

# Formula One





**Formula One** (also known as **Formula 1** or **F1**) is the highest class of international auto racing for single-seater formula racing cars sanctioned by the Fédération Internationale de l'Automobile (FIA). The World Drivers' Championship, which became the FIA Formula One World Championship in 1981, has been one of the premier forms of racing around the world since its inaugural season in 1950. The word *formula* in the name refers to the set of rules to which all participants' cars must conform.<sup>[1]</sup> A Formula One season consists of a series of races, known as *Grands Prix*, which take place worldwide on both purpose-built circuits and closed public roads.

The results of each race are evaluated using a points system to determine two annual World Championships: one for drivers, the other for constructors. Each driver must hold a valid Super Licence, the highest class of racing licence issued by the FIA.<sup>[2]</sup> The races must run on tracks graded "1" (formerly "A"), the highest grade-rating issued by the FIA.<sup>[2]</sup> Most events occur in rural locations on purpose-built tracks, but several events take place on city streets.

Formula One cars are the fastest regulated road-course racing cars in the world, owing to very high cornering speeds achieved through the generation of large amounts of aerodynamic downforce. The cars underwent major changes in 2017,<sup>[3]</sup> allowing wider front and rear wings, and wider tyres, resulting in peak cornering forces near 6.5 lateral g and top speeds of around 350 km/h (215 mph).<sup>[4][5]</sup> As of 2021, the hybrid engines are limited in performance to a maximum of 15,000 rpm; the cars are very dependent on electronics and aerodynamics, suspension and tyres. Traction control, launch control, and automatic shifting, plus other electronic driving aids, were first banned in 1994, reintroduced in 2001, and have more recently been banned since 2004 and 2008, respectively.<sup>[6]</sup>

While Europe is the sport's traditional base, the championship operates globally, with 13 of the 23 races in the 2021 season taking place outside Europe. With the annual cost of running a mid-tier team – designing, building, and maintaining cars, pay, transport – being US\$120 million,<sup>[7]</sup> its financial and political battles are widely reported. Its high profile and popularity have created a major merchandising environment, which has resulted in large investments from sponsors and budgets (in the hundreds

## Formula One

<div><div>Formula One logo used from 2018 onwards</div></div>	
Category	Open-wheel single-seater Formula auto racing
Country	International
Inaugural season	1950
Drivers	20
Teams	10
Chassis manufacturers	10
Engine manufacturers	<div>Ferrari</div> <div>Honda</div> <div>Mercedes</div> <div>Renault</div>
Tyre suppliers	Pirelli
Drivers' champion	<div> Lewis Hamilton (2020)</div>
Constructors' champion	<div> Mercedes (2020)</div>
Official website	<div>www.formula1.com (https://www.formula1.com)</div>
<div> <a href="#">Current season</a></div>	



The start of the 2018 Austrian Grand Prix

of millions for the constructors). On 23 January 2017, Liberty Media confirmed the completion of the acquisition of Delta Topco, the company that controls Formula One, from private-equity firm CVC Capital Partners for \$8 billion.<sup>[8][9]</sup>

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## History

The Formula One series originated with the European Championship of Grand Prix motor racing (*q.v.* for pre-1947 history) of the 1920s and 1930s. The formula consists of a set of rules that all participants' cars must meet. Formula One was a new formula agreed upon during 1946 after World War II, with the first non-championship races taking place that year. The first Formula 1 race was the 1946 Turin Grand Prix. A number of Grand Prix racing organisations had laid out rules for a world championship before the war, but due to the suspension of racing during the conflict, the World Drivers' Championship did not become formalised until 1947. The first world championship race took place at Silverstone in the United Kingdom in 1950. A championship for constructors followed in 1958. National championships existed in South Africa and the UK in the 1960s and 1970s. Non-championship Formula One events were held by promoters for many years, but due to the increasing cost of competition, the last of these occurred in 1983.<sup>[10]</sup>

### Return of racing after the Second World War

After a hiatus in European motor racing brought about by the outbreak of World War II in Europe in 1939, the Italian Giuseppe Farina in his Alfa Romeo won the first World Championship for Drivers in 1950, narrowly defeating his Argentine teammate Juan Manuel Fangio. However, Fangio won the title in 1951, 1954, 1955, 1956, and 1957 (his record of five World Championship titles stood for 45 years until German driver Michael Schumacher took his sixth title in 2003). Fangio's streak was interrupted (after an injury) by two-time champion Alberto Ascari of Ferrari. Although the UK's Stirling Moss was able to compete regularly, he was never able to win the world championship and is now widely considered statistically to be the greatest driver never to have won the title. In a seven-year span between 1955 and 1961, Moss finished as championship runner-up four times and in third place the other three times.<sup>[11][12]</sup> Fangio, however, has a reputation for dominating Formula One's first decade and has long been considered the "Grand Master" of Formula One.



