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With the 2024 F1 season having come to an end, the driver market for 2025 has been taking shape, with several big moves announced. Lets take a look at who will be driving whereREAD MORE: FIA and Formula 1 announce calendar for 2025Red BullMax Verstappen #1Liam Lawson #30Max Verstappen has long been locked in at Red Bull, with the world champions deal running through to the end of 2028. This has not prevented speculation over a possible move elsewhere, amid rumours of interest from Mercedes. Verstappen has stated, however, that he is not considering changing teams.While Sergio Perez signed a contract extension earlier in the season to keep him at the team through to 2026, the Mexican and Red Bull subsequently reached an agreement to part ways with immediate effect following the conclusion of a tough campaign. His seat will be filled by Liam Lawson, who has impressed during his two super-sub stints with sister team RB.ANALYSIS: Perez had a contract for 2025 so why has his Red Bull journey come to an end now?Lawson will become Verstappen's new team mate at Red Bull in 2025Charles Leclerc #16Lewis Hamilton #44One of the biggest driver market moves of recent times happened before the 2024 season had even started when it was confirmed that Lewis Hamilton would make the shock switch to Ferrari in 2025, bringing his long partnership with Mercedes to an end. The seven-time world champion will replace Carlos Sainz at the team, something that the Spaniard said he has "no hard feelings" about.The other spot at Ferrari will be retained by Charles Leclerc. Having raced for the Scuderia since 2019, the Monegasque has pledged his future to the squad, having signed a contract extension which will see him stay with the team for several more years.READ MORE: How Lewis Hamiltons sensational move from Mercedes to Ferrari played outLeclerc and Hamilton will become team mates at Ferrari in 2025Lando Norris #4Oscar Piastri #81As they continue their progression following a rapid surge in performance during 2023, McLaren have settled on their driver line-up for the long-term. Lando Norris who has been racing for the team since making his F1 debut in 2019 agreed a new extended multi-year contract with the squad prior to the start of 2024.Joining him will be Oscar Piastri, with the Australian also committed to the team after signing a multi-year extension until the end of 2026.READ MORE: I want to do it with McLaren F1s newest winner Lando Norris on loyalty to his team, and taking the fight to VerstappenPiastri and Norris are both committed to McLaren for the long-termGeorge Russell #63Andrea Kimi Antonelli #12George Russell will remain with Mercedes in 2025, marking his fourth season racing for the team. It was confirmed in August 2023 that the Briton had signed a new two-year deal to keep him at the Silver Arrows through to the end of next season.While the same contract was announced for Hamilton, he ultimately activated a release option to allow for his move to Ferrari. His replacement will be 2024 F2 driver and long-time Mercedes protege Kimi Antonelli, with Team Principal Toto Wolff hoping to have uncovered the next Max Verstappen given the young Italians sparkling junior category CV.ANALYSIS: Why Mercedes chose to take a risk and sign 18-year-old Antonelli for 2025Russell will be partnered by Antonelli in 2025Fernando Alonso #14Lance Stroll #18Fernando Alonso enjoyed an impressive start to his tenure with Aston Martin in 2023 and, while the team have struggled to maintain those results, the Spaniard has reaffirmed his belief in the project by signing a deal that will keep him at the squad until at least the end of 2026.Lance Stroll who has been incumbent on the line-up since joining in their Racing Point guise back in 2019 has also been confirmed at the team for 2025 alongside Alonso, giving the team helpful continuity.READ MORE: Its probably my last contract Alonso reflects on new Aston Martin deal as he predicts things are in place to become a powerful teamAlonso has been confirmed at Aston Martin for two more years, with Stroll remaining as his team mateYuki Tsunoda #22Isack Hadjar #6It was announced prior to the Canadian Grand Prix that Yuki Tsunoda will continue to race for RB in 2025 after the team took up an option on their agreement with the Japanese driver, marking his fifth season at the Red Bull sister outfit.Daniel Ricciardo made way for Liam Lawson for the United States Grand Prix after an inconsistent season, with Lawson subsequently doing enough to earn himself a promotion to Red Bull as Max Verstappen's team mate in 2025. This left a vacancy at RB, a seat that F2 runner up Isack Hadjar will fill as he becomes the 19th driver to be promoted to F1 from Red Bull's junior programme.EXCLUSIVE: It was just pure relief Lawson on his