



THE OFFICIAL **BBC SPORT** GUIDE

FORMULA ONE 2013

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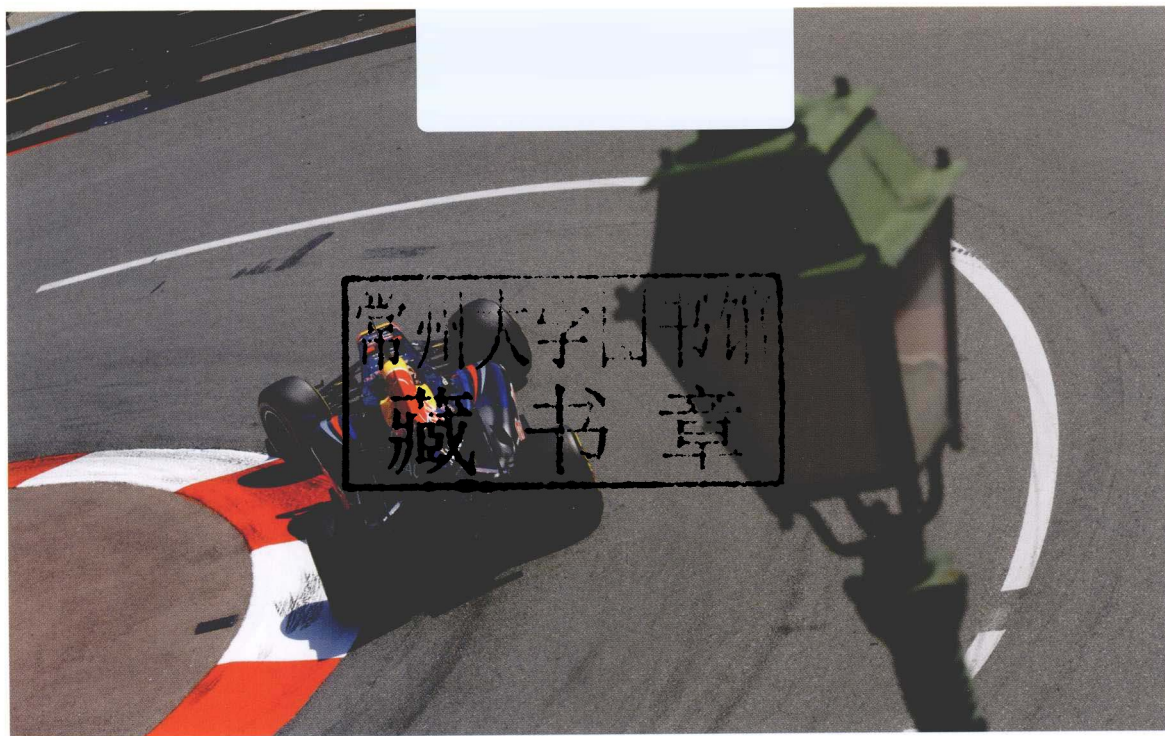


BRUCE JONES

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CARLTON

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Opposite: Sebastian Vettel, Monaco 2012.

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Right: Mark Webber celebrates winning the 2012 British GP, with Fernando Alonso and Sebastian Vettel also on the podium.