Juan Manuel Fangio's 1951 title-winning Alfa Romeo 159

This period featured teams managed by road-car manufacturers Alfa Romeo, Ferrari, Mercedes-Benz, and Maserati; all of which had competed before the war. The first seasons featured pre-war cars like Alfa's 158. They were front-engined, with narrow tyres and 1.5-litre supercharged or 4.5-litre naturally aspirated engines. The 1952 and 1953 World Championships were run to Formula Two regulations, for smaller, less powerful cars, due to concerns over the paucity of Formula One cars available.<sup>[13][14]</sup> When a new Formula One formula, for engines limited to 2.5 litres, was reinstated to the world championship for 1954, Mercedes-Benz introduced the advanced W196, which featured innovations such as desmodromic valves and fuel injection, as well as enclosed streamlined bodywork. Mercedes drivers won the championship for two years, before the team withdrew from all motorsport in the wake of the 1955 Le Mans disaster.<sup>[15]</sup>

### British dominance

An era of British dominance was ushered in by Mike Hawthorn and Vanwall's championship wins in 1958, although Stirling Moss had been at the forefront of the sport without ever securing the world title. Between Hawthorn, Jim Clark, Jackie Stewart, John Surtees and Graham Hill, British drivers won nine Drivers' Championships and British teams won fourteen Constructors' Championship titles between 1958 and 1974. The iconic British Racing Green Lotus, with a revolutionary aluminium-sheet monocoque chassis instead of the traditional space-frame design, was the dominant car, and in 1968, the team broke new boundaries, when they were the first works team to carry advertising on their cars.<sup>[16][a]</sup>

## Technological developments

The first major technological development, Bugatti's re-introduction of mid-engined cars (following Ferdinand Porsche's pioneering Auto Unions of the 1930s), occurred with the Type 251, which was unsuccessful. Australian Jack Brabham, world champion during 1959, 1960, and 1966, soon proved the mid-engined design's superiority. By 1961, all regular competitors had switched to mid-engined cars. The Ferguson P99, a four-wheel drive design, was the last front-engined F1 car to enter a world championship race. It was entered in the 1961 British Grand Prix, the only front-engined car to compete that year.<sup>[17]</sup>



Stirling Moss's Lotus 18 at the Nürburgring during 1961

During 1962, Lotus introduced a car with an aluminium-sheet monocoque chassis instead of the traditional space-frame design. This proved to be the greatest technological breakthrough since the introduction of mid-engined cars. During 1968, Rhodesian duo John Love and Sam Tingle were the first to run cigarette sponsorship on their cars, which ran in orange, brown and gold Team Gunston colours in the South African Grand Prix on 1 January 1968, five months before Lotus painted an Imperial Tobacco livery on their cars, thus introducing sponsorship to the sport.<sup>[18][19]</sup>

Aerodynamic downforce slowly gained importance in car design with the appearance of aerofoils during the late 1960s. During the late 1970s, Lotus introduced ground-effect aerodynamics (previously used on Jim Hall's Chaparral 2J during 1970) that provided enormous downforce and greatly increased cornering speeds. So great were the aerodynamic forces pressing the cars to the track (up to five times the car's weight), extremely stiff springs were needed to maintain a constant ride height, leaving the suspension virtually solid, depending entirely on the tyres for any small amount of cushioning of the car and driver from irregularities of the road surface.<sup>[20]</sup>

## Big business

Beginning in the 1970s, Bernie Ecclestone rearranged the management of Formula One's commercial rights; he is widely credited with transforming the sport into the multibillion-dollar business it now is.<sup>[21][22]</sup> When Ecclestone bought the Brabham team during 1971, he gained a seat on the Formula One Constructors' Association and during 1978 he became its president. Previously, the circuit owners controlled the income of the teams and negotiated with each individually; however, Ecclestone persuaded the teams to "hunt as a pack" through FOCA.<sup>[22]</sup> He offered Formula One to circuit owners as a package, which they could take or leave. In return for the package, almost all that was required was to surrender trackside advertising.<sup>[21]</sup>



Clay Regazzoni driving for Ferrari at the 1976 German Grand Prix



The formation of the Fédération Internationale du Sport Automobile (FISA) during 1979 set off the FISA–FOCA controversy, during which FISA and its president Jean-Marie Balestre disputed repeatedly with FOCA over television revenues and technical regulations.<sup>[23]</sup> *The Guardian* said of FOCA that Ecclestone and Max Mosley "used it to wage a guerrilla war with a very long-term aim in view". FOCA threatened to establish a rival series, boycotted a Grand Prix and FISA withdrew its sanction from races.<sup>[21]</sup> The result was the 1981 Concorde Agreement, which guaranteed technical stability, as teams were to be given reasonable notice of new regulations.<sup>[24]</sup> Although FISA asserted its right to the TV revenues, it handed the administration of those rights to FOCA.<sup>[25]</sup>



