

## 2015 Sahara Force India Press Pack

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## Q&A with Dr Vijay Mallya Team Principal and Managing Director

### Vijay, the team enjoyed its most successful season ever last year. How do you follow that in 2015?

It's a nice problem to have. 2014 was a fantastic season for everyone in the team. We were competitive from the off and took the fight to the biggest teams in the sport. I still remember sitting down after the race in Bahrain to savour the moment: we had finished third and fifth and were sitting second in the championship after three races. I think that made people sit up and take notice: it showed what we are capable of achieving and where our ambitions lie for the future. The challenge facing us in 2015 is to build on our competitiveness and strengthen the team in certain areas.

### You've retained two extremely talented drivers in Nico Hülkenberg and Sergio Perez. That's surely a major strength going into 2015...

It's always advantageous to have consistency in any area of the team, especially with drivers, and I'm very happy to have Nico and Checo with us in 2015. On balance they are very well matched and pushed each other hard last year. Sometimes it was Nico who had the edge and at other times it was Checo. Having that competitive spirit in the team can only be a good thing and I believe it helps drive the team forward. We know that they are both extremely quick; they're proper racers and they always give their all behind the wheel.

### Once again, the VJM08 has a dynamic new livery this season. What was the thinking behind that?

It's another evolution of the contemporary look we introduced last year which reflects the growth of the team and the global brands with which we are working. I love the addition of silver, which makes the car appear more sleek and aggressive. The livery looks stunning and I'm sure it's something that will appeal to the fans as well. Our traditional team colours remain integrated in the livery, but we've given it a very modern twist.

### The team is beginning its eighth season under your guardianship. Are the key ingredients in place to build on the team's competitiveness?

We've come a long way in those eight years and the goal is to keep progressing. We were on the podium last year, which was an important boost, but actually I think we deserved more than that. So the target is to achieve more podiums in 2015 and we've taken some decisions recently to ensure we remain competitive. For example, moving all our wind tunnel work to the Toyota facility in Cologne gives us access to a tunnel that is a match for any team on the grid. Of course, there will be some transition time as we adapt and get up-to-speed, but I'm confident it's a decision that will stand us in good stead for the future.



## VJM08 Technical Specification

<b>Chassis</b>	Carbon fibre composite monocoque with Zylon side anti-intrusion panels.
<b>Front suspension</b>	Aluminium alloy uprights with carbon fibre composite wishbones, trackrod and pushrod. Inboard chassis mounted torsion springs, dampers and anti-roll bar assembly.
<b>Rear suspension</b>	Aluminium alloy uprights with carbon fibre composite wishbones, trackrod and pullrod. Hydro-mechanical springs, dampers and anti-roll bar assembly.
<b>Wheels</b>	Motegi Racing forged wheels to Sahara Force India specification
<b>Power Unit supplier</b>	Mercedes AMG High Performance Powertrains V6 Turbo 1.6-litre
<b>ERS</b>	Mercedes AMG High Performance Powertrains
<b>Transmission</b>	Mercedes AMG F1 8-speed, semi-automatic seamless shift
<b>Fuel and Lubricants</b>	Petronas
<b>Tyres</b>	Pirelli
<b>Brake system</b>	AP Racing
<b>Brake material</b>	Carbon Industries
<b>Dampers</b>	Koni



## Q&A with Otmar Szafnauer Chief Operating Officer

### Otmar, a new season is almost upon us. How would you sum up the team's preparations for 2015?

The off-season in Formula One is relatively short these days and the last couple of months have been extremely busy. The major stages in the production process have gone smoothly and we are all extremely excited about 2015. The approach has been fairly straightforward as we have simply adapted to some minor regulation changes and tried to fix the shortcomings of last year's car to make the VJM08 stronger in all areas.

### Do you enjoy a large amount of stability in the regulations?

From an operational point of view it certainly makes things simpler to have stability in the regulations. The main changes for 2015 relate to the nose and we began working on those designs in the second quarter of last year. On the other hand, big regulation changes often shake up the established order and can offer teams of our size an opportunity to make a big step. Even so, I'm confident the VJM08 will allow us to be competitive again.

### How different has the preparation been compared to last year?

There are far less unknowns and we've been able to adopt an evolutionary approach for almost every area of the car. That's been beneficial because a lot of the development work we carried out in the second half of 2014 has fed into the VJM08. The biggest challenge last year was the installation of the new powertrain and trying to second-guess the cooling requirements. From that perspective, this year's work has been a lot more straightforward. For this reason and to maximise the development time in the Toyota wind tunnel, we have delayed the track testing of the VJM08 until Barcelona.

### 2015 will be the team's seventh season with Mercedes power – how is the relationship developing?

It's very positive and I have to say Mercedes always do a fantastic job for us. We've built a very solid working relationship over the last seven years and they have played an important role in our competitiveness. I've heard very encouraging things about the developments Mercedes have made to the engine over the winter and I expect them to deliver another reliable and efficient product.

### What more can you tell us about the team's decision to use Toyota's wind tunnel?

In light of the FIA's restrictions on wind tunnel time and the fact that we can only nominate one tunnel, we decided that the Toyota facility in Cologne offered the best way forward for the short and medium term. It represents a major step up for us because we can improve our approach to testing with the use of a 60% [rather than 50%] model, which will provide better correlation results. The other major change is the use of a steel belt rolling road, which will better simulate the impact of tyre compression on aero performance. I expect we will start to feel the benefits of the new tunnel by the middle of the 2015 season.

### What other investments have there been over the winter?

We have increased our CFD capability so that we are now at the maximum capacity permitted by the regulations. That came on-stream late in 2014 so the benefits will only become apparent towards the middle part of next season – in line with the new wind tunnel programme. The other area of constant development is our simulator, which will play a bigger role in our preparatory work ahead of each Grand Prix.





### What about the team's driver line-up?

It's certainly one of our strengths and keeping both Nico and Sergio for a second year is advantageous because it delivers consistency for the engineering teams. Both drivers are settled and comfortable in this environment and that means they can simply concentrate on the driving. Both are capable of great things and we feel they collaborate well together in a very competitive environment.

