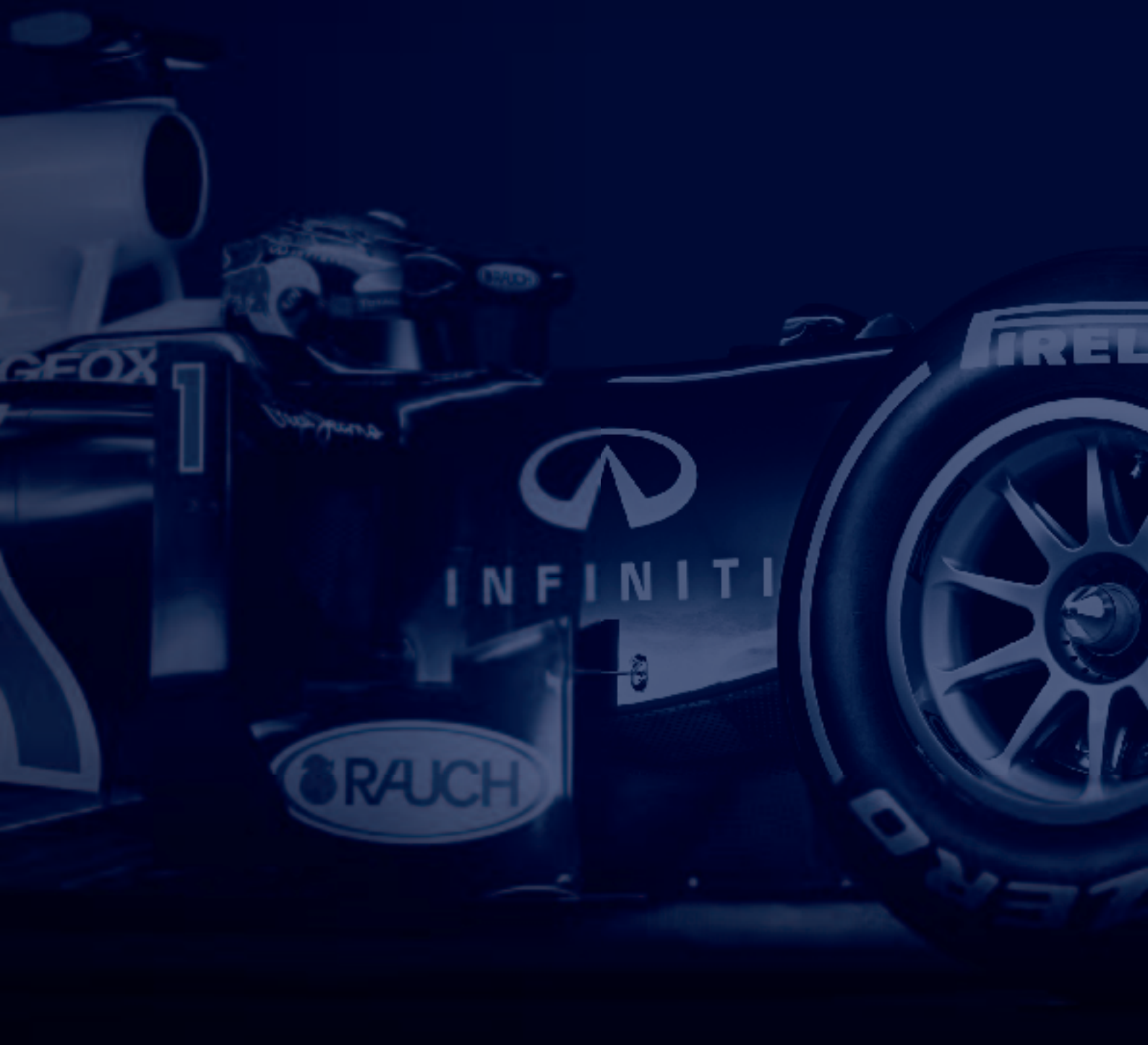
RED BULL RACING
2012 PRESS KIT



THE TEAM

LOCATION: MILTON KEYNES, UNITED KINGDOM
ESTABLISHED: 2005

From the bravery and skill of the drivers battling for titles, to the vision and brilliance of the Paddock's engineers and designers, Formula One is a sport which often celebrates individual achievement over team effort. However, the truth is that no such achievement could be realised without the commitment, passion and dedication of a host of unsung heroes in the garage, Paddock, Factory and the wind tunnel. In short, the team is all.

From the moment Red Bull Racing first turned a wheel in Formula One, at the start of the 2005 season, it was always clear that if the ultimate goal of championship victories were to be reached it would only be done if the team invested in F1's most crucial assets – people and experience.

For the team's first season Red Bull brought in Christian Horner, boss of the immensely successful Arden F3000 team as team principal, while the hugely experienced David Coulthard was hired to lead the team on the track. The team's second car was shared by two Red Bull Junior Team drivers: Austria's Christian Klien and Italian rookie Vitantonio Liuzzi. The team went on to finish seventh in the Constructors' Championship.

Off-track, the team's impact was just as immediate, as it brought a 'work hard, Play hard' attitude to the paddock. With its three-storey Energy Station as its travelling HQ, the team brought haute cuisine, DJs, pop-up parties and intense games of table football to F1 in order to liven up the post-session evenings. Today the mega-motorhomes are a familiar sight behind the garages; in 2005 it looked like a spaceship had dropped into the Paddock.

Although that first season represented a bright start, the team was in no mood to rest on its laurels and the next major addition came at the end of 2005 in the shape of respected designer Adrian Newey.

Although his contribution to the team's second challenger, the RB2, would be minimal, Newey's experience, winning pedigree and vision would have a major impact in the future. Under his guidance the technical departments began to put in place systems which would ultimately yield major benefits.

The first of those came the following season. With the RB2 now powered by Ferrari engines, David Coulthard delivered a faultless drive at the Monaco GP to secure third place and the team's first podium finish.

As the team prepared Newey's first real design, the RB3, for 2007, more major additions were announced in the shape of a switch to Renault power and the signing of highly-rated Australian driver Mark Webber. In time, both would help Red Bull Racing make the next step forward, out of the midfield and towards the front of the grid.

The team climbed to fifth in the Constructors' Championship, with the on-track highlight being Webber's third-place podium finish at the European Grand Prix.

