

# Evolution not revolution as teams prepare for 2014

With only minor tweaks to the regulations ahead of sweeping new rules – and a new engine – due to be introduced next year, budgets for 2013 have been eaten into by developments for 2014, meaning the cars on form at the end of last season are likely to be the ones leading the pack this year

## DRAW REDUCTION SYSTEM

**Rear wing gap closed:** Increased downforce for increased grip but greater drag inhibits pace

**Rear wing open:** Reduces drag to facilitate overtaking on straight– but could lack downforce for grip



**DRS ZONES:** Use of DRS restricted to designated areas



At DRS detection point  
Maximum 1 second gap

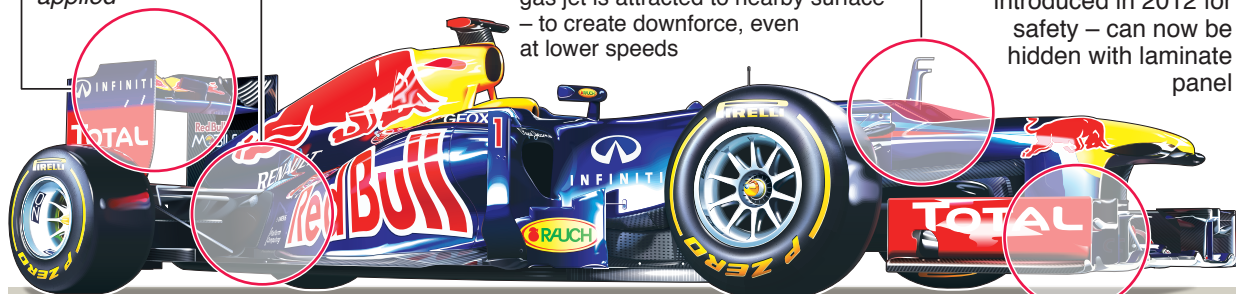


DRS deactivates when brakes applied

## COANDA EXHAUSTS

Utilising "Coanda effect" – whereby gas jet is attracted to nearby surface – to create downforce, even at lower speeds

**VANITY PANEL**  
Ugly stepped nose – introduced in 2012 for safety – can now be hidden with laminate panel



Rear: 343kg

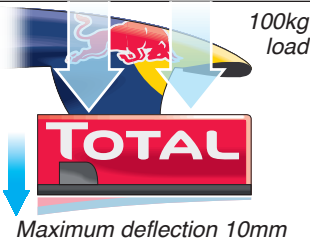
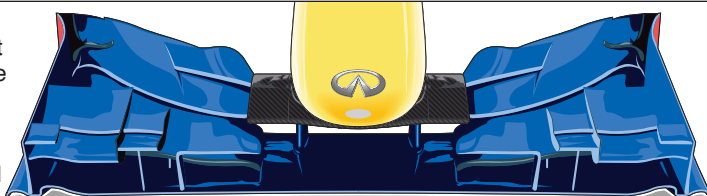
**WEIGHT (Minimum)**

Total: 642kg

Front: 292kg

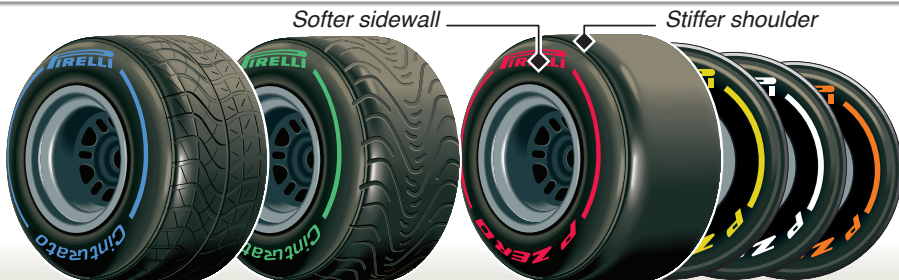
## FLEXI-WINGS

More stringent tests to reduce flexing under real-world loads and prevent speed gains from change to aerodynamics



## NEW TYRE SPECIFICATION

**Pirelli** have switched to full radial construction for stiffer structure. Faster warm-up but quicker thermal degradation. Mechanical grip improved by 3% with difference between compounds of around 0.5 secs per lap



Source: FIA

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Wet

Intermediate

Supersoft

Soft

Medium

Hard