### What can we expect from 2015?

I would expect another very competitive grid – perhaps even more so than in 2014. That will be especially true in the midfield and we will need to deliver in every area if we are to remain at the front of the midfield tussle and take the fight to the big teams.



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## Q&A with Andrew Green Technical Director

### Andrew, now that the VJM08 has been unveiled, how would you sum up its new look?

The most significant changes from the outside are at the front of the car in order to conform to the new 2015 technical regulations. With the lowering of the front of the chassis and nose, the front of the car looks very different from what we had developed previously. It is a redesign that involved a lot of work over the winter, as the new regulations caused a loss in terms of downforce and we've been working to claw back all that performance. There are also some more subtle changes, like a modified sculpting of the sidepods and new cooling intakes.

The differences are not just on the surface. Underneath the skin there is a completely new rear suspension layout with a new hydro-mechanical system replacing the original torsion springs. This will allow us to explore new setup configurations for the rear of the car and will allow set up changes to be made much more quickly in the garage. Put simply it's another tool for our engineers to use trackside during race weekends.

### The second year in a new rules era is always crucial: what has been the philosophy in designing the new car?

The challenges we had to face were very different compared to 2014. Obviously, last year we had a completely new power unit and technical regulations so there was a huge amount of work going into just getting the car to the first race. This year, our focus is mostly on refining and developing the package we had in 2014. We are looking forward to building on what we learnt in 2014 about the VJM07: we understood the car's strengths and weaknesses and we aim to build on the former and fix the latter. This has been the goal for building the VJM08.

### How will the shift to the Toyota wind tunnel affect the development of the 2015 car?

Working solely in the TMG wind tunnel will help our development significantly: having the ability to run 60% models will represent a significant step forward in fidelity of the data we receive and will in turn improve our correlation between the wind tunnel results and the on-track car data. The model itself has a significant increase in aerodynamic loading and it's a challenge designing and building a new model in a very short time frame. We are very much looking forward to our starting to use the new facilities in January. For this reason we have delayed the track testing of the VJM08 until the Barcelona test.

The tunnel, however, is not the only course we are taking to improve our performance. We are also looking to step up our simulator programme in order to deliver a 'state of the art' tool that will help us develop more in the virtual world and allow us to explore new directions and developments. The combination of the new wind tunnel and simulator will also be aided by the ramping up of our CFD capabilities; we are now operating with 30 teraflops of computing power - a massive change compared to the 0.3 teraflops we had five years ago. We expect the fruits of this investment to start feeding into the development of the car throughout the 2015 season and beyond.

Of course, these improvements wouldn't be of any use without the right people making sense of the enormous amount of data. We are always looking to strengthen our engineering team and we have quite a few new starters joining us this season - new additions who will bolster our engineering capabilities.



**The decrease of available power units to four per season has been a talking point during the winter. What impact do you expect it to have on the season?**

I don't expect that to be an issue. We effectively ran four power units only on Nico's car last season, as the fifth only did 17 laps in Austin. We are confident Mercedes HPP will deliver a competitive engine, as they did in 2014, and in that respect and we are looking forward to running with the new spec power units. Our working relationship with Mercedes-Benz is now in its seventh year and I am looking forward to strengthening our links with them: just as with our driver line-up, consistency is a prized asset in Formula One.

**What else can we expect from 2015? Are there any other changes that played a part in the creation of the VJM08?**

There are some subtle construction changes on the Pirelli tyres that will affect the rear of the car and we will look to examine these differences on track throughout the winter in order to establish any new setup variations resulting from them.

As the minimum weight limit has gone up significantly we don't anticipate having any issues with hitting the minimum weight limit. This regulation change has given us more flexibility in some of our designs and also allows us to run comfortably between the two weight distribution limits.

There are also a few new partnerships which will bring advantages to the VJM08. We are looking forward to running Koni dampers in 2015. We worked previously with their technology in 2009 and it was important to us that we created a technical partnership in this area in order to have access to their damping technology expertise.

We enter our second season with Motegi Racing and, after a successful first season we are in the process of developing new wheel rim designs for 2015. We anticipate these updates will arrive early in the season and should represent a good step forward in capability.

Throughout 2015, we will be looking forward to bringing updates to the car from start to finish; the first significant package should be at the beginning of the European season and it will be the first batch of upgrades based solely on the work done at the new wind tunnel.



## Q&A with Nico Hulkenberg Race Driver

### **Nico, the 2015 season is almost upon us. Do you feel refreshed after some time at home?**

I've certainly recharged my batteries. I spent Christmas with my family and friends, and was able to switch off and relax. The rest of the time has involved the usual preparation and fitness training because the winter is the best opportunity to build a solid foundation before the season starts.

### **So you're feeling ready to get back in the car?**

Yes, definitely. It's good to have time away from the track, but by January you begin to feel excited about the new season and the start of testing. The first day with a new car is always a very special moment: you feel like a kid at Christmas and you can't wait to get your hands on a new toy!

### **What did you learn from the 2014 season?**

I believe 2014 was my best year in Formula One so far. It was the moment when I felt I really arrived and became comfortable with everything that surrounds the job. The main thing I learned is that even if you struggle in qualifying, there is still a good opportunity to have a strong race. It's more important to have consistent race pace and the right strategy on Sunday. We proved that on several occasions last year.

### **You know the team extremely well by now. How important is that stability?**

It makes a big difference not having to adapt to new surroundings. It means you don't have that learning period when you have to get to know the people and adapt to the way a team works. So I think it takes the pressure off a little bit and you can focus all your energy on driving and improving the car.

### **Tell us about the atmosphere in the team?**

It's very positive and that's certainly a major strength of this team. It's a special and unique atmosphere, which feels like a big family. Whether I'm at the track or the factory, it's a great environment and it helps bring out the best in me as a driver. Everybody is pushing to get better every day and year after year. I look forward to being part of that process once again.

### **The technical rules are relatively stable going into 2015 – is that a good thing for you as a driver?**

It makes things easier. There are no surprises and you can begin the season feeling more comfortable because you know what to expect. Of course, there are always small changes – especially on things like the steering wheel – so there will always be new things to learn. I think it's good to have stability because it's quite confusing for the fans if you change the rules dramatically every year.