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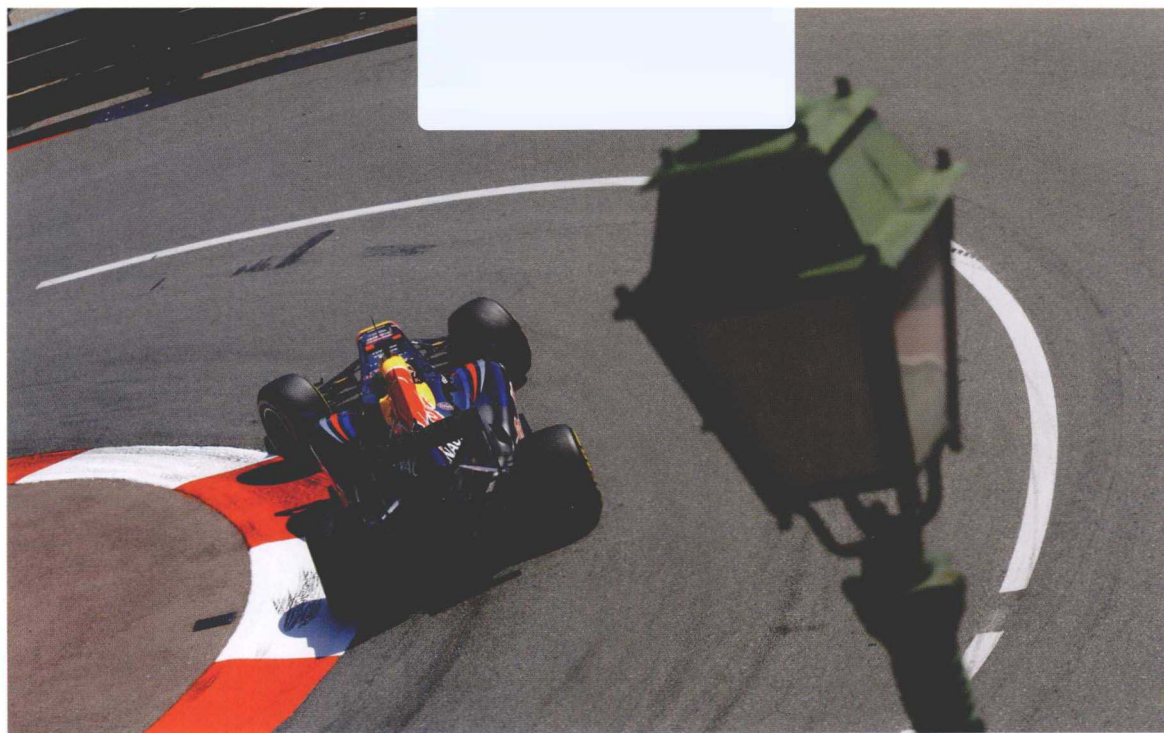
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Right: Mark Webber celebrates winning the 2012 British GP, with Fernando Alonso and Sebastian Vettel also on the podium.



Jenson Button battles with Nico Hulkenberg at the 2012 season-closing Brazilian GP at Interlagos. Hulkenberg moves to Sauber for 2013, while Button gets a new team-mate, Sergio Perez.





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ANALYSIS OF THE 2013 SEASON

This year's World Championship is the last before the switch to smaller engines in 2014. That change may tip the balance and give a currently less successful team the chance to shine, but, for 2013, expect Red Bull, Ferrari and McLaren to run at the front again. If we are treated to a season as jumbled as last year's was in the opening races, then we can look forward to another grand finale.

Formula One is going through a wonderful period, providing infinitely more exciting racing than it did in the past, thanks to there being more overtaking and also some nail-biting title races that are going all the way down to the wire. Sebastian Vettel dominated in 2011 but was made to fight for the title in last-round shoot-outs in both 2010 and 2012, as were Kimi Raikkonen in 2007 and Lewis Hamilton in 2008. In recent years, Jenson Button in 2009 was the only driver other than Vettel in 2011 to wrap up the title before the final round, and this is fantastic news for F1 fans.

For this year, there is just one change among the big three teams - Red Bull, Ferrari and McLaren - and this is Lewis Hamilton's departure to try his luck at Mercedes. Only a marked improvement in the Ross Brawn-run team's form and consistency will see him pitching for wins, let alone the title. In turn, that means that unless his replacement, ex-Sauber racer Sergio Perez, can get on to McLaren's wavelength immediately, then the McLaren attack will centre on Button, and that might mean a season not interrupted by so many failures.



Red Bull are sure to design a car that suits Vettel in particular, as he is the driver who earns their greatest rewards rather than team-mate Mark Webber. Likewise, Ferrari looks to Fernando Alonso, although Felipe Massa was at least getting up to speed again through last year to act as his wing man.

One of the most interesting considerations will be whether the team that became Lotus last year can stay as competitive as it was and so keep the big three on their toes. Certainly, Raikkonen still has the speed, and its title challenge will be boosted further if the fast Romain Grosjean can show more control and produce the finishes to match.

With Hamilton on board at Mercedes alongside karting team-mate Nico Rosberg, the atmosphere should be different from how it was when Michael Schumacher drew the limelight but failed to produce so many points. The big question is whether this team with its impressive designers can hit its targets.

