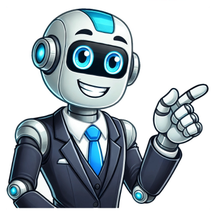
Continue



Lando Norris has confirmed McLaren have a very clear “number one”, and that quite simply is the team. Having secured the Constructors’ title last season, their first teams’ trophy since 1998, the Woking team is hunting the double in F1 2025. Number one at McLaren? Lando Norris reveals the answer… Such is the MCL39’s advantage over the chasing pack, they could also secure the 1-2 in the Drivers’ standings, which are the positions they hold today. Oscar Piastri is leading the race but only by 10 points over his team-mate with momentum having swung between the McLaren duo throughout the opening nine races. The pair are fighting to become McLaren’s first World Champion since Lewis Hamilton in 2008, the 13th in the team’s history, while for both it would be their maiden F1 title. No one knows which way the pendulum could swing next, which has put McLaren in a position where they refuse to choose one driver over the other – even if it means losing the World title. McLaren team-mates: F1 2025 head-to-head stats  F1 2025: Head-to-head qualifying statistics between team-mates  F1 2025: Head-to-head race statistics between team-mates “When you’ve got two drivers first and second in the championship and are separated by less than one second place finish, how do you possibly even consider standing one down into a supporting role? There’s just no way we will,” McLaren CEO Zak Brown told PlanetF1.com. Team boss Andrea Stella, meanwhile, spoke of trusting the drivers to respect McLaren’s papaya rules, which essentially mean race each other respectfully, give each other enough room, and don’t crash. That’s because, at the end of the day, there is only one “number one” at McLaren, and it’s not Norris nor Piastri. It’s McLaren. “I’m employed by the team, and I have to drive and race for them,” Norris said in an interview with the BBC. “As a number one, it is a constructor. That’s what we have to win in the end of the season. But then there’s the individual championship. “Everyone’s seen plenty of championships as team-mates turn sour and go in the wrong direction. And that normally leads to many things, like a domino effect of things starting to fail. And that’s what we don’t want. “We know we still want to race. We’re free to race against each other as individuals, but we also know our sole purpose is to race for McLaren, the team, the name we race under. And that’s something we’re both very proud of doing.” So far, despite the huge prize up for grabs, the team-mates have adhered to the papaya rules, even when they’ve started alongside one another on the front of the grid. Laughing, joking and the first to congratulate the other, the McLaren team-mates have shown no sign of the tension that blighted F1’s last big team-mate rivalry when Hamilton and Nico Rosberg went wheel-to-wheel for the title at Mercedes in 2016. “I think it’s because I’m a great team-mate,” Norris said with a smile. “That’s not saying anything in the wrong way. “Even though your team-mate’s always your biggest competitor, and the guy you want to beat and need to beat more than anyone, I’ve always wanted to have a good time, and have laughs and make jokes, and enjoy my life. “That’s what I’m here to do at the end of the day, enjoy my life. And we want to do that together. “We are different people, different characters, but both guys who know deep down we want to beat each other. But we also want to enjoy our journey.” Read next: Major Ferrari development with team boss Vasseur ‘under scrutiny’ to save job MONACO — Lando Norris knew he’d done everything right.He’d survived a brief scare at the first corner on Lap 1 of 78, locking both his front tires but keeping hold of the lead. He’d avoided being caught out by the new pit stop rule, with McLaren timing both his required tire changes perfectly to ensure he wasn’t jumped by Charles Leclerc’s Ferrari chasing behind.Then, much later, while running in second place behind reigning world champion Max Verstappen, who very late on still needed to pit and was waiting as long as possible to come in, only an incident causing a red flag that would give Verstappen a free pit stop could prevent Norris from realizing his dream: winning the Monaco Grand Prix.And yet Norris felt no pressure, no great stress. “No dramas,” as he put it afterward. Tense at points? Yes. Leclerc was right behind him and weaving through lapped cars around Monaco’s narrow streets is always difficult, especially when Verstappen slowed the pace at the front. Norris prayed there would be no red flag.But he’d done all he could. “If it happened, it happened,” he said.The moment Verstappen peeled into the pits at the end of Lap 77, the incident his Red Bull team had hoped for never arriving, Norris was free. Proving just how much pace he had in hand, he set the race’s fastest lap on the last lap before crossing the line for victory.This was extra special for Norris. “There are many things I think everyone dreams of,” he said post-race. “It’s getting to Formula One, winning a race in Formula One, and it’s winning a race in Monaco. The best bit is my kids one day will be able to tell everyone that I won Monaco. That’s probably the thing I’m most proud about.”A significant career and life moment for Norris, undoubtedly. But in the context of his 2025 season, and his first full bid to become F1 world champion, this result could end up meaning so much more. Not just for the weight of winning in Monaco, but because of how he won in Monaco.