### **As a driver, what's the biggest challenge in Formula One these days?**

With the current regulations you need to have a bigger capacity to cope with things. There are more options, settings and mappings, which can be changed, and you need to take a bigger overview compared to previous years. Consistency is also really important because the slightest mistake can cost you a lot. The challenge is to keep at that high level across the whole season and it's not easy.







**You're alongside Sergio Perez once again – how is your working relationship with him?**

We get on very well. We've known each other for a long time because we raced against each other in Formula BMW in 2005 – I think we both stood on the podium together in our first race. Now we are teammates and it's always going to be a very competitive relationship, but we're both professional enough to know that we need to work together to push the team forward.

**What can we expect from Nico Hülkenberg in 2015?**

I hope for spectacular things! That means scoring many points, great racing and lots of fun. I'm part of a team that is growing and hungry for more. 2014 was our best season yet so we need to aim to go a step further this year and give the teams ahead of us a harder time.



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## Q&A with Sergio Perez Race Driver

**Sergio, it is almost two months since you last drove a Formula One car – what have you been doing since then?**

The time in the winter goes by really quickly! It's always important for me to take a break from my normal routine and return to Mexico to recover from the season. I have been doing some training, but the main priority is always to relax a bit and have some quiet days with my family. I didn't stop racing completely because I always enjoy racing karts when I go back home. It's good fun to race with my brother and friends. We only race for fun and there is no pressure.

**So you're feeling refreshed and ready to get back to work?**

It's good to have a holiday, but I have missed sitting in my Formula One car: it is the best feeling in the world and I can't wait to try my new car. My motivation is extremely high.

**How do you look back on 2014?**

There was a lot to learn at first because it was a new team for me and there were new regulations. To begin with it took some time to establish myself in the team. I obviously had the podium in Bahrain early in the season, but I also had some bad luck in the first few races. The second half of the year was more satisfying because I was settled in the team and I could really push the car and get consistent results. Bahrain, Canada, Austria, Italy and Singapore are the races that I remember the most.

**What lessons did you take away from 2014?**

I learned how to work in a different environment and to make the most of every resource available to me. As soon as I arrived I could see huge potential and I knew we could achieve great things if we continued working with the same approach.

**Tell us about the strengths of Sahara Force India...**

I think the main strength is the people and the attitude in the team. You feel that it's easy to communicate; everybody wants to listen and it's a very productive way of working. I remember at the start of last year I was comparing everything with my old team [McLaren] and I have to say I was really impressed when I arrived. Everybody knows their job and all the energy is focussed on taking the team forward. I saw the emotion in Bahrain when we finished on the podium - it gave everybody a taste of success, and we want to experience it again and again. I believe the hunger here is as strong as in any other team.

**What about your teammate? How is it working with Nico?**

We get on very well and he's a very professional and competitive driver. We have different driving styles and different ways of working, but we always talk together about how to improve the car and that's important. We don't keep secrets; it's a very open way of working and we can learn a lot from each other. I've always had quick teammates in Formula One and it's the best way to measure your performance because your teammate is the first person you have to beat.





**How are you approaching the new season?**

I'm very excited about 2015. It's my second season with this team so that always makes things easier. I feel very relaxed about the new season in a good way. The regulations are not changing and I believe that will benefit us as a team. It means the development from last year can continue and we don't have to start everything from zero again. I like these regulations and the V6 engines helped produce close and competitive racing. At the end of 2014 I was feeling very confident in the car and I want to carry this momentum into the new season. I want more podiums in 2015.

**The sport returns to Mexico this year – how important is that for you personally?**

It's going to be a massive moment for me and I can't help smiling when I think of racing in front of my home fans. Everywhere I go I see lots of excitement and everybody is already asking me where they should stay and where they can get the best food! It's a very proud feeling to see the sport I love come back to Mexico and I'm sure it will be an amazing event for the fans.



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## A new livery, a new page

The unveiling of Sahara Force India's new look is guaranteed to get heads turning, not just because it's the first 2015 contender to be introduced to the world (for the second year running), but also for its aggressive and novel paint-scheme.

The 2015 livery features an elegant combination of silver and black, with the team's traditional orange streaking from the nose cone to the rear of the car in two symmetrical curves. Green, the other colour historically associated with the team, is preserved in the car name's inscriptions on the inner rear wing endplates.

The aggressive new livery is an evolution of the widely-praised, contemporary 'black' look introduced in 2014; it is a streamlined concept, designed for the car to look stylish and appealing both in real life and on screen. This design embodies the spirit of evolution, rather than revolution, with which the VJM08 was designed – a continuous refinement of an idea in the pursuit of perfection.

Sahara Force India is growing – a team proud of its Indian heritage but now playing on a world-wide stage and working with global brands. The logos of our partners are proudly embedded within the new VJM08 design, becoming at once part of it – the symbiosis between all parties becoming apparent. It's an approach that led the team into a new age of maturity, one in which we fight with the biggest names in the sport.

The skin on the VJM08's body stands for all that our team symbolises: passion, the edgiest technology, and pushing to the extremes. It's a new identity that fans will recognise, appreciate and love. It's fast, it's powerful. It's Sahara Force India's VJM08.



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## ¡Bienvenidos a Mexico!

There are many parallels between the current day and the last time Formula One raced in Mexico. Then as today, a team's car had dominated the championship over the course of a season, and just like back then, a popular British driver was topping the standings. Formula One was at a stage in which incredible technological advancements were setting the path for new technologies to come to road cars and the racing kept millions glued to their screens.

It's hard to believe that, when our sport returns to the Autodromo Hermanos Rodriguez in 2015, it will be 23 years since Nigel Mansell took the chequered flag at the end of the 1992 Mexican Grand Prix. Stars have come and gone, the cars, teams and engines have changed and a million other things have altered Formula One, but the appeal of motorsport is still very strong in this passionate country: with Sahara Force India fielding the only Mexican race driver on the grid, the team is counting on a very hot welcome by the hundreds of thousands of locals that will come to watch the race on November 1<sup>st</sup>.

