



Ferrari F10



Ferrari commenced development work on the 2010 season F10 half way through 2009, effectively writing off the '09 F60 as a dead loss and stopping further development of that car. The 2009 season was a particularly poor one for the Scuderia, especially due to the injuries sustained by Felipe Massa during qualifying for the Hungarian GP, and just one victory for the year.

The development of the F10 required considerable work due to new changes to the regulations that have removed fuelling stops. This was done to ensure teams and engine builders worked to improve efficiency and economy and supposedly to help achieve closer and more interesting racing. If the opening race at Bahrain was any indication of the rest of the season the second targeted outcome was one almighty failure. The 2010 Season opener ranks among the most boring GPs ever run.

For us Ferrari diehards there was of

course much to celebrate with a 1-2 finish, a victory for Alonso on his first outing with his new home. This victory resulted in an emotional display from the double world champion that undoubtedly endeared him to those that have found him petulant in the past - me for one. And then of course there was the proof that Massa is back to his best, unfortunately now though he has Alonso as his team mate. Schumacher, Raikkonen and Alonso - he is too good to be a number two, even to that illustrious line up.

The F10 is a stunning GP car, the F60 was also a good looking car but it was effectively blown away by the Brawn double-diffuser and the overall greatness of the 2009 Red Bull. The biggest issue Ferrari faced for 2010 was the positioning of the enlarged fuel cell. Some space was available with the removal of the KERS system for 2010. To accommodate the extra fuel the wheel base has been extended, the driver moved forward and the engine back to allow the fuel to be as placed between the two and therefore as close to the centre of gravity as possible, lessening the impact

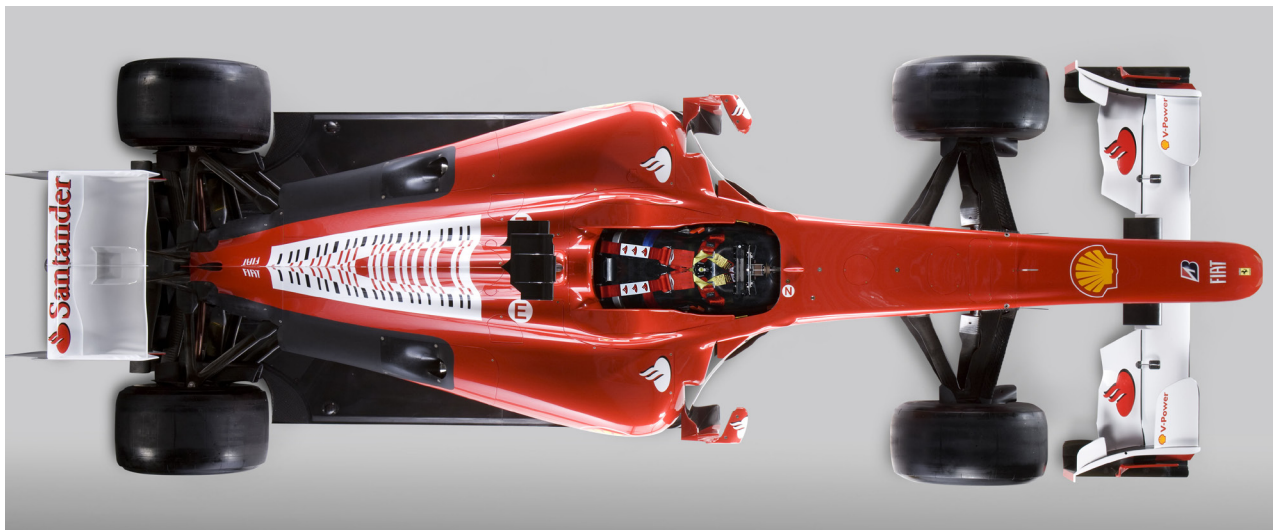
Ferrari F10

- 2010 Season car
- V8 - Engine Type 056
- 2398 cc 146.3 cu in
- 620 kg 1366.9 lbs
- 7 speed Semi-Auto

of the lightening fuel load as the race progresses.

The F10 - already a winner and one that will undoubtedly be remembered for Alonsos' maiden win for the Scuderia on his first outing. Part 2 of this COTD will include a full rundown of chassis numbers and their results at the end of the season.

Rod Halligan





Ferrari F10		
Year/Season	2010	
Production	tba	
ENGINE		
Configuration	V8	
Layout	Rear Longitudinal	
Induction	Natural	
Valvetrain	DOHC, 4 Valves	
Fuel feed	Fuel Injection	
Weight	95 kg	209.4 lbs
Displacement	2398 cc	146.3 cu in
Bore	98.0 mm	3.9 in
Stroke	38.9 mm	1.5 in
BODY		
Carbon-fibre composite and honeycomb monocoque		
Weight	620 kg	1366.9 lbs
DRIVE		
Rear Wheel Drive		
Transmission	7 speed Semi-Automatic	
SUSPENSION		
Double wishbones, push-rod actuated torsion bar springs.		
BRAKES		
ventilated carbon ceramic discs,		