Stefan Bellof driving for Tyrrell at the 1984 Dallas Grand Prix

FISA imposed a ban on ground-effect aerodynamics during 1983.<sup>[26]</sup> By then, however, turbocharged engines, which Renault had pioneered in 1977, were producing over 520 kW (700 bhp) and were essential to be competitive. By 1986, a BMW turbocharged engine achieved a flash reading of 5.5 bar (80 psi) pressure, estimated to be over 970 kW (1,300 bhp) in qualifying for the Italian Grand Prix. The next year, power in race trim reached around 820 kW (1,100 bhp), with boost pressure limited to only 4.0 bar.<sup>[27]</sup> These cars were the most powerful open-wheel circuit racing cars ever. To reduce engine power output and thus speeds, the FIA limited fuel tank capacity in 1984, and boost pressures in 1988, before banning turbocharged engines

completely in 1989.<sup>[28]</sup>

The development of electronic driver aids began during the 1980s. Lotus began to develop a system of active suspension, which first appeared during 1982 on the Lotus 91. By 1987, this system had been perfected and was driven to victory by Ayrton Senna in the Monaco Grand Prix that year. In the early 1990s, other teams followed suit and semi-automatic gearboxes and traction control were a natural progression. The FIA, due to complaints that technology was determining the outcome of races more than driver skill, banned many such aids for 1994. This resulted in cars that were previously dependent on electronic aids becoming very "twitchy" and difficult to drive (particularly the Williams FW16). Many observers felt the ban on driver aids was in name only, as they "proved difficult to police effectively".<sup>[29]</sup>

The teams signed a second Concorde Agreement during 1992 and a third in 1997, which expired on the last day of 2007.<sup>[30]</sup>

On the track, the McLaren and Williams teams dominated the 1980s and 1990s, with Brabham also being competitive during the early part of the 1980s, winning two Drivers' Championships with Nelson Piquet. Powered by Porsche, Honda, and Mercedes-Benz, McLaren won sixteen championships (seven constructors' and nine drivers') in that period, while Williams used engines from Ford, Honda, and Renault to also win sixteen titles (nine constructors' and seven drivers'). The rivalry between racers Ayrton Senna and Alain Prost became F1's central focus during 1988 and continued until Prost retired at the end of 1993. Senna died at the 1994 San Marino Grand Prix after crashing into a wall on the exit of the notorious curve Tamburello, having taken over Prost's lead drive at Williams that year. The FIA worked to improve the sport's safety standards since that weekend, during which Roland Ratzenberger also lost his life in an accident during Saturday qualifying. No driver died of injuries sustained on the track at the wheel of a Formula One car for 20 years until the 2014 Japanese Grand Prix, where Jules Bianchi collided with a recovery vehicle after aquaplaning off the circuit. Since 1994, three track marshals have lost their lives, one at the 2000 Italian Grand Prix,<sup>[31]</sup> the second at the 2001 Australian Grand Prix<sup>[31]</sup> and the third at the 2013 Canadian Grand Prix.



Stefan Johansson driving for Ferrari at the 1985 European Grand Prix

Since the deaths of Senna and Ratzenberger, the FIA has used safety as a reason to impose rule changes that otherwise, under the Concorde Agreement, would have had to be agreed upon by all the teams – most notably the changes introduced for 1998. This so-called 'narrow track' era resulted in cars with smaller rear tyres, a narrower track overall, and the introduction of grooved tyres to reduce mechanical grip. There were to be four grooves on the front (three in the first year) and rear that ran through the entire circumference of the tyre. The objective was to reduce cornering speeds and to produce racing similar to rainy conditions by enforcing a smaller contact patch between tyre and track. This, according to the FIA, was to reduce cornering speeds in the interest of safety.<sup>[32]</sup>



Damon Hill driving for Williams at the 1995 Canadian Grand Prix

Results were mixed, as the lack of mechanical grip resulted in the more ingenious designers clawing back the deficit with aerodynamic grip – pushing more force onto the tyres through wings and aerodynamic devices, which in turn resulted in less overtaking as these devices tended to make the wake behind the car 'dirty' (turbulent), preventing other cars from following closely due to their dependence on 'clean' air to make the car stick to the track. The grooved tyres also had the unfortunate side effect of initially being of a harder compound to be able to hold the grooved tread blocks, which resulted in spectacular accidents in times of aerodynamic grip failure, as the harder compound could not grip the track as well.

Drivers from McLaren, Williams, Renault (formerly Benetton), and Ferrari, dubbed the "Big Four", won every World Championship from 1984 to 2008. The teams won every Constructors' Championship from 1979 to 2008, as well as placing themselves as the top four teams in the Constructors' Championship in every season between 1989 and 1997, and winning every race but one (the 1996 Monaco Grand Prix) between 1988 and 1997. Due to the technological advances of the 1990s, the cost of competing in Formula One increased dramatically. This increased financial burdens, combined with the dominance of four teams (largely funded by big car manufacturers such as Mercedes-Benz), caused the poorer independent teams to struggle not only to remain competitive, but to stay in business, and forced several teams to withdraw. Since 1990, twenty-eight teams have withdrawn from Formula One. This has prompted former Jordan owner Eddie Jordan to say that the days of competitive privateers are over.<sup>[33]</sup>

## Manufacturers' return

Michael Schumacher and Ferrari won five consecutive Drivers' Championships (2000–2004) and six consecutive Constructors' Championships (1999–2004). Schumacher set many new records, including those for Grand Prix wins (91, since beaten by Lewis Hamilton), wins in a season (thirteen of eighteen), and most Drivers' Championships (seven, tied with Lewis Hamilton as of 2020).<sup>[34]</sup> Schumacher's championship streak ended on 25 September 2005, when Renault driver Fernando Alonso became Formula One's youngest champion at that time (until Lewis Hamilton in 2008 and followed by Sebastian Vettel in 2010). During 2006, Renault and Alonso won both titles again. Schumacher retired at the end of 2006 after sixteen years in Formula One, but came out of retirement for the 2010 season, racing for the newly formed Mercedes works team, following the rebrand of Brawn GP.