“He went through various situations which required cold blood,” McLaren team principal Andrea Stella told reporters post-race, citing the difficulty of dealing with backmarkers that were playing significant games with slow race pace. “He stayed very lucid. No panic.”That kind of cold-bloodedness has been missing from Norris’s armory of late, chiefly in qualifying sessions. Since winning 2025’s opening round in Australia, he’s struggled to reach the same peak performance that came so easily to Norris through the end of last year, specifically when trying to nail a lap at the very end of Q3. Up against tough competition including Verstappen and with teammate Oscar Piastri hitting his stride, it was costing Norris. Stella has touched on something with McLaren’s car development this year that, when unlocking that final bit of pace on a single lap, was suiting Piastri more than Norris. This comes down to the car being unpredictable when pushed to the limit in big braking zones.So, Norris doubled down on himself. For all the outside noise — “it’s all crap,” to quote Norris post-race — said online about his mentality, his raw speed, his ability to win a championship despite the “preseason favorite” tag, he kept working.It yielded the most precious, important pole position of them all, in Monaco. When it really mattered at the very end of qualifying on F1’s most technical, difficult track, Norris pulled out a special lap (although not perfect, according to Stella) to usurp Monégasque home hero Leclerc by one-tenth of a second.Not only had he scored pole in Monaco, decisive despite the mandatory two pit stops introduced for this running of F1’s most famous race, but he’d also rediscovered the mojo that had gone missing in recent events. It’d always been there in the races on Sundays, allowing him to recover from qualifying setbacks. And, in some ways, making his Monaco performance no surprise. It was the step in qualifying that was more obvious and more meaningful to Norris.“I’m happier with (the qualifying) result than I am of today’s,” Norris said on Sunday. “Today’s is incredible, but I probably was more emotional yesterday than I was today. That’s how much yesterday meant to me, to kind of get my groove back in qualifying. Because it’s something that I just had my whole life. It’s just always been good, until this year. And that’s what I was trying to get back.”So what changed in Norris’s approach? He said that was something between him and his team, but Zak Brown, McLaren Racing’s CEO, hinted when speaking champagne-soaked to Sky Sports post-race about Norris trying to be under less pressure to ensure everything was absolutely perfect, even with the car’s braking difficulties.“(He was) just focused and not kind of worried about, ‘if you don’t get in the perfect lap, do the best you can and give it another go,’” Brown said. “That’s what we did. The first one (at the end of Monaco qualifying) was really good, but not good enough. The second time he got it done.”Stella thought the victory could help Norris “a lot with the consolidation of the work that we have done. It shows that when you put together and you pull off good work, and you believe in this work, then you see the results.”Producing the kind of race he did in Monaco, managing the various mental challenges that come with being the man at the front on these narrow streets, having to keep Leclerc — who was weighing up lunges into Rascasse or even the Fairmont hairpin — at bay without being able to push because of Verstappen ahead, was testament to his strength. He didn’t waver once under pressure this time.Importantly, the pace had been there for Norris right from his first lap in practice last Friday. While Leclerc and Ferrari reached their limit a little too early, Norris built his way up before delivering when it really mattered in qualifying. Unlike Piastri, who had flashes of speed but lacked the rhythm and comfort needed in Monaco — the championship leader even crashed in FP2 — Norris always had that confidence.Norris was reluctant to say this win was a definitive resolution of his recent setbacks, instead feeling there’s still a lot more to do.“What I felt this weekend was a small step forward,” Norris said. “It’s not ‘it.’ It’s not like I nailed it and everything’s back. There’s still things I need to work on. There’s still things as a team (that can be better). They’ve given me the equipment — I don’t just mean making a quicker car, because the car is quick enough. But giving me the things I need from the car to maximize results. There are still things from both sides.”Stella echoed Norris’s thoughts, believing there was still more pace to come and that this was just the next step for the Briton. He thought Norris and Piastri were in “different phases” right now, but said “this is a journey that is not changed by one stage of the journey” in Monaco.