rollercoaster 2024, replacing great guy Ricciardo and his Red Bull goalTsunoda will be joined by a new team mate at RB as he enters into his fifth season in F1 in 2025Oliver Bearman #87Esteban Ocon #31After returning to the F1 grid with Haas in 2023, Nico Hulkenberg will depart the team at the end of the season to join Kick Sauber in 2025 ahead of the latters transition into Audis works outfit. It was also confirmed in July that, with Kevin Magnussens contract expiring at the close of 2024, he would be departing at the end of the current campaign.After impressing for Ferrari at the Saudi Arabian Grand Prix, Oliver Bearman has grabbed one of the Haas seats for 2025 while, in the run up to the Belgian Grand Prix, it was announced Esteban Ocon would be moving from Alpine to fill the other seat at the team.EXCLUSIVE: The perfect match Bearman and new team boss Komatsu on the 19-year-olds multi-year Haas dealOllie Bearman who will participate in six FP1 sessions for Haas in 2024 has been given a full-time spot on the grid for 2025Pierre Gasly #10Jack Doohan #7Like Haas, Alpine already know that they will be losing one of their current drivers after 2024, with Esteban Ocon set to leave following a five-year stint with the squad.Team mate Pierre Gasly has been re-signed to the squad on a multi-year extension. He will be joined by reserve driver Jack Doohan, who won out over other candidates to step up to F1 full-time in 2025 and where his development will be overseen by new Team Principal Oliver Oakes.Gasly will remain at Alpine in 2025Alex Albon #23Carlos Sainz #55Alex Albon will enter his fourth season as a Williams driver in 2025, having signed a multi-year contract extension with the team which will keep him there through to 2026.Carlos Sainz has been announced as Albon's team mate from next season, ending months of speculation about his future. He has signed a multi-year deal for the team, giving them continuity into the new era of engine regulations.Sainz had no shortage of suitors, but opted for the Williams project, with James Vowles impressing the Spaniard with his vision for the future.ANALYSIS: How Williams won out over Sauber and Alpine to secure Sainz and what it means for the rest of the driver marketAlbon has been praised by Williams boss Vowles for his "exceptional talent"Nico Hulkenberg #27Gabriel Bortoleto #5As previously mentioned, Nico Hulkenberg will make the move to Kick Sauber in 2025, with the German having revealed that Andreas Seidl who has since been replaced by Mattia Binotto played a key role in him signing to the future Audi F1 factory team.Following the Sao Paulo Grand Prix weekend the team confirmed that rookie Gabriel Bortoleto would be joining alongside the German, after the 20-year-old Brazilian signed a multi-year deal.That also means an all new line-up for the squad with Valtteri Bottas and Zhou Guanyu departing at the end of 2024.READ MORE: Kick Sauber confirm rookie Bortoleto as second driver for 2025Hulkenberg's team mate at Kick Sauber in 2025 has yet to be announced We use cookies to personalise content and ads, to analyse our traffic.Advertising and analytics partners may combine it with other information that youve provided to them or that theyve collected from your use of their services Accept Decline Red Bull drivers Yuki Tsunoda (L) and Max Verstappen | Image: Red Bull Racing's XThe 2025 Formula 1 season has not been an ideal one for Red Bull Racing. Despite Max Verstappen somehow getting 2 wins, the team are not going to be challenging for either the world driver's or constructor's championships this year, with McLaren set to take both championships. That has naturally led to speculation around the second Red Bull seat, with Yuki Tsunoda - himself drafted in mid-season - said to be in danger of losing his drive as he has not been able to support the team meaningfully. However, any talks of yet another mid season swap have been laid to rest by Honda Racing Corporation President Koji Watanabe. Tsunoda Secure Till End of Season The man responsible for the direction of Honda's F1 project, which currently supplies Red Bull with engines, revealed that he has been told that Tsunoda will be given till the end of the 2025 season and that a mid-season swap is not likely. "I am aware that there are various rumours going around, but I confirmed with the team at Silverstone, where the British Grand Prix was held this time, but basically Yuki will be racing for Red Bull until the end of this season," he told Auto Sport Web during the British GP 2025 weekend. The Belgian GP 2025 takes place this weekend and is the first of a double-header alongside the Hungarian GP before the summer break gets underway. How Red Bull Turmoil Disrupted Season And Tsunoda will be hopeful that the team does not find itself in any more upheaval than necessary, as it is