



## Ferrari F60



**Ferrari** had a bad year in F1 in 2009, as did most ... except for Brawn and Red Bull. The 09 season was one of significant change and much controversy.

With regard to the change, the FIA had introduced a new working group called the OWG (Overtaking Working Group), this group was tasked with developing changes to the regulations to help the spectator experience via providing more on track action and overtaking. Unfortunately compared to the off track action and controversy, they failed miserably. 2009 ended up being somewhat of a soap opera with Lewis Hamilton's LiarGate and the Piquet/Flav/Symonds debacle that was CrashGate.

Unfortunately Philippe Massa had a very serious accident during the qualifying of the Hungarian Grand Prix when a spring from Buttons Brawn came off the car and bounced onto his helmet. He was lucky to survive and was out the rest of the season. Other than that unfortunate incident

Ferrari pretty much kept their nose clean and continued to maintain their reputation as the ultimate professionals. The same can not be said for McLaren or Renault.

The OWG outcomes resulted in significant changes to the required aerodynamics. Huge wide front wings were introduced and the rear wing became tall and narrow. The result was a car that looked somewhat like a shovel. Also introduced was KERS, the Kinetic Energy Recovery System, the idea behind which was two-fold, bring even more efficiency related development into F1 and, provide the drivers with an available extra burst of power to aid overtaking. Naturally some teams were more successful at developing and implementing this than others. While KERS has been removed for 2010 it can not be deemed to have been a failure as the technology is now being seen on road cars, including Ferrari's 599 HY-KERS.

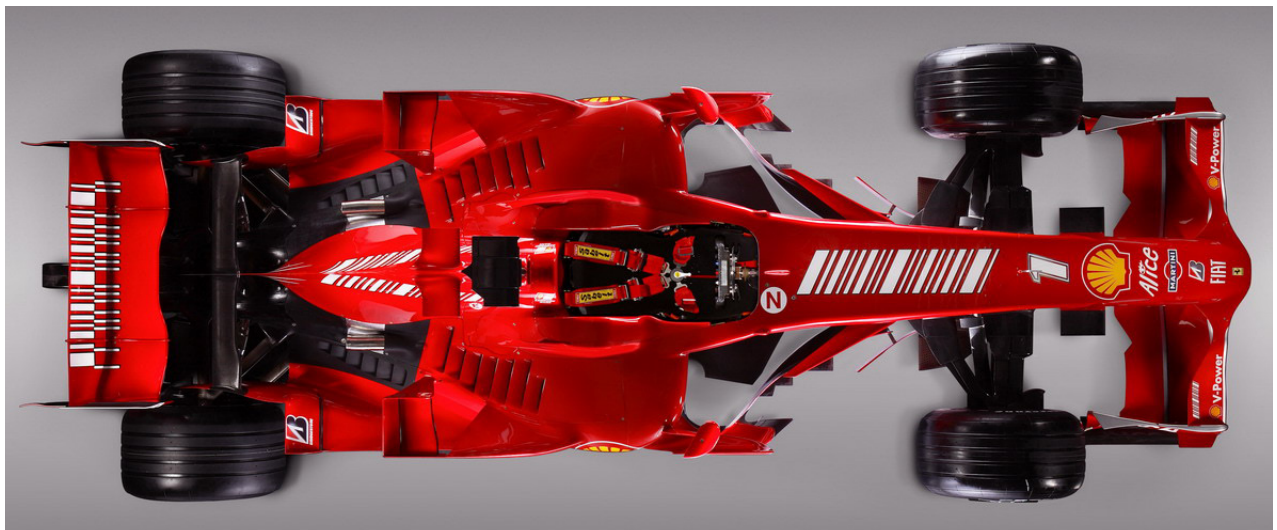
These changes had a considerable flow on affect with the required weight redistribution for KERS, which in the case of the F60

### Ferrari F60

- 2009 Season car
- V8 - Engine Type 056
- 2398 cc      146.3 cu in
- 6 Built
- 1 win Kimi Raikkonen  
Belgian GP  
in Chassis 279

saw the regenerative motor mounted on unit with the engine and transmission under the rear part of the chassis. Also having a flow on effect were rule changes that saw the elimination of slots in the bodywork and more exposed suspension. Even more aero changes were required due to the reintroduction of slicks.

All of those changes though were massively over-





shadowed by the interpretation of the new diffuser rules, which none other than Ross Brawn and his new Brawn GP team found a loophole in and exploited very ... very, successfully.

The F60 was not that bad a car, not great by any stretch of the imagination, but it was basically behind the eight ball from the start of the season. Brawn and Jenson Button got off to a flying start and everyone else except Red Bull were left in their wake. The changes required to introduce Brawn's diffuser design, which was approved by the FIA, meant the Ferrari team simply had too much development work to do. Ultimately they stopped developing the car half way through the season to concentrate on the 2010 F10.

Rod Halligan

Ferrari F60	
Year/Season	2009
Production	6
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,	

