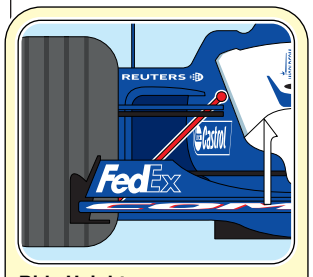
REUTERS-WILLIAMSF1 SPANISH GP SPORTS GRAPHICS

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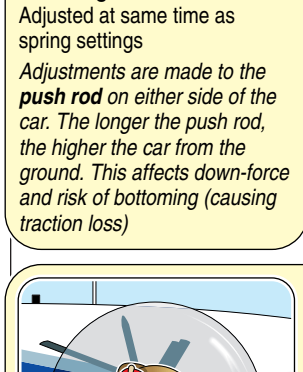
GETTING THE MOST OUT OF A GRAND PRIX RACING CAR

There are two kinds of car set-up. One is 'circuit specific' (pre-assigned set-ups) and the other 'session specific' (free practice, qualifying and race). Teams are able to pre-assign circuit specific variables due to the amount of testing done through the off-season – allowing engineers to concentrate on session specific fine-tuning of the car on race weekends



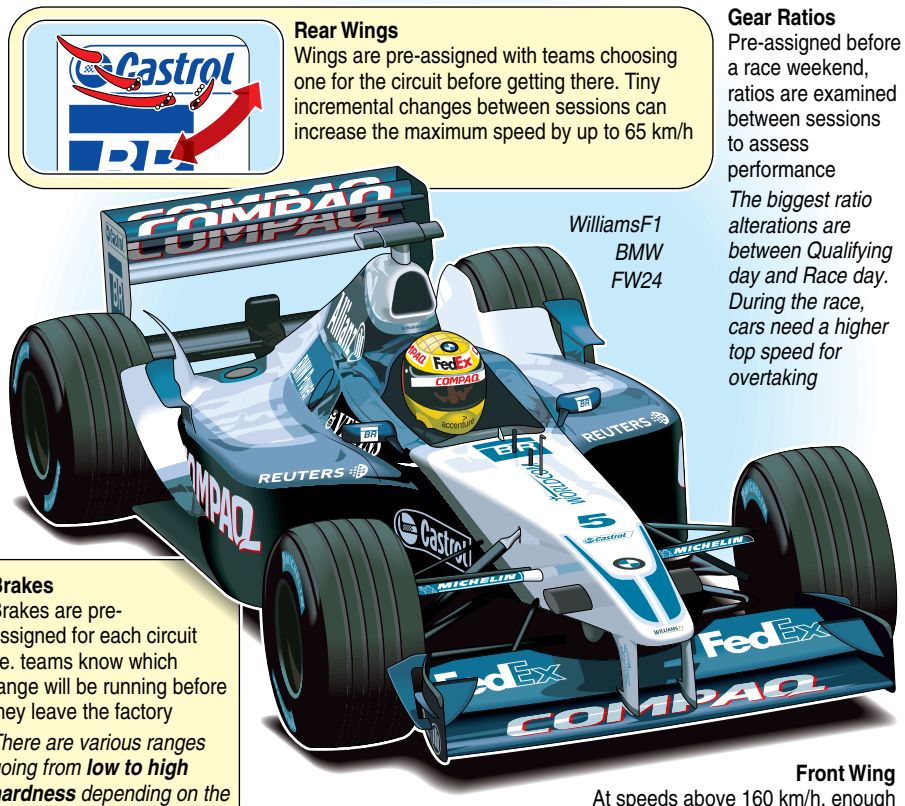
Ride Height
Adjusted at same time as spring settings

*Adjustments are made to the **push rod** on either side of the car. The longer the push rod, the higher the car from the ground. This affects down-force and risk of bottoming (causing traction loss)*



Brakes
Brakes are pre-assigned for each circuit i.e. teams know which range will be running before they leave the factory

*There are various ranges going from **low to high hardness** depending on the levels of braking required*



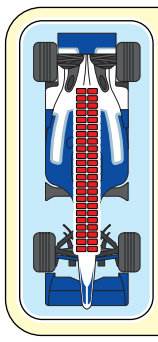
Rear Wings
Wings are pre-assigned with teams choosing one for the circuit before getting there. Tiny incremental changes between sessions can increase the maximum speed by up to 65 km/h

Front Wing
At speeds above 160 km/h, enough down-force is created to 'stick' a car to the ceiling

Gear Ratios
Pre-assigned before a race weekend, ratios are examined between sessions to assess performance

The biggest ratio alterations are between Qualifying day and Race day. During the race, cars need a higher top speed for overtaking