Mexico has a great history and tradition in Formula One, and some of the sport's most memorable pages have been written on the nearly four and a half kilometres of the Mexico City track: among these many stories, the Grand Prix saw three wins by Jim Clark, a three-driver Championship battle decided in favour of Graham Hill and a famous overtake by Mansell on Gerhard Berger at the infamous Peraltada corner on the last lap of the 1991 race.

Only one Mexican driver ever won a Formula One race – Pedro Rodriguez, after whom the track is named, was a two-time winner by the time of his untimely death in 1971. A total of six racers from the country have entered F1 races with our Checo Perez the second most-successful in the group, boasting four podiums to his name.

A country in love with Formula One is ready to welcome the sport back on its shores. It would be just fitting if the local hero was the one writing a new, exciting page in the Mexican Grand Prix history book...



## A growing force

The start of a new season is always a moment of great expectation, as teams work tirelessly in the run up to the first test and race of the year. Thousands of man-hours, millions of investment and much more are put on the line in the crucial first few months, where vital gains and, likewise, irreplaceable losses can be made.

It is easy to dismiss some of the news coming from teams as PR-led, empty proclaims intended to stand until proven wrong by the track; the fruit of a typically-F1 showboating destined to be forgotten once the first practice session starts in Melbourne.

But in the case of Sahara Force India, the electrifyingly optimistic atmosphere that pervades the team headquarters in the run up to the start of the season is solidly grounded on its recent history, one of growing success and increasingly positive results.

Since its arrival in 2008, Sahara Force India has been on the rise, climbing the championship positions and raking in points; challenging the big names and rightly claiming a spot at the top table of the sport.

2014 was a season of blossoming for the Silverstone-based team: a beautifully-designed car, the VJM07, exquisitely matched the requirements of the best engine on the grid: a double points finish opened the season, quickly followed by a podium for Sergio Perez in Bahrain as the jewel in a crown of ten consecutive races in the top 10. A new season record of 155 points saw the team smash every previous benchmark and cement its sixth place in the constructors' standings.

Most importantly, the season was a crucial one for the team as Sahara Force India battled much bigger rivals on several occasions; from Nico Hülkenberg's daring move on Magnussen's McLaren in Monaco to Checo battling for the lead against the Mercedes of Rosberg in Canada, 2014 cemented the Silverstone-based team's position in the upper echelons of the sport. Taking the fight for fifth place with McLaren down to the final lap of the final race of the season, Sahara Force India demonstrated that quality – in its ideas, its personnel, its values – can still battle successfully with superior resources.

Those lessons will form a bedrock on which to build 2015. The evolution of a successful model, renewed facilities and an ever-continuing level of investment will propel Sahara Force India even higher. As the new season prepares to lift its curtain, the atmosphere is one of optimism: with a new, brilliant look and a new contender, Sahara Force India are out to revise their records once more.



## Drivers' quick hits

Get to know our drivers' hidden tastes in our quick hits quiz!

Nico		Checo
Sushi.	<b>Favourite food?</b>	Italian, Mexican.
Spezi, it's a German drink which is a 50/50 mix of cola and orange soda.	<b>Favourite drink?</b>	Thai Ice Tea.
Beach holiday – shorts, flip-flops and that's all I need!	<b>Favourite type of holiday?</b>	With friends and family on the beach.
Definitely tennis. I am not as good as I'd like to be though!	<b>Favourite sport outside racing?</b>	Soccer.
Die Nationalmannschaft – the German national football team. As for the sportsman, Roger Federer.	<b>Favourite team or sportsman?</b>	Mexican football club America.
Aston Martin Vanquish. Beautiful car.	<b>Favourite car?</b>	The VJM07.
Thrillers, action or comedies.	<b>Favourite movie genre?</b>	Comedy.
I don't really have a favourite artist, but I do like house music.	<b>Favourite music artist?</b>	Alejandro Fernandez, a big star in Mexico.
Michael Schumacher.	<b>Your childhood hero?</b>	Ayrton Senna.
Spa-Francorchamps.	<b>Favourite track?</b>	Monaco.
Monaco, it's a brilliant week.	<b>Favourite Grand Prix event?</b>	Monaco.
Nothing like a good movie to unwind!	<b>How do you relax?</b>	Spending time with friends and family at home, play soccer.
Coffee.	<b>Tea or Coffee?</b>	Tea.
Iron Man. I really liked the Iron Man movies.	<b>Favourite superhero?</b>	Chapulin Colorado.
Definitely singing! (bursts into song).	<b>Hidden talent?</b>	I can speak some Portuguese.
No. I am fearless!	<b>Any phobias?</b>	Snakes.
Dog, but I don't have any.	<b>Favourite pet?</b>	Dog – I have two (Canelo and Lucas!).
"Awesome".	<b>One word that describes you...</b>	"Persistent".
WhatsApp.	<b>Favourite smartphone app?</b>	Can't choose only one!



## Nico Hülkenberg - Profile

One of the most widely-acclaimed talents in the sport, Nico Hülkenberg enters his fourth season with Sahara Force India – his third as a race driver – to continue his solid run of results for the team and determined to break the 100-points barrier he so narrowly missed in 2014.

Born in 1987, Nico made a huge impression in his karting career, winning the German Junior title in 2002 and the senior version the following year. In 2005, aged just 17, he graduated to the domestic Formula BMW series, taking eight race wins and beating Sebastian Buemi to the title.

In 2006 he competed in German F3, finishing fifth in the championship. By now under the management of Willi Weber – the man who discovered Michael Schumacher – Nico really made his mark in A1 GP, taking nine wins and earning the series title for Germany.

In 2007 he made a sideways move to Euro F3 with the ASM team. In his first year in the highly competitive series he finished a strong third, behind his teammate Romain Grosjean and Buemi. He also won the F3 Masters event at Zandvoort and experienced his first F1 mileage when he tested for Williams at Jerez in December. He remained with the renamed ART team in 2008, dominating the championship with eight wins.

