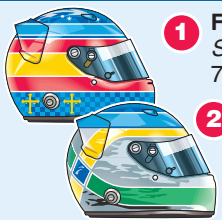


2006 Formula One World Championship – team by team



**MILD SEVEN
RENAULT
F1 TEAM**



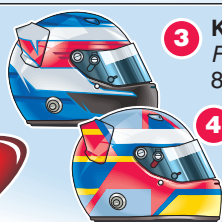
- 1** **Fernando Alonso**
Spain. Age 24.
70 starts, 8 wins
- 2** **Giancarlo Fisichella**
Italy. Age 33.
161 starts, 2 wins



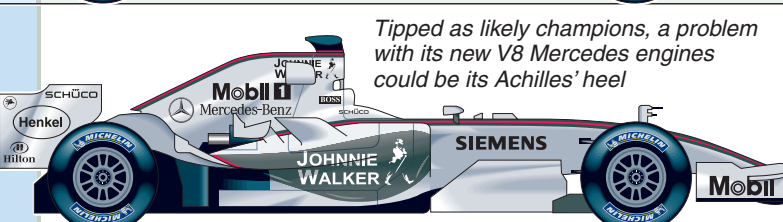
Renault has discovered just how hard it is to win a title. This year it will discover if it's harder to defend one

Renault's engineering excellence came to the fore in 2005 and there's no reason to think they won't do as well this time around. However, a cloud already hangs over the team – world champion Alonso is heading out the door to join McLaren for 2007 – which will do little for team spirit. This year is Tim Densham's turn to design its car, and the R26 looks the part

**McLAREN
MERCEDES**



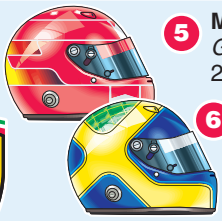
- 3** **Kimi Raikkonen**
Finland. Age 26.
87 starts, 9 wins
- 4** **Juan Pablo Montoya**
Colombia. Age 30.
85 starts, 7 wins



Tipped as likely champions, a problem with its new V8 Mercedes engines could be its Achilles' heel

McLaren cursed its conservative start and mid-season mechanical failures last year as it would otherwise have made the most of Adrian Newey's class-leading chassis and won both drivers' and constructors' titles. If the new Mercedes V8 is as weak as it seems, the Raikkonen v Montoya battle may not be over race victories

**SCUDERIA
FERRARI
MARLBORO**



- 5** **Michael Schumacher**
Germany. Age 37.
232 starts, 84 wins
- 6** **Felipe Massa**
Brazil. Age 24.
53 starts.
Best result: 4th



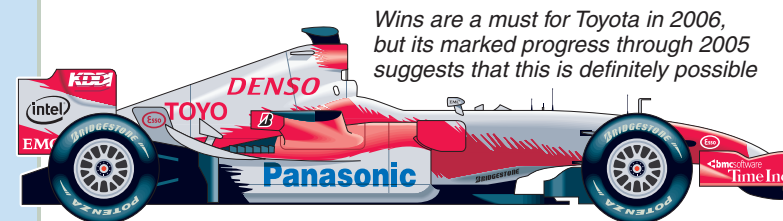
If 2004 was a massive high, then the 2005 season was a terrible low. Expect the Italian team to bounce back

Rule changes for 2006, with tyre-changes permitted again, ought to suit Ferrari and Bridgestone. Ferrari will be helped further by Toyota and Williams joining them on Bridgestones, offering more constructive data to develop their rubber. This could be Schumacher's final year and the arrival of Massa might spur him to a winning finale

**PANASONIC
TOYOTA
RACING**



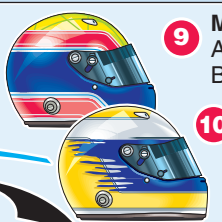
- 7** **Ralf Schumacher**
Germany. Age 30.
146 starts, 6 wins
- 8** **Jarno Trulli**
Italy. Age 31.
149 starts, 1 win



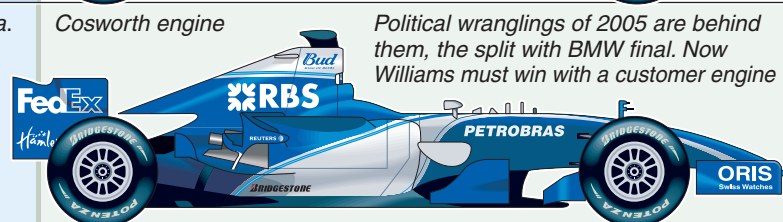
Wins are a must for Toyota in 2006, but its marked progress through 2005 suggests that this is definitely possible

It's safe to say that Toyota took a quantum leap forward in 2005, but this wasn't down only to its strongest ever driver line-up of Trulli and Schumacher, as Mike Gascoyne's sorting of its technical side really began to bear fruit. With a sequence of chassis and engine updates planned throughout this season, expect fireworks and, of course, Toyota's first wins

**WILLIAMS
F1 TEAM**



- 9** **Mark Webber** Australia.
Age 29. 69 starts.
Best result: 3rd
- 10** **Nico Rosberg**
Finland. Age 20.
F1 debut



Cosworth engine

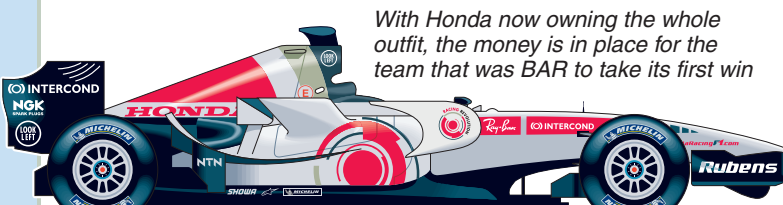
Political wranglings of 2005 are behind them, the split with BMW final. Now Williams must win with a customer engine