Last year, Sauber came very close to toppling Mercedes and it has just replaced Perez with Nico Hulkenberg, a driver many tout as a future world champion. It's extremely unlikely that the Swiss team will manage to provide him and rookie Esteban Gutierrez with a car capable of winning, but he ought to score many points, especially if races are run in the wet.

The team that Hulkenberg has left, Force India, has finally been promised some investment in its facilities, which ought to help keep

it in the hunt, this time with Paul di Resta as the undisputed number one driver.

Everyone associated with F1 was delighted in Spain last year when Pastor Maldonado gave Williams its first win since Juan Pablo Montoya won the 2004 Brazilian GP, but there's only guarded optimism that the team will continue its rediscovered form without a recognised, experienced driver who will steer clear of incidents as well as help develop the chassis.

Breaking with tradition, Toro Rosso let its drivers know long before last season was over that they had the team's approval and so were being kept for a second season. Daniel Ricciardo and Jean-Eric Vergne may even be able to dream that one day they might be promoted to Red Bull.

The three teams created to augment the grid in 2010 remain the slowest, even though Caterham, Marussia and HRT are all edging closer to the pace. However, money is tight and HRT seemed unlikely to last the winter after its owners realised that F1 costs money rather than makes it.

The best news is that the USA now seems to be accepting Formula One. Last year's United States GP in Austin has set the bar high for America's next new race in New Jersey, in 2014. If this can prove as big a hit, then F1 will finally put down roots here. Combine this with the arrival of Coca-Cola and Mastercard as sponsors, and Formula One is proving that if the show is good, then the rest will follow.

RED BULL RACING

There was much debate in the early part of last year about whether Red Bull had gained an advantage by using flexible wings, but you'd assume a car designed by Adrian Newey to be close to the edge and should expect no different in 2013.



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Sebastian Vettel helped both himself and the team to a third title, but there are signs that the opposition, especially McLaren, are closing in.

Looking back over Red Bull Racing's incredible run of three consecutive Formula One constructors' titles won in 2010, 2011 and 2012, it's hard to remember that this was once the team that seldom ran ahead of the midfield when it started life in 1997 as Stewart Grand Prix. Indeed, even as recently as 2008, the team from Milton Keynes hadn't won a grand prix and ranked just seventh overall, embarrassingly one position behind its junior team, Scuderia Toro Rosso. Since then, however, with Adrian Newey leading the way on the technical front and Sebastian Vettel and Mark Webber providing consistent speed and guile from the cockpit, the wins have flowed in abundance and the titles have followed.

Last year's World Championship was certainly less of a dominant season for Red Bull Racing, after its 12 wins from 19 grands prix in 2011, but it was an unusual year for all the teams as not one of them managed to gain the upper hand and then keep it as they attempted to understand the tyres'

performance through the first half of the championship. What was interesting was the way that Webber bounced back from his 1:11 victory deficit to Vettel in 2011 and

ran with parity last year in a car that clearly suited him better than its predecessor. This, in turn, helped to strengthen the team's title bid.

KEY MOMENTS AND KEY PEOPLE

TEAM HISTORY

Jackie Stewart, three-time World Champion, formed a team to help elder son Paul go racing. This advanced to Formula 3000 and then, in 1997, to Formula One, with Paul retiring from racing to run the team. Johnny Herbert gave it a famous win in the wet at the Nurburgring in 1999 before it was bought by Ford and renamed Jaguar Racing for 2000. In 2005, Dietrich Mateschitz bought the team and turned it into Red Bull Racing, with its first win in 2009, followed by three titles in succession with Sebastian Vettel.

ADRIAN NEWEY

The designer considered to have the most fertile mind in Formula One made his F1 debut as chief aerodynamicist with Fittipaldi in 1980. After joining March, he worked on Indycar and sportscar designs before breaking new ground with the firm's 1988 F1 challenger. Lured to Williams in 1990, he helped the team to win five constructors' titles before joining McLaren in 1997 for more title success. In 2006, he moved on to Red Bull, adding three titles, starting in 2010.

