

F1 faces crunch with cost-cutting measures

Following the withdrawal of the Honda team from Formula One, team bosses and the FIA have agreed a range of drastic measures – including doubling the lifespan of engines – intended to cut costs by at least a third

F1 COSTS

Top team expenditure breakdown

Research and development

Wind tunnel testing \$17m

Track testing \$35m

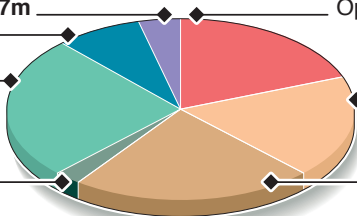
Other design and development \$112m

Manufacturing \$11m

Operations, marketing, entertainment, travel \$85m

Salaries \$80m

Engine production \$100m



TOTAL EXPENDITURE 2008 (\$ millions)

Customer teams significantly lower

Toyota 446

BMW 367

Ferrari 415

Renault 394

Honda 398

McLaren 433

Red Bull 165

Williams 161

Toro Rosso 128

Super Aguri 46

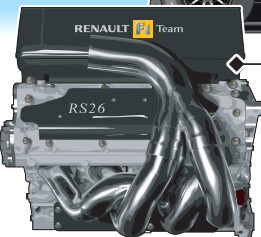
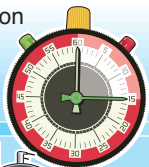
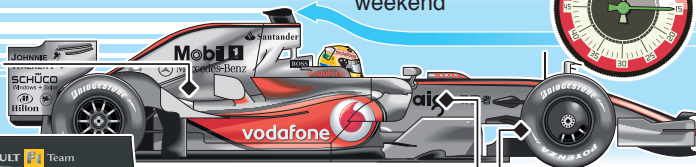
Force India 122

MONEY SAVING MEASURES

Aerodynamics: Wind tunnels exceeding 60% scale and 50m/s banned. Aerodynamic testing restricted

Testing: Total ban on in-season testing except during race weekend

Refuelling ban from 2010



Engine: Maximum eight engines per driver – each to last three races – plus four test units, limit of 18,000 rpm, no internal retuning

Tyres: Warmers and mechanical purging banned

Chassis: Standard parts list

Standard power train: Optional Cosworth engine and power train for \$8.2m per season from 2010