The next year brought another podium, this time supplied by Coulthard in Canada; it would prove to be the Scot's final podium before bowing out of F1 driving at the end of the year.

The experienced Scot's retirement left a void, but the team was fortunate that waiting in the wings was a young graduate of the Red Bull Junior Team programme just itching to stake a claim to F1 greatness. Having recently taken a stunning maiden F1 win at the Italian GP while racing for Red Bull Racing's sister team, Scuderia Toro Rosso, Sebastian Vettel had marked himself out as a future superstar and the team now offered him the perfect platform from which to seize glory.

A comprehensive set of rule changes gave the team the chance to build a radically different car and when the RB5 proved to be a front-runner, both Webber and new boy Vettel didn't waste any time in turning it into a winner. After an awesome effort from the team to get the car ready in Shanghai, Sebastian landed the team's first win at the Chinese Grand Prix and Mark doubled the celebrations by backing Seb up to deliver a first one-two finish. Five more wins, including Webber's own maiden victory in Germany, followed and the team sealed second in the Constructors' Championship and second in the Drivers' battle for Vettel.

The following year saw the team realise the dream it had begun just five years earlier. Webber and Vettel were title contenders throughout, but after they had secured the team's first Constructors' title with a one-two finish in Brazil, Sebastian took the Drivers' Championship in Abu Dhabi with his fifth win of the season. A title double after just six seasons in the sport was a remarkable achievement.

That 2010 success provided the springboard for a dominant 2011. Having refined the design philosophy begun with RB5, the team allied excellent pace to strong, improved reliability and the RB7 propelled Red Bull Racing to a second team title and Vettel to another Drivers' crown and a host of new records, including a new standard of 15 pole positions in a single season.

Red Bull Racing has come a long way in a short time. Founded with the goal of doing things just a bit differently, its four championship titles in just seven seasons are testament to its success in meeting that target. The mission now is to translate that success into a heritage of excellence, and with a unified and committed team firmly in place, the future does, indeed, look bright.

RB8

RB8 – TECHNICAL SPECIFICATION

CHASSIS:	COMPOSITE MONOCOQUE STRUCTURE, DESIGNED AND BUILT IN-HOUSE, CARRYING THE RENAULT V8 ENGINE AS FULLY STRESSED MEMBER
TRANSMISSION:	SEVEN-SPEED GEARBOX, LONGITUDINALLY MOUNTED WITH HYDRAULIC SYSTEM FOR POWER SHIFT AND CLUTCH OPERATION. AP RACING CLUTCH
WHEELS:	OZ RACING, FRONT: 12.0IN X 13IN DIAM., REAR: 13.7IN X 13IN DIAM.
TYRES:	PIRELLI
SUSPENSION:	**FRONT:** ALUMINIUM ALLOY UPRIGHTS, CARBON-COMPOSITE DOUBLE WISHBONE WITH SPRINGS AND ANTI-ROLL BAR, MULTIMATIC DAMPERS **REAR:** ALUMINIUM ALLOY UPRIGHTS, CARBON-COMPOSITE DOUBLE WISHBONE WITH SPRINGS AND ANTI-ROLL BAR, MULTIMATIC DAMPERS
BRAKES:	BREMBO CALIPERS, BREMBO CARBON DISCS AND PADS
ELECTRONICS:	FIA (MESL) STANDARD CONTROL UNIT
FUEL:	TOTAL GROUP
RENAULT ENGINE RS27-2012	
NUMBER OF CYLINDERS:	8
CAPACITY:	2400CC
MAX RPM:	18,000RPM
NUMBER OF VALVES:	32
VEE ANGLE:	90 DEGREES
POWER OUTPUT:	NOT DISCLOSED
ENGINE CONSTRUCTION:	CYLINDER BLOCK IN CAST ALUMINIUM
ENGINE MANAGEMENT:	FIA (MESL) STANDARD CONTROL UNIT TAG310B
OIL:	TOTAL GROUP
WEIGHT:	FIA MINIMUM WEIGHT OF 95KG

CHRISTIAN HORNER
TEAM PRINCIPAL

CHRISTIAN HORNER
TEAM PRINCIPAL

PLACE OF BIRTH: LEAMINGTON SPA, UK
DATE OF BIRTH: 16.11.73

Four titles, 27 race wins and 38 pole positions represent a rich haul for Christian Horner since he was handed the helm of Red Bull's new F1 team in 2005. But while the glittering prizes amassed over 126 races (at the start of the 2012 season) are a source of immense pride, the Red Bull Racing Team Principal will point to the achievement of building a team capable of winning multiple championships in just seven seasons as perhaps the most satisfying aspect of his role.

Indeed, asked in a magazine interview last year to pick out the greatest lesson he has learned about management during his career Horner was quick to credit teamwork as the key to success. "The most important thing is to empower people to do their job and not to tell them how to do it. Back them and support them," he said.

It's a philosophy that stretches back to the very beginning of the team boss' career in motorsport – as a racing driver.

In a promising junior series career that took him through stints in Formula Renault, British F3 and F2, the future team boss gained invaluable first-hand experience of just what it takes to make a successful racer – with raw talent being only part of the package.

Horner quickly realised that each cog in the racing machine from driver to race engineer to mechanic to parts fabricator is an integral part of any success. It was a lesson learned in even greater depth when he stepped up from F3 to the International F3000 series. There he not only raced but did so for his own team, Arden, and it was there, after retiring from driving to concentrate on running the team, that his belief in the power of putting the right people in the right places snapped into full focus.

Over the next six seasons Horner made Arden a racing powerhouse, with the young team owner guiding the outfit to three Drivers' and Team Championships in succession. It was a remarkable record that brought Horner to the attention of Red Bull owner Dietrich Mateschitz, and when the drinks manufacturer took the radical step of setting up its own Formula One team for the 2005 season, it turned to Horner to run the operation.

Risky as the move seemed, the first-time F1 team principal seized the opportunity to apply the lessons learned in the junior formulae with both hands. Inheriting the remnants of the Jaguar team, Horner set about reinvigorating each department in pursuit of a dedicated squad motivated by the single goal of reaching the top.