2012 DRIVERS & RESULTS

Driver	Nationality	Races	Wins	Pts	Pos
Sebastian Vettel	German	20	5	281	1st
Mark Webber	Australian	20	2	179	6th

Another point of note in 2012 was that Red Bull Racing achieved fewer pole positions, and this explains why fewer wins came its way, as achieving one required a more varied range of race tactics than simply blasting away from the front. Those victories didn't start until the fourth round, at Sakhir, when Vettel won from pole with the fastest lap, with Webber winning two rounds later from pole at Monaco. Three rounds after that the Australian added another, overhauling Fernando Alonso's Ferrari at Silverstone. Vettel won again on the streets of Singapore, albeit only after Lewis Hamilton's McLaren retired from the lead, but drivers have to take whatever fortune throws their way. Then he added three more in the next three grands prix in Japan, Korea and India to pull him ahead of Alonso in the closing stages of the season, doing just enough to beat the Spaniard to the F1 crown in a dramatic last-round shoot-out in Brazil.

Unlike all of their immediate rivals, Red Bull Racing knew its 2013 driver line-up from early on once Webber had signed a contract extension. This removed an element of uncertainty that afflicted McLaren, Ferrari and Mercedes in particular and will thus have greatly assisted planning for this year's car. It also will have kept the best design tweaks within the team's four walls.

Encouragingly for all who support this dynamic team, the key ingredients have remained the same for the coming season, but it's clear that Newey, head of

aerodynamics Peter Prodromou and chief designer Rob Marshall are going to have to be on top of their game to stay ahead of the best offered by McLaren in the second half of last season.

Of course, no one can predict what is going to happen next year when a whole new series of engine regulations is adopted, but one would imagine that Newey and his gang are already thinking about how best to tackle this new set of parameters. For now, they will focus mainly on the immediate challenge of using their undoubted expertise in winning grands prix to stake their claim on this year's drivers' and constructors' championships, but all good teams plan ahead and there seems little reason to need to split up this group.

Demonstrating the attraction of success, the team has increased its financial backing from Japanese car manufacturer Infiniti and so will carry the team name Infiniti Red Bull Racing for the next four years.

FOR THE RECORD

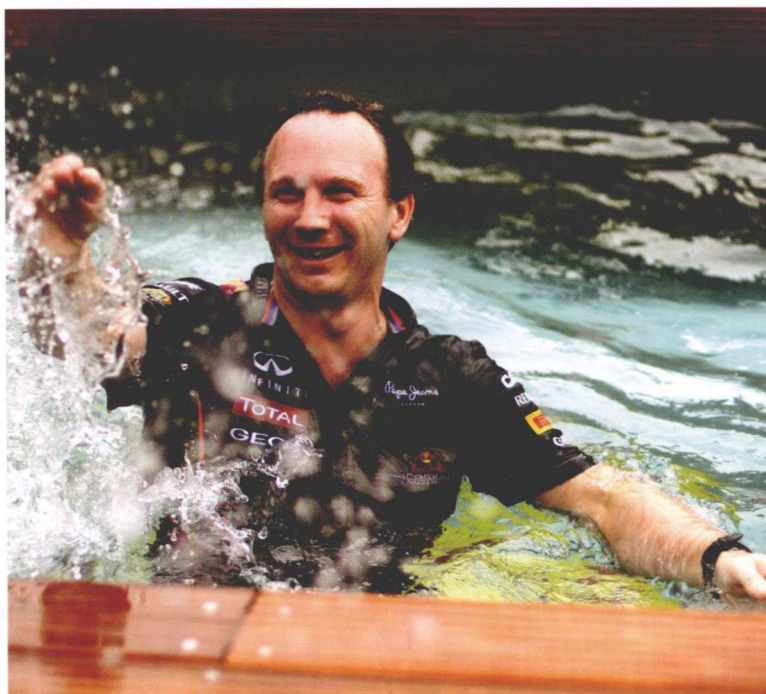
Country of origin:	England
Team base:	Milton Keynes, England
Telephone:	(44) 01908 279700
Website:	www.redbullracing.com
Active in Formula One:	From 1997 (as Stewart until 2000, then as Jaguar Racing until 2004)
Grands Prix contested:	281
Wins:	35
Pole positions:	47
Fastest laps:	29

THE TEAM

Chairman:	Dietrich Mateschitz
Team principal:	Christian Horner
Chief technical officer:	Adrian Newey
Head of aerodynamics:	Peter Prodromou
Chief designer:	Rob Marshall
Head of car engineering:	Paul Monaghan
Engineering coordinator:	Andrew Damerum
Chief engineer:	Mark Ellis
Team manager:	Jonathan Wheatley
Test driver:	TBA
Chassis:	Red Bull RB9
Engine:	Renault V8
Tyres:	Pirelli

"The great thing about motorsport is that it's a combination of man and machine and it's very difficult to break down the relative importance of each."