evident that it has severely disrupted the team. The season started with Liam Lawson partnering Verstappen but he was dropped after just 2 races as the team were worried about his performance levels. Tsunoda's presence in the team has not done anything different, but the team saw another big change happen when team principal Christian Horner was relieved of his duties. Laurent Mekies is the new man at the helm of the team and it will be interesting to see how he can turn things around, both for this and the next season. Amid the current rumours and speculations, Red Bulls prodigy Max Verstappen is having one of his most frustrating F1 seasons in 2025. The reigning world champion faced a tough first half of the campaign, which included his first DNF since the Australian GP in 2024. While in past years he would already hold a significant advantage over the rest of the grid in terms of points, he now sits third in the 2025 Championship after 12 races. In comparison with the dominance he showcased in the previous seasons, Verstappen has lacked the car to back him up in 2025. Furthermore, the RB21 showed increasingly unfortunate issues with both oversteering and understeering, as well as a general balance problem. The Dutchman constantly had complaints on the radio during races and other sessions, with nothing going according to his expectations. Moreover, Red Bull Racing has had multiple attempts at regaining the lead and fixing these issues, with no success. The Australian GP marked the start of a very discouraging 2025 F1 season for Verstappen. He fought the two McLaren drivers who are currently leading in the driver standings. The Red Bull driver could match their pace and outdo the two in experience and precision in 2024. Yet, the new cars put McLaren at a clear advantage. This was only the beginning of the Dutchmans struggle. By the Chinese GP, Verstappen was already out of the top 3 at the end of the race. However, this series of misfortunes was broken up by a great win in Japan. The celebrations did not last for long. In Bahrain, Max Verstappen crossed the chequered flag in P6, taking one of his lowest points finishes so far in F1 in 2025. He was visibly frustrated after some bad strategy decisions and pit stops. Additionally, this was also around the time when tensions in the Red Bull garage started to grow. Following those conflicting first races, Verstappen regained some valuable points in the 2025 F1 Saudi Arabia GP. Regardless, his pole-to-win ratio suffered as he was unable to hold on to that P1 in race conditions as a penalty cost him victory by cutting turn 1 at the start. While the Dutchman proved he could hold his weight on track, the lack of pace always had him lose out to the faster McLaren. The Miami GP was not much to write home about either. Verstappen fell behind the two Papaya drivers once again. All of his attempts to regain his place as P1 were failing Max Verstappen. Nevertheless, some sunshine broke through the clouds of disappointment as the Red Bull driver pulled a masterclass and surprised everyone at the Imola GP. He had an incredible Sunday in Italy, which helped him keep the McLarens in touch in the standings. The triple-header went on to Monaco. The streets of Monte Carlo held a new mandatory 2 pit stop rule put a damper on Verstappens race. As a result, he finished 4th after pitting in the last laps of the race. The last round of the triple header had the drivers racing in Spain. However, the Dutchman did not manage to continue the streak of solid races. A headloss incident with George Russell on track had him demoted to P10, marking Verstappens lowest result of the 2025 F1 season. Nonetheless, the Canadian GP gave Verstappen a good opportunity to gather points, and he took it. When his RB21 backed him up even slightly more than usual, Max Verstappen harnessed the skills he learned in all his years in F1. The outcome of the race placed him second. Additionally, McLarens incident raised hopes all around for a recovery from Red Bull. And the following home race DNF in Austria brought that optimism right back down. An unavoidable incident with Kimi Antonelli took Verstappen out of the race after a couple of laps. The twelfth round of the 2025 season took place at the iconic F1 British GP, where Verstappen started the race in pole. Yet, nothing could change the RB21s lack of grip, which had the Dutchman spinning out and losing positions after a safety car restart. The wet race connoisseur did not get a chance to put those abilities to good use as his car had problems all through the weekend, despite some upgrades. He finished 5th, utterly disappointed with the outcome of the race. Following the break between this round and the next, Red Bulls team principal, Christian Horner, was dismissed from his position. With the rumours of Verstappen looking at switching teams, the decision to fire Horner could be the teams last attempt at trying to fix this performance issue that has followed them since the end of 2024. While the Dutchman decided to avoid addressing the speculations, nothing is certain at the time of this article. Nevertheless, he remains incredibly talented. As all his teammates struggled to tame the RB21, Verstappen prevailed, and his 2025 F1 results show exactly that. Despite frustrations and poor performance with the car, the Red Bull driver managed to show everyone why he is the current world champion. 