

Formula One World Championship 2009 – team guide

**VODAFONE
McLAREN
MERCEDES**

1 Lewis Hamilton
England. Age 24.
35 starts.
9 wins

2 Heikki Kovalainen
Finland. Age 27.
35 starts. 1 win

**SCUDERIA
FERRARI
MARLBORO**

3 Kimi Raikkonen
Finland. Age 29.
138 starts.
17 wins

4 Felipe Massa
Brazil. Age 27.
105 starts. 11 wins

**BMW
SAUBER
F1 TEAM**

5 Robert Kubica
Poland. Age 24.
40 starts. 1 win

6 Nick Heidfeld
Germany. Age 31.
150 starts. Best result: 2nd

**ING
RENAULT
F1 TEAM**

7 Fernando Alonso
Spain. Age 27.
121 starts.
21 wins

8 Nelson Piquet
Brazil. Age 23.
18 starts. Best result: 2nd

**PANASONIC
TOYOTA
RACING**

9 Jarno Trulli
Italy. Age 34.
199 starts.
1 win

10 Timo Glock
Germany. Age 27.
22 starts. Best result: 2nd

**SCUDERIA
TORO ROSSO**

11 Sebastian Buemi
Switzerland.
Age 20. F1 debut.
Best result: n/a

12 Sebastian Bourdais
France. Age 30.
18 starts. Best result: 7th

**RED BULL
RACING**

14 Mark Webber
Australia. Age 32.
121 starts.
Best result: 3rd

15 Sebastian Vettel
Germany. Age 21.
26 starts. 1 win

**AT&T
WILLIAMS**

16 Nico Rosberg
Germany. Age 23.
53 starts.
Best result: 2nd

17 Kazuki Nakajima
Japan. Age 24.
19 starts. Best result: 6th

**BRAUN GP
F1 TEAM**

18 Jenson Button
England. Age 29.
153 starts.
1 win

19 Rubens Barrichello
Brazil. Age 37.
267 starts. 9 wins

**FORCE INDIA
F1 TEAM**

20 Adrian Sutil
Germany. Age 26.
35 starts.
Best result: 8th

21 Giancarlo Fisichella
Italy. Age 36.
212 starts. 3 wins

It came good for McLaren in 2008 and this year, with Martin Whitmarsh in charge, it wants the constructors' title too

There is a question mark over Ferrari's KERS package, while pit stop errors need to be eradicated

The team took its first win in 2008, but its focus switched early to 2009 and this could be its first title challenger

Early testing of the R29 suggested that 2009, like 2008, might be spent getting up to speed

This could finally be the year in which Toyota gets some reward for its considerable expenditure

The team recorded its first win in 2008, to the embarrassment of parent team Red Bull, and could do it again in 2009

New signing Sebastian Vettel knows how to win, but Red Bull Racing doesn't. Well, not yet

This season is seen as Williams's best chance to return to the front of the field

Rising from like a phoenix from the ashes of Honda Racing, the new team has years of experience to draw on

The second generation Force India should be a step forward and Mercedes engines have replaced last year's Ferrari V8s

■ The MP4-24 is the pick of the pack, from its shapely nose past its small radiator inlets to its tidy tail making it attractive while rival cars look lumpy. The suspicion is that the team's tyre-modelling prowess should enable it to adapt easily to racing on slicks. If there's a question mark, it's that rival teams focused on their 2009 cars earlier

■ The F60 is all-new, but there are concerns that, good as it looks with its slim nose, tapering sidepods and long wheelbase for added downforce, it might not start at the front, with Ferrari worried about the performance of its **Kinetic Energy Recovery System**. However, **Kimi Raikkonen** is reinvigorated and likes its feel, so may prove a stronger challenger than **Felipe Massa**

■ If ever a rule change made a team tidy up its car, this is it, with the high-nose F1.09 finally rid of the winglets that marred its predecessor. BMW is thought to be ahead of the game on the KERS power-boosting system and this could be key to it shooting for the title, providing **Mario Theissen's** team maintains development through 2009

■ Poor early testing pace was a worry for Renault, with the broad-nosed R29 short on traction. There was talk that its KERS was so far from being ready that **Fernando Alonso** said he might prefer to race without it. That the FIA granted Renault alone permission to unfreeze its engine spec means that the drivers shouldn't have a horsepower deficit

■ The hallmarks of the TF109 are long wheelbase and short nose, with the driver as far forward as possible to help get weight distribution towards the front to help with the switch to slick tyres. The levelling of the playing field thanks to new rules may have given chassis chief **Pascal Vasselon** and aerodynamicist **Mark Gillan** their chance to push Toyota to the front at last

■ Once again, the latest **Adrian Newey**-designed Red Bull racer starts the season with a different engine, running Ferrari power instead of Renault V8s. On last year's late-season form, this could be a good thing, although the Italian engines probably won't have the advantage this year. Expect technical director **Giorgio Ascanelli** to squeeze every ounce of performance from it

■ Perhaps the raft of new aerodynamic rules will give ace designer **Adrian Newey** the opportunity to rediscover his touch by producing the most effective interpretation. The team could also gain from the unfreezing of the spec of the Renault engine, and every little helps... although **Mark Webber's** broken leg didn't help at all. Expect **Geoff Willis** to have boosted reliability

■ Despite having the second best looking car after the McLaren, the third most successful team in F1 history is more interested in results and focused very early on its 2009 car instead of its flawed 2008 challenger. There were early concerns about the legality of its diffuser, but perhaps the FW31's greatest advantage will come from going for a flywheel-based KERS system

■ The decision to abandon its 2008 car early on meant that **Ross Brawn** put all the team's eggs in the 2009 basket. The Mercedes-powered BGP-001 – the car that would have been the RA109 – could yet help the team back to the front. The only shortfall for the new car could be a lack of track time although it could become competitive after a few races

■ With **Mike Gascoyne** gone, the VJM02 has been built under the guidance of **James Key** and is the first car that ought to show the ambition of billionaire owner **Vijay Mallya**. The transfer not just of Mercedes engines, but other technology from McLaren, including gearbox and KERS, should help the team advance from the tail of the grid