The big name signing of Adrian Newey as Chief Technical Officer was the new arrival's most obvious coup, but the policy of placing the right people in the right positions was applied from top to bottom throughout the team. And with Red Bull Racing also making judicious moves in the driver market, Horner had, by 2009, built a team capable of winning races, the first coming with a one-two finish for winner Sebastian Vettel and Mark Webber at the Chinese Grand Prix. The tale since has, of course, been one of incredible success. The Chinese GP one-two was followed by five more victories in 2009 and runners-up finishes in both the Constructors' and Drivers' Championships. The following year the team made the crucial next step and at the season's penultimate race landed its first Constructors' title. The Drivers' crown for Vettel followed a week later after a thrilling four-way title showdown and the team's mission was realised.

It was really only the start, however. It's often said that while winning once is a laudable feat, it's in repeating the achievement that success is really confirmed.

Horner achieved that consistency in 2011, with the team scoring 12 victories, 27 podiums and 18 pole positions to claim back-to-to-back titles.

The quest for Horner now is to maintain the hunger for more success, and if the same interview that sought the Team Principal's thoughts on management is any guide then the desire for titles should be in no doubt. Asked to name the thing he most hated in the world Horner's reply was short: "Losing."

STATISTICS – CAREER HIGHLIGHTS

COMPETITION DEBUT: KARTING AT THE AGE OF12

1990 THIRD IN BRITISH KARTING CHAMPIONSHIP

1991 FORMULA RENAULT SCHOLARSHIP

1992 FORMULA RENAULT

1993 SECOND IN THE BRITISH F3 NATIONAL CLASS WITH FIVE WINS

1994-6 BRITISH F3

1997 FORMED ARDEN INTERNATIONAL F3000 TEAM, RETIRED FROM RACE DRIVING

2000 ARDEN WIN EURO F3000 TEAM TITLE

2002 ARDEN WIN FIA F3000 TEAM AND DRIVERS' CHAMPIONSHIP WITH TOMAS ENGE (UNFORTUNATELY ENGE'S TITLE WAS LATER RESCINDED)

2003 ARDEN WIN THE FIA F3000 TEAM AND DRIVERS' CHAMPIONSHIP WITH BJÖRN WIRDHEIM

2004 ARDEN WIN THE FIA F3000 TEAM AND DRIVERS' TITLE WITH VITANTONIO LIUZZI

2005 APPOINTED TEAM PRINCIPAL OF RED BULL RACING, THE TEAM ENDS THE SEASON IN SEVENTH PLACE WITH 34 POINTS

2006 SEES THE TEAM LAND ITS FIRST PODIUM WITH THIRD FOR DAVID COULTHARD AT THE MONACO GRAND PRIX

2009 PRESIDES OVER THE TEAM'S FIRST VICTORY AND FIRST 1-2 FINISH AT THE CHINESE GRAND PRIX AND LEADS RED BULL RACING TO SECOND IN THE CONSTRUCTORS' CHAMPIONSHIP

2010 TAKES THE TEAM TO ITS FIRST CONSTRUCTORS' AND DRIVERS' TITLES AFTER JUST SIX SEASONS ON THE GRID

2011 GUIDES THE TEAM AS IT DEFENDS BOTH ITS TITLES AND RETAINS THE CONSTRUCTORS' AND DRIVERS' TITLES WITH 18 POLE POSITIONS, 12 WINS AND 27 PODIUMS

ADRIAN NEWEY OBE
CHIEF TECHNICAL OFFICER

ADRIAN NEWEY OBE
CHIEF TECHNICAL OFFICER

BIRTHPLACE: STRATFORD-UPON-AVON, UK
DATE OF BIRTH: 26.12.1958

For anyone who has ever been expelled from school or fired from a job they believed they were destined to do – take heart, you're in good company: so has Formula One's foremost designer Adrian Newey OBE.

Red Bull Racing's Chief Technical Officer might have won eight Formula One Constructors' titles and helped some of the world's most famous drivers to championship wins, but his early days weren't without their challenges.

Asked to leave his school for high-jacking a school concert soundcheck and blowing out a stained glass window, Adrian later lost his first trackside engineering role when the driver wrongly believed his car hadn't been given enough fuel. Adrian recalls: "In fact, the problem was a fuel leak, I'm glad to say. But anyway, in the immediate aftermath I was fired, basically and the driver asked if he could have a different engineer!"

Such revelations are characteristic of Newey's quiet modesty, but behind the slightly donnish façade and self-effacement lies a fiercely competitive soul for whom second-best is never an option. It's a quality he has taken to every post he has held in a long and impressive career.

After studying aeronautics at Southampton University and early stints with the Fittipaldi and March F1 Teams (which included the above incident with Christian Danner in 1982), Newey first tasted success in American racing. His March sports car design won IMSA's GTP class in 1983 and 1984, and his IndyCar project, the March 85C, took the Championship and the Indy 500. The follow-up model won the Championship in 1986 and the Indy 500 in both '86 and '87 but F1 was calling, and after a brief venture with March, Newey was, by 1990, at Williams.

There, in partnership with Patrick Head, he brought home five Constructors' titles between 1991 and 1997 and made champions of Nigel Mansell, Damon Hill, Jacques Villeneuve and Alain Prost.

When Newey departed Williams for fresh challenges at McLaren, he confirmed his prowess with three further championships, rounding off the decade with the 1998 Constructors' title and two Drivers' crowns for Mika Hakkinen.

Having taken both Williams and McLaren to the heady heights of multiple title wins in the 1990s, Newey's challenge, when he joined Red Bull Racing for the 2006 season, was to do the same for a young team determined to challenge the status quo at every opportunity. It didn't take him long to deliver.

After his first two cars for the team, RB3 and RB4, made steady progress, Newey seized upon a comprehensive set of rule changes for the 2009 season to pen the RB5, which brought the team six wins and second place in the Constructors' Championship.

The next year Newey and his team went one better and, with nine wins, the RB6 took the team's first Constructors' title and with Sebastian Vettel at the wheel also brought home the Drivers' title.

Last year was, of course, even more successful. Tweaking the DNA of the previous year's car, the RB7's consistent performance across all circuits allowed the team to take back-to-back Constructors' and Drivers' titles, thanks in large part to the designer's unflinching desire to be the best and an uncanny ability to exploit possibilities invisible to others.

Newey is just as determined a competitor in his spare time and is a keen and capable amateur racer. Whether that racing will ever include professional racing in the Red Bull Racing RB5 that he was presented with following the landmark 2009 season remains to be seen!

So far, Adrian's vision and single-minded pursuit of excellence has helped reap rich rewards for Red Bull Racing. All that now remains to be seen is just what this remarkable designer dreams up for the team in the future.