Michael Schumacher (pictured here in 2001) won five consecutive titles with Ferrari.

During this period, the championship rules were changed frequently by the FIA with the intention of improving the on-track action and cutting costs.<sup>[35]</sup> Team orders, legal since the championship started during 1950, were banned during 2002, after several incidents, in which teams openly

manipulated race results, generating negative publicity, most famously by Ferrari at the 2002 Austrian Grand Prix. Other changes included the qualifying format, the points scoring system, the technical regulations, and rules specifying how long engines and tyres must last. A "tyre war" between suppliers Michelin and Bridgestone saw lap times fall, although, at the 2005 United States Grand Prix at Indianapolis, seven out of ten teams did not race when their Michelin tyres were deemed unsafe for use, leading to Bridgestone becoming the sole tyre supplier to Formula One for the 2007 season. During 2006, Max Mosley outlined a "green" future for Formula One, in which efficient use of energy would become an important factor.<sup>[36]</sup>

Since 1983, Formula One had been dominated by specialist race teams like Williams, McLaren, and Benetton, using engines supplied by large car manufacturers like Mercedes-Benz, Honda, Renault, and Ford. Starting in 2000, with Ford's purchase of Stewart Grand Prix to form the Jaguar Racing team, new manufacturer-owned teams entered Formula One for the first time since the departure of Alfa Romeo and Renault at the end of 1985. By 2006, the manufacturer teams – Renault, BMW, Toyota, Honda, and Ferrari – dominated the championship, taking five of the first six places in the Constructors' Championship. The sole exception was McLaren, which at the time was part-owned by Mercedes-Benz. Through the Grand Prix Manufacturers Association (GPMA), the manufacturers negotiated a larger share of Formula One's commercial profit and a greater say in the running of the sport.<sup>[37]</sup>

## Manufacturers' decline and return of the privateers

In 2008 and 2009, Honda, BMW, and Toyota all withdrew from Formula One racing within the space of a year, blaming the economic recession. This resulted in the end of manufacturer dominance within the sport. The Honda F1 team went through a management buyout to become Brawn GP with Ross Brawn and Nick Fry running and owning the majority of the organisation. Brawn GP went through a painful size reduction, laying off hundreds of employees, but eventually won the year's world championships with Jenson Button and Rubens Barrichello. BMW F1 was bought out by the original founder of the team, Peter Sauber. The Lotus F1 Team<sup>[38]</sup> were another, formerly manufacturer-owned team that reverted to "privateer" ownership, together with the buy-out of the Renault team by Genii Capital investors. A link with their previous owners still survived, however, with their car continuing to be powered by a Renault Power Unit until 2014.

McLaren also announced that it was to reacquire the shares in its team from Mercedes-Benz (McLaren's partnership with Mercedes was reported to have started to sour with the McLaren Mercedes SLR road car project and tough F1 championships which included McLaren being found guilty of spying on Ferrari). Hence, during the 2010 season, Mercedes-Benz re-entered the sport as a manufacturer after its purchase of Brawn GP, and split with McLaren after 15 seasons with the team. This left Mercedes-Benz, Renault, McLaren, and Ferrari as the only car manufacturers in the sport, although both McLaren and Ferrari began as racing teams rather than manufacturers.

To compensate for the loss of manufacturer teams, four new teams were accepted entry into the 2010 season ahead of a much anticipated 'cost-cap' (see below). Entrants included a reborn Team Lotus – which was led by a Malaysian consortium including Tony Fernandes, the boss of Air Asia; Hispania Racing – the first Spanish Formula One team; as well as Virgin Racing – Richard Branson's entry into the series following a successful partnership with Brawn the year before. They were also joined by the US F1 Team, which planned to run out of the United States as the only non-European based team in the sport. Financial issues befell the squad before they even made the grid. Despite the entry of these new teams, the proposed cost-cap was repealed and these teams – who did not have the budgets of the midfield and top-order teams – ran around at the back of the field until they inevitably collapsed; HRT in 2012, Caterham (formerly Lotus) in 2014 and Manor (formerly Virgin then Marussia), having survived falling into administration in 2014, went under at the end of 2016.





The three teams that debuted in 2010 (Hispania Racing F1 Team/HRT Formula 1 Team, Lotus Racing/Team Lotus/Caterham F1 Team, and Virgin Racing/Marussia F1 Team/Manor Marussia F1 Team/Manor Racing MRT) all disappeared within seven years of their debuts

A major rule shake-up in 2014 saw the 2.4 litre naturally aspirated V8 engines replaced by 1.6 litre turbocharged hybrid power units. This prompted Honda to return to the sport in 2015 as the championship's fourth engine manufacturer. Mercedes emerged as the dominant force after the rule shake-up, with Lewis Hamilton winning the championship closely followed by his main rival and teammate, Nico Rosberg, with the team winning 16 out of the 19 races that season (all other victories coming from Daniel Ricciardo of Red Bull). 2014 also saw a financial crisis which resulted in the backmarker Marussia and Caterham teams being put into administration, alongside the uncertain futures of Force India and Sauber. Marussia returned under the Manor name in 2015, a season in which Ferrari were the only challenger to Mercedes, with Vettel taking victory in the three Grands Prix Mercedes did not win.<sup>[39]</sup>

