

# 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, no DRS or corner-activated elements
- 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.