In 2009 Nico contested the GP2 Series for ART, earning five wins and taking the title in his rookie year – a feat previously matched only by Lewis Hamilton and Nico Rosberg. He continued to impress the Williams team with his testing performances and duly earned a full-time seat for 2010, alongside Rubens Barrichello.

On only his third outing in Malaysia, Nico qualified fifth and scored his first point with 10<sup>th</sup> place. He finished in the points seven times in total, with a best of sixth place in Hungary. The undoubted highlight, however, was a stunning pole position on a drying track at the penultimate race of the season in Brazil.

For 2011, Nico switched to Sahara Force India to take up the role of reserve driver, sampling the car for the first time in Valencia in February. He subsequently took part in 14 Friday practice sessions on race weekends.

Nico impressed the team with his speed, feedback and approach, and in December 2011 he was confirmed as a race driver for 2012, alongside Paul Di Resta. The season confirmed Nico's talent as a driver, with 11 points finishes and a career-best fourth place in Belgium. During the last race of the season, he led the race under treacherous conditions for 30 laps before settling for fifth at the chequered flag.

A move to Sauber for 2013 saw Nico match his best-ever result of fourth in Korea, where he held off Hamilton and Fernando Alonso in the closing stages of the race. Returning to Sahara Force India for 2014, Nico continued his run of brilliance by stringing ten straight points finishes in the first ten races of the season – including a heroic effort to claim fifth place in Monaco. 96 points and 15 top ten results earned Nico his best results in a Formula One campaign and an extension of his contract to 2015.





## Nico Hülkenberg CV

Date of birth: 19 August 1987 (28)  
 Born: Emmerich, Germany  
 Lives: Switzerland  
 Weight: 74kg  
 Height: 1.84m  
 Marital Status: Single

2001 – 2004	Vice European Champion Kart Cadets (2001) Italian Junior Champion (2001/2002) German Junior Champion (2002) 8 <sup>th</sup> , European Championship (2002) 5 <sup>th</sup> , Italian Championship (2003) German Champion (2003) German Vice Champion (2004)
2005	Formula BMW-ADAC, Champion, champion Rookie-Cup, nine wins Winner, Speed Academy 3 <sup>rd</sup> , Formula-BMW World Final Bahrain
2006	5 <sup>th</sup> , German F3, one win, three poles
2006 – 2007	A1GP, Champion, nine wins Winner, Masters in Zolder (2007)
2008	F3 Euroseries, Champion 2nd, Masters in Zolder
2009	GP2, champion F1, test driver, Williams F1
2010	F1, Williams F1, 14 <sup>th</sup> place
2011	F1, Sahara Force India Formula One Team reserve driver
2012	F1, Sahara Force India Formula One Team, 11 <sup>th</sup> place
2013	F1, Sauber F1, 10 <sup>th</sup> place
2014	F1, Sahara Force India Formula One Team, 9 <sup>th</sup> place



## Sergio Perez – Profile

Following a brilliant first season at Sahara Force India in 2014, talented Sergio ‘Checo’ Perez steps into the cockpit of the VJM08 with the aim to continue propelling the team towards the front of the grid.

Born in 1990 in Mexico, Sergio comes from a motorsport family: having raced cars himself, his father Antonio was active in driver management. In this environment, it was natural for young Sergio to start his career in karting at the age of six, winning junior categories and quickly progressing to shifter karts.

A move to single-seaters at the age of 14 and the start of a long-standing partnership with Escuderia Telmex saw him take part in the Skip Barber National Championship in the United States; the following year, in 2005, Sergio moved to Europe to compete in Formula BMW.

After two years in this category, including a two-race stint in A1GP for Team Mexico, Sergio graduated to British Formula Three, dominating the National Class in 2007 and claiming four wins on his way to fourth in the International Class in 2008. A first appearance in the GP2 Asia Series saw him complete a lights-to-flag win in Bahrain and a call-up to GP2.

In his second year in the Formula One feeder series, Sergio won races in prestigious venues such as Monaco, Silverstone, Hockenheim, Spa-Francorchamps and Abu Dhabi to mount a title challenge and finish runner-up to Pastor Maldonado. His performance earned him promotion to Formula One with Sauber.

In his first season in the pinnacle of motorsport, in 2011, five finishes in the points helped cement his position in Formula One. Confirmed at Sauber for 2012, he claimed three podiums, including two second places, on his way to tenth in the Drivers’ Championship (66 points). Sergio demonstrated an incredible ability to extract the best out of the car in changing weather conditions, pushing eventual winner Fernando Alonso closely in Malaysia and performing incredible comebacks in Canada and Italy.

A move to McLaren for 2013, replacing Lewis Hamilton alongside former World Champion Jenson Button, gave Sergio vital experience of the workings of a top team: 11 points finishes, including four consecutive ones in the final four races in the season, set him up as a consistent driver, earning him a place in the Sahara Force India Formula One team line-up for 2014.

Checo’s life at Sahara Force India started in the best possible way, with a podium in only his third race with the team; some memorable performances, in Canada, Austria and Singapore among others, saw the Mexican claim 12 points finishes, a convincing tenth place in the Championship and a contract extension for 2015 and beyond.



## Sergio Perez CV

Date of birth: 26 January 1990 (24)  
 Born: Guadalajara, Jalisco, Mexico  
 Lives: Monaco  
 Weight: 64kg  
 Height: 1.73m  
 Marital Status: Single

2004	11 <sup>th</sup> , Skip Barber National Championship, 77 points
2005 - 2006	Formula BMW ADAC, three podiums
2006 - 2007	A1GP, Team Mexico, two races
2007	1 <sup>st</sup> , British Formula Three – National Class, 14 wins, 14 poles, 19 podiums
2008	4 <sup>th</sup> , British Formula Three, four wins, seven podiums
2009	12 <sup>th</sup> , GP2 Series, two podiums (GP2 Asia Series 2009-2010: four races)
2010	2 <sup>nd</sup> , GP2 Series, five wins, one pole, seven podiums
2011	F1, Sauber F1, 16 <sup>th</sup> place
2012	F1, Sauber F1, three podiums, 10 <sup>th</sup> place
2013	F1, McLaren, 11 <sup>th</sup> place
2014	F1, Sahara Force India Formula One Team, one podium, 10 <sup>th</sup> place



