just about kept Antonelli at bay off the start line, but hopes of keeping position all the way to the chequered flag were slowly eroded, lap after lap making it seem like he was hunted prey.

On lap eight, he hinted he was trying to pass Hamilton at Brooklands but the older man used his power boost to initially defend before Antonelli scythed passed moments later at Stowe.

As Antonelli put it, he then "tried to get into the rhythm and try to break the overtake he had". Once he was a second clear, the duel was over.

Having stretched his advantage over Russell to 43 points in the championship standings, he said: "Obviously the momentum is there and we're doing a great job with the team but we can't let out guard lower because Lewis and Ferrari are doing an incredible job, and Red Bull and McLaren are coming, and George is doing an amazing job."

We need to keep raising the bar and keep delivering performances."

One wonders where the ceiling is for Antonelli. On the evidence currently, the sky's the limit and he is the championship favourite for good reason even with much of the season left to run.

It might not have been the all-British podium those in the packed stands had hoped for but Hamilton led home a British 2-3-4 ahead of Lando Norris and Russell in the sprint.

In a frantic start to the race, there were all manner of changed places behind the top two before they all seemed to settle into a natural order to the finish.

Defending champion Norris aired his frustration at his left rear tyre faltering while also taking umbrage when his race engineer Will Joseph told him to conserve fuel late on. The reality was it didn't affect his position and, on reflection, he was happy with P3 after some previous difficulties.

As for Hamilton, he again has his sights on trying to upset Antonelli but he is still very much the chaser in the championship battle. As he put it, "We've got work to do to close the gap so we can keep up."

Antonelli and Hamilton share a close bond – unlike their team bosses who were loggerheads prior to the sprint. Wolff had declared his surprise at Ferrari's ability to bring so many upgrades in this cost-cap era.

The usually affable Fred Vasseur responded with an angry rebuke, taking umbrage at what he deemed to be a cheating accusation.

"When Red Bull is developing or when Mercedes is developing, they are genius," Vasseur said.

"When we are developing, we are cheating. I don't know if it was a joke! If you think that we overshoot the cost cap, for me it's going into this direction [of cheating]."

Who wins the war of words between Ferrari and Mercedes remains to be seen.

Currently on track, there's only one winner.

British racing is in rude health, but Hamilton's story still grips us

The 41-year-old has won nine times at Silverstone – the most that any driver has won a single F1 race

Jessy Parker Humphreys
Silverstone

Outside Milton Keynes Central station, the flags fluttered in the breeze as fans queued up to pack on to the buses that would take them to Silverstone. It is British Grand Prix weekend and adorning the flags are the faces of a select group of drivers. Lewis Hamilton, Lando Norris, George Russell, Ollie Bearman and Arvid Lindblad provide a smorgasbord of British talent for home fans to throw their support behind. Even with that many to choose from, there is one arguably absentee in Alex Albon, who grew up in Suffolk but represents Thailand.

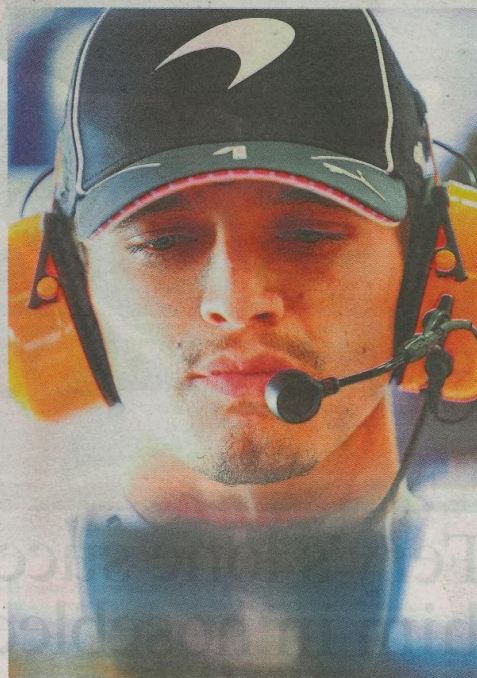
British racing has not been so well represented on the Formula 1 grid since 2002, when David Coulthard, Eddie Irvine, Jenson Button, Anthony Davidson and Allan McNish were all drivers. Yet what has made this season feel so exceptional is the sheer quality of the drivers involved. Nowhere was that clearer than in Barcelona three weeks ago when there was an entirely British podium for the first time since 1968. Back then it was Jackie Stewart, Graham Hill and John Surtees at the United States Grand Prix. Fast forward 58 years and it was Hamilton, Russell and Norris.

To understand how unusual that feat is, the last time any country managed it was 1983, when there was an all-French podium in San Marino.

With Norris as the reigning world champion at McLaren, Russell in the best car at Mercedes and Hamilton Mercedes's biggest challenger at Ferrari, this all-British podium is no accident, even if the trio did benefit from championship leader Kimi Antonelli crashing in Spain.

It is unsurprising that British drivers would be well represented given that 10 of the 11 constructors are based here. But clearly in comparison to past years, this is a uniquely strong crop.

Silverstone's growing popularity year on year can be lumped in with the show that sent Formula One supernova, Drive to Survive. That opened up the personalities of the drivers to fans, allowing them to connect in a way that had in the past been fleeting. In many ways



Formula One is a far superior television sport, given the limited vantage point available from a seat in the stands. The sheer speed of the cars going past gives a terrifying sense of what hurtling around the course is like, but that is an adrenaline rush rather than a way of being able to follow the race coherently. The blotted helmets of the drivers move on before the eyes can focus.

Into that void then, nationality becomes an even stronger motivator. With different slices of British culture represented, fans love and hate through their own understanding of the societal indicators of the drivers.

For some, Norris is seen as the nepo baby who managed to keep his composure to win last year, but for others, the sight of a posh man being able to speak honestly about his feelings tugs at the heart strings. Ollie Bearman's background will inspire similar feelings, but his wide-eyed babyface forces a quick Google to check if he is actually old enough to be doing this.

Then there is George Russell. Given the car he is driving this season, and a face that screams private school, it is easy to laugh at the expectation he must surely have had this year. Russell has still never made the podium at Silverstone, failing to finish the race two years ago when he started on pole. He qualified in P4 this year, behind both the Ferraris and his teammate Antonelli.

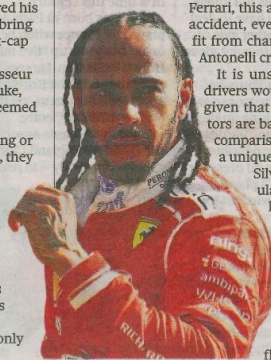
Arvid Lindblad represents the story of migration to this country. His Indian mother's family fled the Partition before she settled here. He has impressed in his rookie season with Racing Bulls, aged 18, finishing in P9 in qualifying at Silverstone.

And then, of course, there is Hamilton, the man who has been most embraced by this circuit and has embraced it back. Across his career, Hamilton has made Silverstone look like the go-karting tracks of his youth, winning the race nine times. Hamilton's career is littered with records; his love affair with this place is just another one, but it represents the most wins at one track of any driver. He had started on pole for the sprint race but could only finish second after he was overtaken by Antonelli. But it was the lap he put down in sprint qualifying to get that pole that was the best reminder of the sprinkle of magic he finds here.

Hamilton's story is well worn after his two decades in Formula One, but no one better fulfills the idea that someone can do anything they set their mind to in sport, even with the significant financial barriers that are in place in this one. It is why even as the other Brits might catch the eye of the more than half a million people who will come through the gates across the entire weekend, Hamilton will surely forever be the one that is rooted for most.

Lewis Hamilton, below, qualified third at Silverstone – a race that he has won a record nine times before.

Mark Thompson/Getty



Kimi Antonelli, left, is in pole position for the world championship after five race wins already this season.