In the 2016 season, Haas joined the grid. The season began in dominant fashion for Nico Rosberg, winning the first 4 Grands Prix. His charge was halted by Max Verstappen, who took his maiden win in Spain in his debut race for Red Bull. After that, the reigning champion Lewis Hamilton decreased the point gap between him and Rosberg to only one point, before taking the championship lead heading into the summer break. Following the break, the 1–2 positioning remained constant until an engine failure for Hamilton in Malaysia left Rosberg in a commanding lead that he would not relinquish in the 5 remaining races. Having won the title by a mere 5 points, Rosberg retired from Formula One at season's end, becoming the first driver since Alain Prost in 1993 to retire after winning the Drivers' Championship. The final team remaining from the 2010 new entries process, Manor Racing, withdrew from the sport following the 2016 season, having lost 10th in the Constructors' Championship to Sauber with one race remaining, leaving the grid at 20 cars as Liberty Media took control of the series in the

off-season.

Recent years have seen an increase in car manufacturer presence in the sport. After Honda's return as an engine manufacturer in 2015, Renault came back as a team in 2016 after buying back the Lotus F1 team. In 2018, Aston Martin and Alfa Romeo became Red Bull and Sauber's title sponsors, respectively. Sauber was rebranded as Alfa Romeo Racing for the 2019 season, while Racing Point part-owner Lawrence Stroll bought a stake in Aston Martin to rebrand the Racing Point team as Aston Martin for 2021. In August 2020, a new Concorde Agreement was signed by all ten F1 teams committing them to the sport until 2025, including a \$145M budget cap for car development to support equal competition and sustainable development in the future.<sup>[40][41]</sup>



Renault returned as a team in 2016 (pictured with Jolyon Palmer)

The COVID-19 pandemic forced the sport to adapt to budgetary and logistical limitations. A significant overhaul of the technical regulations intended to be introduced in the 2021 season was pushed back to 2022,<sup>[42]</sup> with constructors instead using their 2020 chassis for two seasons and a token system limiting which parts could be modified was introduced.<sup>[43]</sup> The start of the 2020 season was delayed by several months,<sup>[44]</sup> and both it and 2021 seasons were subject to several



postponements, cancellations and rescheduling of races due to the shifting restrictions on international travel. Many races took place behind closed doors and with only essential personnel present to maintain social distancing.<sup>[45]</sup>

## Political disputes

### FISA–FOCA war

The battle for control of Formula One was contested between the Fédération Internationale du Sport Automobile (FISA), at the time an autonomous subcommittee of the FIA, and FOCA (the Formula One Constructors' Association).

The beginnings of the dispute are numerous, and many of the underlying reasons may be lost in history. The teams (excepting Ferrari and the other major manufacturers – Renault and Alfa Romeo in particular) were of the opinion that their rights and ability to compete against the larger and better funded teams were being negatively affected by a perceived bias on the part of the controlling organisation (FISA) toward the major manufacturers.

In addition, the battle revolved around the commercial aspects of the sport (the FOCA teams were unhappy with the disbursement of proceeds from the races) and the technical regulations which, in FOCA's opinion, tended to be malleable according to the nature of the transgressor more than the nature of the transgression.

The war culminated in a FOCA boycott of the 1982 San Marino Grand Prix months later. In theory, all FOCA teams were supposed to boycott the Grand Prix as a sign of solidarity and complaint at the handling of the regulations and financial compensation (and extreme opposition to the accession of Balestre to the position of FISA president: both Colin Chapman of Lotus and Frank Williams of Williams stated clearly that they would not continue in Formula One with Balestre as its governor). In practice, several of the FOCA teams backed out of the boycott, citing "sponsor obligations". Notable among these were the Tyrrell and Toleman teams.

### FIA–FOTA dispute

During the 2009 season of Formula One, the sport was gripped in a governance crisis. The FIA President Max Mosley proposed numerous cost-cutting measures for the following season, including an optional budget cap for the teams;<sup>[46]</sup> teams electing to take the budget cap would be granted greater technical freedom, adjustable front and rear wings and an engine not subject to a rev limiter.<sup>[46]</sup> The Formula One Teams Association (FOTA) believed that allowing some teams to have such technical freedom would have created a 'two-tier' championship, and thus requested urgent talks with the FIA. However, talks broke down and FOTA teams announced, with the exception of Williams and Force India,<sup>[47][48]</sup> that 'they had no choice' but to form a breakaway championship series.<sup>[48]</sup>

On 24 June, an agreement was reached between Formula One's governing body and the teams to prevent a breakaway series. It was agreed teams must cut spending to the level of the early 1990s within two years; exact figures were not specified,<sup>[49]</sup> and Max Mosley agreed he would not stand for re-election to the FIA presidency in October.<sup>[50]</sup> Following further disagreements, after Max Mosley suggested he would stand for re-election,<sup>[51]</sup> FOTA made it clear that breakaway plans were still being pursued. On 8 July, FOTA issued a press release stating they had been informed they were not entered for the 2010 season,<sup>[52]</sup> and an FIA press release said the FOTA representatives had walked out of the meeting.<sup>[53]</sup> On 1 August, it was announced FIA and FOTA had signed a new Concorde Agreement, bringing an end to the crisis and securing the sport's future until 2012.<sup>[54]</sup>