STATISTICS – CAREER HIGHLIGHTS

1977-1980 STUDIED AERONAUTICS AND ASTRONAUTICS AT SOUTHAMPTON UNIVERSITY AND WROTE A THESIS ON GROUND-EFFECT AERODYNAMICS, WHICH IMMEDIATELY LANDED HIM A JOB WITH FITTIPALDI AUTOMOTIVE

1982 JOINED MARCH, DESIGNED THE MARCH GTP CAR WHICH WON TWO CONSECUTIVE IMSA TITLES

1984-1986 DESIGNED THE MARCH 85C AND 86C, WHICH WON THE INDIANAPOLIS 500 THREE TIMES, WHILE THE 85C AND 86C WON THE CART TITLES IN '85 AND '86

1986 A BRIEF SPELL WITH THE FORCE F1 TEAM WAS FOLLOWED BY A RETURN TO CART TO RACE ENGINEER MARIO ANDRETTI. REJOINED MARCH TO DESIGN THE 881 F1 CAR, BEFORE BECOMING TECHNICAL DIRECTOR WHEN LEYTON HOUSE TOOK OVER THE TEAM

1990 JOINED WILLIAMS AS CHIEF DESIGNER, OVERSEEING THE FW14 AND THE OTHER WILLIAMS-RENAULTS WHICH WERE THE DOMINANT FORCE IN THE '90S, WON 58 GRANDS PRIX, FOUR DRIVERS' AND FIVE CONSTRUCTORS' TITLES

1997 JOINED MCLAREN, TOOK MIKA HAKKINEN TO TWO WORLD CROWNS

2006 JOINED RED BULL TECHNOLOGY

2009 NEWEY'S RB5 TAKES SIX WINS AND A TOTAL OF 153.5 POINTS TO GRAB SECOND IN THE FORMULA ONE CONSTRUCTORS' WORLD CHAMPIONSHIP. SEBASTIAN VETTEL ALSO TAKES SECOND IN THE DRIVERS' TITLE RACE

2010 THE DESIGNER REFINES HIS '09 DESIGN INTO THE HUGELY IMPRESSIVE RB6. IN THE HANDS OF SEBASTIAN VETTEL AND MARK WEBBER, THE CAR LANDS NINE WINS AND 498 POINTS TO TAKE THE CONSTRUCTORS' CROWN. VETTEL ADDS TO THE LUSTER BY CLAIMING THE TEAM'S FIRST DRIVERS' TITLE AT THE SEASON-ENDING ABU DHABI GP

2011 THE RB7 TAKES 12 WINS, 27 PODIUMS AND 18 POLES. RED BULL RACING WINS THE CONSTRUCTORS' CHAMPIONSHIP WITH FOUR RACES REMAINING. SEBASTIAN VETTEL RETAINS THE DRIVERS' TITLE

SEBASTIAN VETTEL
CAR NUMBER: 1

SEBASTIAN VETTEL
CAR NUMBER: 1

BIRTHPLACE: HEPPENHEIM, GERMANY
DATE OF BIRTH: 03.07.1987

It's hard to put together a biography about Sebastian Vettel without pointing to the host of records the 24-year-old has already achieved during his short Formula One career.

So we won't even try. He's F1's youngest World Champion thanks to his 2010 Drivers' crown and became the youngest double title-winner after securing a second championship last year. He holds the record for most pole positions in a season, his 15 poles eclipsing those set by Nigel Mansell in 1992. He's led more laps in a season, 739, than any other driver in history. And there are almost a dozen more 'youngest' records that Seb, now a senior driver entering his fifth full season as an F1 racer, would probably rather were left to the annals of the sport. In short, Sebastian's just a little bit special.

Not that his phenomenal abilities would have been easy to pick out had you seen him climb aboard his first racing kart in 1995. Then he was another young German kid with dreams of following in the tyre tracks of Michael Schumacher.

It didn't take long for Seb to garner attention though. Competing in Formula BMW in 2003 at the tender age of 15, he won five of the series' 19 races and finished second in the Championship. He went on to utterly dominate the following season, winning 18 of the 20 races and finishing on the podium in the other two to take the overall title.

The performance marked him as a star in the making and he was soon fast-tracked to a testing role with Williams and BMW-Sauber. When BMW reserve Robert Kubica stepped into a race seat at the team, Vettel took over as third driver, becoming, at the Turkish Grand Prix, the youngest-ever driver to take part in a grand prix weekend at that time.

When Kubica was briefly sidelined following an accident at the 2007 Canadian GP, Seb's big chance arrived and he made his Formula One debut at the US Grand Prix. After 73 gruelling laps of the Indianapolis track, Vettel crossed the line in eighth place and took a single point, making him the sport's youngest ever points-scorer.

Despite the BMW success, Vettel's closest ties were still with Red Bull, where he had been schooled as part of the Red Bull Junior Team programme, and late in the 2007 season he graduated to a race seat at Scuderia Toro Rosso, where, the following year, he made his next big impression on the world of F1.

Vettel arrived at the 2008 Italian Grand Prix with an improving car and an eye on points. He left Monza with a whole lot more. In a rain-hit qualifying session Vettel blasted to the front of the grid, becoming the sport's youngest pole winner. In the race he was even more impressive and, unconcerned by the wet conditions, he simply drove away from the pack to claim his and the team's first win.

The step up to the senior team was the logical next move and in 2009 Vettel joined Red Bull Racing where he again made an immediate impact. At the wheel of RB5 he scored the team's first win, again in the wet, at the Chinese Grand Prix. He went on to score three more wins and finished the season as runner-up in the 2009 Championship.

The following season he famously went one better. Victories at the Malaysian, European, Japanese and Brazilian Grands Prix put Vettel in contention for the title, though with two heavy-hitting rivals in team-mate Mark Webber and double champion Fernando Alonso ahead of him on points going into the last race, Vettel's chances looked remote. However, nobody appeared to have let Seb know that and an almost perfect weekend saw Vettel take pole and the race win while his rivals all stumbled.

IT COULD BE SAID THAT SEBASTIAN IS ENTERING A NEW PHASE OF HIS REMARKABLE CAREER

The race win made him the sport's youngest and perhaps its most dramatically crowned champion. The trick for 2011 would be to repeat the feat but without the frayed nerves.

