



Alonso's Blog

A special feeling racing in front of red and blue grandstands

| 37 Comments May 5, 2010 · Posted by Fernando Alonso·

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Here we are, with just a few hours to go before my first race for Ferrari in Spain. The Barcelona event has always been special for me. I am sure that this year, the dominant colour in the grandstands will be red, from the Ferrari and Spanish flags, along with the blue of my fans from Asturias. It will give me extra motivation to see so many flags, when I'm in the cockpit of the car and it would be great to give all the fans the result they are waiting for.

After coming home from China, we finally got a slightly longer break after the frenetic start to the season. I made the most of it to do some training and I was always in touch with the team to follow the development programme on the F10. In a championship like this one, you need to push very hard to try and improve the car at every race: it doesn't take much to make a difference, either on the plus side or the minus.

I also spent a few days in Maranello to meet with the engineers and work on the simulator. One particular test we did involved evaluating the new management system for the blown rear wing, which I had partly tried on Friday in Shanghai. We did a lot of work on this system in the wind tunnel and Giancarlo was able to try it on the car last Saturday at Vairano. The first signs were good, but Felipe and I have to give it a good test in the two free practice sessions on Friday, before deciding whether or not to use it in qualifying and the race.

This morning I was in Madrid for an event organised by the RACC and eSafety, along with the FIA Foundation which promotes electronic driver aids on road cars. Also there with me were Carlos Sainz, FIA President Jean Todt, Sebastian Salvado and Carlos Gracia, respectively the presidents of the Automobile Club of Catalunya and the Spanish Motor Sport Federation. It's always nice to be able to do something to improve road safety: the understanding and use of technologies such as ESC (Electronic Stability Control) and predictive braking can be very important, but most of all they can contribute to saving thousands of lives.

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Formula 1

Late spring in China

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It's really cold in China! I arrived here on Monday and you can't see anything of spring yet. It's not even ten degrees today and in the late morning it started raining non-stop. The weather should improve for the race weekend, but we've got to be ready for everything. It wouldn't be for the first time that the Chinese GP is held under variable weather conditions, just remember 2009 or 2007. I was at the track for a couple of hours, speaking to my engineers. We spoke about the situation and analysed the details of the data from Malaysia – Sunday night was just a quick summary – and the F10's development programme. We've got some new aerodynamic parts, which should improve our performance. But I also expect our main competitors to show up with updates, so it's

impossible right now to say where we are: we'll discover that on Saturday afternoon in the qualifying. I've got confidence in our work. We've shown that we can be competitive on every kind of track, where we raced so far - during the races and at the test sessions in February. So there's no reason why it shouldn't be the same in China.

The Shanghai circuit is very interesting. There are all kinds of corners and a long straight with a very tight right-hand corner at the end: there are always plenty of overtaking manoeuvres taking place here.

As usual the qualifying will be very important and we have to check the tyres' behaviour very carefully. They are the same we've been using in Australia and in Malaysia but with lower temperatures. We need to gain many points to conclude this first part of the Championship the best possible way, before we come to Europe. There will be a long break after Shanghai and the drivers and the teams can charge their batteries before the European races start. We'll all benefit from that, that's for sure!

Tags:

Formula 1

Archives

May 2010 (1)

April 2010 (2)

March 2010 (4)

Categories

Formula 1