

How formula 1 crashes are influenced by various factors

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Abstract

This paper shows how crashes in formula 1 are influenced by certain properties of the circuits that's been driven on.

1 Introduction

Formula 1 crashes are more a rule than an exception. "In the 1960s, 1 accident in every 8 in Formula One events resulted in a fatality or serious injury (defined as an injury that prevented the driver from continuing to participate in the event or subsequent events), with some years as high as 1 in 4." [10]. In the Grand Prix' ¹ in 2017 only, half of the races had incidents in the part of the track including the first turn [4].

Previous research took various properties of racing into account, such as regulations and safety measurements on technical level of a car to improve the safety of a driver [9]. This research extends this safety impression by looking at circuits. By taking a closer look at the start-section including the

first turn in particular, we hope to find an indication that safety can be improved. The Federation Internationale De L'Automobile, FIA, which is responsible for regulations on safety for both circuits and cars state; "There should preferably be at least 250 m between the start line and the first corner." [3]. We'll have a look at measurements like this distance, braking and speed.

In some ways, Formula 1 races are similar to normal traffic flows, which can be simulated using the Nagel-Schreckenberg model [6]. This will be used as main idea for our model with as major difference that cars can crash while taking part in a simulation. Also, where in the original model a single lane is being used, we mimic the design of a Formula 1 circuit.

2 Methods

To obtain a view on how the amount of crashes in the first section is influenced by various factors, Monte Carlo simulations are being used. Each sim-

¹Grand Prix (auto racing) an international race for Formula One cars first held in France in 1906 and now staged on a number of circuits around the world [name originally used for the Grand Prix de Paris];[8]

ulation represents a start of a grand prix, in which every car attempts to pass the first turn. These cars, with an average length of five metres, and a width of two, start at a grid with two sides. Every other car starts left, or right, based on the first (pole) position, with 8 metres in between [2], on a so called grid. For our simulation we divided the total width of the circuit in five lanes, to make it possible to take over cars.

There are 20 cars in each race. And in the simulations, every track of the 2017 formula 1 calendar is being tested, 20 in total. The order in which the cars start, is sampled in each simulation out of all achieved qualification results in this season so far (16) [1]. By doing this, the possibility that a driver had a bad day, or penalty can be neglected. When the driver within a team is switched during the season, this will be taken in advance.

To mimic the real world, behaviour of drivers/cars is based on the four steps used in the Nagel-Schreckenberg model;

- (1) acceleration,
- (2) slowing down,
- (3) randomization,
- (4) car motion.

As long as the point of where a car should brake isn't reached, the car accelerates (1). The numbers being used to calculate the amount of metres that are added every second, are based on a few cars [5][7], and define the range for all cars.

When the 'braking zone' is (nearly) reached, the negative acceleration (2) is being calculated with the current speed of the car and the metres that are needed to brake for this turn on average [1].

Next to improving the distance driven, there will be attempted to move to an optimal position

on the track (4). What's optimal for a car at a certain moment differs. Ideally, if a car is faster than the car in front of him, it will try to take over. Take overs will be done with the "optimal row"* in consideration.

When a car is in front of another car which is considered faster, it will try to defend its position by moving towards the row the car in the back is driving, in order to 'block' it.

Driving into the braking zone also means that an optimal position should be chosen to drive into the turn.

Sometimes when a car is faster, has the plan to defend or to improve its position, other cars are blocking this, or the car needs to go off the track to obtain the result. In this case the current position on track will be maintained.

*The opposite side of the turn is considered as being optimal. By driving there, you could maintain the top speed/accelerate as long as possible.

2.1 Crashes

Checks for crash occurrences will be executed till the second in which the car has passed the point of the first turn.

A check validates if something happens between the current car, and the car in front of it. By doing this, it's possible to check if the manoeuvre which just was executed, either accelerating, braking or switching could be performed successfully.

Crashes can only happen between cars that are in the same row. If a crash is near, an additional switch of rows may be performed to avoid a crash. When no positive options are left, the driver has the option to brake, or crash. A choice out these two will be made randomly (3). If the distance between the current car and the car in front is less

than zero, this will be considered as a crash.

3 Results

The results are based on simulations which are ran 10,000 times for each track. The total sum of crashes is 121,747.

country	turn	mtr	brake	speed	crashes
Australia	R-L	381	100	150	7837
Austria	R-L	318	200	122	673
Azerbaijan	L-R	206	50	116	7926
Bahrain	R-L	476.4	100	70	7792
Belgium	R-L	251	150	77	2887
Brazil	L-R	334	50	109	5129
Canada	R-L	258	125	154	6334
China	R-L	324.7	50	170	7664
GBR	R-L	270	-	281	991
Hungary	R-L	576	100	85	7550
Italy	R-L	615	125	80	7393
Japan	R-L	373	10	152	1262
Malaysia	R-L	620	100	74	8849
Monaco	R-R	111	75	103	7477
Russia	R-R	205.2	-	300	2103
Spain	R-L	690.5	100	130	7211
Mexico	R-L	890	200	107	6279
Singapore	L-L	274	50	126	8724
UAE	L-R	305	50	150	9449
USA	L-R	364	100	86	8217

Table 1: Overview of grand prix, with circuit data. Column 'turn' defines sides, left or right, for both the first turn and the pole position.