Vettel and Red Bull Racing delivered in style. The RB7 proved ultra-reliable and Vettel seized the chance to show off its prowess with both hands.

Eleven victories and that record of 15 pole positions vaulted Vettel to his second title and helped the team to back-to-back Constructors' Championship wins.

With a 'surprise' title win now complemented by a second, more commanding Championship victory, it could be said that Sebastian is entering a new phase of his remarkable career. No longer is he the 'boy wonder' of his formative F1 years. Instead, Sebastian Vettel is, indisputably, the man to beat.

STATISTICS – CAREER HIGHLIGHTS

OVERALL - FORMULA ONE
21 WINS
36 PODIUMS
30 POLES
TWO DRIVERS' CHAMPIONSHIPS
RECORD: MOST POLES ACHIEVED BY A DRIVER IN A SEASON/MOST LAPS LED BY A DRIVER IN A SEASON

2011 RED BULL RACING – FORMULA ONE DRIVER
2011 FORMULA ONE WORLD CHAMPION
YOUNGEST EVER DOUBLE FORMULA ONE WORLD CHAMPION
RECORD: MOST POLES ACHIEVED BY A DRIVER IN A SEASON
RECORD: MOST LAPS LED BY A DRIVER IN A SEASON
WINNER AUSTRALIAN GRAND PRIX
WINNER MALAYSIAN GRAND PRIX
WINNER TURKISH GRAND PRIX
WINNER SPANISH GRAND PRIX
WINNER MONACO GRAND PRIX
WINNER EUROPEAN GRAND PRIX
WINNER BELGIAN GRAND PRIX
WINNER ITALIAN GRAND PRIX
WINNER SINGAPORE GRAND PRIX
WINNER KOREAN GRAND PRIX
WINNER INDIAN GRAND PRIX
SIX ADDITIONAL PODIUM FINISHES
THREE FASTEST LAPS
15 POLE POSITIONS
SCORED 392 POINTS

2010: RED BULL RACING – FORMULA ONE DRIVER
2010 FORMULA ONE WORLD CHAMPION
YOUNGEST EVER FORMULA ONE WORLD CHAMPION
WINNER MALAYSIAN GRAND PRIX
WINNER EUROPEAN GRAND PRIX
WINNER JAPANESE GRAND PRIX
WINNER BRAZILIAN GRAND PRIX
WINNER ABU DHABI GRAND PRIX
FIVE ADDITIONAL PODIUM FINISHES
THREE FASTEST LAPS
10 POLE POSITIONS
SCORED 256 POINTS

2009: RED BULL RACING – FORMULA ONE DRIVER
SECOND IN FIA DRIVERS' CHAMPIONSHIP
WINNER CHINESE GRAND PRIX
WINNER BRITISH GRAND PRIX
WINNER JAPANESE GRAND PRIX
WINNER ABU DHABI GRAND PRIX
FOUR ADDITIONAL PODIUM FINISHES
SCORED 84 POINTS

2008: SCUDERIA TORO ROSSO – FORMULA ONE DRIVER
WINNER ITALIAN GRAND PRIX (YOUNGEST EVER F1 WINNER)
POLE POSITION ITALIAN GRAND PRIX (YOUNGEST EVER F1 POLE)
SCORED 35 POINTS

2007: BMW-SAUBER AND SCUDERIA TORO ROSSO – FORMULA ONE DRIVER
COMPETES IN US GRAND PRIX FOR THE BMW SAUBER F1 TEAM
FINISHES EIGHTH TO SCORE FIRST POINT (YOUNGEST EVER F1 POINT SCORER)
HUNGARIAN GRAND PRIX – JOINS SCUDERIA TORO ROSSO

2006: FORMULA 3 EURO AND FORMULA ONE TEST DRIVER (BMW-SAUBER)
SECOND PLACE FORMULA 3 EURO SERIES, THREE WINS
FORMULA ONE TEST WITH BMW-SAUBER F1 IN JEREZ
FRIDAY TEST AND RESERVE DRIVER FOR THE BMW-SAUBER F1 TEAM FROM THE TURKISH GRAND PRIX ONWARDS

2005: FORMULA 3 EURO
FIFTH PLACE FORMULA 3 EURO SERIES
ROOKIE CHAMPION, 6 PODIUM PLACES

2004: FORMULA BMW ADAC
WINNER FORMULA BMW ADAC CHAMPIONSHIP
18 WINS FROM 20 RACES, 15 POLE POSITIONS
16 FASTEST RACE LAPS

2003: FORMULA BMW ADAC
SECOND PLACE FORMULA BMW ADAC CHAMPIONSHIP
ROOKIE CHAMPION

2002: KARTING
SIXTH PLACE EUROPEAN CHAMPIONSHIP ICA SENIOR

2001 KARTING
WINNER EUROPEAN JUNIOR KART CHAMPIONSHIP
WINNER GERMAN JUNIOR KART CHAMPIONSHIP
WINNER MONACO JUNIOR KART CUP
WINNER KART PARIS-BERCY

FROM 1995
KARTING

MARK WEBBER
CAR NUMBER: 2

MARK WEBBER
CAR NUMBER: 2

BIRTHPLACE: QUEANBEYAN, NSW, AUSTRALIA
DATE OF BIRTH: 27.08.1976

When the extension of a driver's relationship with a team is announced as being both "obvious" and "very straightforward", it's pretty clear that he's a highly valued asset. So it is with Mark Webber, whose sixth season with Red Bull Racing was described in those very terms by Team Principal Christian Horner when the decision was taken to have Mark race for the team in 2012.

Indeed, straightforward is the perhaps the perfect word to describe the Australian racer both on and off the track. Out of the cockpit Mark's a no-nonsense character whose clearly defined sense of fair play and belief in honest competition have made him one of the Paddock's most respected drivers. On track, he's equally clear-cut, an aggressive racer, who asks for and gives no quarter, but always within the bounds of sensible, safe driving.

It's an attitude that earned Mark his seat at Red Bull Racing in 2007 and which has since seen him help the team to rise above the seventh position it earned in 2006 and become champions.

Along the way, Mark has scored seven grands prix wins, 22 further podium positions and 600.5 championship points.

Mark's time in motorsport wasn't always so successful however, and his path to the top step in F1 was littered with challenges.

