

Formula One World Championship 2010 – team guide

VODAFONE McLAREN MERCEDES	1 Jenson Button GBR 170 starts, 7 wins 2 Lewis Hamilton GBR 52 starts, 11 wins	MP4-25 / Mercedes FO108X engine
MERCEDES GRAND PRIX PETRONAS	MGP W01 / Mercedes FO108X 	3 Michael Schumacher GER 248 starts, 91 wins 4 Nico Rosberg GER 70 starts
RED BULL RACING	5 Sebastian Vettel GER 43 starts, 5 wins 6 Mark Webber AUS 138 starts, 2 wins	RB6-Renault / Renault RS27
SCUDERIA FERRARI MARLBORO	F10 / Ferrari 056 	7 Felipe Massa BRA 114 starts, 11 wins 8 Fernando Alonso ESP 138 starts, 21 wins
AT&T WILLIAMS	9 Rubens Barrichello BRA 284 starts, 11 wins 10 Nico Hulkenberg GER Debut season	FW32 / Cosworth CA2010
RENAULT F1 TEAM	R30 / Renault RS27 	11 Robert Kubica POL 57 starts, 1 win 12 Vitaly Petrov RUS Debut season
FORCE INDIA F1 TEAM	14 Adrian Sutil GER 52 starts 15 Vitantonio Liuzzi ITA 44 starts	VJM03 / Mercedes FO108X
SCUDERIA TORO ROSSO	STR5 / Ferrari 056 	16 Sebastian Buemi SUI 17 starts 17 Jaime Alguersuari ESP 8 starts
LOTUS F1 RACING	18 Jarno Trulli ITA 216 starts, 1 win 19 Heikki Kovalainen FIN 52 starts, 1 win	T127 / Cosworth CA2010
HISPANIA RACING F1 TEAM	HRT / Cosworth CA2010 	20 Karun Chandhok IND Debut season 21 Bruno Senna BRA Debut season
BMW SAUBER F1 TEAM	22 Pedro de la Rosa ESP 71 starts 23 Kamui Kobayashi JPN 2 starts	C29 / Ferrari 056
VIRGIN RACING	VR01 / Cosworth CA2010 	24 Timo Glock GER 36 starts 25 Lucas di Grassi BRA Debut season

■ **Lewis Hamilton's** smile after the first test suggested the MP4-25 is going to be better than last year's model. The silver car with its distinctive engine cover-fin flattening to a horizontal plane has a Mercedes engine again but there is no KERS, which they used to such good effect in 2009

■ **McLaren and Mercedes** will both race in silver, but which will be faster? The **Silver Arrows** will start without the benefit of a huge windtunnel spend and an inspired exploitation of the double diffuser, but expect the **Brawn-Schumacher** combination to once again find the best strategy to suit the new rules

■ **Adrian Newey's** RB5 was 2009's best chassis. So, with limited technical changes for this year, the RB6-Renault should be the car to beat. Any marked changes will aim to exploit the new regulations, like having to start with a full tank of fuel and on the tyres used in qualifying

■ **Led by team principal Stefano Domenicali**, Ferrari has concentrated on making a more frugal engine now refuelling is banned. After being caught out in 2009, chief designer **Nikolas Tombazis** has maximised the double diffuser by giving the F10, with its high nose, the smallest frontal area possible

■ Described by technical director **Sam Michael** as a "clean sheet design", the FW32 arrives with an aggressive aero package that sports a Red Bull-style high nose. With Barrichello and Hulkenberg driving, points should not go begging, but much depends on the powerful Cosworth V8 engine

■ Team principal **Eric Boullier** is new to F1, so may miss the steadying hand of **Pat Symonds**, fired after "Singaporegate". The R30 should be better than its predecessor, with a lot riding on an aggressive rear wing, product of a new windtunnel. Kubica, like Alonso in 2009, is sure to wring its neck

■ Technical director **James Key** was delighted with progress last year and is hoping that the new car can be fast on all sorts of circuits, rather than just the high-speed ones. Money permitting, a relatively steady rule book will allow further developments this year

■ No longer allowed to adapt the latest Red Bull chassis, Toro Rosso charged **Ben Butler** with considering the strongest points of last year's RB5 and starting his design from there. Ferrari power may be an advantage but aiming to rank at least eighth may be a big ask for the young drivers

■ Lotus is back, but not as you know it. However, the ambition is there to not disgrace the famous name. With its technical side guided by seasoned hand **Mike Gascoyne**, ambitious team owner **Tony Fernandes** will expect Trulli and Kovalainen to push the Cosworth-powered car up the order

■ The former **Campes Meta F1** team will race under the Hispania name following **Jose Ramon Carabante's** acquisition of the Spanish outfit in February. German dentist **Colin Kolles** – who has F1 experience with Jordan, Midland, Spyker and Force India – has been appointed team principal

■ As good as **Peter Sauber's** leadership is, a lack of revolutionary design on the Ferrari-powered car could preclude it from matching its 2009 ranking of sixth, as neat and tidy seldom wins in F1. So this might have to be a holding season, relying heavily on de la Rosa's sorting skills

■ **Nick Wirth** took a new tack with the slim-nosed VR-01 and designed it all by computational fluid dynamics, that's to say without putting models in windtunnels. It worked for him in sportscar racing with Acura, but time will tell whether it will work in F1. Like the other new teams, it will use Cosworth power