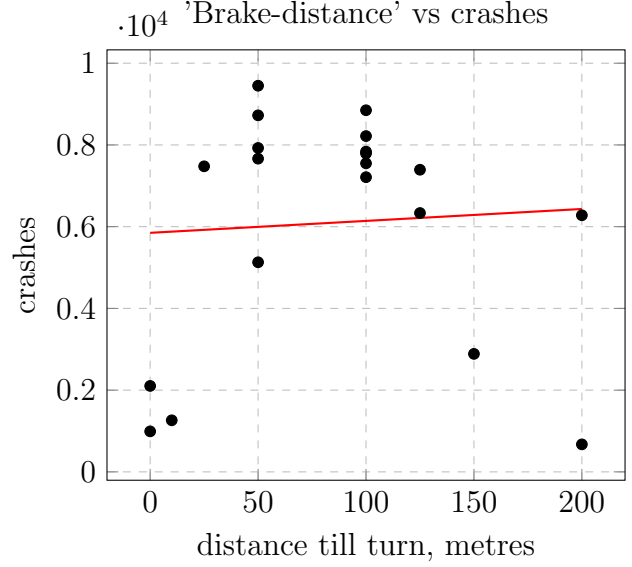


Figure 1: Distance in metres before a turn that is used on average to brake before turn one to achieve the right speed, plotted against the amount of crashes.

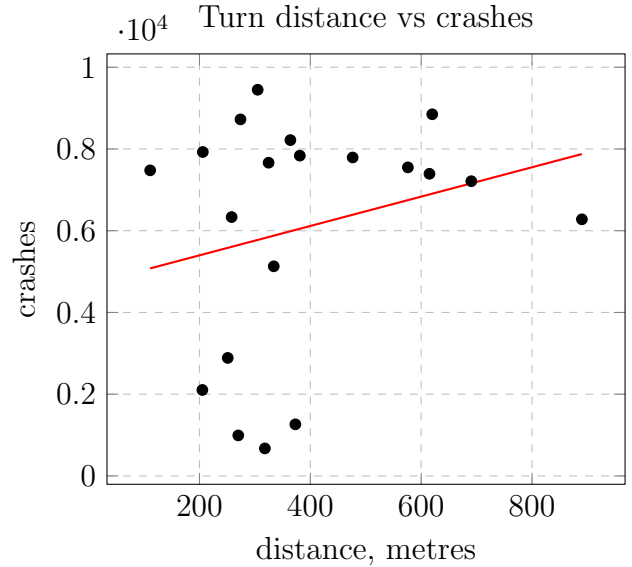


Figure 2: Distance in metres calculated from start-line till first turn, plotted against the amount of crashes.

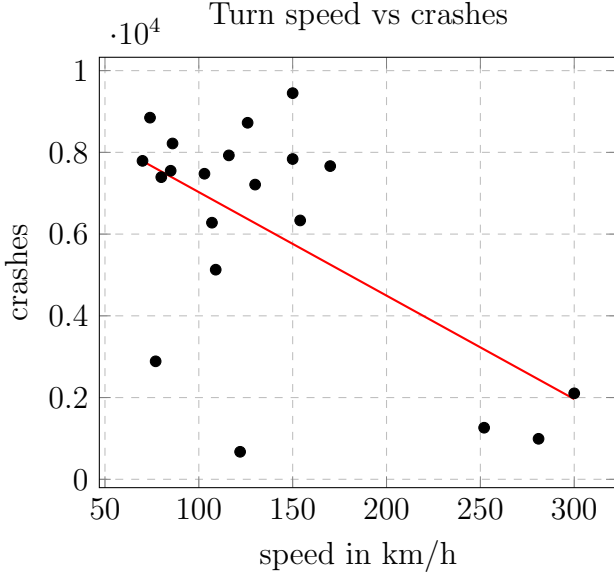


Figure 3: Maximum speed that should be driven in turn to achieve best result, plotted against crashes.

4 Discussion & conclusion

All the circuits of 2017 are listed in table 1, with the corresponding data. The last column shows the amount of crashes, computed by the simulations. The number of crashes seems divided equally over the circuits. This is in line with the real-world amount of crashes this season so far.

Figure 1 shows an almost horizontal line in the distance that is being used to brake before the turn. This indicates that the amount of metres that is shown on the track by brake-pads/distance indicators, seems right and doesn't affect the amount of crashes.

According to figure 2, we see that the number of crashes increase when the distance of a turn calcu-

lated from start rises. There are numerous causes for this, high speed could be one.

The higher the speed that could be maintained in a turn, the lower the number of crashes, Figure 3 describes. This can be explained by the decreased brake time for a car, which doesn't cause head-tail collisions anymore.

The combined results show that the amount of crashes varies among speeds and (brake) distances, but no hard correlation can be found. E.g. when a turn is far away from the start, but needs a low speed, with long braking distance, it could have the same outcome as when this turn is right after start. This tells us that we find no hard (safety) reasons why the FIA prefers to have a turn at least 250 metres.

By improving the model, with further research, and adding extra conditions like driver response times, width's of the corners and weather circumstances, it might be possible to find correlations. Also, a better model for acceleration can be used, where it's now linear. Also it might be a good idea to improve the study on for example all crashes on one certain circuit, and extend that, instead of trying to compare all circuits at once.

Our research set a step beyond the well-known traffic model and tries to simulate under harder conditions. This attempt wasn't perfect but indicates on which points better results can be achieved.

Appendix

The supplementary online material of our statistic hypothesis test and source code can be found on Jordi's Github page: <https://github.com/LiveNL/F1/SOM.pdf>

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