Adrian Newey



Team principal Christian Horner is never slow to celebrate when the team wins.



SEBASTIAN VETTEL



Sebastian has set himself quite a target for 2013, to make it four world titles in a row, but he is well equipped to do so. He had to work far harder for his 2012 crown than he did in 2011 and it will have made him an even better driver.

Everyone could see on his rapid ascent to Formula One that Sebastian was special, but not even his greatest fan will have predicted that he'd be World Champion by the age of 23, let alone a triple World Champion at 25. Yet this is how Sebastian's F1 career has shaken out since he scored that landmark victory in the wet at Monza with Scuderia Toro Rosso in 2008.

The subsequent move to Red Bull Racing for 2009 was the breakthrough, but it has still taken someone special to deliver. Certainly, last year was much less easy than 2011, as he won five times rather than 11, but he will have gained valuable extra experience as a result of this.

There is no doubt that Adrian Newey designs a supremely fast car with the very best handling. However, team-mate Mark Webber has won races in it but not titles, so Sebastian has proved himself as the man. There may come a time when Sebastian looks to see if he can deliver for another team, to prove that the title is down to him as well as the car. Indeed, there was talk last autumn that he might be thinking of moving to Ferrari in 2014, but the lure of winning for a team that



Sebastian will be all the stronger for having to really fight for his title last year.

clearly adores him is surely going to keep him at Red Bull Racing for years to come.

What Sebastian learned last year will stand him in good stead, having had to eke out maximum points even if that was for

fifth rather than victory, and the fact that Fernando Alonso got so close to depriving him of the title despite being in an inferior car will have rankled with Sebastian, as it implied that Fernando was the superior driver. Expect Sebastian to rise to another level to prove himself again.

TRACK NOTES



Nationality: GERMAN
Born: 3 JULY 1987, HEPPENHEIM, GERMANY
Website: www.sebastianvettel.de
Teams: BMW SAUBER 2007, TORO ROSSO 2007-08, RED BULL RACING 2009-13

CAREER RECORD

First Grand Prix:	2007 UNITED STATES GP
Grand Prix starts:	101
Grand Prix wins:	26
	2008 Italian GP, 2009 Chinese GP, British GP, Japanese GP, Abu Dhabi GP, 2010 Malaysian GP, European GP, Japanese GP, Brazilian GP, Abu Dhabi GP, 2011 Australian GP, Malaysian GP, Turkish GP, Spanish GP, Monaco GP, European GP, Belgian GP, Italian GP, Singapore GP, Korean GP, Indian GP, 2012 Bahrain GP, Singapore GP, Japanese GP, Korean GP, Indian GP
Poles:	36
Fastest lap:	15
Points:	1,054
Honours:	2010, 2011 & 2012 FORMULA ONE WORLD CHAMPION, 2006 EUROPEAN FORMULA 3 RUNNER-UP, 2004 GERMAN FORMULA BMW CHAMPION, 2003 GERMAN FORMULA BMW RUNNER-UP, 2001 EUROPEAN & GERMAN JUNIOR KART CHAMPION

BLASTING THROUGH THE JUNIOR CATEGORIES

Sebastian tore through the German karting series, but his talent was made even more obvious when he stepped up to cars in 2003. Having taken five wins in his first year in German Formula BMW, he took 18 in 2004 to be a runaway champion. Backed by Red Bull, he moved up to F3 in 2005 and finished fifth in the European series. Sebastian was then edged out by Paul di Resta in 2006, but winning two of his three races, both at Misano, in the more powerful Formula Renault 3.5 series proved his talent and Sebastian graduated to that for 2007. He won at the Nurburgring but quit after seven races - a few good F1 test runs for Sauber the previous year earning him his F1 racing call-up when Robert Kubica was injured in Canada. After this one outing, Sebastian moved to Toro Rosso. His first full campaign, in 2008, was marked by victory at Monza and so he was promoted to Red Bull Racing, landing the drivers' title for the first time in 2010.