Simon Galloway/Getty

SUNDAY 05 JULY – IN PRINT

The Observer

Pick of the Day

Live Formula 1: British Grand Prix *Channel 4, 2.30pm (race 3pm)*

The season's ninth race, and the Brits are in – or crowding – the driver's seat. Barcelona last month saw the first all-UK podium in five decades, with Lewis Hamilton triumphing, followed by George Russell and Lando Norris. Russell went one better two weeks later in Austria, besting his Mercedes team-mate Kimi Antonelli. With Russell ranked second in the driver standings, to Hamilton's third and Norris's fifth, will it be a third Brit champagne-sprayer in three years at Silverstone? CMc



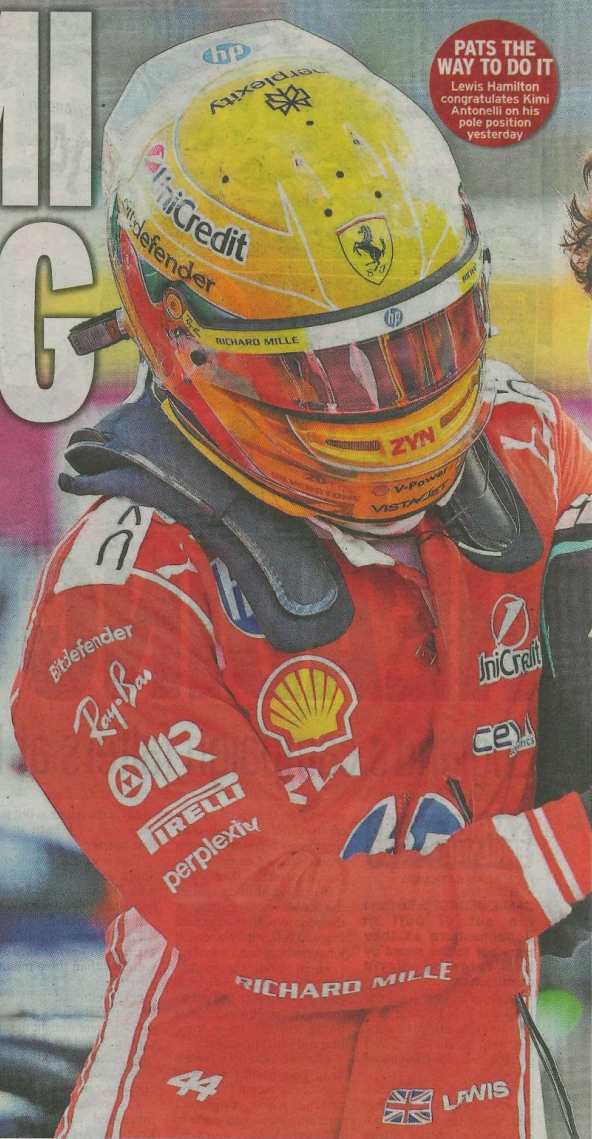


36 DAILY STAR SUNDAY, Sunday, July 5, 2026

FORMULA ONE - BRITISH GRAND

KID KIMI KEEPING BRITS AT BAY

Ace Antonelli in hot seat for glory at Silverstone as home heroes set for battle with Merc man in front of record crowds at iconic circuit



PATS THE WAY TO DO IT
Lewis Hamilton congratulates Kimi Antonelli on his pole position yesterday



FROM DANIEL MOXON AT SILVERSTONE
BRITISH hopes for Silverstone glory face a chase for victory today after all the home heroes were foiled by Kimi Antonelli.
Lewis Hamilton was gunning for his second pole of the weekend but his best effort was good enough only for third, behind Ferrari team-mate Charles Leclerc.
He has won nine times here before and his hunt for a 10th begins alongside George Russell (left), who has never even stood on the Silverstone podium, on the second row.
Both were upstaged by Antonelli

who enjoyed a perfect Saturday, winning the Sprint before placing himself well for more success today.
The talented teenager is popular but most of the record 565,000 expected crowd across this weekend want to see a third consecutive British winner of this Grand Prix.
A Hamilton victory would be the fairy tale - as Antonelli said last night, while the others are well liked, the seven-time world champion is "kind of a legend around here".
But while an upbeat Leclerc said victory is "definitely the target", Hamilton was morose about his chances having been powerless to

keep Antonelli behind earlier in the day. "I'm not trying to be negative, but the Mercedes is just flat-out quicker," he said.
"He's just gone way quicker [in qualifying] than I did yesterday. So nothing's changed between this morning, and nothing will change between today and tomorrow."
"We'll do our best to hold on to them but, ultimately, if he gets a clean run he'll be gone."
"If we're not able to get him on the first lap, he will just disappear into the distance."
Reflecting how much of this season has gone so far, Russell spent the

whole day trying, but failing, to match the pace set by his teenage team-mate. He couldn't get past Lando Norris in the troubled McLaren to reach the top three in the Sprint, and was nearly four-tenths of a second down on Antonelli's pole lap.
He revealed afterwards how a mystery engine issue slowing him down in the straights has so far derailed his latest attempt to win on home soil.
Russell said: "We thought we found the issue this morning but it turned out to be a bit of a bum read."
"Looking at the speed traps, it was 6kph down in the last sector, 3kph down in the middle sector. It's not just



PRIX: WHIZZ KID LAYS DOWN A MARKER

NORRIS: YOU'D HAVE TO BE STUPID TO PUT ME AS A CONTENDER

BY DANIEL MOXON
LANDO NORRIS said it would be "stupid" to imagine he could secure back-to-back Silverstone wins today.

He won his home race for the first time last year en route to championship glory.

But this time he's contesting the British Grand Prix with an underpowered Mercedes engine and a McLaren car which just

hasn't responded to upgrades as hoped.

The result? Sixth on the grid and little optimism about improving that position today.

"We're just slow," Norris (above) said bluntly. "I thought we'd improved the car but we're slow in every straight and every corner."

"The car is not very efficient – we lack downforce and there's too much drag. So yeah, we're in a pickle."

"This is also a track which highlights both of them, where you need to be efficient. There are so many places



here where you rely upon drag and that's where we lose a lot."

That uninspiring final effort was half-a-second quicker than his Q2 time at least.

Without that gain, he would have been fighting 18-year-old Brit Arvid Lindblad, driving the Racing Bulls, for ninth.

Norris added: "It's pretty poor, really, in terms of the gap to the cars ahead."

"I thought my lap was pretty strong, it was my best lap by half-a-second, so thankfully I wasn't 1.3 seconds off."

He finished third in the Sprint earlier but admitted: "I don't know how."

Norris thinks he could hold off Max Verstappen, starting one place behind, and get the better of Isack Hadjar in the other Red Bull ahead but he said: "To beat the cars that are seven-tenths quicker, both the Ferraris and the Mercedes, that's just a bit stupid."

SPRINT RACE RESULT

1	Antonelli (Ita)	26m32.129s
2	Hamilton (GB)	+2.745
3	Norris (GB)	+9.783
4	Russell (GB)	+10.639
5	Leclerc (Mon)	+12.620
6	Verstappen (Ned)	+16.550
7	Piastri (Aus)	+17.551
8	Lawson (Nzl)	+30.233
9	Hadjar (Fra)	+30.953
10	Lindblad (GB)	+35.110

QUALIFYING RESULT

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5	Leclerc (Ferrari)	83

CONSTRUCTORS

1	Mercedes	(7 wins), 315pts
2	Ferrari	(1), 215
3	McLaren	(0), 167
4	Red Bull	(0), 118
5	Alpine	(0), 57
6	RB	(0), 45
7	Haas	(0), 21
8	Williams	(0), 11
9	Audi	(0), 2
10	Aston Martin	(0), 1

OUTSTANDING

Antonelli salutes his Sprint victory



to Kimi, it's to all the Mercedes-powered cars. We don't know what's going on. For sure, it makes it a bit frustrating.

"It worries me going into [the race] because, at the moment, we don't know what the issue is and how we're going to resolve it."

"The team will work hard to see if there's anything we can change and maybe figure out the issue."

Failure to do so will surely see Russell, 43 points adrift of Antonelli in the championship heading into the race, slip further behind.

If there is any ill feeling among British fans towards the Italian for upstaging Russell so far this year, it hasn't been on

show at Silverstone. The exemplary crowd has left an impression on Antonelli.

He said: "This weekend is probably one of the most special, alongside Monza, because the crowd is amazing. It's incredible to see how much support there is for everyone."

"The crowd gives you such a positive energy and to see people waiting just to see you, and to maybe get an autograph or a picture, it's just incredible."

"It's such a positive energy that it just makes the weekend so special as well."

"I've got a very special home race, Monza, but this one is definitely very special too."

CHRISTIAN'S MISSION

CHRISTIAN HORNER is set to crash the Silverstone party today as he gears up for his first paddock appearance since his Formula One exit.

He was relieved of his Red Bull duties just two days after the British Grand Prix last July.

The 52-year-old (inset) has kept a largely low profile since – but it's understood he'll be back in

front of the cameras at Silverstone today, having yesterday announced his memoir will be released in October.

The book, titled 'DRIVE', will tell stories from his 20 years in charge of Red Bull and will probably contain details of his run-ins with rivals. Horner continues to work on a return to F1.



Vin right on time in opener



TOUR DE FRANCE

JONAS VINGEGAARD took first blood in his battle with Tadej Pogacar as victory in the opening team time trial in Barcelona put him in the yellow jersey.

Vingegaard (above) took 12 seconds out of his great rival on the 19.6km circuit, delivering victory for Visma-Lease a Bike and donning yellow for the first time since he won the Tour for the second time in 2023.

UAE Team Emirates' Pogacar, who is seeking a record-equaling fifth Tour crown this summer, had to settle for the third fastest time on the day with Netcompany-Ineos rider Filippo Ganna splitting the pair, eight seconds behind Vingegaard's time.

Vingegaard, second to Pogacar in each of the last two Tours after injury-disrupted build-ups, travelled to Barcelona on the back of his Giro d'Italia win in May.