“This can cement what we have done so far, but for me, we are nowhere near the final destination,” Stella added.Norris has whittled the gap to Piastri down to just three points in the drivers’ championship standings heading to the Spanish Grand Prix next weekend. Perhaps more importantly, he’s stopped the Australian’s momentum from getting out of hand and creating a big gap at the top of the championship that could prove insurmountable — something he’d started by finishing second to Verstappen last week at Imola. More crucial overall for Norris was not to fall into a spiral of questioning his own relative performance to the man across the garage, instead delivering an impressive answer at F1’s most iconic, famous race.The key for Norris now is consistency. He used that word repeatedly when talking about his qualifying performance in Monaco on Saturday evening. One win from pole won’t serve as enough proof he’s back to his near-faultless self from the back end of last season. Building on this form and carrying it through to Spain and beyond will be the truest test.But this is a start and one Norris needed. And it could be the one that ignites his bid to realize the other big dream all racing drivers hold: becoming an F1 world champion. Winning in Monaco is a very good omen.“The people that have won here in the past, they will not always go on to be world champion, but most of them have,” Norris said. “Just to know in 10 years’ time, I can say I won Monaco that one year — or hopefully a few more — is something I look forward to saying.”(Top photo: Lando Norris and Oscar Piastri; Sipa USA) Lando Norris declared that "next year is my year" after leading McLaren to the Constructors' Championship by winning the season-ending Abu Dhabi Grand Prix.Norris came up short in the Drivers' Championship as Max Verstappen sealed a fourth successive title with two rounds to spare, but the Brit ensured McLaren ended 2024 with some silverware. After team-mate Oscar Piastri dropped from second to the back of the field after a first-corner collision with Verstappen, pole-sitter Norris controlled the race superbly to ensure McLaren held off the challenge of Ferrari to win the title for the first time since 1998.After taking the chequered flag, Norris congratulated his colleagues over team radio before adding: "It's been a special year. Next year is going to be my year too." Please use Chrome browser for a more accessible video player The best of the action from the final race of the 2024 Formula One season at the Abu Dhabi Grand Prix The 25-year-old Brit, who ultimately finished 63 points behind Verstappen at the top of the drivers' standings, later explained to Sky Sports F1 why he is confident of claiming a maiden title in 2025. "I certainly know I've got a lot of what it takes. There's no doubt about that, and I'm confident in saying that," he said. "I clearly, and I think this year I proved not everything is where it needs to be, but even since those moments, I feel like I've improved a lot in the last quarter and second half of the year, a huge amount. Please use Chrome browser for a more accessible video player Lando Norris insists he has what it takes to win the title in 2025 following his win in Abu Dhabi "I have confidence in myself, which is, is not a common thing, and I'm never going to go around screaming that kind of thing. But I have confidence that I can fight against Max, and I can fight against Charles and all these other drivers who are just as capable of winning championships, even Lewis and stuff like that next year."So, I have what it takes. Yes, I need to improve in areas, and certain areas are not up to the level they need to be, and I'm going to work hard over the winter to improve on them, but I'll do that and we'll fight."Piastri 'definitely' targeting 2025 drivers' title Please use Chrome browser for a more accessible video player Anthony Davidson was at the SkyPad to take a closer look at Max Verstappen's crash with Oscar Piastri at the start of the Abu Dhabi Grand Prix Norris' statement of ambition was notable given McLaren have insisted through 2024 that they consider him and Piastri as equals, and have shown they would only be willing to prioritise an individual's hopes once it is near impossible for the other driver to be in the mix for the drivers' title.The Australian was at times able to match Norris, perhaps most memorably when overtaking his team-mate at the start of the Hungarian Grand Prix before McLaren's strategy choice created a team orders radio soap opera that eventually ended with Piastri claiming his maiden F1 win.Asked by Sky Sports F1 whether he too is targeting the drivers' title next year, Piastri offered an emphatic response. Please use Chrome browser for a more accessible video player Max Verstappen and Oscar Piastri discuss their opening lap collision at the Abu Dhabi GP "Definitely," he said. "Hopefully we can come out of the blocks strong next season and mount a challenge from the start."I still have some things to work on and improve but I feel like it's been a good step up from my rookie season."So, I'm excited for next year, excited for a bit of a break first, and then go again and try to fight for both championships".Brown 'wouldn't bet against' Norris for 2025 titleMcLaren