A relative latecomer to motorsports having, in true Aussie style, embraced a host of other sports in his youth, Webber didn't discover motor racing until he was 14 but it quickly became his passion. At 16, he became New South Wales State Karting Champion and after enjoying more success in Formula Fords, he rose to the first of a number of tough career challenges and moved to the UK.

He graduated to Formula 3 in 1997 and the successes he enjoyed there led to a works sportscar drive for Mercedes where he raced well before a return to open-wheel competition in 2000. After a successful 2001 season, in which he was test driver for Benetton in F1 and raced to F3000 victory in Imola, Monaco and Magny-Cours for Super Nova, Webber finally landed an F1 seat, with Minardi, in 2002. A fifth place finish and two points on home soil in Melbourne marked an outstanding debut in the top echelon and further gutsy performances during the year meant Webber was soon on the move – first to Jaguar Racing in 2003 and then to Williams, where, in 2005, he claimed his first podium finish at the Monaco Grand Prix.

The defining move though came in 2007, when Mark was announced as a Red Bull Racing driver. Third place at the Nürburgring in his first year proved his worth and over the following season and a half he worked with the team as it developed into a consistent points-scorer.

STRAIGHTFORWARD IS THE PERHAPS THE PERFECT WORD TO DESCRIBE THE AUSTRALIAN RACER BOTH ON AND OFF THE TRACK

Reward for the hard work materialised fully in 2009, when Mark claimed his maiden F1 victory at the German Grand Prix. He doubled his tally by claiming the top step at the season-ending Brazilian Grand Prix.

Mark carried the good form through 2010 and after wins in Spain, Monaco, Germany and Hungary he was a championship contender right up until the final race, where he narrowly lost out to team-mate Sebastian Vettel.

Another successful season followed last year and while 2011 had its ups and downs for Mark, any difficulties he may have had have, in characteristic style, simply left him with a greater hunger for success in the future. It's that straightforward.

STATISTICS – CAREER HIGHLIGHTS

OVERALL - FORMULA ONE
SEVEN WINS
30 PODIUMS
NINE POLES

2011 RED BULL RACING – FORMULA ONE DRIVER
THIRD IN FIA DRIVERS' CHAMPIONSHIP
WINNER BRAZILIAN GRAND PRIX
NINE ADDITIONAL PODIUM FINISHES
SEVEN FASTEST LAPS
THREE POLE POSITIONS
SCORED 258 POINTS

2010 RED BULL RACING – FORMULA ONE DRIVER
THIRD IN FIA DRIVERS' CHAMPIONSHIP
WINNER SPANISH GRAND PRIX
WINNER MONACO GRAND PRIX
WINNER BRITISH GRAND PRIX
WINNER HUNGARIAN GRAND PRIX
SIX ADDITIONAL PODIUM FINISHES
THREE FASTEST LAPS
FIVE POLE POSITIONS
SCORED 242 POINTS

2009 RED BULL RACING – FORMULA ONE DRIVER
FOURTH IN FIA DRIVERS' CHAMPIONSHIP
WINNER GERMAN GRAND PRIX
WINNER BRAZILIAN GRAND PRIX
SIX ADDITIONAL PODIUM FINISHES, THREE FASTEST LAPS,
POLE POSITION IN GERMANY
SCORED 69.5 POINTS

2008 RED BULL RACING – FORMULA ONE DRIVER
ELEVENTH IN CHAMPIONSHIP
SCORED 21 POINTS

2007 RED BULL RACING – FORMULA ONE DRIVER
THIRD PLACE PODIUM FINISH (EUROPEAN GP)
TWELFTH IN CHAMPIONSHIP
SCORED 10 POINTS

2006 WILLIAMS-COSWORTH – FORMULA ONE DRIVER
FOURTEENTH IN CHAMPIONSHIP
SCORED SEVEN POINTS

2005 BMW WILLIAMS – FORMULA ONE DRIVER
THIRD PLACE PODIUM FINISH (MONACO)
TENTH IN CHAMPIONSHIP
SCORED 36 POINTS

2004 JAGUAR – FORMULA ONE DRIVER
FIRST FRONT ROW QUALIFICATION (MALAYSIAN GP)
THIRTEENTH IN CHAMPIONSHIP
SCORED SEVEN POINTS

2003 JAGUAR – FORMULA ONE DRIVER
TENTH IN CHAMPIONSHIP
SCORED 17 POINTS

2002 KL MINARDI ASIATECH – FORMULA ONE DRIVER
FIFTH IN FIRST EVER FORMULA ONE RACE
JOINT FIFTEENTH IN CHAMPIONSHIP
VOTED 'ROOKIE OF THE YEAR'
SCORED TWO POINTS

2001 BENETTON RENAULT SPORT FORMULA ONE TEST DRIVER / FIA INTERNATIONAL F3000 CHAMPIONSHIP
SECOND IN FIA F3000 CHAMPIONSHIP
THREE FIA F3000 WINS

2000 FIA INTERNATIONAL F3000 CHAMPIONSHIP
THIRD IN CHAMPIONSHIP
THREE PODIUMS
ARROWS FORMULA ONE TEST DRIVER

1999 AMG MERCEDES SPORTSCAR TEAM

1998 FIA GT CHAMPIONSHIP
SECOND IN CHAMPIONSHIP
FIVE WINS WITH TEAM-MATE BERND SCHNEIDER

1997 BRITISH FORMULA 3 CHAMPIONSHIP
FOURTH IN CHAMPIONSHIP
VICTORY IN ONLY FOURTH F3 RACE (BRANDS HATCH)
FIVE PODIUMS

1996 BRITISH FORMULA FORD CHAMPIONSHIP
SECOND IN CHAMPIONSHIP
FOUR WINS
WINNER FORMULA FORD FESTIVAL, BRANDS HATCH UK
THIRD IN FORMULA FORD EUROPEAN CUP

1995 AUSTRALIAN FORMULA FORD CHAMPIONSHIP
FOURTH IN CHAMPIONSHIP
SEVERAL WINS, INCLUDING SUPPORT RACE AT ADELAIDE GP

1994 AUSTRALIAN FORMULA FORD CHAMPIONSHIP DEBUT

1991 - 1993 KARTING
VARIOUS WINS AT STATE LEVEL

SÉBASTIEN BUEMI
TEST AND RESERVE DRIVER

SÉBASTIEN BUEMI TEST AND RESERVE DRIVER

PLACE OF BIRTH: SWITZERLAND
DATE OF BIRTH: 31.10.1988

With three seasons as a grand prix driver behind him at Scuderia Toro Rosso, Sébastien Buemi brings a wealth of Formula One experience to Red Bull Racing, where he takes on the role of Test and Reserve Driver.