MARK WEBBER

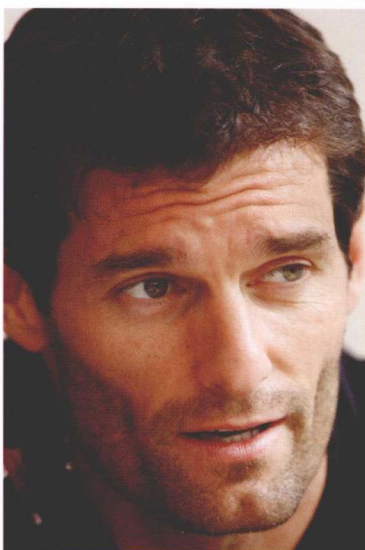


Last season was a good one for Mark as, although he still didn't land the world title he so covets, he at least re-established near parity with Red Bull team-mate Sebastian Vettel after being drubbed in 2011. Let's see what 2013 holds.

It's amazing to consider that last season could have turned into a decent one for this hard-working Australian, given that it took him until the sixth round even to step on to the podium, which was not a start to a campaign that would normally put a smile on anyone's face. Four fourth places, then 11th in Barcelona were his collection at that point, while Sebastian Vettel had bagged a win and a second place. Then, bang, Mark not only got his podium at Monaco but won the race. In an instant, his season was back on track and it wasn't long before the ink was dry on his contract extension to race on in 2013.

Clearly the Red Bull RB8 suited Mark better than the RB7 had in 2011 and, once the jumbled early-season form settled down, he was a match for his team-mate. Anyone who witnessed the way that Mark hunted down Fernando Alonso's Ferrari in the British GP, then passed it to win, could see that this was a driver getting back to the top of his game.

After that win at Silverstone, Mark failed to really claim the headlines, just as he failed to achieve another victory.



Mark had a better 2012 than 2011 and is sure to gather more victories in 2013.

He might have done so in Korea, where he was starting from pole, but Vettel jumped him at the start and, although the difference between them was really only the first few hundred metres of the

race, it was enough for Vettel to put one over Mark again. So the gap between them came down last year, but the young German was still just that little bit better.

It will be interesting to see for which team Mark will race in 2014, as there have been rumours about him - much as there have about team-mate Vettel - joining Ferrari after Felipe Massa's one-year deal for 2013 comes to an end.

Mark is still chasing a world title, but this is his 12th season, so every race counts for him now.

TRACK NOTES



Nationality:	AUSTRALIAN
Born:	27 AUGUST 1976, QUEANBEYAN, AUSTRALIA
Website:	www.markwebber.com
Teams:	MINARDI 2002, JAGUAR 2003-04, WILLIAMS 2005-06, RED BULL RACING 2007-13

CAREER RECORD

First Grand Prix:	2002 AUSTRALIAN GP
Grand Prix starts:	197
Grand Prix wins:	9
	2009 German GP, Brazilian GP, 2010 Spanish GP, Monaco GP, British GP, Hungarian GP, 2011 Brazilian GP, 2012 Monaco GP, British GP
Poles:	11
Fastest laps:	14
Points:	848.5
Honours:	2001 FORMULA 3000 RUNNER-UP, 1998 FIA GT RUNNER-UP, 1996 BRITISH FORMULA FORD RUNNER-UP & FORMULA FORD FESTIVAL WINNER

FORMULA ONE'S DEDICATED ATHLETE

Had his father's love of motorcycles not pointed him towards motorised sport, Mark might have followed his father on to the rugby field. However, karts beckoned, and after shining in Australian Formula Ford, Mark headed for Britain. He won the Formula Ford Festival and then called upon one of his father's rugby colleagues, superstar David Campese, to help him find the money to advance to Formula Three in 1997. After ranking fourth, though, Mark hadn't the budget to move up, so he accepted an offer from Mercedes to race in GTs. The lure of Formula One drew him back to single-seaters in 2000, when he raced in F3000. Second to Justin Wilson in 2001, Mark was given his F1 break when compatriot Paul Stoddart bought Minardi. A two-year stint with Jaguar proved his speed, and his first F1 podium followed with Williams in 2005, but his only victories were in the triathlons he loves to contest. Then his move to Red Bull Racing finally brought him his first win, at the Nurburgring in 2009.