Bernie Ecclestone, the former Chief executive of the Formula One Group

## Outside the World Championship

The terms "Formula One race" and "World Championship race" are now effectively synonymous; since 1984, every Formula One race has counted towards an official FIA World Championship, and every World Championship race has been held to Formula One regulations.<sup>[55]</sup> In the earlier history of Formula One, many races took place outside the World Championship, and local championships run to Formula One regulations also occurred. These events often took place on circuits that were not always suitable for the World Championship, and featured local cars and drivers as well as those competing in the championship.<sup>[10]</sup>

### European non-championship racing

In the early years of Formula One, before the world championship was established, there were around twenty races held from late Spring to early Autumn in Europe, although not all of these were considered significant. Most competitive cars came from Italy, particularly Alfa Romeo. After the start of the world championship, these non-championship races continued. In the 1950s and 1960s, there were many Formula One races which did not count for the World Championship; in 1950 a total of twenty-two Formula One races were held, of which only six counted towards the World Championship.<sup>[55]</sup> In 1952 and 1953,

when the world championship was run to Formula Two regulations, non-championship events were the only Formula One races that took place.

Some races, particularly in the UK, including the Race of Champions, Oulton Park International Gold Cup and the International Trophy, were attended by the majority of the world championship contenders. Other smaller events were regularly held in locations not part of the championship, such as the Syracuse and Danish Grands Prix, although these only attracted a small amount of the championship teams and relied on private entries and lower Formula cars to make up the grid.<sup>[10]</sup> These became less common through the 1970s and 1983 saw the last non-championship Formula One race; the 1983 Race of Champions at Brands Hatch, won by reigning World Champion Keke Rosberg in a Williams-Cosworth in a close fight with American Danny Sullivan.<sup>[10]</sup>

### South African Formula One championship

South Africa's flourishing domestic Formula One championship ran from 1960 through to 1975. The frontrunning cars in the series were recently retired from the world championship although there was also a healthy selection of locally built or modified machines. Frontrunning drivers from the series usually contested their local World Championship Grand Prix, as well as occasional European events, although they had little success at that level.

### British Formula One Championship

The DFV helped make the UK domestic Formula One championship possible between 1978 and 1980. As in South Africa a decade before, second hand cars from manufacturers like Lotus and Fittipaldi Automotive were the order of the day, although some, such as the March 781, were built specifically for the series. In 1980, the series saw South African Desiré Wilson become the only woman to win a Formula One race when she triumphed at Brands Hatch in a Wolf WR3.<sup>[56]</sup>

# Racing and strategy

A Formula One Grand Prix event spans a weekend. It begins with two free practice sessions on Friday (except in Monaco, where Friday practices are moved to Thursday), and one free practice on Saturday. Additional drivers (commonly known as third drivers) are allowed to run on Fridays, but only two cars may be used per team, requiring a race driver to give up their seat. A qualifying session is held after the last free practice session. This session determines the starting order for the race on Sunday.<sup>[57][58]</sup>



Lewis Hamilton leads home Jenson Button to a 1–2 finish for McLaren at the 2010 Canadian Grand Prix

## Tyre rules

The new rule for F1 tyres that was introduced in 2016 was that Pirelli could select three different tyres for each race, and each team could choose the tyre from those three depending on the strategies. This concept also continued in 2017 and in 2018, but with thicker and wider Pirelli tyres tested extensively the previous year.

Tyre selections are announced over a month before each event, with rules stating Pirelli must announce compounds nine weeks before a European round and 15 weeks before a long-haul event. Drivers ordinarily select 10 of the 13 sets available for a race weekend, though Pirelli's new tyres means the Italian company will force each driver to stick to the same allocations for the first five races as it learns about the new tyre.

That means for the opening five races, drivers will have seven of the softest compound, four of the middle compound and two of the hardest compound available. Pirelli has backup compounds for introduction later in the season if its initial batch proves to be too conservative in terms of performance or leads to greater levels of degradation than expected.<sup>[59]</sup>

## Qualifying

For much of the sport's history, qualifying sessions differed little from practice sessions; drivers would have one or more sessions in which to set their fastest time, with the grid order determined by each driver's best single lap, with the fastest on pole position. From 1996 to 2002, the format was a 1 hour shootout. This approach lasted until the end of 2002 before the rules were changed again because the teams were not running in the early part of the session to take advantage of better track condition later on.<sup>[60]</sup>

Grids were generally limited to 26 cars – if the race had more entries, qualification would also decide which drivers would start the race. During the early 1990s, the number of entries was so high that the worst-performing teams had to enter a pre-qualifying session, with the fastest cars allowed through to the main qualifying session. The qualifying format began to change in the early 2000s, with the FIA experimenting with limiting the number of laps, determining the aggregate time over two sessions, and allowing each driver only one qualifying lap.