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 Max Verstappen has confirmed where he will race in the 2025 Formula 1 season after doubts about his future.The possibility of Verstappen leaving Red Bull grew in the early part of the season as tensions rose within the team in Bahrain and Saudi Arabia against the backdrop of the investigation into team principal Christian Horner.In Saudi Arabia, Verstappen appeared to suggest that if key ally Helmut Marko was removed from his position as motorsport advisor, he, too, could leave, with Mercedes' Toto Wolff keen to sign the Dutchman as a replacement for Ferrari-bound Lewis Hamilton.However, the threat of Verstappen leaving Red Bull ahead of 2025 was always deemed remote, with the three-time F1 champion now declaring he will stay with the team for a ninth full season at the start of next term."I don't think that is how Formula 1 works, where you could suddenly say, 'Bye guys," Verstappen told media including RacingNews365 when asked if he would leave Red Bull if it did not have the fastest car."I have a long contract with the team and I'm very happy where I am at."We are focusing on next year with things that we can implement on the car, so I guess that should say enough for where I am driving next year."When further pushed for a straight yes or no answer as to whether he would continue with Red Bull, Verstappen gave a firm answer."You didn't get that out of my answer before?" he continued. "Yes."We're working on next year's car and the thing is that when you are very focused on that, it means you are driving for that team." Although it has had the fastest car through the ground-effect era and won seven of the 10 races in 2024, Red Bull has been reeled in, with McLaren considered by some to be the outright fastest machine.Verstappen doubled down on his commitment to Red Bull as the team works on creating the 2025 RB21."I've said this before, and naturally people are talking of course, but it is most important that we just have a very competitive car for the future," said Verstappen."At the moment it is very tight but we are working well as a team to try and improve and for sure, I already said this to the team, we are working and focusing on next year to try and be competitive again. 1st/7th High/low qualifying result 3.08 Average qualifying result 2nd/3rd High/low position Below is a detailed breakdown of his season, including key statistics, race results, and highlights driving for Red Bull. For Verstappen's complete Formula 1 race results, visit the races overview page.Race wins: 2Podium finishes: 5Pole positions: 4Fastest laps: 1Driver standings: 3rdPoints scored: 165For a full overview of his career statistics, check out Max Verstappen's career stats.Below are key qualifying statistics for Verstappen:Best qualifying position: 1stAverage qualifying position: 3.08Max Verstappen secured 5 podiums and 2 wins throughout the season. Here's a summary of his race results:Best finish: 1stPoints finishes: 11Retirements: 1For more detailed race results, check out the full 2025 F1 season results. Follow live coverage of the 2025 F1 British Grand PrixPrime Tire Newsletter | This is The Athletics twice-weekly F1 newsletter. Sign up here to receive Prime Tire directly in your inbox on Tuesday and Friday.Welcome back to Prime Tire, where in a flash, the 2025 Formula 1 season has arrived at its half-way point, when the checkered flag falls at Silverstone on Sunday.Im Alex, and Madeline Coleman will be along later.Patrick Iversen is currently flying over the Atlantic as we head to the British Grand Prix this week and so hes on Friday newsletter duty for one week only.Game Over For Max?How Verstappens chances of a five-peat sit nowWhen Mercedes Kimi Antonelli clattered into Max Verstappen at the Austrian Grand Prixs third corner, five things happened instantly.Both drivers were out on the spot and Red Bulls home race celebration turned instantly into a nightmare. And for Antonelli, after his Monaco Q2 crash, this was the second big rookie error of what has otherwise been a brilliant start to life in F1. But, Verstappen out of a race? Now that never happens.Before he hopped on his plane in Dallas, Pat sent me these excellent stats that show just how rare Verstappen F1 