After a successful spell in karting in his native Switzerland, the team's second Séb made the transfer to single-seaters in 2004 in Formula BMW where he finished third in the series behind that other Seb, the all-conquering Vettel.

Moving through Formula 3 Euroseries and A1 GP, Sébastien arrived in GP2 with the Arden Team in 2007 and finished seventh on his first outing in Monaco. The following year he was runner-up in the GP2 Asia series and finished sixth overall in the main series, taking wins in the sprint races in France and Hungary along the way.

THIS YEAR HIS EXPERIENCE WILL UNDOUBTEDLY PROVE INVALUABLE

He finally got his shot at Formula One when he was confirmed as a race driver at Scuderia Toro Rosso for the 2009 season. On 29 March that year, in Australia, he became the first Swiss driver since Jean-Denis Délétraz drove for Pacific at the 1995 European Grand Prix and the 25th Swiss racer to contest a grand prix.

To top that, Buemi finished in the points on his debut, finishing eighth to take a point under the scoring rules in force at the time. He was later promoted to seventh when Lewis Hamilton was excluded from the final result.

Since then Sébastien has racked up many thousands of kilometers in F1 machinery and during his three competitive Formula One season bagged a further 27 championship points from 55 starts.

Having established a good working relationship with Red Bull Racing in his time as the team's Reserve Driver in 2008, Séb now returns to the role as a seasoned pro and with in-season testing back again this year his experience will undoubtedly prove invaluable.

STATISTICS – CAREER HIGHLIGHTS

2011 SCUDERIA TORO ROSSO – FORMULA ONE DRIVER
FIFTEENTH IN FIA DRIVERS' CHAMPIONSHIP
SCORED 15 POINTS

2010 SCUDERIA TORO ROSSO – FORMULA ONE DRIVER
SIXTEENTH IN FIA DRIVERS' CHAMPIONSHIP
SCORED 8 POINTS

2009 SCUDERIA TORO ROSSO – FORMULA ONE DRIVER
SIXTEENTH IN FIA DRIVERS' CHAMPIONSHIP
SCORED 6 POINTS

2008 RED BULL RACING – FORMULA ONE RESERVE DRIVER
GP2 ASIA: SECOND IN CHAMPIONSHIP (ARDEN INTERNATIONAL) / ONE WIN
GP2 EUROPE: SIXTH IN CHAMPIONSHIP (ARDEN INTERNATIONAL) / TWO WINS

2007 RED BULL RACING – FORMULA ONE RESERVE DRIVER
F3 EUROSERIES (TEAM MÜCKE MOTORSPORT)
SECOND IN CHAMPIONSHIP

2006 F3 EUROSERIES (TEAM MÜCKE MOTORSPORT)
FORMULA RENAULT 2.0 EUROPCUP - ONE WIN
FORMULA RENAULT NORTH EUROPEAN CHAMPIONSHIP - TWO WINS

2005 FORMULA BMW JUNIOR CHAMPIONSHIP - SECOND IN CHAMPIONSHIP
FORMULA BMW JUNIOR WORLD FINAL BAHRAIN - SECOND

2004 FORMULA BMW JUNIOR CHAMPIONSHIP - THIRD IN CHAMPIONSHIP

2003 KARTING ICA JUNIOR OPEN ITALIA CHAMPION
KARTING ICA JUNIOR WEST
KARTING ICA JUNIOR EUROPEAN CHAMPIONSHIP - FOURTH

2002 KARTING ICA JUNIOR EUROPEAN CHAMPION
KARTING ICA JUNIOR SWISS CHAMPION
KARTING ICA JUNIOR OPEN ITALIA - SECOND

2001KARTING ICA JUNIOR SWISS CHAMPIONSHIP - SECOND
KARTING ICA JUNIOR BRIDGESTONE CUP CHAMPION

2000 KARTING SUPER MINI SWISS CHAMPION
KARTING SUPER MINI KIA CUP CHAMPION

1999 KARTING MINI SWISS CHAMPION

1998 KARTING MINI SWISS CHAMPION

RENAULT SPORT F1

RENAULT SPORT F1 – A HISTORY

RED BULL RACING'S ENGINE SUPPLIER

For more than 34 years Renault has been competing at the pinnacle of grand prix racing, enjoying success as both an engine supplier and constructor.

As a works team from 1977 to 1985, Renault revolutionised Formula One with the introduction of the 1.5 litre V6 turbocharged engine. It was a daring technological gamble, but it set a design trend as Renault's competitors followed suit. The rewards soon came as the team secured its first Grand Prix victory in the 1979 French Grand Prix with Jean-Pierre Jabouille behind the wheel of the RS10. By 1983, the team was in the hunt for the world title, narrowly missing out on world championship glory as Alain Prost finished runner-up in the Drivers' Championship, just two points behind winner Nelson Piquet.

When the works team departed the sport in 1985, engine supply continued for the 1986 season with names such as Lotus and Ligier. Behind the scenes Renault restructured racing activities and returned to the fore as an engine partner of Williams in 1989. As a supplier of the benchmark V10 engine to Williams and then Benetton from 1995, Renault shared in the success of six consecutive Constructors' world titles from 1992 to 1997, taking five Drivers' titles in the same period with Mansell, Prost, Schumacher, Hill and Villeneuve.

Renault officially departed Formula One at the end of 1997, but work continued in a small development cell at Viry-Châtillon. This cell was the foundation on which Renault's eventual return to Formula One was laid. Renault purchased the Benetton team, and eventually the Renault name reappeared as a constructor in 2002.

Renault's return to Formula One saw the team base its efforts around centres in England and France, developing the chassis and engines in parallel. The site in Viry-Châtillon, which had developed the initial V6 turbo engines in the '70s, was the natural choice for the team's engine operations, while for the design and manufacture of the chassis, Renault made use of the pre-existing resources of Benetton Formula Ltd in Enstone, Oxfordshire.

The Renault F1 Team made its debut in 2002, and just a year later was challenging for regular podiums. Sustaining this momentum the team won the Drivers' and Constructors' Championships in 2005 and repeated the feat in 2006.