"It's still a long Tour but it's the perfect start," said the Dane. "My team-mates did an amazing job today."

"They were so strong, I didn't have to do much, they just drove me all the way to the finish."

"To take the yellow jersey for me personally after a few years without it, a few hard years, it's nice for me."

Britain's Tom Pidcock, back at the Tour with Pinarello Q36.5, sits 18th overall, 57 seconds down.

BERND REVS UP BMW BID

GOLF

BERND WIESBERGER and Michael Hollick edged ahead of a congested leaderboard to share a one-shot lead after the third round of the BMW International Open.

Wiesberger (inset) overcame an early bogey with six birdies in his 67 to set the clubhouse target of 13 under, matched only by the South African at Golfclub Munchen Eichenried.

Hollick finished on a three-under 69, with the pair one shot ahead of Mexico's Carlos Ortiz.

Germany's Thomas Rosenmueller carded the lowest round of the day with his 65 to sit in a share of fourth at 11 under.



Yamaha get Ray of hope



SUPERBIKES

BRAD RAY finally celebrated his first victory of the year at Snetterton yesterday as he became the first non-Ducati rider to win a British Superbike race this season.

Raceways Yamaha rider Ray (above) said: "Wins are not coming too easily this year so we've got to appreciate them when they come."

"Everyone is saying the Yamaha isn't able to win, but we've proved it can and we'll be fighting for every win we can now."

SUNDAY 05 JULY – IN PRINT



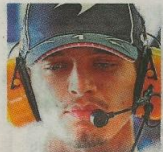
TASH JUST TOPS AT F1

★ TELLY star Tasha Ghouri wows in a Formula 1-themed corset top at Silverstone ahead of the British Grand Prix.

A record crowd of more than 565,000 will have attended the weekend set for the chequered flag today.

★ Brit driver Lando Norris delighted fans as he posed for selfies with them. He and Lewis Hamilton are among those bidding for a home victory.

A photograph of Lando Norris, a Formula 1 driver, wearing a black and orange racing suit and a yellow helmet. He is smiling and holding a smartphone to take a selfie with a fan who is also wearing a yellow helmet. The background shows a crowd of people at a race track.



REALIST Lando Norris
'Stupid' to predict a Lando win

BY DANIEL MOXON

LANDO NORRIS said it would be "stupid" to imagine he could secure back-to-back Silverstone wins today.

He won his home race for the first time last year en route to championship glory.

But this time he's contesting the British Grand Prix with an underpowered Mercedes engine and a McLaren car which hasn't responded to upgrades as hoped.

He is sixth on the grid with little optimism about improving that position.

"We're just slow," Norris said bluntly.

"I thought we'd improved the car in some areas, but we're slow in every straight and every corner.

"The car is not very efficient - we lack downforce and there's too much drag. So yeah, we're in a pickle.

"This is also a track which highlights both of them, where you need to be efficient."

Norris admits he didn't "know how" he finished third in the Sprint.

He thinks today he could hold off Max Verstappen, starting one place behind, and get the better of Isack Hadjar in the other Red Bull ahead.

He added: "We'll try to beat the Red Bulls and that's the best we can ask for. To beat the cars that are seven-tenths quicker - both the Ferraris and the Mercedes - that's just a bit stupid."

LEWIS UPS

Cool Kimi grabs a fifth pole, but Brit legend is in his rear-view mirror eyeing record 10th Silverstone win



SILVER DREAMING

Lewis Hamilton meets his fans (above) as does Kimi Antonelli (left)



TPST

FORMULA ONE: ROUND NINE

SUNDAY PEOPLE JULY 5, 2026 SPORT 57

THE ANTE

BRITISH GRAND PRIX

Today Silverstone 3pm, Sky Sports

BY DANIEL MOXON

at Silverstone
LEWIS HAMILTON is facing a race of a lifetime if he is to claim a record 10th win at Silverstone today – after all the British home heroes were denied a place on the front row.

Teen sensation Kimi Antonelli (below) produced another standout display to win the Sprint and take pole as he bids to extend his Championship lead, further in his pursuit of the title.

Hamilton was gunning for his second pole of the weekend but his best effort was only good enough for third, behind Ferrari team-mate Charles Leclerc.

He has won nine times here before and his hunt for a 10th victory

begins alongside George Russell, who has never even stood on the Silverstone podium, on the second row.

Both were upstaged by Antonelli who had a perfect Saturday, placing himself well for more success today.

The talented teenager is popular but most of the record 565,000 expected crowd across this weekend want to see a third consecutive British winner of this Grand Prix.

A Hamilton victory would be the fairytale – as Antonelli said last night, while the others are well-liked, the seven-time world champion is “kind of a legend around here”. But while an

upbeat Leclerc said victory is “definitely the target”, Hamilton was morose about his chances having been powerless to keep Antonelli behind earlier in the day.

“I’m not trying to be negative, but the Mercedes is just flat-out quicker”, he said.

“He’s just gone way quicker in qualifying than I did yesterday. So nothing’s changed between this morning, and nothing will change between today and tomorrow.”

“We’ll do our best to hold on to them but, ultimately, if he gets a clean run, he’ll be gone.”

“If we’re not able to get him on the first lap, he will just disappear into the distance.”

Reflecting how much of this season has gone so far, Russell spent the whole day trying, but failing, to match the pace set by his teenage team-mate.

He couldn’t get past Lando Norris in the troubled McLaren to reach the top three in the Sprint, and was nearly four-tenths of a second down on Antonelli’s pole lap.

He revealed afterward how a mystery engine issue slowing him down in the straights has so far derailed his latest attempt to win on home soil.

Russell said: “We thought we found the issue this morning, but it turned out to be a bit of a bum read. It’s not

just to Kimi, it’s to all Mercedes-powered cars. We don’t know what’s going on. For sure, it makes it a bit frustrating.”

“It worries me going into the race because, at the moment, we don’t know what the issue is and how we’re going to resolve it.”

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HORNER BACK... SPICY

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will be back in front of the cameras at Silverstone this afternoon, having yesterday announced his memoir will be released in October.

The book, called ‘DRIVE’, will tell stories from his 20 years in charge of Red Bull and will no doubt contain explosive tales from the many run-ins Horner (above) has had with his rivals over the years.

Vin right on time in opener

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SUNDAY
PEOPLE



Lando at the wheel of a classic Jag

Lando's E-Type is a racy little number

BY PHIL CARDY

FORMULA 1 champ Lando Norris turns heads at Silverstone by arriving in a classic Jaguar E-type - while Lewis Hamilton opts for a scooter.

But it was favourite Lewis who had the crowds cheering at the British Grand Prix as he raced to a brilliant pole position.

It is estimated more 500,000 fans will attend the Grand Prix over this weekend - with most rooting for a Hamilton win in his Ferrari.

The racing legend had fans buzzing as he pipped Mercedes' Kimi Antonelli to the top spot. F1 legend Martin Brundle said: "Lewis made the difference. That was a classic Lewis Hamilton Silverstone lap." Among celebs at the track was Tasha Ghouri, who shot to fame on Love Island.



Lewis, and on scooter, above. Right, Tasha



FROM DANIEL MOXON AT SILVERSTONE
LEWIS HAMILTON declared it an "amazing surprise" to be on pole for today's Silverstone Sprint race.

The home hero sent the grandstands wild by pipping Kimi Antonelli to top spot by just 11 milliseconds despite a small error on the final couple of corners.

And a roar of approval rang around the circuit as Hamilton's name shot to the top of the timesheets.

He wore a beaming smile as he said: "I love this place, I love this crowd."

As fellow Brits George Russell, inset, and Lando Norris managed only fifth and sixth respectively, the undisputed king of Silverstone stepped up once again to deliver for the locals.

Not that the nine-time British Grand Prix winner anticipated as much.

Hamilton said: "We didn't expect coming to Silverstone that we would be competing for the front row – we really, really didn't."

"So this is an amazing surprise. I'm ecstatic."

He will line up alongside Antonelli on the front row – Max Verstappen is behind them – and expressed pride in his team after getting the better of both of them despite still, he believes, being down on engine strength.

He said: "We're ahead of Mercedes. These guys and the Red Bulls, they have so much power."

"They've been doing amazing all year, the boys in blue this weekend, these champs."

But my team just keep pushing and that's what I'm so proud of.

"The car felt really great – thanks to everyone back at the factory for just continuing to push."

"We've got tiny little bits here."

"Every single weekend we're showing up with something... just everyone's pushed to the max and so I'm really grateful to get that pole."

That constant stream of Ferrari upgrades has become a bone of contention with Hamilton's former team Mercedes.

Toto Wolff last week said he was "a little bit surprised Ferrari can throw these huge updates at the car in the way they do", given Formula One teams are subject to a budget cap.

This year it is set at £161million and Hamilton's former boss said he thinks Ferrari "need to be running out of money soon... because we can't do that".