chief executive Zak Brown said it was up to his two drivers to "figure that one out" regarding the 2025 drivers' title, but admitted he "wouldn't bet against" Norris.Brown told Sky Sports F1: "That race, he (Norris) carried us. To not make any mistakes, and we were worried about Safety Cars, I was worried about everything, and he drove flawlessly, as he's done. Please use Chrome browser for a more accessible video player Zak Brown praises Lando Norris' drive to claim the Constructors' Championship for McLaren and the important part played by Andrea Stella "So next, try to repeat constructors' and get the drivers' (title). I'll let Oscar and Lando figure that one out."Asked about Norris' radio message, Brown added: "He's going to give it all he's got. And given the momentum he's on, I wouldn't bet against him." Shop F1 gear! Sign up and save 10% off your first purchase! Brown also admitted watching his team attempt to end a 26-year wait for the constructors' title was "the worst two hours" of his life.He singled out the McLaren pit crew for particular praise as they expertly executed Norris' only stop of the race to keep him ahead of Ferrari's Carlos Sainz, who had stopped a lap earlier to attempt an undercut. Please use Chrome browser for a more accessible video player Zak Brown says that Max Verstappen's crash with Oscar Piastri has not helped his team's nervousness as they compete for the Constructors Championship at the Abu Dhabi Grand Prix "That was the worst two hours of my life, by far," Brown said."Lando drove brilliantly. Unfortunate what happened to Oscar at the start, but the team was flawless. They executed the pit stop great."And I think I was the only one who was ready to have a heart attack for about two hours."Watch all 24 race weekends from the 2025 Formula 1 season live on Sky Sports F1, starting with the Australian GP on March 14-16. Stream Sky Sports with NOW - No contract, cancel anytime The 2025 British Grand Prix at the Silverstone Circuit delivered a chaotic and action-packed race, marked by heavy rain, multiple safety car deployments, and plenty of controversy. With unexpected turns and dramatic moments, let’s break down who came out on top and who left feeling disappointed, including big winner Lando Norris. Lando Norris secured a spectacular victory at his home race, the British Grand Prix, holding off his teammate Oscar Piastri. The sterling performance was the 25-year-old’s first win in his home Grand Prix and his second win in a row. Lando Norris was perfect in the rain-hit conditions and the numerous safety car periods. He particularly benefited from a 10-second penalty incurred by Piastri, which allowed Norris, who was running as the de facto leader in second place, to claim his rightful spot atop the leaderboard and convert it into a win. Max Verstappen had his second challenging week in a row, marked by a disappointing British Grand Prix, during which he lost significant positions during the race. On Lap 21, Verstappen briefly lost control of his car coming around a turn, causing him to fall dramatically from second to ninth place, even though he eventually regained control. His misfortune was also partially attributed to some gamesmanship from Piastri during a safety car restart. Ultimately, Verstappen finished the race in fifth position. After his DNF in Austria, and his tough time at Silverstone, the drivers’ championship is almost out of reach. Read More: Max Verstappen and Red Bull in crisis as champion eyes exit It’s not often that the driver who finishes P3 almost overshadows the man who finished P1, but for this year’s edition of the British Grand Prix, Nico Hülkenberg’s first trip to the podium in his long career certainly did. Hülkenberg finished the race in third place, just ahead of Lewis Hamilton, whose consecutive podium finish streak at his home track ended. It was Hülkenberg’s 239th F1 race and his first trip to the podium in 5,593 days as a racecar driver was a big story. For Sauber, it was also a massive win as they continue to work their way up the midfield bunch in 2025, securing their first trip to the podium in 13 years. Oscar Piastri had a mixed day at Silverstone, demonstrating both a fast and excellent performance, as well as a costly error. On the one hand, Piastri showed immense pace, battling with Lando Norris for the lead and being held off only narrowly for the win. Despite a penalty, he still came out on stronger footing in the battle for the drivers’ championship compared to Max Verstappen, who finished fifth. The safety car restart strategy chosen by Piastri resulted in his loss of a potential victory, ultimately costing him the win. The race officials imposed a 10-second penalty on him because he reduced his speed before speeding up when the safety car departed. The penalty Piastri received during his pit stop in the last 10 laps of the race cost him the win and allowed Norris to take the checkered flag. Lewis Hamilton and Ferrari were a disappointment at the 2025 British Grand Prix, as they were unable to capitalize on a strong showing and secure a podium finish. Hamilton finished P4, nearly joining his countryman Lando Norris on the podium but ultimately missing out. Although Hamilton