The current qualifying system was adopted in the 2006 season. Known as "knock-out" qualifying, it is split into three periods, known as Q1, Q2, and Q3. In each period, drivers run qualifying laps to attempt to advance to the next period, with the slowest drivers being "knocked out" of qualification (but not necessarily the race) at the end of the period and their grid positions set within the rearmost five based on their best lap times. Drivers are allowed as many laps as they wish within each period. After each period, all times are reset, and only a driver's fastest lap in that period (barring infractions) counts. Any timed lap started before the end of that period may be completed, and will count toward

that driver's placement. The number of cars eliminated in each period is dependent on the total number of cars entered into the championship.<sup>[61]</sup> Currently, with 20 cars, Q1 runs for 18 minutes, and eliminates the slowest five drivers. During this period, any driver whose best lap takes longer than 107% of the fastest time in Q1 will not be allowed to start the race without permission from the stewards. Otherwise, all drivers proceed to the race albeit in the worst starting positions. This rule does not affect drivers in Q2 or Q3. In Q2, the 15 remaining drivers have 15 minutes to set one of the ten fastest times and proceed to the next period. Finally, Q3 lasts 12 minutes and sees the remaining ten drivers decide the first ten grid positions. At the beginning of the 2016 Formula 1 season, the FIA introduced a new qualifying format, whereby drivers were knocked out every 90 seconds after a certain amount of time had passed in each session. The aim was to mix up grid positions for the race, but due to unpopularity the FIA reverted to the above qualifying format for the Chinese GP, after running the format for only two races.<sup>[61]</sup>

Each car is allocated one set of the softest tyres for use in Q3. The cars that qualify for Q3 must return them after Q3; the cars that do not qualify for Q3 can use them during the race.<sup>[62]</sup> The first ten drivers, i.e. the drivers through to Q3 must start the race on the tyre which set the fastest time in Q2, unless the weather requires the use of wet-weather tyres, in which case all of the rules about the tyres won't be followed.<sup>[63][64]</sup> All of the drivers that did not participate in Q3 have free tyre choice for the start of the race. Any penalties that affect grid position are applied at the end of qualifying. Grid penalties can be applied for driving infractions in the previous or current Grand Prix, or for changing a gearbox or engine component. If a car fails scrutineering, the driver will be excluded from qualifying but will be allowed to start the race from the back of the grid at the race steward's discretion.

2021 will see the trialing of a 'Sprint Qualifying' race on the Saturday, this will be trialled at three race weekends to test the new approach to qualifying.<sup>[65]</sup>

## Race

The race begins with a warm-up lap, after which the cars assemble on the starting grid in the order they qualified. This lap is often referred to as the formation lap, as the cars lap in formation with no overtaking (although a driver who makes a mistake may regain lost ground provided they have fallen to the back of the field). The warm-up lap allows drivers to check the condition of the track and their car, gives the tyres a chance to warm up to increase traction, and also gives the pit crews time to clear themselves and their equipment from the grid.



Jacques Villeneuve qualifying at the 2005 United States Grand Prix in his Sauber C24

Once all the cars have formed on the grid, after the medical car positions itself behind the pack, a light system above the track indicates the start of the race: five red lights are illuminated at intervals of one second; they are all then extinguished simultaneously after an unspecified time (typically less than 3 seconds) to signal the start of the race. The start procedure may be abandoned if a driver stalls on the grid, signalled by raising their arm. If this happens, the procedure restarts: a new formation lap begins with the offending car removed from the grid. The race may also be restarted in the event of a serious

accident or dangerous conditions, with the original start voided. The race may be started from behind the Safety Car if officials feel a racing start would be excessively dangerous, such as extremely heavy rainfall. As of the 2019 season, there will always be a standing restart. If due to heavy rainfall a start behind the safety car is necessary, then after the track has dried sufficiently, drivers will form up for a standing start. There is no formation lap when races start behind the Safety Car.<sup>[66]</sup>



Under normal circumstances, the winner of the race is the first driver to cross the finish line having completed a set number of laps. Race officials may end the race early (putting out a red flag) due to unsafe conditions such as extreme rainfall, and it must finish within two hours, although races are only likely to last this long in the case of extreme weather or if the safety car is deployed during the race. When a situation justifies pausing the race without terminating it, the red flag is deployed; since 2005, a ten-minute warning is given before the race is resumed behind the safety car, which leads the field for a lap before it returns to the pit lane (before then the race resumed in race order from the penultimate lap before the red flag was shown).

In the 1950s, race distances varied from 300 km (190 mi) to 600 km (370 mi). The maximum race length was reduced to 400 km (250 mi) in 1966 and 325 km (202 mi) in 1971. The race length was standardised to the current 305 km (190 mi) in 1989. However, street races like Monaco have shorter distances, to keep under the two-hour limit.

Drivers may overtake one another for position over the course of the race. If a leader comes across a backmarker (slower car) who has completed fewer laps, the back marker is shown a blue flag<sup>[67]</sup> telling them that they are obliged to allow the leader to overtake them. The slower car is said to be "lapped" and, once the leader finishes the race, is classified as finishing the race "one lap down". A driver can be lapped numerous times, by any car in front of them. A driver who fails to finish a race, through mechanical problems, accident or any other reason is said to have retired from the race and is "Not Classified" in the results. However, if the driver has completed more than 90% of the race distance, they will be classified.