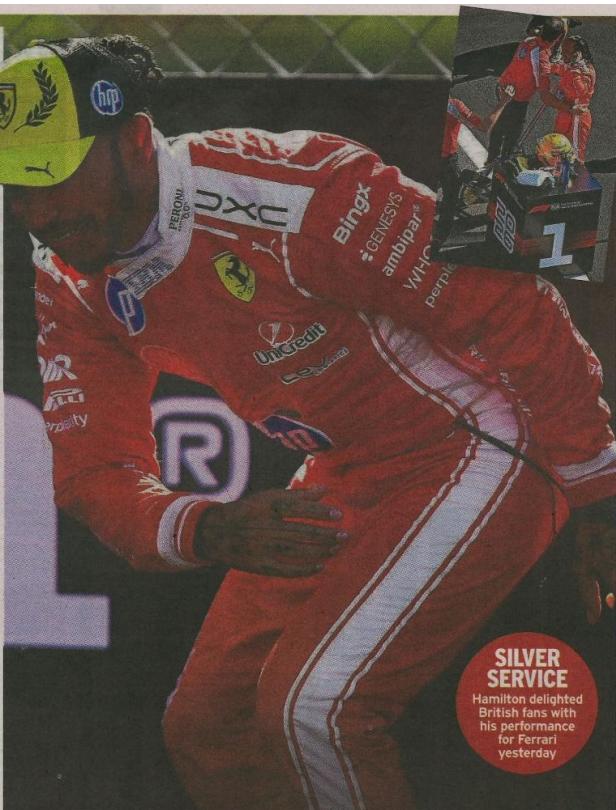
Frederic Vasseur took exception to those comments, bringing them up yesterday as he said he found them "quite ironic, coming from Toto and Mercedes".

The Frenchman fumed: "When Red Bull are developing or when Mercedes are developing, they are geniuses. When we are developing, we are cheating."

"You have to calm down with this. We didn't bring more parts than Red Bull or another team. I don't know if it was a joke."

When he was asked if he felt Wolff had accused Ferrari of cheating, Vasseur added: "If you think that we overshoot the cost cap, for me it is going in this direction."

The Ferrari chief admitted he has not spoken privately to Wolff, with whom he has a generally good relationship, about the matter. He laughed and said: "I think it was better to wait to speak."



SILVER SERVICE

Hamilton delighted British fans with his performance for Ferrari yesterday

TAKE A BOW LEWIS

Hamilton thrills Silverstone fans with shock Sprint pole

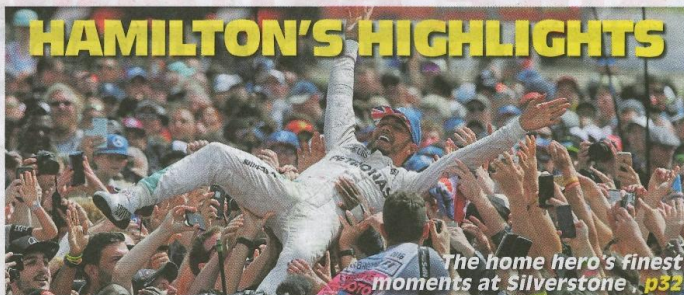


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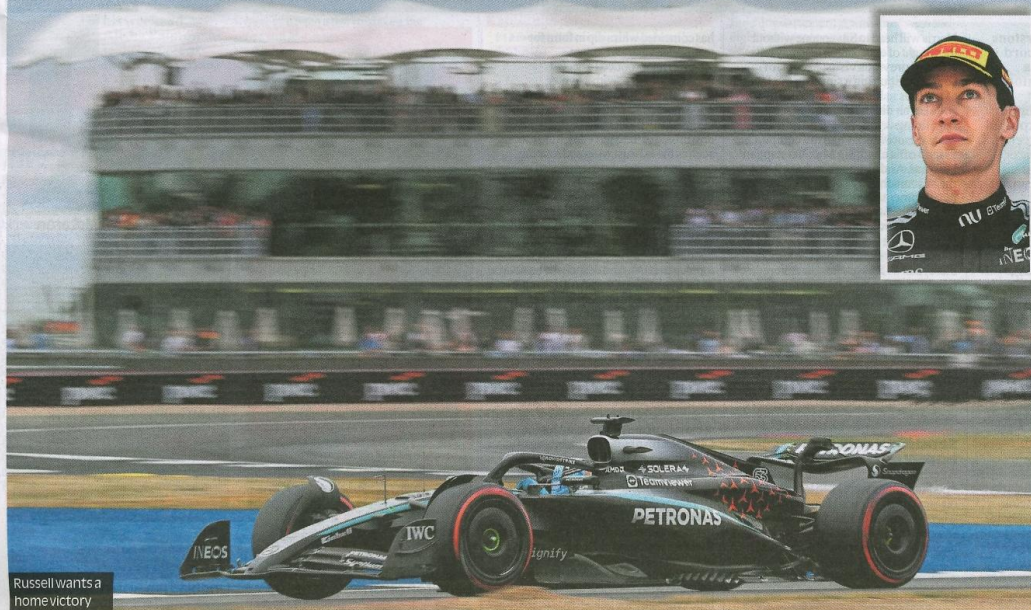
HAMILTON'S HIGHLIGHTS



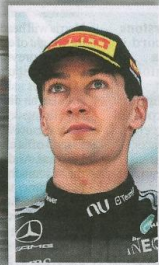
The home hero's finest moments at Silverstone **p32**

Mercedes man eager to reignite his championship charge with victory for home fans

**RUSSELL'S TIME TO SHINE IN
SILVERSTONE SHOWDOWN**



Russell wants a home victory



By Matt James

Mercedes racer George Russell is determined to kick-start his 2026 Formula 1 World Championship aims with a strong performance in this weekend's British Grand Prix at Silverstone.

The 28-year-old's best finish in the UK's headline race is fifth place in 2023. His win in the Austrian Grand Prix last weekend has revitalised his title charge.

He sits second points behind his Mercedes team-mate Kimi Antonelli, with Ferrari's Lewis Hamilton in third place in the standings.

After winning at the Red Bull Ring last weekend, Mercedes racer Russell said: "I can't wait for this weekend because it's the best race weekend of the year, but once the helmet is on, for me, it's just another race."

"I'm not going to put any additional pressure on myself, and I'm not going to be too relaxed either. That's just the mentality I want and I need to have."

THE SUPPORTING CAST

**YOUR GUIDE TO
F1 ACADEMY, F2
AND F3 CLASHES**

We look at the supporting events ahead of Silverstone **p31**



RETROSPECTIVE

**WHEN BRITONS
RULED THE PODIUM
AT BRITISH GP**

A reflection on the 1964 British Grand Prix at Brands Hatch **p34**



Photos: Getty Images

RULE, BRITANNIA THE BATTLE OF THE BRITS

In the midst of World Cup fever, the British Grand Prix usually delivers a home win for the patriotic crowd, but who will succeed this year? By James Roberts



Russell needs to regain some ground in 2026



Russell won the first 2026 round in Australia



ast year Silverstone reported a record crowd of half a million spectators across its four days, with a similar attendance expected this coming weekend.

Across that number, expect a three-way split between fans dressed in silver, papaya and scarlet, with another section backing the rest.

The candidates for British GP glory this year are Mercedes' George Russell, McLaren's Lando Norris and Ferrari's Lewis Hamilton, but we must not forget the likes of Ollie Bearman (Haas), Alex Albon (Williams) and rookie Arvid Lindblad (Racing Bulls), who will also want to perform on home turf.

As the spotlight of the motorsport world shines on Silverstone, let's consider who has the best chance of success.

For England, and St George

After starting the season as the bookies' favourite, King's Lynn's George Russell won the opening round of the 2026 season in Australia, and it looked as if the title might be a foregone conclusion. But since then, a dose of bad luck and unreliability has made that quest more challenging than it might have been. Additionally, his team-mate Kimi Antonelli has delivered an exceptional level of performance.

Antonelli's success has ever so slightly increased the strain within the Mercedes garage, especially as both have raced each other hard. Canada was a brilliant watch as the pair engaged in a dogfight, but the risk is their wheel-banging could lead to full-blown war.

It feels like a recurring narrative, but the pressure will be on Russell more than Antonelli going into Silverstone. The high-grip, high-speed nature of the circuit should suit the British driver, despite the fact his best finish here is fifth place in 2023.

Lando, hope and glory

As reigning World champion and winner of last year's British GP, Bristolian Lando

Norris will head to Silverstone without the weight of expectation that may have affected previous visits, except, of course, for putting a smile on the faces of the fans in his grandstand at Stowe.

McLaren did the right thing, sacrificing development on its 2026 car to ensure Norris had the equipment to fend off a charging Max Verstappen last year. And although he hasn't had the best machinery so far, the high development rate has seen McLaren come to the fore in recent races.