2007 was the first year of competition for the newly-formed partnership between Red Bull Racing and Renault. After securing podiums in 2007 and 2008, the competitive package of Red Bull Racing's chassis and Renault's engine saw the Red Bull team finish the 2009 Drivers' and Constructors' Championship in second place, taking six wins, four one-two finishes and 16 podiums in the process.

The partnership continued to mature over the winter and 2010 saw it emerge as a real title challenger, with pole at the first race and its first victory of the season at the third. Eight further wins followed that year, sealing a first Constructors' Championship title at the penultimate race in Brazil. A four-way battle for the Drivers' Championship was set up for the last race in Abu Dhabi, with Sebastian Vettel emerging victorious.

THE RED BULL RACING-RENAULT TEAM IS NOW ONE OF THE MOST SUCCESSFUL ENGINE-CHASSIS PARTNERSHIPS TO COMPETE IN F1

The 2011 season marked the dawn of a brand-new chapter in Renault's F1 history as it returned to its core activity of engine supply, releasing its remaining shares in the Renault F1 Team. Red Bull Racing and Renault dominated the Championship with 12 wins, 18 poles and 10 fastest laps. Sebastian wrapped up the Drivers' title in Japan with four races to go and the Constructors' title was successfully retained at the following round in South Korea.

The Red Bull Racing-Renault team is now one of the most successful engine-chassis partnerships to compete in F1. It's also set to become one of the most enduring with a five-year extension of its partnership announced at the 2011 Italian Grand Prix with a technical joint venture to collaborate on the new engine regulations due to be introduced from 2014.

PARTNERS

The Team's Partners are very much just that – a part of the Team. As such, they share a philosophy of being creative, innovative and doing things that little bit differently. Red Bull Racing is pleased to welcome new Partners and Suppliers this year and to extend agreements with existing partners. All its Partners and Suppliers are crucial to the Team's success and the Team is looking forward to working with them this year and beyond.

INFINITI

Infiniti, the luxury automotive brand from Japan, reflects its brand promise "Inspired Performance" with its technology performance orientated model line-up, coupled with superior craftsmanship and bespoke customer service experience. 2012 marks the second year of Infiniti's partnership with Red Bull Racing. This partnership has already seen the recruitment of Sebastian Vettel as Infiniti's Global Brand Ambassador and the launch of the Infiniti FX Sebastian Vettel Version concept. The new season represents a deepening of the partnership with an increased presence on the RB8 and Team clothing, plus further potential for collaboration between these two leaders of Inspired Performance.

TOTAL

The Official Fuel Supplier and Team Partner of Red Bull Racing, Total is one of the largest integrated oil and gas companies in the world, with activities in more than 130 countries. The Group is also a first rank player in chemicals. Its 93,000 employees put their expertise to work in every part of the industry – exploration and production of oil and natural gas, refining and marketing, new energies, trading, and chemicals. Total is working to help satisfy the global demand for energy, both today and tomorrow.

RAUCH

Rauch is Austria's largest producer of fruit juices and tea beverages and a major player on the global stage. Rauch began cooperating with Red Bull in 1987 – the year the energy drink was launched and became one of Red Bull Racing's first partners in 2005.

GEOX

In a sport of extreme conditions, performance and breathability for both Drivers and Mechanics is key: Geox, the leading Italian footwear brand, guarantees both. Geox provides Driver track boots, Team shoes and Mechanics boots featuring a patented breathable and waterproof outsole for optimal performance.

CASIO

In Formula One timing is everything and Casio is at the forefront of the technology of time with its Edifice line of sports watches. Developed with the philosophy of 'speed and intelligence', the Edifice brand has been a perfect fit for ` the team since 2009.

Pepe Jeans LONDON

Pepe Jeans London, one of the most important premium brand and fashion reference of denim and casual wear, strengthens its bond with Red Bull Racing as Team Partner and Official Supplier of the Formula One Team providing, for the second season, all team clothing. The brand's high-quality fashions effortlessly lends Red Bull Racing a stylish yet relaxed look that chimes perfectly with the Team's dedication to play hard, work harder.

SINGHA

Singha Beer is the number one beer in Thailand. Singha is a premium lager beer brewed to the highest standards by Boon Rawd Brewery Co., Ltd. The official beer for Red Bull Racing events, Singha knows just how to get the post-victory parties started.

PIRELLI

Founded in 1872, there are now 20 Pirelli Tyre factories throughout the world, in four continents, operating in more than 160 countries. Pirelli, listed on Milan Stock Exchange, is distinguished for its long industrial tradition, which has always been combined with capacity for innovation, product quality and brand strength. A strength which, since 2002, has also been based on the fashion and high-tech project of PZero, the value of which has been further recognised by Formula One, for whom Pirelli Tyre is the exclusive supplier from 2011-2013.

Alpinestars

Established in 1963, Alpinestars has grown into the premier performance motorsport apparel company in the market today. Through its long and successful involvement in Formula One, MotoGP, Motocross, NASCAR, Indy Cars, WRC and Sportscars and utilising extensive R&D facilities, Alpinestars continues to deliver innovative products that offer world-class safety, performance and comfort.

Platform Computing

Platform Computing, an IBM Company, is a leader in cluster, grid, and cloud management software, serving more than 2,000 of the world's most demanding organisations. For 19 years, its workload and resource management solutions have delivered optimised IT infrastructures, ease of management and lower costs for enterprise, HPC, and technical computing clients.

SIEMENS

Siemens represents Red Bull Racing's "digital backbone", providing the team with product lifecycle management (PLM) solutions. Siemens Industry is the team's official Green Technology Partner, helping Red Bull Racing to reduce its impact on the environment by improving factory efficiencies.

SONAX

SONAX is a world leader when it comes to car care and is represented in more than 100 countries. SONAX has been producing a wide range of consumer, professional and industrial car care products, in Germany, since 1950. For more than 25 years, SONAX has had strong ties to motorsports, especially Formula One.

JORAKU

JORAKU is the premium rice "Shochu" (Japanese traditional spirit) brand that the Joraku Distillery has been producing for more than 100 years in the Kuma area, in Kyushu. "Shochu" traditionally produced in the Kuma area is called "Kuma Shochu", which is approved as a Geographical Indication (GI) by the World Trade Organisation, together with Scotch whiskey, Bordeaux wine and Cognac brandy.

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