## 2015 Key Personnel

Team Principal and Managing Director	Dr Vijay Mallya
Chairman & Co-Owner	Subrata Roy Sahara
Shareholder	The Mol Family
Deputy Team Principal	Robert Fernley
Chief Operating Officer	Otmar Szafnauer
Technical Director	Andrew Green
Sporting Director	Andy Stevenson
Production Director	Bob Halliwell
Aerodynamics Director	Simon Phillips
Chief Designer	Akio Haga
Chief Designer	Ian Hall
Chief Engineer	Tom McCullough
Race Team Operations Manager	Mark Gray
Commercial Director	Stephen Curnow
Communications Manager	Will Hings



## Sahara Force India Team History

Sahara Force India, as the team is now known, was born in late 2007 after Dr Vijay Mallya joined forces with the Mol family, co-owners of the then Spyker team.

The 2008 season was about establishing a base from which to proceed, with veteran Giancarlo Fisichella joined by promising young talent Adrian Sutil. Indeed, Adrian provided the highlight of the season, running a brilliant fourth in the closing stages of a wet Monaco Grand Prix until he was pushed off the road by Kimi Raikkonen's Ferrari. It was a difficult building year that saw the team finish tenth in the championship.

Meanwhile Dr Mallya was putting the pieces in place for future growth. Key among them was a switch for 2009 to Mercedes power and gearboxes from McLaren Applied Technologies. The change provided the team with a solid starting point from which to develop the VJM02. The improvement in form was immediately obvious, as Fisichella and Sutil moved up the grid and began to challenge for points.

The car had traditionally favoured faster circuits and at Spa Fisichella took a shock pole position and then finished a brilliant second to Raikkonen in the race. By the next event at Monza, the Italian was himself driving for Ferrari and third driver Tonio Liuzzi was promoted to a race seat. At that race Adrian underlined the speed of the car by qualifying second, setting the fastest lap, and finishing fourth. At the season's end the team had moved up to ninth in the World Championship.

Sutil and Liuzzi continued the team's improving form into 2010. Adrian became a regular points-scorer, taking a best of fifth place in both Malaysia and Belgium, while Tonio had less luck but earned a good sixth in Korea. The progress was emphasised by a seventh place in a championship which now included three new teams, while Adrian earned 11th in the drivers' standings.

In 2011 the team continued to move forward as reserve driver Paul Di Resta was promoted to a race seat alongside Sutil. Both men challenged for points at nearly every race and the team ultimately earned sixth place, narrowly missing out on fifth. Paul was the best placed 2011 rookie in 13th, while Adrian was in ninth, beaten only by the drivers from Red Bull, McLaren, Ferrari and Mercedes. October 2011 also saw the signing of a historic partnership with Sahara India Pariwar who became co-owners of the team.

2012 saw the team build on the strong foundations of 2011 as Nico Hülkenberg was promoted from third driver duties to a race seat alongside Paul. Recognised as one of the most exciting driver line-ups on the grid, the pair were closely matched all season with both men securing career-best fourth place finishes. Despite a challenging start to the campaign, the team scored points in 80% of the races, earning 109 points and seventh place in the standings. The season ended on a high note as Nico led 30 laps of the Brazilian Grand Prix.

A wisely planned pre-season testing heralded a brilliant start of 2013 for the team. Adrian Sutil, returning to the team to partner Di Resta, led the Australian Grand Prix on the way to the first of many double points finishes for the team. A fourth place by Di Resta in Bahrain and a fifth place for Sutil on the streets of Monaco saw the team climb up to fifth in the Constructors' Championship before a mid-season change of tyre construction by suppliers Pirelli hurt the competitiveness of the VJM06. A strong end of the season resulted in the team reclaiming sixth position in the standings.





The 2014 season brought many changes, with the team's colour scheme morphing into an aggressive, sophisticated black and a new driver line-up featuring returning Nico Hülkenberg alongside young ace Sergio 'Checo' Perez. The new pairing, together with the competitiveness of the VJM07, brought immediate results with Perez ending the team's five-year wait for a podium in his only third race with Sahara Force India. An impressive 10-race run of consecutive points placements ended mid-season, but the year progressed strongly and resulted in 10 double-point finishes: the team shattered the previous points record, 109, amassing an incredible 155 points and knocking at the doors of the top five in the Constructors' Championship.


The shift to a new wind tunnel and the consistency brought by the retained line-up of Hülkenberg and Perez holds great promise for the 2015 season. Sahara Force India is ready to claim a spot among the sports' greats.



[saharaforceindiaf1.com](http://saharaforceindiaf1.com)

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## Our Partners

	<p>With over 150 years' heritage, the support of the hugely successful UB Company and over 33 breweries across India, Kingfisher has firmly cemented their position as India's No.1 beer with a significant 54% market share. Ever since its inception, Kingfisher premium lager has not only succeeded in guarding its No.1 status amongst Indian beers, but has also been able to evolve into one of the most contemporary and aspirational youth icons of today.</p>
	<p>The SMIRNOFF brand that boasts the world's number-one selling premium spirit and the top-selling flavored vodka in North America, traces its heritage back to 19th century Russia. As the most awarded vodka brand in the world, SMIRNOFF has always been known for quality and is enjoyed responsibly in 130 countries around the world.</p>
	<p>Royal Challenge is India's first Premium whiskey and was the first to reach a millionaire brand status among its peer brands. In many ways Royal Challenge defined the category. Royal Challenge (RC) is a premium brand from the United Spirits portfolio. Launched in the 1980s, RC soon became the trailblazer in its segment and captured the hearts of millions of consumers. Today RC is a millionaire brand and echoes the values of winning and rising up to overcome all challenges in life. It's no surprise it is targeted at those who believe that "Real Winners Love Real Challenges".</p>
	<p>Telcel is a Mexican company with 25 years of experience in wireless telecommunications. Since 1989 Telcel operates with high standards in quality, customer service and innovation, and brings a competitive and comprehensive experience in service, entertainment and productivity. Always at the vanguard, Telcel offers wireless connectivity for voice and data through the networks GSM/GPRS/EDGE and 3G UMTS/HSPA/HSPA+/4GLTE.</p>





TELMEX and its subsidiaries provide telecommunications services in Mexico. The Company's service coverage comprises the operation of the nation's most complete local and long distance networks. Additionally, TELMEX offers services like connectivity, Internet access, co-location, web hosting and interconnection services to other telecommunications operators.