He was in contention in Miami, third on the grid in Canada, and a podium in Barcelona proved the pace is almost there. But as Russell has discovered, reliability with the Mercedes battery has caused the power unit to falter.

A double DNS in China, and more gremlins in Monaco, underlined the issue at McLaren. Norris benefited from Piastri and Verstappen making mistakes behind a safety car at Silverstone last year, and a touch of good fortune could put him in contention once more.

Send him victorious, happy and glorious

After his first year in F1 without scoring a podium, many were keen to write off Stevenage's Lewis Hamilton. But when he crossed the line in Barcelona to score his first win for Ferrari, on the back of second places in Montreal and Monaco, suddenly the talk shifted to whether he could seriously mount a title challenge this year.

While there were certainly some grievances with the ground-effect cars that impacted the past few seasons, he demanded changes at Maranello to kick-start the spark that took him to seven World titles.

Hamilton asked for a change in race engineer after a series of tense exchanges with former incumbent Riccardo Adami. During the Barcelona race, there was strong encouragement from new man Carlo Santì, whom Hamilton has dubbed the "Italian Bono." He has also had input in the development of the SF-26, notably in the switch to Brembo brakes, which

has coincided with a dip in form for team-mate Charles Leclerc.

Ferrari has produced a decent package for 2026, with a lighter, smaller turbocharger, and a car with good mechanical grip that rotates well in slow corners but lacks the high-speed downforce of the Mercedes. Innovations such as the exhaust wing and rotating rear wing are just two examples of where rival teams have followed with their own interpretations.

The one last thing that could help Hamilton here is rain. It led to his first win at Silverstone in 2008 and was instrumental in that dramatic return to the top step in 2024. And despite the heatwave so far this summer, you can't discount rain at the windswept former airfield.

Britain rules the waves

Eight of the 11 F1 teams consider Silverstone their home race, and always strive to put on a decent performance.

Although Haas is American-owned, the Banbury-based team is hoping to regain some of the performance it enjoyed at the start of the year. Chelmsford's Ollie Bearman suffered something of a nightmare at his debut home race last season, crashing in the pitlane in FP3 under a red flag and picking up a 10-place grid penalty.

Surrey's Arvid Lindblad is the only rookie in this year's field and is the first Red Bull junior not to face the scrutiny of former motorsport advisor Helmut Marko. Although Racing Bulls team principal Alan Permane will show little sympathy for failure.

Born to a Swedish father and a mother of Indian descent, Lindblad has impressed this year, especially at the season opener in Australia when he ran fifth at the end of the opening lap. He has Formula E champion Oliver Rowland as a mentor and driver coach.

London-born Thai racer Alex Albon will also be flying the flag for Williams, but unless there is an odd random element, rainstorm or disenfranchised priest causing havoc, don't expect the Grove-based team to add to the eight wins they have secured at Silverstone in the past.



Lando Norris has shown an upturn in recent races for McLaren



Hamilton returned to the top



Albon will need some luck



Lindblad is a British GP rookie



Bearman will want to put the bad memories of 2025 behind him

Photos: Getty Images

PALMOWSKI: SILVERSTONE WIN "WOULD MEAN EVERYTHING"

The championship leader is set to take part in her first British Grand Prix weekend when F1 Academy races at Silverstone. She spoke to **George Sanderson**

Alisha Palmowski was a winner in Montreal



Red Bull-backed Brit is on top of the standings

This weekend, Alisha Palmowski will compete at the British Grand Prix, having first queued to enter the event a decade ago as a nine-year-old fan.

F1 Academy has been part of the FIA Formula 1 support bill since 2024, but this year marks the first time it has competed at Silverstone. Championship leader Palmowski, now 19, is excited to be part of the British Grand Prix line-up. "I can't stop smiling just thinking about it," she said. "[Silverstone] was the first place I witnessed the speed of the cars, the sound, the smell."

"It is where my passion for motorsport was really unlocked. I remember getting my dad up at 6am to queue with our deckchairs at the gates so we could get the best view. To be on the other side of that fence and racing on the same weekend is a really special feeling."

The 2026 season has started strongly for Palmowski, with the Red Bull-backed driver earning two wins from the first five races to lead the drivers' standings by 25 points. "It's been a very good start to the season," acknowledged the Campos Racing driver. "It's not been perfect, there

have still been a few mistakes, but I'm still learning."

She demonstrated this development by delivering a dominant performance in Montreal in May, taking two lights-to-flag victories. In race one, Palmowski set the record for the biggest winning margin in F1 Academy, before beating her own record in race three.

She is hoping to take victory in front of her home fans this weekend but is mindful of the bigger picture regarding her championship fight. "It would mean everything," she said. "This is the race that I want to win the most, but I am approaching it in the same manner as any other race weekend. I need to make wise decisions, keep a cool and calm head at all times and not get overwhelmed by the external noise of it being my home race."

Palmowski has had success at Silverstone in previous years but is yet to be victorious at the Northamptonshire venue. In both her 2023 Ginetta Junior campaign and her GB4 season in 2024, when she was runner-up, she finished on the podium in a third of her races at the self-styled Home of British Motorsport. Her second year in Ginetta Juniors began Palmowski's rise through the ranks of junior motorsport. Competing in a field that featured

STANDINGS

F1 Academy 2026 (after 2/6 meetings)

POS	DRIVER	TEAM	PTS
1	Alisha Palmowski	Campos Racing	78
2	Emma Felbermayr	Rodin Motorsport	53
3	Megan Bruce	Campos Racing	37
4	Payton Westcott	Premia Racing	36
5	Mashaika Paez	Premia Racing	35
6	Nina Gademann	MP Motorsport	30

FIA Formula 3 and Audi junior driver Freddie Slater, Palmowski impressed to finish fifth overall with 10 podiums.

Slater was dominant throughout, taking 16 wins and two additional podiums from his 21 races, and remains one of the brightest prospects of his generation in British motorsport. Palmowski recalls the experience of racing Slater, with whom she shared a podium on five occasions as a sobering one.

"I often say [it] was the best and worst thing that happened to me racing against him," she laughed. "It made my life a lot more difficult than it could have been but equally, developed me into a wiser driver. It was an invaluable experience."

Palmowski made the step up to the GB4 Championship for the 2024 season, remaining with the Elite Motorsport team she had raced with in 2023. Once again, the Briton made her mark,

finishing as runner-up with three wins and eight additional podiums.

"GB4 was a bittersweet year," she admitted. "There were a few mistakes and a bit of bad luck which ultimately contributed to me not winning the championship. Nevertheless, it was still a huge learning curve in my first year in single-seaters, but I loved it."

Palmowski has not only impressed fans on-track but has also built a large following off it, thanks to her humble character and dry sense of humour. The Glossop native jokes that she is "boring" away from the track, saying that "if I couldn't drive, I'd be doomed because there are no other skills in me."

She is, however, a big karaoke fan and told *Motorsport News* how she got to meet one of her heroes recently. "On my helmet this year, I've got one of Barry Manilow's lyrics," said Palmowski. "It's the opening lyric to the song *I Made It Through The Rain*, which is one of my favourite songs. Barry has a Facebook group chat which is full of 80-year-old women and me, and I did a post showing my helmet."

"[Barry's team] invited me backstage to meet [him], show him my helmet and thank him for being an utter legend. What a dream come true." ■



Palmowski with Barry Manilow



Palmowski progressed in GB4

FIA F2: BRITISH TEST FOR FUTURE GRAND PRIX STARS

Irish racer Alex Dunne has been writing headlines of his own already in his career, and the Rodin Motorsport driver comes into the Silverstone meeting in the heart of the battle for Formula 2 success.

He is currently fourth in the points. The standings are headed by Gabriele Mini in his MP Motorsport machine, but Dunne has had five podiums so far and has kept the pressure on.

In his second full F2 campaign, Cian Shields has scored 10 points

STANDINGS

FIA Formula 2 (after 5/16 meetings)

POS	DRIVER	TEAM	PTS
1	Gabriele Mini	MP Motorsport	108
2	Nikola Tsolov	Campos Racing	106
3	Rafael Camara	Invicta Racing	82
4	Alex Dunne	Rodin Motorsport	80
5	Noelsson	Campos Racing	62
6	Dino Beganovic	DAMS	58

for AIX Racing, level with Brazilian team-mate Emerson Fittipaldi Jr. Shields is 19th in the drivers' standings and secured his first F2

points with fifth in the Montreal feature race.

John Bennett took a sensational maiden victory in Austria in the Sprint race after a lengthy on-track battle with Sebastian Montoya. The Trident driver retired twice from top-10 positions in Montreal, at fault for neither, before finishing seventh with the fastest lap in Barcelona, so will be looking to maintain his recent upturn in form. Polish-Briton Roman Bilinski is 16th with one podium.