had a strong record at Silverstone, winning there last year and tying for the second-most all-time wins at the track, the British Grand Prix was highlighted as a potential opportunity for him to collect his first checkered flag with Ferrari. However, this did not materialize, indicating a missed opportunity for both Hamilton and the Ferrari team to secure a top-three finish or a win at this event. Charles Leclerc followed his miserable qualifying rounds with a P14, finishing ahead of only Yuki Tsunoda. pic.twitter.com/afc5ym6WKf— VideosF1 (@F1vide) July 6, 2025 The Monaco Grand Prix ended as it began with Lando Norris earning the checkered flag and Charles Leclerc finishing in second.Oscar Piastri rounded out the podium.It wasn't a wire-to-wire victory for Norris, who surrendered the lead with 25 laps remaining when he took a pit stop. But this was another year in which the general lack of drama at Monaco is likely to be a talking point.Because of the track itself, overtaking is almost nonexistent now, and the new two-stop rule did little to add much excitement. Wondering when the big stars would take their stops provided some intrigue, but the actual in-race action remained limited.Max Verstappen and Norris' battle for first place served as a prime example.Fans were all too aware the four-time reigning F1 champion would need to make one more stop, which would inevitably allow Norris to move back into first place.Norris, meanwhile, knew that too and thus had little incentive to do anything risky in second place. He was effectively running in first and held a healthy gap on Leclerc. Verstappen finally did pit on the final lap, and the running order reflected the eventual finish.The Monaco Grand Prix is a crown jewel of the Formula One season. It has so much history, and the visuals of the cars weaving through Monte Carlo and La Condamine are striking.Sunday didn't make a compelling case for keeping it on the calendar, though.Monaco is a race the Mercedes team will quickly want to put in the rear-view mirror for a much different reason.George Russell and Kimi Antonelli started in 14th and 15th and neither made much headway from there. They weren't helped by a puzzling tactical approach to the race. Russell and Antonelli both waited an eternity to pit, and staying out on the track didn't help in terms of race position.Circuit de Barcelona-Catalunya is the next stop for Formula One with the Spanish Grand Prix on the horizon. Verstappen has been dominant at the track with three straight victories, and this is the event where he registered his first F1 win. At 18, he was the youngest driver to earn a checkered flag in a Grand Prix in 2016.Maybe next week is when Verstappen returns to the top of the podium. All Albon, Alexander Alonso, Fernando Antonelli, Kimi Bearman, Oliver Bortoleto, Gabriel Colapinto, Franco Doohan, Jack Gasly, Pierre Hadjar, Isack Hamilton, Lewis Hulkenberg, Nico Lawson, Liam Leclerc, Charles Norris, Lando Ocon, Esteban Piastri, Oscar Russell, George Sainz, Carlos Stroll, Lance Tsunoda, Yuki Verstappen, Max 2025 marks 75 years since the inaugural Formula 1 World Championship began, and while F1 had precursor races between 1946 and 49, 1950 is officially when the start of the World Championship era truly began, and Silverstone was the first ever race.  Fitting, then, that this historic circuit, once again, delivered an epic race today, one that saw a British driver, Lando Norris, triumph on home soil. Another big moment, Nico Hülkenberg, finally earned a long-overdue podium. Add in championship leader, Oscar Piastri’s penalty, Max Verstappen’s dramatic spin, and classic British summer weather, and you truly had a race worthy of the sport’s diamond jubilee. From the moment the lights went out, chaos reigned as the track was only dry-ish with polesitter Verstappen leading the field away. While George Russell and Charles Leclerc gambled early on slicks, the track was still treacherous in the final sector. Up ahead, by the time the first drops of rain hit the tarmac under race conditions, the Aussie wasted no time snatching the lead from the reigning champion on lap 8, just before conditions deteriorated considerably.  As showers intensified by lap 11, strategy came into play. Lance Stroll and Hülkenberg made the decisive call to bolt on fresh intermediates, a move that would pay massive dividends to climb up the order. On lap 14, the first Safety Car of the race was deployed, bunching up the field and erasing Piastri’s advantage. Then came a major flashpoint. Isack Hadjar rear-ended Kimi Antonelli on the first restart on lap 18, a consequence of a soaked track and poor visibility from the spray, bringing out the safety car again. In a dramatic turn of events, upon the second restart on lap 21, Verstappen spun on cold tires and dropped from second to ninth. But most notably, Piastri was handed a 10-second penalty for slowing down dramatically before leading the pack away from that second Safety Car.  By lap 30, Lewis Hamilton in P6 began his surge into contention, thrilling the home crowd in his first British Grand Prix with the Scuderia. With 15 podiums at Silverstone, including nine wins, Hamilton who is also a wet-weather champion, remains unmatched at this venue. But a small off-track moment after his final stop saw the hopes of adding a 16th fade away.  