retirements really are:Total races analysed: 236 (Australia 2015 Austria 25).Collision/accident DNFs since his debut: 11Average gap between retirements across the whole span: 22 races (21.5 to be exact)Median gap: 16 races. The early scatter is balanced by a long 2021-25 droughtRetirement rate overall: 15 percent. This is the lowest for the current grid (for drivers with at least 100 GP starts)But perhaps the most important stat of all concerns Verstappens new points deficit to current 2025 championship leader, Oscar Piastri. There is now 61 points between them, after Verstappen had faced a 43-point gap ahead of the weekend.Are Verstappens title hopes over as a result of his Red Bull Ring retirement?Well, ever the relentless realist and here Im reminded of the scene in Ted Lasso where Jan Maas directness is genially put down to just being Dutch Verstappen has always insisted hes never been in the 2025 title hunt.McLaren is too strong and Red Bull, in his eyes, still too weak.But his current gap to Piastri still isnt as big as Lando Norris faced in the 2024 title battle after the Silverstone halfway stage. That was 84 and unless Verstappen has another shocker this weekend, he still should be under that threshold. And Norris made quite the fist of it last year.Verstappen, as F1s best active driver, can just be never counted out. He will say what suits him best publicly, but if he gets a sniff of a title, hell see the challenge to the end, bitter or otherwise.Therefore, for me, I dont see his 2025 chances as over just yet.Of course, that realism is wisely based in reality. Its how good McLaren is right now almost Red Bull-2023-esque, IMO that will be the biggest barrier to keeping Verstappen from a fifth straight F1 crown. And its many Austria upgrades actually seemed to make its car even quicker. Plus, in 2024, McLaren was surging while Red Bull was still just about hanging on.But even if Max cant get amongst the McLaren drivers points-wise from here on in, hell certainly make every race weekend interesting, as hes done so many times already in 2025. Had that single waved yellow flag gone in just two seconds earlier in Q3 last Saturday, hed have been starting higher up than seventh and so out of the Antonelli danger zone. Silverstones many high-speed corners should make Red Bull much more of a threat to McLaren this time around, even if the orange cars were better in Austrias sector three high-speed turns than mightve been predicted last weekend thanks to those upgrades.Max put McLaren under real pressure in the similarly tire-demanding course in Barcelona and so I wouldnt bet again him bouncing back with a big result at Red Bulls other home track.Now, heres Madeline with the story of the Austrian GPs feel-good result.Inside the Paddock with Madeline ColemanTake a bow, Gabriel BortoletoOne of the most wholesome moments that came from the Austrian Grand Prix weekend was watching how different drivers spoke about Gabriel Bortoletos first F1 points finish especially Fernando Alonso and Nico Hlkenberg.It was coming. It was very clear, said Hlkenberg, Bortoletos Sauber teammate. I see how he works, how he drives. I know how good he is.One of Bortoletos starring moments came in his battle with Alonso. And just a friendly reminder, the rookie driver is represented by Alonsos management company. The two almost come together before, in Saudi Arabia, but this battle at Red Bull Ring was cleaner.Being lapped by Norris in the closing stages actually helped Alonso keep Bortoleto back (to an extent) because the Sauber driver was faster. When Norris, the race winner, was coming, they were shown blue flags, and when he overtook them, it meant the next lap was their checkered flag too, because theyd been lapped.Bortoleto said Alonso, knew how to play perfectly with the blue flags and everything. He almost overtook Norris in the back straight, but he knew exactly how to do it without doing it wrong. Just perfect.I didnt want to pass Lando, but I could not stay just behind Lando, Alonso explained, because then Gabi would pass me. So, I had to try different moves to confuse Gabi a little bit on what I was doing. And it worked fine.The bigger question is what does the Austrian GP result mean for Sauber. It was the teams first double points finish since the 2023 Qatar GP. Was it track specific or has Sauber made a genuine step forward in performance?I feel like we have done a step in the right direction, but its difficult to say, Bortoleto added. I feel like at this track we have been stronger than normal. But Silverstone, its not that different in terms of high speed, low speed (corner types).How Good Was Norris In Austria? even better than he lookedIn winning from pole at the Red Bull Ring, Lando Norris gave his championship hopes exactly the shot they needed after his Canadian GP gaffe.Those pesky