FIA F3: SLATER WANTS HOME WINS

Freddie Slater has emphasised his reputation as one of Britain's finest young talents in motorsport with a strong start to his debut FIA Formula 3 campaign.

The 17-year-old is the only Briton to be competing in F3 this season and is second in the drivers' standings with four podiums from eight races.

Slater took second place in the Melbourne feature and Barcelona sprint races, as well as a third place with the fastest

STANDINGS

FIA Formula 3 (after 4/9 meetings)

POS	DRIVER	TEAM	PTS
1	Ugo Ugohukwu	Campos Racing	78
2	Freddie Slater	Trident	62
3	Theophile Nael	Campos Racing	52
4	Bruno del Pino	Van Amersfoort Racing	49
5	Brando Jader	Rodin Motorsport	41
6	Noah Stronstedt	Trident	41

lap on the streets of Monaco.

Fellow debutant Fionn McLaughlin is yet to score a point after stepping up from British F4. The Irishman has a best finish of 13th.

HAMILTON'S GREATEST HITS

Join us for a lap of Silverstone as we recall some of Lewis Hamilton's most memorable British Grand Prix moments.

By **James Roberts**



Lewis Hamilton on the edge coming out of Abbey in 2008



Seven-time champion has a special affinity for the British Grand Prix

Ever since Lewis Hamilton was first victorious at Silverstone in Formula Renault in 2003, he has consistently excelled at his home circuit.

From his first triumph in the rain at a soaking wet British Grand Prix in 2008 to his memorable return to the top step in 2024, the Brit's record at the former RAF airfield has been exemplary. His Silverstone record stands at six poles, six fastest laps and nine wins, including four in a row between 2014 and 2017.

On the back of taking his first win for Ferrari, could this year's British GP mark an extraordinary tenth success for the seven-time World Champion? Ahead of this weekend's race, we revisit some of his greatest moments around the 18-turn, 3.36-mile circuit.

Abbey

Prior to the construction of the inner loop in 2010, the flat-out Abbey was once a left-right chicane. It was here, in 2008, that Hamilton made his only mistake in a drive that left his rivals sliding about in his wake. It wouldn't be the British GP if there wasn't at least one deluge over the weekend, and it bucketed down on race day that year.

In the horrendous conditions, Hamilton's McLaren finished over

a minute ahead of everyone else and he lapped all but two of the opposition. Apart from his tiny off at Abbey, it was a complete wet-weather masterclass and his first British GP victory.

Brooklands

Passing a team-mate in identical machinery is always special, but in 2019 Hamilton overtook Valtteri Bottas in a move he set up four corners earlier.

It was epic wheel-to-wheel racing, typical of the cat-and-mouse dicing Silverstone so often produces.

In the early going, Bottas defended the inside into both Village and The Loop, so Hamilton took a conventional line in the slipstream of the Mercedes as the pair bombed down the Wellington Straight.

Entering the left-hander at Brooklands, Bottas defended deep to hold position, but Lewis cut back underneath him approaching Luffield.

He clung on around the outside of the

bend to pass Valtteri while the crowd went wild. Despite Bottas taking P1 back ahead entering Copse, the move ultimately didn't stop the home hero. Lewis went on to take a record sixth win, setting the fastest lap on his final tour. Plus, he was to use this experience to gain the upper hand over another rival in the years to come.

Woodcote

In the final year that F1 used the old pits between Woodcote and Copse, the fans in this section were treated to another epic duel between two greats of modern F1.

McLaren's 2009 challenger wasn't the class of the field, but neither was the Renault driven by Fernando Alonso. Earlier in the race that year, the Spaniard had run wide at Chapel and Hamilton attempted to pass around the outside, but was squeezed onto the grass at the top of Hangar Straight.

Remember, the wounds were still fresh between these two, just two years on from



Fernando Alonso and Hamilton went toe-to-toe in the 2009 race

their in-fighting together at McLaren. A few laps later, Hamilton dived to the inside of Alonso at Luffield and the pair ran wheel-to-wheel through Woodcote before Lewis out-braked the two-time champion on the inside at Copse. Once again, the fans went mad.

Copse

Perhaps Hamilton's most infamous Silverstone moment came on the opening lap of the 2021 race in his clash with Max Verstappen.

Let's not forget what an emotionally charged contest this was, with reigning champion Hamilton chasing an eighth title against the no-nonsense youngster eager to wrestle the crown away from the Briton.

If you watch the first lap in its entirety, it's almost a repeat of how Lewis drove three years earlier in his battle with Bottas, positioning his car to maximise the exits from Village and The Loop, before cutting back to use a wider line at Luffield. This time, however, he wasn't going to concede into Copse.

Although Max defended, Hamilton forced a way up the inside. He picked up dirt on his tyres and understeered into the Red Bull at the apex.

Some say he was too aggressive; others have suggested Max could have backed off. Either way, contact was made, not for the first time that season, and the Red Bull was sent hurtling into the Copse tyre wall at high speed.

Although he climbed out unaided, Verstappen was later sent to hospital for precautionary checks. Meanwhile, during the red flag to repair the barriers, there was a flurry of messages between the Red Bull and Mercedes pit walls and the hapless Michael Masi, then FIA race director. "Michael, have you got a minute? Every driver who has driven this circuit knows you do not put a wheel up the inside of Copse," said Christian Horner to Race Control. "That was an enormous accident and it was 100% Max's corner. Full blame lies with Hamilton who should never have been in that position."

"Michael, this is Toto," added Wolff. "Michael, I just sent you an email with the diagrams of where the cars should be." With almost comic timing, Masi replied: "Toto, I don't access my emails during a race deliberately, because I concentrate on the race."

Hamilton was given a 10-second penalty by the stewards and came back through to take his eighth Silverstone win.

Maggotts

If we may be allowed to step back from F1 briefly, then Hamilton's GP2 campaign of 2006 was one of the most electrifying title runs there has ever been.

Not only is Lewis' outright pace one of his greatest strengths, but so too is his racecraft and that ability to size up the opposition and commit to a gap.

During the Silverstone GP2 race, Nelson Piquet Jr (remember him?) and Clivio Piccione were battling for position at Copse. Piquet drove around the outside of the Monegasque, but Piccione remained alongside approaching the fast sweeps of Maggotts and Becketts.

Hamilton was watching this squabble and, after a perfect run through Copse, joined the pair to run three abreast, crucially with the inside line for

Maggotts. He held his position and gained two places to cement his place as a future star. As for Piquet, he lost control and ended up mowing the grass.

"That was awesome," said Hamilton, when I reminded him of the move a few years ago. "It was all about setting it up at Copse. The difference between getting on the power further back or at the apex means that you carry more speed towards the next corner. If you have to lift, do it earlier in Copse and get your foot down. And Piquet went off," he added. "Amazing."

Stowe

As Hamilton started his final lap of the 2020 British GP, he was told by his engineer to "just bring it home".

But by the time he'd reached Luffield, something was wrong with his Mercedes. At that stage he was informed Verstappen was 30 seconds behind as Hamilton's tyre began deflating along the old start-finish straight.

As he entered Copse, he started losing a significant amount of speed while the Red Bull charged after him. Sadly there were no fans present because of Covid, but watching on television as the sparks began to fly from his trailing wheel, the nation's heart was in its mouth.

Entering the Hangar Straight, the gap was down to 16 seconds, yet he still Lewis had to negotiate the high-speed right-hander at Stowe with virtually nothing left of his left-front tyre.

Engineer Peter Bonnington remained calm as Hamilton turned in, but rounding Stowe he lost another six seconds to Verstappen in that corner alone. Then at Vale, his first major braking point, he locked up and appeared to be skating towards the barriers with just one corner remaining. Remarkably, he rounded the final corner, crossed the line and asked: "Is that the final lap? There was no flag!" "That's it mate, you've done it, stop the car," replied a joyous Bono. Lewis held on, surviving late drama to claim another win, and beating Verstappen in a nail biting climax by less than six seconds at the chequered flag.

Club

The lessons of watching two cars duelling ahead and choosing the perfect moment to pounce led to another all-time classic move, one that has been replayed countless times since.

In the closing stages of the 2022 race, the Red Bull of Sergio Perez was engaged in a dogfight with Ferrari's Charles Leclerc.

The Mexican went to the inside of Leclerc at Stowe, but the pair emerged side-by-side on corner exit. Under braking for Vale, Leclerc edged Perez wide, sending him over the kerb and back into the path of Leclerc, forcing both drivers to the outside of Club.

Behind them, watching intently, Hamilton took his normal line through Vale and immediately spotted an opportunity as the door opened ahead. As the squabbling pair ran wide, Lewis accelerated underneath both of them, prompting TV commentator David Croft to yell: "Through goes Hamilton!"