Meanwhile, Hülkenberg, who by the way started P19, was driving the race of his life. The German driver, who at age 37 is also one of the oldest on the grid, capitalized on the chaos, nailed his strategy, and used DRS to snatch third place from Lance Stroll on Lap 35. He would then hold off Hamilton, all the way up to the closing stages of the 52-lap race. After 239 Grand Prix, Hülkenberg finally became a Formula 1 podium finisher in P3, with Hamilton crossing the line in fourth. Up ahead, as Piastri served his penalty during his final stop, teammate Norris took the lead. The Brit kept his cool and managed to keep Piastri at bay, finishing 6.812 seconds ahead of the Aussie when the chequered flag dropped, for a spectacular McLaren 1-2 finish. After round 12 of the 2025 season, Piastri continues to lead the championship with 234 points and an eight-point advantage over Norris’ 226. Verstappen is third and has a lot of ground to cover with 165 points as we head to Spa-Francochamps next. Catch the race highlights here. With this year’s historic British GP behind us, the upcoming Festival of Speed set to roar to life at Goodwood later this week, is set to continue to provide plenty more from the U.K., including more F1 action. Watch this space. Source: Formula 1, McLaren Lando Norris has won the 2025 British Grand Prix after an unpredictable and drama-filled race run in mixed conditions in front of a record-breaking F1 crowd, with 500,000 spectators visiting Silverstone over the course of the weekend. Oscar Piastri finished a dejected second after a controversial penalty for a Safety Car infringement, while Nico Hülkenberg finally took his first – and a very popular – podium at the 239th time of asking.Formula 1British Grand Prix resultsPOS.DRIVERTEAMTIME / RETIREDPTS.1Lando NorrisMcLaren1:37:15.735252Oscar PiastriMcLaren+6.812s183Nico HulkenbergKick Sauber+34.742s154Lewis HamiltonFerrari+39.812s125Max VerstappenRed Bull Racing+56.781s106Pierre GaslyAlpine+59.857s87Lance StrollAston Martin+60.603s68Alexander AlbonWilliams+64.135s49Fernando AlonsoAston Martin+65.858s210George RussellMercedes+70.674s111Oliver BearmanHaas+72.095s012Carlos SainzWilliams+76.592s013Esteban OconHaas+77.301s014Charles LeclercFerrari+84.477s015Yuki TsunodaRed Bull Racing+1 lap0NCKimi AntonelliMercedesDNF0NCIsack HadjarRacing BullsDNF0NCGabriel BortoletoKick SauberDNF0NCLiam LawsonRacing BullsDNF0NCFranco ColapintoAlpineDNS02026 TICKETS: Sign up for 2026 British Grand Prix ticket alerts to stay ahead of the curveBritish Grand Prix snapshotWith rain in the air, the formation lap was run behind the Safety Car and as the grid formed up, George Russell, Charles Leclerc, Ollie Bearman, Gabriel Bortoleto and Isack Hadjar all pitted for slicks, leaving some gaps at the start line.It was a good start for Oscar Piastri, but Max Verstappen hung around the outside to maintain the lead, while Lando Norris and Lewis Hamilton battled over third. In the opening lap skirmishes, Liam Lawson collided with Esteban Ocon, bringing out a Virtual Safety Car.After another early VSC, the fight was on for the lead with Piastri applying huge pressure to Verstappen. Lap 8 saw Oscar get the move done, as he seized the lead into Stowe. The rain began to come down heavier and heavier, and after a brief stint on the Soft tyre where he made plenty of progress, Lance Stroll pitted at the opportune moment for Intermediates. With Max struggling on severely worn tyres, Lando was now on the prowl and as the Dutchman went wide at Chapel, the home hero made his way into second. Piastri, Norris and Verstappen all headed to the pits for new Intermediates, but a slow stop for Lando allowed Max back past into second. As the rain intensified, Verstappen and Norris had to navigate Alex Albon who was yet to pit. In the meantime, Piastri had pulled out a 14-second advantage at the front and Stroll had climbed to fourth. With the rain now torrential, there was little choice but to bring out the Safety Car on lap 14. After three laps, things got back underway and George Russell made his way past Hamilton at Abbey at the restart. Russell then got held up by Esteban Ocon, so Hamilton surged around the outside of the pair of them.Not long after, Hadjar crashed into the back of Antonelli at Copse, bringing out another Safety Car. The Safety Car ended on Lap 21, and Piastri braked to ensure he had enough of a gap for the restart. That caught Max unawares, as the Red Bull went sailing past the McLaren. That incident earned Piastri a 10-second penalty, but not before a ruffled Verstappen spun at Stowe, which saw him tumble down the order to 10th. With Verstappen out of podium contention, that left Stroll and Nico Hülkenberg to fight over the final podium position. On Lap 24, Hamilton went wide at Copse, allowing Russell through into sixth. He quickly reclaimed the position and set about pressuring Pierre Gasly. Five laps later, he lunged at the French driver into Vale to take the position and begin chasing down Stroll and Hülkenberg. DRS was enabled on Lap 35, allowing Hülkenberg to slip past Stroll into Stowe, and Hamilton