Claro is a subsidiary of America Móvil, the largest telecommunications company in Latin America with operations in 16 countries. Claro operates in Argentina, Brazil, Chile, Colombia, Costa Rica, Dominican Republic, Ecuador, El Salvador, Guatemala, Honduras, Nicaragua, Panamá, Paraguay, Peru, Puerto Rico and Uruguay.



Consortio Aristos is a Mexican Company founded in 1956 and incorporated to the Mexican stock market since then, making it one of the pioneers companies in Mexico to do so. Its experience had allowed the company to participate in large construction projects with transnational companies. Consortio Aristos implement infrastructure projects, it is also a manufacturer of precast concrete structures and steel, as well as power transmission lines and elements, and it is a leader in managing solid waste and landfills, among other activities.



With its name meaning 'The Watch in Steel', TW Steel is firmly established as a bold, global lifestyle brand. Its oversized timepiece collections are reflective of, and available for, all tastes, with innovative design and luxurious styling paired with Swiss build quality and exceptional pricing. Retailing in over 100 countries, the brand 'Big in Oversized Watches' is immersed in motorsport, partnering Sahara Force India Formula One™ Team and Movistar Yamaha MotoGP™ and has racing legends David Coulthard, Mick Doohan and Emerson Fittipaldi as Brand Ambassadors.







Inter is the Latin America's leader insurance and reinsurance broker boasting over 35 years of experience with International presence in more than 100 countries; our HQ are located in Mexico City.

Inter believes in long-term relationships with clients building tailor-made solutions and strategies with more than a 90% client retention rate. We are expanding our network around the world with strategic alliances, like Arthur J. Gallagher International, the third largest insurance broker worldwide and the private equity fund Evercore Mexico Capital Partners.

Inter is a proud partner of Force India F1 Team and looks forward to a great deal of success, both on and off the track.

NEC Corporation is a leader in the integration of IT and network technologies that benefit businesses and people around the world. By providing a combination of products and solutions that cross utilize the company's experience and global resources, NEC's advanced technologies meet the complex and ever-changing needs of its customers. NEC brings more than 100 years of expertise in technological innovation to empower people, businesses and society.

Quaker State motor oils have kept engines running smoothly for 150 years. From the engines that win NASCAR races to the engines that take you wherever you need to go, count on our durable motor oils to keep you—and your life—moving forward. Choose a motor oil that will not only keep your motor running under all kinds of road stress but will also keep it running for a long time. Choose a motor oil that is so durable, it still passes critical standards for brand-new motor oil—even when it's ready to be replaced. Choose Quaker State.





Jose Cuervo is the leading and finest Tequila producer in the world. Founded in 1758 it now has presence in over 90 countries through its line of renowned products. Over the past two centuries Cuervo's products have been prized for their taste, quality and authenticity, and the founder's descendants still manage the company.

With more than 150 years' experience in the area of shock absorber solutions KONI has the Know-how to optimize a vehicle's driving feeling and handling. As a part of ITT Motion Technologies KONI develops, manufactures and markets high class performance shock absorbers for all types of cars and commercial vehicles such as rail vehicles, racing cars, trucks and buses. ITT Motion Technologies is the world leader in the development and production of brake pads and friction materials for the transport and automobile industry.

Founded in 1872, Pirelli is one of the world's major tyre companies. Present in over five continents, the company now has 22 tyre manufacturing facilities.

Alpinestars is the world's premier performance motorsport protection, apparel and footwear company. With over 50 years' experience in racing Alpinestars plays a leading role in every major series around the globe, from Formula 1, NASCAR, World Endurance Championship and Indycar to MotoGP, world motocross and the Dakar Rally.

With extensive R&D facilities in the US and Europe and a global racing development program, Alpinestars provides the highest quality, track-tested products incorporating the latest construction technologies for the benefit and enjoyment of both motorsports athletes and customers.



Together with the world’s top athletes who embody our principle of ‘One Goal. One Vision’ – from Nico Hülkenberg and Sergio Perez, Daniel Ricciardo and Jimmie Johnson to MotoGP’s Marc Marquez and Jorge Lorenzo or motocross stars Ryan Villopoto and Jeffrey Herlings, Alpinestars delivers a diverse range of technical apparel and footwear for unsurpassed levels of performance, comfort and protection.

Through continuous R&D of innovative technologies Alpinestars improves its race suits, boots, gloves and technical underwear, resulting in the lightest, most breathable and fit-specific products. Delivering unrivalled comfort and breathability in the cockpit helps reduce driver fatigue and improve concentration – both of which are vital in finding that extra tenth of a second in track performance and, ultimately, the competitive edge.



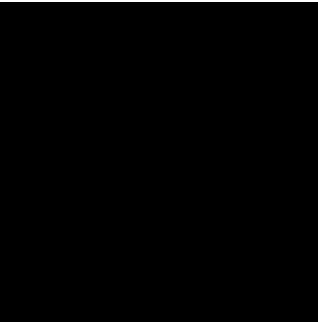
Crash Media Group was founded in 1999 to service the increasing demands for digital expertise in the motorsports worlds. Our two main assets are Crash.net the largest digital brand in the world for motorsports news and entertainment and Accelerate our Digital Communications agency. Accelerate was formed, initially, to help motorsports teams deal with the plethora of different options there were in terms of digital communications with their fanbase and other stakeholders. Since then we have gone on to build our own digital products and services which are used by some of the biggest teams and brands in the world.

Through technical partnerships with leading professional racing teams, Motegi Racing competition and high performance tuning wheels are designed and engineered for performance. Motegi Racing is a Wheel Pros brand. Wheel Pros products are sold worldwide in more than 20 countries on four continents and through a U.S. Network of more than 10,000 active dealers. It is one of the world's largest suppliers of branded custom wheels, performance tires and related accessories for cars, SUVs and light trucks.