It was fitting that the move ended with the British driver completing another Silverstone lap by crossing the start-finish line on the newly named Hamilton Straight. ■



There was late tyre drama in '20



Hamilton battled hard with his Mercedes F1 team-mate Valtteri Bottas during the 2019 British GP



The 2021 clash between Hamilton and his Red Bull rival Max Verstappen was highly controversial



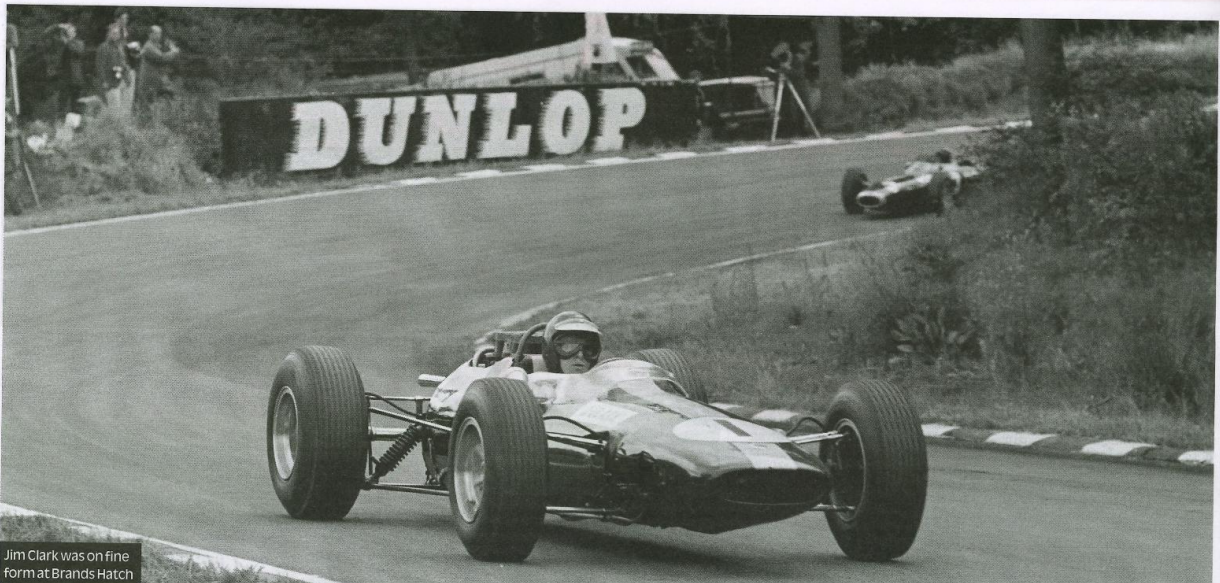
A double overtake at Maggotts was the bedrock to Hamilton's sensational GP2 success in 2006



Hamilton was able to profit on a battle between rivals going into Club to secure a podium in 2022

**'Racecraft
is another
strength
for Lewis'**

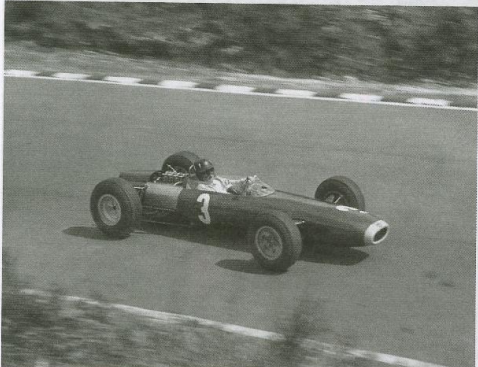
Motorsport News



Jim Clark was on fine form at Brands Hatch

BRANDS HOSTS A BRITISH BENEFIT IN FORMULA 1

World Championship Grand Prix racing first came to Kent in 1964, and it was memorable. By Matt James



Monaco winner Graham Hill scored another British Grand Prix podium

RESULTS			
British Grand Prix, 1964			
When: July 11 Where: Brands Hatch Laps: 80			
P	DRIVER	CAR	TIME
1	Jim Clark	Lotus Climax	2h 15m 07.0s
2	Graham Hill	BRM	+2.8s
3	John Surtees	Ferrari	+1m 20.6s
4	Jack Brabham	Brabham-Climax	+1 lap
5	Lorenzo Bandini	Ferrari	+2 laps
6	Phil Hill	Cooper-Climax	+2 laps
7	Bob Anderson	Brabham-Climax	+2 laps
8	Richie Ginther	BRM	+3 laps
9	Mike Spence	Lotus-Climax	+3 laps
10	Innes Ireland	BRM-BRP	+3 laps

When Lewis Hamilton won the Spanish Grand Prix in June, it was a cause for much celebration.

Not only was it the seven-time World champion's first triumph in the scarlet of Ferrari, he was part of a British podium lock-out. Hamilton led home George Russell (Mercedes) and Lando Norris (McLaren) to form part of a 1-2-3 for the UK for the first time since 1968.

British racers dominating the podium has only happened on six occasions and four of those have been in the UK. The first two were at Silverstone in 1958 and 1963. The third came on a highly significant weekend at Brands Hatch in 1964, as a full Formula 1 World Championship race visited the Kent venue for the first time.

The July race was played out in front of an estimated 100,000 fans, who went home happy as Jim Clark's Lotus 25 led the way. The Scot, who was the defending World champion, headed home the BRM of Graham Hill and the Ferrari of John Surtees.

Ten of the 23 starters (from 25 entrants) in that 1964 British Grand Prix, which also carried the honorary title of the European Grand Prix, came from the homeland. The chances of home glory were high, but the demands of Brands Hatch were something of an unknown at the time. It was officially opened for racing in 1960 and had hosted F1 races before that maiden British Grand Prix, but it was still an exciting new challenge.

Clark had come into the meeting with a slender one-point advantage at the top of the points table for what was the fifth of 11 rounds in 1964. Graham Hill was hard on his heels. Clark had led every round he had entered up until that point of the year, but a rare error in Monaco, when he clipped a straw bale and was forced to pit, restricted him to fourth place on the streets. A piston in the Lotus's 1.5-litre Coventry Climax powerplant had failed in the French Grand Prix, round four, forcing him to retire. Hill had won at Monaco and was in the top six in every race leading up to the British Grand Prix, which meant he was just a single point behind Clark coming to Kent.

Surtees, meanwhile, had been frustrated by poor reliability from Ferrari's V8 engine mated to the back of his 158 chassis, with three retirements in the opening four events.

Motoring News explained that the organisers of the maiden World Championship Grand Prix at Brands Hatch had taken a fresh approach to

hosting the international event, although reporter Mike Twite was not overly impressed with the spectacle that had been laid on, probably because it was at odds with the offerings at most continental grands prix.

In his introduction to the race report, he wrote: "To celebrate the first occasion on which the British GP had been held at Brands Hatch, the circuit owners, the RAC, the press, the trade and in fact everyone with any slight connection with motor racing helped turn the British GP into a vast circus which went on without interruption throughout the day, from the time the circuit opened at 0630hrs until it closed at 2200hrs.

"For the serious student of Grand Prix racing, this rather detached from the occasion, as the GP became just Event Three in the day-long programme. The fine, warm weather of the preceding few days turned into cold grey dampness and the expected vast crowds never appeared, and the elaborate traffic control got early starters to the track hours before they were expected to arrive. It was announced that



The frontrunners power clear as there is a melee on the start line

John Surtees turned around his ill fortune

Photos: Getty Images



the crowd was over 100,000, which is the largest crowd ever seen at Brands Hatch." Clark used the Lotus 25B rather than the newer 33 chassis, believing it to be better suited to Brands Hatch. The Scot took pole position by just 0.2s over Graham Hill's BRM P261. It was a competitive grid with the top five covered by under one second. Dan Gurney and Jack Brabham (Brabhams) were third and fourth, with Surtees fifth in his Italian machine.

In the race itself, Clark converted his pole into an immediate lead, but the getaway was not without its dramas.

"At the back of the grid, there was rather a melee," explained 'MLT', "which involved Frank Gardner (Brabham), Giancarlo Baghetti (BRM), Ian Raby (Brabham) and Jo Siffert (Brabham). Gardner was hit from behind and spun around in the middle of the track and was forced out with bent rear suspension, while the other three were late in getting away, as was Chris Amon, who was in trouble with the clutch on his Lotus, which caused his retirement soon after."

None of this affected the leading Lotus as Clark laid down an early marker. As he did so, the Brabham challenge imploded. Gurney was first to drop back with electrical problems, while Brabham darted into the pits, suspecting something was amiss after a spin. He returned to the action and, although he pitted again later on, still managed to finish fourth, albeit a lap down.

That left the way clear for the British lock-out and, ironically, it would be fought out among the same three drivers who had notched the UK's previous rostrum whitewash at Silverstone in 1963.