If ever a team wasn't suited to political positioning, this is it. So, perhaps the new start with engines from Cosworth might clear the way for the team to find its focus again. The key signing of test driver Alex Wurz and confidence about its FW28 chassis could help them develop it to its full potential. Webber will be kept honest by Rosberg

**HONDA
RACING**



- 11** **Rubens Barrichello**
Brazil. Age 33.
215 starts, 9 wins
- 12** **Jenson Button**
England. Age 26.
101 starts.
Best result: 2nd



With Honda now owning the whole outfit, the money is in place for the team that was BAR to take its first win

The glories of 2004, when BAR was beaten only by Ferrari, seem long ago and Geoff Willis will be hoping that his team has produced the package that might take Button to his first win. With proven winner Barrichello joining from Ferrari, the team has its best ever driver line-up. Add to that its strong pre-season pace, and this could be the year

**RED BULL
RACING**



- 13** **David Coulthard**
Scotland. Age 34.
194 starts, 13 wins
- 14** **Christian Klien**
Austria. Age 23.
32 starts.
Best result: 5th

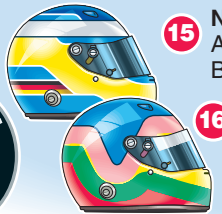


Ferrari engine

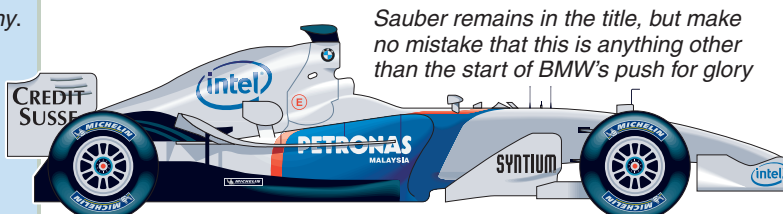
It's safe to say that Red Bull Racing made a splash in 2005. With Ferrari V8s for 2006, it should advance

This is more than a good-time team, despite its paddock image. Indeed, its signing of F1's star designer Adrian Newey and a host of others to support him show how ambitious their plans are. Christian Horner steers a steadier ship than had been expected when Austrian power struggles were predicted, with Coulthard's experience an absolute boon

**BMW
SAUBER**



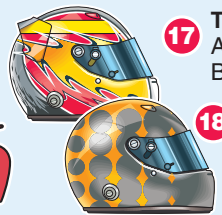
- 15** **Nick Heidfeld** Germany.
Age 27. 104 starts.
Best result: 2nd
- 16** **Jacques Villeneuve**
Canada. Age 34.
153 starts, 11 wins



Sauber remains in the title, but make no mistake that this is anything other than the start of BMW's push for glory

BMW will find out just how difficult it is to run an entire F1 team rather than being simply an engine supplier. It has augmented the staff with 100 new employees but it will be a while until this makes an impact as the F1.06 looks to be a conservative development of the Sauber it replaces. Heidfeld has the security of a multi-year deal and should outpace Villeneuve

**MIDLAND
F1 RACING**



- 17** **Tiago Monteiro** Portugal.
Age 29. 19 starts.
Best result: 3rd
- 18** **Christijan Albers**
Holland. Age 26.
19 starts.
Best result: 5th



Toyota engine

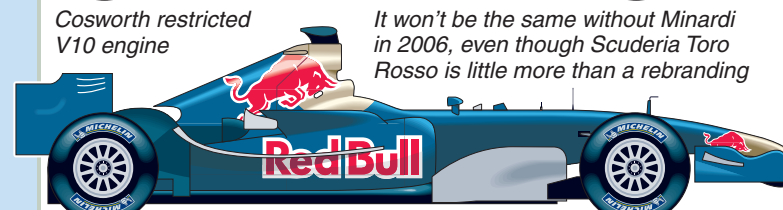
Jordan is no more as Alex Shnaider's take-over is complete. They might even make progress with Toyota power

The yellow cars have turned red over dark grey and it's safe to say that the team is unrecognisable too, such was the brain drain in 2005. However, the M16 is unlikely to advance up the order unless more money is invested in it and its successor, especially with Monteiro and Albers being steady rather than stars in the making

**SCUDERIA
TORO
ROSSO**



- 19** **Vitantonio Liuzzi**
Italy. Age 24. 4 starts.
Best result: 8th
- 20** **Scott Speed**
USA. Age 23.
F1 debut

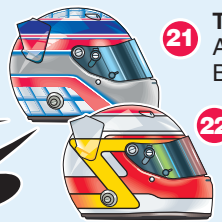


Cosworth restricted V10 engine

It won't be the same without Minardi in 2006, even though Scuderia Toro Rosso is little more than a rebranding

Red Bull's desire to boost its publicity has led to its purchase of perpetual tailenders Minardi, and this is sure to bring a welcome increase in budget to the Italian team, but the romance has gone. It's safe to say, too, that new boss Franz Tost won't be as visible as former chief Paul Stoddart. Yet, with Cosworth V8s, Liuzzi and Speed might not be disgraced

**SUPER
AGURI**



- 21** **Takuma Sato** Japan.
Age 28. 52 starts.
Best result: 3rd
- 22** **Yuji Ide**
Japan. Age 31
F1 debut



Honda engine

Accepted only at the 11th hour, this new team is sure to be the tailender, but it has ambitious plans

Former F1 racer Aguri Suzuki has big ambitions and engines from Honda. But the team starts the year with a converted 2002 vintage Arrows chassis, surely not capable of restoring the career of Takuma Sato. However, money from Japan is said to be in place for a three-year attack and Suzuki has been recruiting heavily for staff for his England-based team