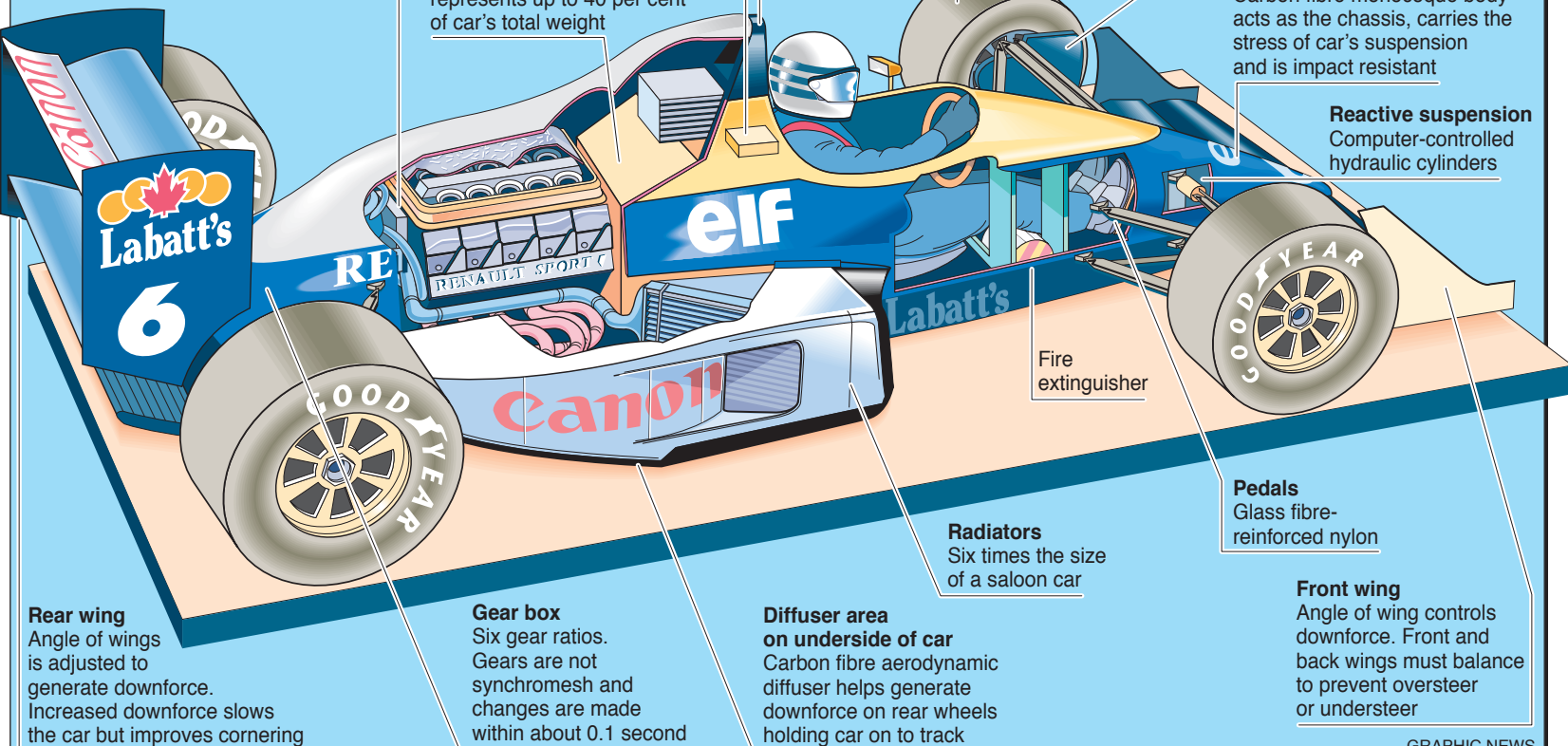


Formula One: inside Mansell's Williams

Next Sunday's Grand Prix will be seen on 398 million TV sets in 112 countries. This is the inside view you don't see on TV



Engine
3.5 litre, naturally aspirated, Renault V10 engine

Fuel
200 litre fuel bag behind driver, made of 5 layers of kevlar and rubber. Full tank represents up to 40 per cent of car's total weight

TV camera
Camera provides 'over the shoulder' view of track

Roll bar

Tyres
Soft tyres give best grip but wear quickly. Hard tyres give less grip but are more durable

Brakes
Carbon fibre disc brakes and brake pads can stop a car from 290kmh in 3.5 seconds. Brakes operate at up to 400° centigrade

Survival shell
Carbon fibre monocoque body acts as the chassis, carries the stress of car's suspension and is impact resistant

Reactive suspension
Computer-controlled hydraulic cylinders

Fire extinguisher

Pedals
Glass fibre-reinforced nylon

Radiators
Six times the size of a saloon car

Gear box
Six gear ratios. Gears are not synchromesh and changes are made within about 0.1 second

Diffuser area on underside of car
Carbon fibre aerodynamic diffuser helps generate downforce on rear wheels holding car on to track

Front wing
Angle of wing controls downforce. Front and back wings must balance to prevent oversteer or understeer

Rear wing
Angle of wings is adjusted to generate downforce. Increased downforce slows the car but improves cornering