

FRIDAY PRACTICE

Car 1 SEBASTIAN VETTEL 1st Practice P2, 2nd Practice P3

"We did a lot of running today, so that's good. Regarding set-up, I think we got the answers in China that we were looking for and that's helped us here. We now need to see where we are against what everyone else did today. It's very hot here, so the tyres are suffering a little as a result, but it's the same for all teams. I think others are the favourites this weekend, but we are focusing on ourselves and pushing hard. We made a step forward, but we see where we are tomorrow."

SEBASTIAN VETTEL First Practice Session

Position: 2, Best Time: 1:33.877, Laps: 21

Second Practice Session

Position: 3, Best Time: 1:33.525, Laps: 28

Car 2 MARK WEBBER 1st Practice P8, 2nd Practice P2

"It was quite challenging out on track, trying to get everything together. The tyres were a bit of a surprise for everybody in terms of how they are behaving, they're losing their grip pretty quick, but that's the same for everybody. There are some quick cars out there – of course we don't know which fuel loads people were running, but it looks pretty tight again. Tyres will play a big role on Sunday in the race."

MARK WEBBER First Practice Session

Position: 8, Best Time: 1:34.552, Laps: 22

Second Practice Session

Position: 2, Best Time 1:33.262, Laps: 26



TOTAL

RENAULT



GEOX



CASIO



RED BULL RACING REVEALED...

Racing in Formula One is a team effort and the RB8 bears the signature of every department of Red Bull Racing, from reception to race track. But just how does each section of the factory contribute?

THIS RACE: THE DESIGN OFFICE

People think that: ...they just muck around in CAD until they get the drawings to spin around onscreen

What they actually do: ...is design and draw almost every part of the car. The Design Office produces thousands of drawings per year and the work doesn't stop there. After completion, each design has to be analysed in minute detail before going to manufacture in order to ensure they'll be safe and efficient when fitted to the car. In addition to the parts that do make it onto the car, the Design Office also designs the fixtures and equipment that allow the parts to be manufactured and assembled. Once the parts are built, the department must also dedicate time to resolving any issues encountered with them at the races. The Design Office also conducts research into new devices, materials, processes and manufacturing techniques to see where, and if, they can be implemented. Finally, the department also works with key suppliers to get the best performance from the engine, dampers, clutch, brakes and other key components. Not just a bunch of computer geeks then!



SONAX



SIEMENS