Q3 yellows cost Piastri too and without them there wouldnt have been the huge 0.583 second gap between the McLaren cars as qualifying concluded. But the ice-cool Australian made a real race of it and had Norris under near-constant pressure.This got me thinking, was defeat a net win for Piastri given this is a Norris track where the Briton always goes well? These stats say: Not so fast.As explained so well in this Austrian GP analysis podcast from The Race, (and here on F1s official website), DRS was worth 0.3 seconds a lap at the Red Bull Ring. This is the most of any track on the calendarTherefore, it flattered Piastri somewhat, as he was the slower McLaren driver overall on he weekendPiastri ended up with a four-lap tire delta after the first pitstops. This shouldve translated to a 5.8 second gain over his eventual second stint, with the younger tires estimated by Pirelli as being worth 0.2 seconds each lapBut, in the end, Norris ended up preserving his lead by 3.9 seconds before the MCL39s pitted again when hed had 6.2 at the end of Piastris first out lap, such was his pace on the hard tiresAnd a bonus boost was handed to Norris fans post-race by McLaren team principal Andrea Stella.While Norris himself knew this already, Stella explained that Piastris car had suddenly be derating at the end of their critical Montreal battle. This is where the electrical part of hybrid F1 engines briefly stop deploying full power. This meant Norriss Canada crash with his teammate wasnt quite as embarrassing as it looked. Why?The closing speed was faster than Lando could have anticipated, Stella explained.Now Norris heads to his home race at Silverstone, where Piastri was excellent and threatening last year before McLaren botched its wet tire strategy.Game on?Outside the points Madeline explained how Franco Colapintos situation at Alpine has developed into a rolling race-by-race deal, which is both good (in that hes getting more time to prove himself than Jack Doohan) and bad (his future still isnt secure, either). Luke Smith covered how F1 fans will have to wait an extra two weeks before seeing the all-new 2026 car designs. The teams have opted to hold a secret test in Barcelona, with no media allowed in site. Sorry! Jordan Bianchi revealed that the producers for F1: The Movie got pretty bold in what they asked of officials while filming an IMSA SportsCar race in 2024. And they were rebuffed. Good. And finally, Sauber has just opened its Technology Center at Bicester Motion. This means that once Cadillac joins the F1 grid in 2026, 10 of 11 active teams will have at least one facility working the UKs Motorsport Valley. Luke Smith recently visited Cadillacs Silverstone base for this piece. Love Prime Tire? Check out The Athletics other newsletters.(Top photo: Andrea Diodato / NurPhoto / Getty Images))Max Verstappen has been the best race car driver of the 2020s, and his efforts were rewarded once again. On Wednesday night, Versatppen won an ESPY for the "Best Driver," beating NASCAR champion Joey Logano, IndyCar champion Alex Palou, and Formula 1 driver Oscar Piastri.The four-time Formula 1 champion won the honor for the third straight year, and it's well deserved after claiming the 2024 championship with the second-best car. Despite a slower end to the 2024 Formula 1 season, Verstappen won a total of nine races, which was a series high. In 2025, the Red Bull driver has two wins through 12 of 24 races.There has been plenty of drama surrounding Verstappen's contract situation with Red Bull, as rumors suggest a departure to Mercedes is on the table for the 2026 Formula 1 season. For now, Verstappen will celebrate winning another ESPY and hope to claim another victory when Formula 1 returns from its summer break soon. The surprising dismissal of Christian Horner as Team Principal at Red Bull prompted the Formula 1 world press to pause on what was the biggest story in the sport.But only for a moment.Now that Red Bull has turned the page, and handed the baton to incoming Team Principal Laurent Mekies, the focus turns back to the other major story: The future of Max Verstappen with the team. Rumors of a shocking move to Mercedes have only picked up steam in recent weeks, with both George Russell and Kimi Antonelli without contracts for next season and Toto Wolff outlining that conversations behind closed doors were taking place.With the sports summer break right around the corner only two races remain until F1 goes on hiatus in August decision time seems to be looming for both Verstappen and Mercedes. So it is time for fans to weigh in. Where do you think Verstappen drives next season? Does he stay at Red Bull despite the change in leadership (or because of it as some have speculated)? Or does Verstappen make the shocking move to Mercedes?

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