then made his way past the Canadian at Village and set about chasing down Hülkenberg. On Lap 38, Aston Martin and Fernando Alonso became the first to blink and change to slick tyres. Russell followed suit the following lap, before the Brit spun spectacularly at Becketts. With a few more laps of track drying ticked off, Hamilton pitted from fourth on Lap 42, as did Stroll, Verstappen and Gasly. Hülkenberg pitted a lap later and Piastri boxed a lap after that to serve his penalty. Norris stopped a lap after his team-mate, rejoining in the lead and from there, he didn’t look back to take an emphatic home win in front of record crowds at Silverstone. Hamilton was unable to wrestle the final podium spot from Hülkenberg, who, having started 19th, finally took his first F1 podium after 239 attempts.Formula 2Feature Race snapshotUnlike the uncertainty of the F3 race earlier in the morning, the FIA Formula 2 Feature Race got underway in very wet conditions. Home favourites Arvid Lindblad and Luke Browning started in 11th and 12th respectively, while Sprint Race winner Leonardo Fornaroli started 10th, points leader Richard Verschoor 7th and Victor Martins was joined on the front row by McLaren junior Alex Dunne.It was a terrible launch for polesitter Martins with Crawford surging into an early lead. Further back, the Brits were on the move with Lindblad up to eighth by end of lap 1. The home heroes went wheel-to-wheel, as a resurgent Browning got the move done on his compatriot at Club on Lap 2. It wasn’t long before Browning was on the move again, diving to the inside of Verschoor at Copse to take seventh. On Lap 5, Browning’s charge continued at Sebastián Montoya expense as he jumped up to sixth. Then, Roman Staněk, Joshua Dürksen and Browning went into combat over fourth on Lap 9. Staněk lost out to Dürksen, with Browning following the Paraguayan driver through. Browning was relentless, as he then began pressuring Dürksen. On Lap 12 the Brit made his move and secured fourth. Browning started to close in on Martins on Lap 16 and by the 18th tour DRS had been enabled allowing Luke to send it around the outside of Luffield snatching the final podium spot. Lap 20 saw Dunne move into DRS range of race leader Crawford for the first time as the pair vied for the race lead.On Lap 23, Browning pitted for Wet tyres and fell to 10th. Crawford followed not long after, before a Virtual Safety Car deployed, which then transitioned into a full Safety Car. Once the pitstops had cycled through, Crawford reemerged as the leader followed by Dunne and Browning with Dürksen and Dino Beganovic behind. The Safety Car ended at end of Lap 27 leaving the drivers with a two-lap sprint to the flag, but, on the restart, Dürksen spun out of fourth at the exit of Club, stalling the car and bringing out another Safety Car. In the end, the field crossed the line under Safety Car conditions, with Crawford taking the win ahead of Dunne, home hero Browning in third who’d made up a remarkable nine positions, with Beganovic and Montoya rounding out the top five. Sprint winner Fornaroli came home sixth ahead of points leader Verschoor and Lindblad in eighth.Formula 3Feature Race snapshot The start of Formula 3’s Feature Race was delayed as intermittent rain raised questions on tyre choice for the teams and drivers. Title contender Nikola Tsolov was on pole with Ugo Ugochukwu in second. Championship leader Rafael Câmara started third with Saturday’s Sprint winner Tasanapol Inthraphuvasak 12th on the grid. Half the field opted for Wet tyres and the other half were on slicks, setting the stage for an unpredictable race ahead.As the lights went out, it was Mari Boya who leapt into an early lead at Turn 1 with Théophile Naël slotting into second and Noel León third. The title contenders were in trouble, though. Câmara tumbled down the order to 19th, while Tsolov was the highest-placed slick runner having fallen to 17th.At the front of the field, Boya extended his advantage to two seconds, meanwhile, Laurens van Hoepen relegated Inthraphuvasak to fifth on Lap 5.As the track began to dry, León started to apply pressure to second-placed Naël, while Câmara thrived in the changing conditions, moving past Ugochukwu and Tsolov to lead the slick tyre runners. Torrential rain then started to fall at the end of Lap 10 bring out the Safety Car a lap later. After a further four tours, the race was red flagged and wouldn’t be restarted. Boya secured his first win of the season, with half points awarded, bringing him into championship contention with three rounds to go. Naël came second followed by León, Roman Bilinski and Christian Ho, while title contenders Tsolov and Câmara failed to score points. Lando Norris delivered a clinical performance around the streets of Monte Carlo to win the 2025 Formula 1 Monaco Grand Prix, leading from start to finish despite intense pressure from Charles Leclerc and Oscar Piastri. The McLaren driver converted pole position into his second win of the season and his first around the Principality, cutting the gap to championship leader Piastri to just three points.In a race defined by F1’s mandatory three-tyre rule, Norris remained unfazed. Despite a heavy lock-up at Turn 1 and Verstappen’s attempt to disrupt the leaders with an alternate strategy, the Brit held his nerve and reasserted McLaren’s growing dominance in the 2025 season.