

CORSE

NEW F2008 TESTS OVER WINTER MONTHS



Left, the new F2008 was presented on January 6th, an early date for Ferrari, but it displays the determination of the team to have the car ready, both to comply with the many new FIA mandated regulations and also to be an optimized package by the time of the first race of the season.

Below, the new car was at Fiorano the next day for a shakedown run, with Kimi Raikkonen driving.

Below-below, Kimi Raikkonen testing at Jerez, Spain, before the start of the new season.

for a driver, in general, to make himself available to the needs of the team to be able to win a Championship. So I think that one of the strengths of Ferrari has been the fact that we've always well defined the rules with the drivers and there's been a great professionalism on the part of all the drivers who respect the needs of their teammate but also the need for coming first and it's correct for them to have this desire."

FIRST DAY ON TRACK...

The F2008 had its shakedown run at Fiorano on January 7th, 2008, with Kimi Raikkonen at the wheel. The air and track were cold and the weather was misty and damp. During the day, he completed fifty five laps, with the quickest time being 1.00.897.

FURTHER TESTING...

The Scuderia next went to the Jerez de la Frontera circuit in Spain on January 14th to 16th, with both its race drivers, Massa and Raikkonen at the wheel of new cars. The time was spent evaluating various set-ups, the electronics and reliability, as well as some practice starts.

After that was another visit to Spain, at the Circuit Ricardo Tormo di Cheste circuit at Valencia, from January 22nd to the 24th. Raikkonen and Massa concentrated on reliability and set-up.

The Scuderia moved on to the Bahrain International Circuit in Sakhir for a week long test on February 4th to 11th, concentrating here on a technical program for car set-up and electronics, with Raikkonen and Luca Badoer present.

On the second day, Raikkonen carried out a Grand Prix simulation, including the three qualifying sections and the entire race, complete with refueling and tire changing pit stops. Massa joined in on the third day for further work on set-up. The final two days were spent on reliability, as prolonged testing revealed some technical

