Alternative Formula 1 Regulation Concept (2026+)

Author: anonymous (age 17) – written to refocus F1 on the driver, difficulty, and pure racing.

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1. Introduction

The goal is to bring the driver and real racing back to the heart of Formula 1.

This proposal emphasizes mechanical grip, oversteer, minimal electronics, and engineering freedom within a safe and cost-effective framework.

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2. Power Unit

- Naturally aspirated V10 or V8 engine
- No hybrid systems (no MGU-H, no MGU-K)
- Mandatory use of FIA-approved synthetic fuels (e-fuel)
- Focus on lightweight construction, direct throttle response, and engine sound

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3. Suspension (SAL – Straight-line Active Limiter)

- Active suspension **allowed only on straights**
- Controlled strictly by standardized FIA ECU
- Automatically deactivated during cornering and braking
- Purpose: reduce porpoising safely without affecting handling or driver skill

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4. Aerodynamics

- **Free floor design** allowed, within safety constraints (ride height minimum, stiffness limits)
- **Front wing freedom**: open design within max dimensions; moderate control of outwash
- **Rear wing limited:** simplified design, no DRS or corner-activated elements; optionally standardized by the FIA with low downforce. This ensures rear stability is capped and

prevents teams from overloading the front wing, since excess front aero would cause imbalance. The result is less dirty air, more consistent racing conditions, and no way for teams to trick the FIA through hidden rear downforce.
- Focus on clean air behavior: minimal dirty air for close racing

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5. Transmission

- Mechanical differential only
- No electronic control systems allowed
- Setup can be adjusted only between sessions, not dynamically
- Emphasis on driver throttle control and traction skill

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6. Balance Philosophy

- Cars must be **front-aero biased** (at least 60% of total load on front axle)
- Rear end intentionally more unstable → promotes oversteer, driver skill, and race variability
- No system allowed to adjust balance dynamically during the lap

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7. Costs and Simplicity

- Full removal of complex hybrid systems
- SAL (straight-line active suspension) is standardized and included in the cost cap
- Engineering is encouraged in core mechanical/aero areas, not electronics
- Budget is focused on performance and spectacle, not simulation software

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8. Technical Articles (FIA-style)

Article 5.3 – Power Unit

- The car must be powered exclusively by a naturally aspirated V10 or V8 combustion engine.
- No hybrid components (MGU-H, MGU-K) are permitted.
- Only FIA-approved synthetic fuels may be used.

Article 10.11 – Aerodynamic Balance

- The car must generate at least 60% of its aerodynamic load on the front axle at 250 km/h.

- Rear aerodynamic load must remain below 60% of front load in all configurations.

Article 10.12 – Straight-Line Active Suspension (SAL)

- SAL systems are permitted only in designated straight-line zones.
- Activation and deactivation must be automatic and controlled by FIA standard ECU.
- SAL must be completely inactive in braking and cornering phases.

Article 9.7 – Differential

- Only mechanical differentials are permitted.
- No electronic control or real-time adjustment is allowed.
- Differential settings may only be changed between sessions, not during live driving.