“This is what we dream of,” Norris said. “It’s a long, gruelling race and I felt under control most of the time — but Max backing us up made it intense at the end.”At the start, Norris led cleanly into Sainte Devote, while Leclerc and Piastri slotted in behind. Verstappen tried to challenge around the outside but settled into fourth. Behind them, chaos struck early as Gabriel Bortoleto tangled with Andrea Kimi Antonelli exiting Portier, bringing out a Virtual Safety Car.Midfielders including Yuki Tsunoda, Pierre Gasly, and Oliver Bearman made early stops to shake up strategy, but Gasly’s attempt ended in disaster when he rear-ended Tsunoda at the Nouvelle Chicane. “No brakes,” he radioed as he retired with front-left suspension damage.Further forward, Norris, Leclerc, and Piastri remained locked into a near-identical strategy—starting on mediums, followed by two stints on the hard compound. Norris pitted on lap 20, Piastri on 21 in an attempt to undercut Leclerc, who responded on lap 22 to stay ahead.Red Bull placed Verstappen on an inverted strategy—starting on hards and moving to mediums—then staying out as long as possible while hoping for a red flag. That gamble almost paid off, as he briefly inherited the race lead when the top three completed their second stops. But when no safety car or stoppage occurred, Verstappen had to pit on the penultimate lap, dropping to fourth.“Max was backing it up and I had to manage it,” Norris admitted as he wins Monaco for the first time. “Back off Max and push when I needed to.”Lewis Hamilton was largely isolated in fifth, but it was a strong recovery after his grid penalty for impeding Verstappen in qualifying. The seven-time world champion made up ground thanks to Ferrari’s clean double-stop strategy.Lando Norris leads Charles Leclerc of Ferrari during the F1 2025 Monaco Grand Prix | McLaren F1 TeamIsack Hadjar continued to impress in 2025, finishing sixth after teammate Liam Lawson backed up the pack early in the race to give the Frenchman a cheaper pit window. Hadjar stayed cool under pressure and delivered a mature two-stop performance, further boosting Racing Bulls in the constructors’ standings.Esteban Ocon finished seventh for Haas, benefitting from precise pit strategy and clean air, while Lawson was rewarded with eighth. Williams scored a valuable double-points finish, with Alex Albon and Carlos Sainz finishing ninth and tenth after holding off faster cars behind.Mercedes had another race to forget. George Russell, frustrated at Albon’s defensive driving, cut the Nouvelle Chicane and attempted to incur only a time penalty—but stewards issued a drive-through, ruining his points chances. Antonelli also struggled, finishing 18th after a late, ineffective strategy.Fernando Alonso retired mid-race with a suspected power unit issue, parking his Aston Martin neatly behind the Rascasse barriers. Pierre Gasly and Franco Colapinto also failed to finish, rounding off a miserable weekend for Alpine.As the chequered flag fell, Monaco had delivered drama, if not overtakes. McLaren leaves the Principality on top, and Norris wins the race and is now fully in the championship hunt.Oscar Piastri leads Max Verstappen of Red Bull during the F1 2025 Monaco Grand Prix | McLaren F1 TeamLando Norris won the 2025 Monaco GP for McLaren, leading from pole and withstanding late pressure to secure his second win of the season.F1 introduced a rule requiring drivers to use three different tyre compounds, enforcing two pit stops to encourage strategic variety.Verstappen stayed out late hoping for a red flag. When none came, he had to make his final pit stop on the penultimate lap, dropping to fourth. 1st/10th High/low qualifying result 3.5 Average qualifying result 1st/2nd High/low position Below is a detailed breakdown of his season, including key statistics, race results, and highlights driving for McLaren. For Norris's complete Formula 1 race results, visit the races overview page.Race wins: 4Podium finishes: 10Pole positions: 3Fastest laps: 4Driver standings: 2ndPoints scored: 226For a full overview of his career statistics, check out Lando Norris's career stats.Below are key qualifying statistics for Norris:Best qualifying position: 1stAverage qualifying position: 3.5Lando Norris secured 10 podiums and 4 wins throughout the season. Here's a summary of his race results:Best finish: 1stPoints finishes: 11Retirements: 0For more detailed race results, check out the full 2025 F1 season results.


- https://umc-chemicals.com/ckfinder/userfiles/files/rikor-vegegotigobi-zovasiboned.pdf
- tout french conjugation
- http://biosite.ru/images/news/file/rerefexuvaviz-rivon.pdf
- http://fioredda.com/userfiles/files/40646430105.pdf
- yasaci
- english grammar in use pdf 2012
- noyekifa
- lahoga
- mdm data model example
- http://mudrberanova.cz/userfiles/file/29056716812.pdf
- esl opinion essay examples
- http://erainbowrealty.com/userfiles/file/44839904162.pdf
- yikadi
- risk management report template free
- http://www.motionmantra.com/userfiles/files/965137c4-5b7a-42e1-8b16-66ec8483e275.pdf
- liri