Roll Bars
Ten roll bars, which affect car balance, are used each season



Ballast
The most closely guarded of all the set up variables

Lead weights are used to lower the centre of gravity

Springs and Dampers
Teams use 10 different springs over the course of a season – three differing springs over the course of a race weekend. Pre-season testing allows teams to establish the range

Determining factors

Bumpy track conditions = soft springs
Fast corners = stiff springs

Total range change over the year is 30% softest to hardest depending on the circuit

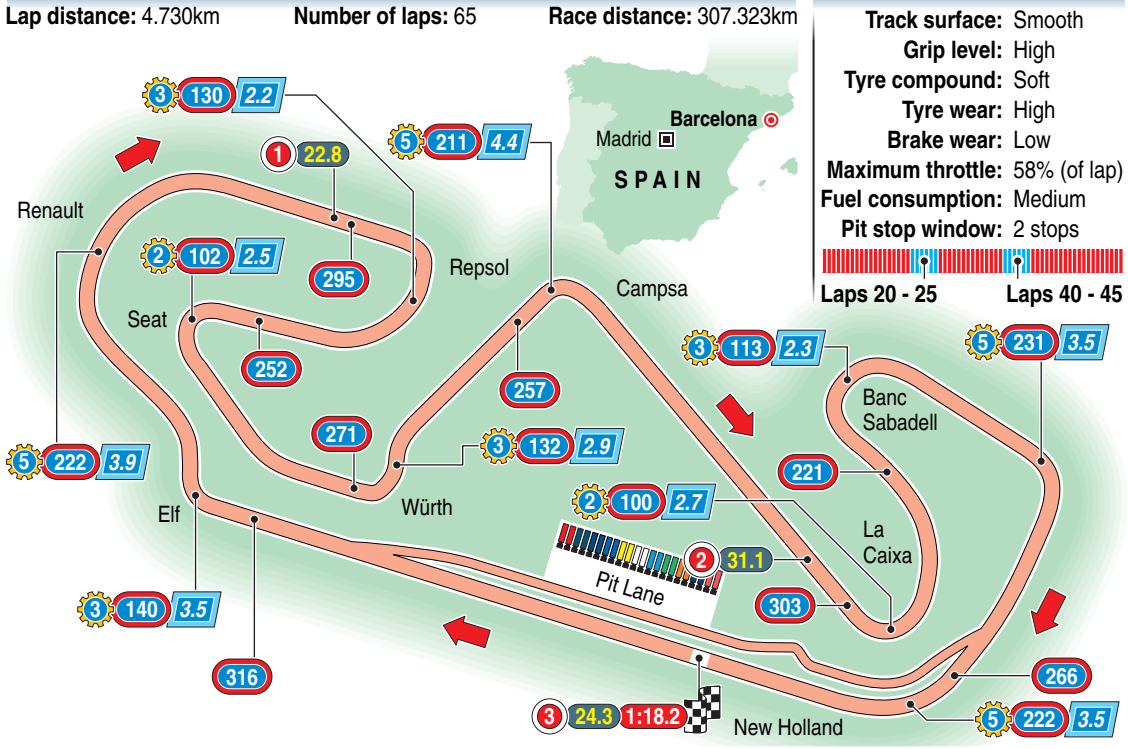
Source: WilliamsF1

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SPANISH GRAND PRIX

Round 5 | **April 28, 2002 – Barcelona** | **1300 GMT**

Lap distance: 4.730km **Number of laps:** 65 **Race distance:** 307.323km



Track Facts

Track surface:	Smooth
Grip level:	High
Tyre compound:	Soft
Tyre wear:	High
Brake wear:	Low
Maximum throttle:	58% (of lap)
Fuel consumption:	Medium
Pit stop window:	2 stops

Laps 20 - 25 **Laps 40 - 45**

1 Turn | 5 Gear | 309 Speed (km/h) | 1.9 Lateral G-force | 3 24.5 Timing sector* | 1:35.2 Target lap time**

** Circuit split into three timed sectors which are added together to make up lap time*

*** Based on 2001 pole position*

Sources: WilliamsF1, FIA

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2002 FORMULA ONE STANDINGS

Drivers' Championship after San Marino Grand Prix

Driver	Points
Michael Schumacher (1)	34
Ralf Schumacher (3)	20
Juan Pablo Montoya (4)	17
Jenson Button (5)	8
Rubens Barrichello (2)	6
David Coulthard (6)	5
Kimi Raikkonen	4
Eddie Irvine	3
Mark Webber	2
Nick Heidfeld	2
Mika Salo	2
Felipe Massa	1

Constructors' Championship after San Marino Grand Prix

Team	Points
Ferrari	40
WilliamsF1	37
McLaren	9
Renault	8
Jaguar	3
Sauber	3
Minardi	2
Toyota	2

Source: FIA

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