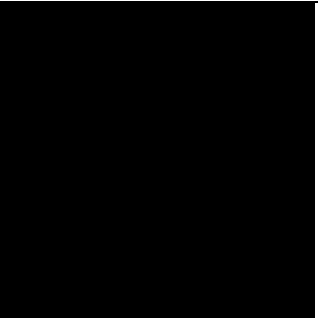


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3D Systems is a leading provider of 3D content-to-print solutions including 3D printers, print materials and on-demand custom parts services for professionals and consumers alike. The company also provides creative content development, design productivity tools and curation services and downloads.

Its expertly integrated solutions replace, displace and complement traditional methods and reduce the time and cost of designing new products by printing real parts directly from digital input. These solutions are used to rapidly design, communicate, prototype and produce functional parts, empowering its customers to create with confidence. The partnership with 3D Systems allows Sahara Force India to take full advantage of their wind tunnel testing capacity and pioneer new full-scale manufacturing opportunities using 3D Systems additive manufacturing technology.



Brandon, established since 1987, produces and distributes licensed and corporate merchandise throughout the world. Being particularly strong in the Motorsport sector by maximizing opportunities within the mono-branded fanwear and teamwear arena, Brandon's successes are evident within global retail channels, trackside retail stands and via team affiliates. Being a wholly owned division of PUMA, Brandon leverage their vast global network of sourcing and distribution channels to deliver a 360 supply model to some of the highest profile brands within F1 and Football.



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Millions of people are using Condeco worldwide, including some of the largest blue chip organisations across the globe. Condeco has offices across America, Asia, Australia, Africa, Europe and the Middle East as well as strategic partners across the world.



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	<p>STL Communications provides business telephone systems, lines, calls and mobiles as well as broadband data connections, hosted telephony and applications, audio and video conferencing and contact centre solutions to businesses and organisations of all sizes across London, Oxfordshire &amp; the UK. Established in 1995, STL helps businesses to find communications solutions that enable them to work more effectively and efficiently using the very latest comms technology.</p>
	<p>Miller Electric Mfg. Co., with headquarters in Appleton, Wisconsin, USA, manufactures arc welding and cutting equipment designed for manufacturing, fabrication, construction, aviation, motorsports, education, agriculture and marine applications. Wholly owned by Illinois Tool Works (NYSE: ITW), the company maintains its global leadership by setting the industry standard for reliability, quality and responsiveness. Its famous tagline, "The Power of Blue®," is inspired by the blue colour of Miller equipment. ITW Welding Products has branch offices in the Netherlands, United Kingdom, France, Spain and Italy.</p>
	<p>Skullcandy is the original lifestyle and performance audio brand inspired by the creativity and irreverence of youth culture. Skullcandy designs, markets and distributes audio and gaming headphones and other accessory related products under the Skullcandy, Astro Gaming and 2XL brands. Skullcandy was launched in 2003 and quickly became one of the world's most distinct audio brands by bringing unique technology, colour, character and performance to an otherwise monochromatic space; helping to revolutionize the audio arena by introducing headphones, earbuds and other audio and wireless lifestyle products that</p>



possess unmistakable style and exceptional performance. The company's products are sold and distributed through a variety of channels in the U.S. and approximately 80 countries worldwide, including the company's website.



Gtechniq was born out of pure science, the love of cars and the desire to create the best car care products, with a focus on protective coatings - the cornerstone of our success. In 2004, scientists at Gtechniq created a superior line of products aimed at perfecting all car surfaces. Over the last 10 years, these products have been continually improved to provide a range that outshines and outlasts the competition. Our line of surface preparation and finishing products are designed to clean, polish and protect all automotive exteriors in a way no traditional wax applications can match. The Gtechniq range includes composite ceramic coatings, leather protection, fabric protection, wheel and trim protection, shampoos and much more.



Formed in 1999, Corporate Risk Systems Limited (CRS) is one of the UK's largest health, safety and environmental (HSE) training and consultancy companies. Owned by Henderson, it provides training courses and qualifications from NEBOSH, IOSH, IEMA, City & Guilds, CIEH and CITB Construction Skills. CRS is the perfect place to start or develop your career in HSE and risk management - we're certified to ISO 9001, Investors in People and 100% Carbonfree; and we have been the HSE partners of Sahara Force India F1 and its legacy teams for nine years.



Worx Bikes is focused on delivering the best cyclocross and road bikes on the market. With a background in top level motorsport, all our products are focused on one thing, a bike quick enough to win without breaking the bank. This goal has already led to an impressive record in youth racing, where we are helping tomorrow's stars win today. Worx Bikes, engineered for racing.



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Apsley Tailors offer bespoke tailoring of the highest calibre that has a worldwide reputation, gained one customer at a time. The 125 years of history in the Apsley brand are a source of pride, serving customers who have become friends over decades of dedicated service to their tailoring needs. Based in their London showroom on Pall Mall, Apsley's master tailors will guide customers through the process of creating a suit that is cut and created just for them. They are there to help choose the ideal fabric and lend an expert hand for the perfect design and fit. Apsley's clothes are not made for just anyone; they are made exclusively for discerning customers through their choices. However, one thing that each of Apsley's bespoke suits has in common is that they all come with Apsley's legendary style and levels of comfort and service.

Although primarily based in London, Apsley brings style and services to cities and customers across the globe. It is all part of the brand's dedicated passion to serve its clients at a time and place to suit them.

Apsley Tailors are proud to be associated with a number of sports clubs and personalities. Apsley are official club tailors to West Ham United, Fulham FC, Saracens and the Sydney Roosters, and are pleased to include Formula One drivers, Adrian Sutil and Max Chilton, among their closest friends and clients. In May 2014, Apsley Tailors were honoured to fit and dress a group of Formula One drivers for the Amber Lounge fashion show in Monaco. They also dressed the entire congress for the Qatar FIFA 2022 bid and have provided suits for the Qatar royal family.







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