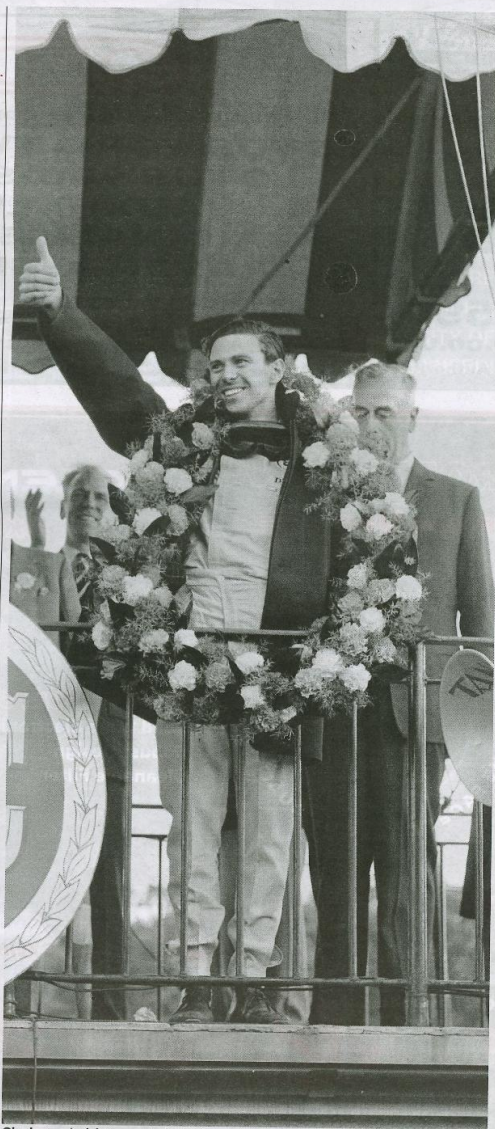
M/V reported that there had been a flurry of excitement over the closing stages. The report states: "At the head of the field, Clark was going his serene way, occasionally puffing out a little smoke and sounding off tune on the tighter turns, but there was little else to cheer the BRM team and, although Graham Hill began to put on a spurt at the finish, the Lotus pit kept Clark informed of the situation."

"He lost about a second a lap and at the finish, he was only 2.8s clear of the BRM. This gave the commentators and crowd something to get excited about, but as Clark made the fastest lap of the race on lap 73 (of the 80) at 1m38.8s, he couldn't have been hanging about."

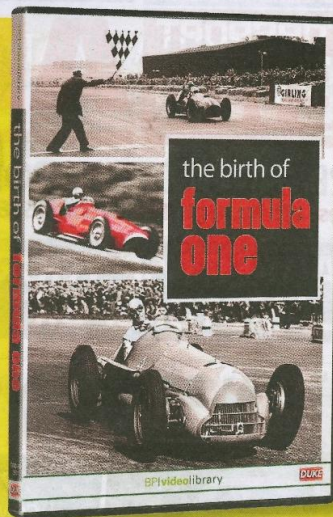
Third place for Surtees was only his second podium of the season, but it proved a kick-start to a much more competitive second half of the year. He won the German Grand Prix on the Nordschleife as Clark retired, then prevailed again at Monza, where Clark also failed to see the chequered flag.

It meant that all three British drivers who had stood on the podium at Brands Hatch went into the season's finale at Mexico City with a shot at the title.

A spin for Hill and a mechanical problem for Clark helped Surtees rise to second place, which was enough for him to secure his only World title, claimed by a single point.



Clark wrote his name into the history books with Brands Hatch glory



HOW FORMULA 1 CAME OF AGE

Celebrating the illustrious history of the British Grand Prix

After another famous British 1-2-3, this time courtesy of Lewis Hamilton, George Russell and Lando Norris in Barcelona, there could hardly be a better moment to dive back into the history of the British Grand Prix.

For the first time, Duke is creating a dedicated British GP Hub, bringing together its archive films, downloads, DVDs, programmes, clothing and selected memorabilia linked to one of Formula One's great fixtures.

The British Grand Prix has been part of the World Championship story from the very beginning, with Silverstone hosting the first official Formula One World Championship race in 1950. Since then, the British GP has remained one of the sport's great constants, taking in different circuits, different eras and some of the most celebrated names in motor racing history.

Duke's British GP Hub is designed as a go-to destination for fans who want to explore that legacy in one place. From the birth of the championship at Silverstone, to the colour and character of Brands Hatch, through to the drama of the 1970s and beyond, the hub brings together a rich mix of archive content and collectables.

Highlights include *The Birth of Formula One*, Duke's dedicated 1964 British Grand Prix programme and its 1976 British Grand Prix release, alongside a wider selection of British GP-related titles and items.

Whether you are reliving a favourite era, discovering classic footage for the first time or looking for something for an F1 fan, the British GP Hub is the place to start.

Scan the QR code to explore the British GP Hub.

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WORLD LEADING MOTORSPORT HOME ENTERTAINMENT

SUNDAY 05 JULY: LINKS TO ONLINE COVERAGE

Headline	Media	Links
Kimi Antonelli stars as Max Verstappen struggles: British GP qualifying winners and losers	Planet F1	https://www.planetf1.com/features/winners-and-losers-2026-british-grand-prix-qualifying
Red Bull's FIA engine questions set to fail as ADUO verdict stands firm	Planet F1	https://www.planetf1.com/red-bull/fia-aduo-engine-ruling-red-bull-challenge-homologation-outcome
Toto Wolff sets record straight after angry Fred Vasseur response	Planet F1	https://www.planetf1.com/news/ferrari-not-cheating-fred-vasseur-toto-wolff-response
British GP: Lewis Hamilton plots Ferrari teamwork with Charles Leclerc to 'topple' Kimi Antonelli at Silverstone	Sky Sports	https://www.skysports.com/f1/news/12433/13560322/british-gp-lewis-hamilton-plots-ferrari-teamwork-with-charles-leclerc-to-topple-kimi-antonelli-at-silverstone
Formula 1: F1 boss Stefano Domenicali reveals hope to restore cancelled Middle East race to 2026 calendar	Sky Sports	https://www.skysports.com/f1/news/12433/13560321/formula-1-f1-boss-stefano-domenicali-reveals-hope-to-restore-cancelled-middle-east-race-to-2026-calendar
How "stressed" Antonelli beat his nerves – and Leclerc – in British GP qualifying	Autosport	https://www.autosport.com/f1/news/how-stressed-antonelli-beat-his-nerves-and-leclerc-in-british-gp-qualifying/10836438/
McLaren 'surprised' as Mercedes finds way to revive banned F1 engine trick	Crash.net	https://www.crash.net/f1/news/1100251/1/mclaren-surprised-mercedes-finds-way-revive-banned-f1-engine-trick
Strategy Guide: what are the tactical options for the British GP?	F1	https://www.formula1.com/en/latest/article/strategy-guide-what-are-the-tactical-options-for-the-british-gp.361P7x4M10QJA3Dyuj5aNb
F1 2026 British Grand Prix starting grid with late penalties applied	GP Fans	https://www.gpfans.com/en/f1-news/1087251/f1-2026-british-grand-prix-starting-grid-penalties-applied/

SUNDAY 05 JULY: LINKS TO ONLINE COVERAGE

Headline	Media	Link
Christian Horner drops surprise announcement on eve of British GP as new plan confirmed	The Mirror	https://www.mirror.co.uk/sport/formula-1/christian-horner-british-gp-book-37386957
Record crowd hoping for home win – but will Antonelli ‘disappear into distance’?	BBC Sport	https://www.bbc.co.uk/sport/formula1/articles/cy8d21kz0xjo
F1 Live: George Russell investigation launched as driver punished at British GP	Daily Express	https://www.express.co.uk/sport/f1-autosport/2225469/f1-live-george-russell-British-GP-Hamilton
Adjusted Silverstone starting grid for 2026 F1 British Grand Prix after grid penalty	RacingNews365	https://racingnews365.com/full-silverstone-starting-grid-for-2026-f1-british-grand-prix
Toto Wolff reacts after Kimi Antonelli left ‘stressed’ by unusual Mercedes decision	RacingNews365	https://racingnews365.com/toto-wolff-reacts-after-kimi-antonelli-left-stressed-by-unusual-mercedes-decision
British GP qualifying: Antonelli on pole ahead of Ferrari duo – as it happened	The Guardian	https://www.theguardian.com/sport/live/2026/jul/04/british-grand-prix-sprint-race-qualifying-f1-formula-one-live
F1 president reveals plan to restore one of 2026’s lost races	Crash.net	https://www.crash.net/f1/news/1100252/1/f1-president-reveals-plan-restore-one-2026s-lost-races-and-what-it-means-calendar
F1 to decide before summer break on recovering middle eastern race	MotorSport	https://www.motorsport.com/f1/news/f1-to-decide-before-summer-break-on-recovering-middle-eastern-race/10836463/
“There is no point racing like this” – Max Verstappen reveals Red Bull power unit issue	MotorSport	https://www.motorsport.com/f1/news/there-is-no-point-racing-like-this-max-verstappen-reveals-red-bull-power-unit-issue/10836338/