Throughout the race, drivers may make pit stops to change tyres and repair damage (from 1994 to 2009 inclusive, they could also refuel). Different teams and drivers employ different pit stop strategies in order to maximise their car's potential. Three dry tyre compounds, with different durability and adhesion characteristics, are available to drivers. Over the course of a race, drivers must use two of the three available compounds. The different compounds have different levels of performance and choosing when to use which compound is a key tactical decision to make. Different tyres have different colours on their sidewalls; this allows spectators to understand the strategies. Under wet conditions, drivers may switch to one of two specialised wet weather tyres with additional grooves (one "intermediate", for mild wet conditions, such as after recent rain, one "full wet", for racing in or immediately after rain). A driver must make at least one stop to use two tyre compounds; up to three stops are typically made, although further stops may be necessary to fix damage or if weather conditions change. If rain tyres are used, drivers are no longer obliged to use both types of dry tyres.

### Race director

This role involves generally managing the logistics of each F1 Grand Prix, inspecting cars in parc fermé before a race, enforcing FIA rules and controlling the lights which start each race. As the head of the race officials, the race director also plays a large role in sorting disputes amongst teams and drivers. Penalties, such as drive-through penalties (and stop-and-go penalties), demotions on a pre-race start grid, race disqualifications, and fines can all be handed out should parties break regulations. Up to 2019, the race director in Formula One was Charlie Whiting, who died in March 2019, and was replaced by Michael Masi.<sup>[68]</sup>

### Safety car

In the event of an incident that risks the safety of competitors or trackside race marshals, race officials may choose to deploy the safety car. This in effect suspends the race, with drivers following the safety car around the track at its speed in race order, with overtaking not permitted. Cars which have been lapped may, during the safety car period and depending on circumstances permitted by the race director, be allowed to un-lap themselves in order to ensure a smoother restart and to avoid blue flags being immediately thrown upon the resumption of the race with many of the cars in very close proximity to each other. The safety car circulates until the danger is cleared; after it comes in, the race restarts with a "rolling start". Pit stops are permitted under the safety car. Since 2000, the main safety car driver has been

German ex-racing driver Bernd Mayländer.<sup>[69]</sup> On the lap in which the safety car returns to the pits, the leading car takes over the role of the safety car until the timing line. After crossing this line, drivers are allowed to start racing for track position once more. Mercedes-Benz supplies Mercedes-AMG models to Formula One to use as the safety cars. From 2021 onwards, Aston Martin supplies the Vantage to Formula One to use as the safety car, sharing the duty with Mercedes-Benz.<sup>[70]</sup>

## Flags

Flag	Meaning
<b>SC Board</b> <b>(Safety Car)</b>	Shown in conjunction with a yellow flag to indicate that the <u>Safety Car</u> is on track. Full course yellow flag applies. Drivers must hold position and slow down.
<b>VSC Board</b> <b>(Virtual Safety Car)</b>	Shown in conjunction with a yellow flag to indicate that the <u>virtual safety car</u> is in use. During this time, the drivers are given minimum sector times that they must stay above. Full course double yellow flag applies. The car's time relative to this set time is measured at each marshalling post (approximately every 50 m), and the difference is referred to as the car's "delta" time. This delta time is reported to the driver, and must remain positive throughout the VSC period else the driver will be penalised. <sup>[71]</sup>
<b>Green</b>	Normal racing conditions apply. This is usually shown following a yellow flag to indicate that the hazard has been passed. A green flag is shown at all stations for the lap following the end of a full-course yellow (or safety car). A green flag is also shown at the start of a session.
<b>Yellow</b>	Indicates a hazard on or near the track (waved yellows indicate a hazard <i>on the track</i> , frozen yellows indicate a hazard <i>near the track</i> ). Double waved yellows inform drivers that they must slow down as marshals are working on or near to the track and drivers should be prepared to stop.
<b>Yellow and red striped</b>	Slippery track, due to oil, water, or loose debris. Can be seen 'rocked' from side-to-side (not waved) to indicate a small animal on track.
<b>Blue</b>	A blue flag indicates that the driver in front must let faster cars behind them pass because they are being lapped. If flag is missed 3 times the driver could be penalised.
<b>White</b>	Indicates that there is a slow car ahead. Often waved at the end of the pit lane when a car is about to leave the pits.
<b>Black and orange circle</b>	Car is damaged or has a mechanical problem, must return to the pit lane immediately. Will be accompanied by driver's number
<b>Half black half white</b>	Warns a driver for poor sportsmanship or dangerous behaviour. Can be followed by a Black flag upon further infringement. Accompanied by the driver's number.
<b>Black</b>	Driver is disqualified. Will be accompanied by the driver's number. This can be issued after a Half Black Half White flag.
<b>Red</b>	A red flag immediately halts a race or session when conditions become too dangerous to continue.
<b>Chequered flag</b>	End of the practice, qualifying or racing session.

The format of the race has changed little through Formula One's history. The main changes have revolved around what is allowed at pit stops. In the early days of Grand Prix racing, a driver would be allowed to continue a race in their teammate's car should theirs develop a problem – in the modern era, cars are so carefully fitted to drivers that this has become impossible. In recent years, the emphasis has been on changing refuelling and tyre change regulations. Since the 2010 season, refuelling – which was reintroduced in 1994 – has not been allowed, to encourage less tactical racing following safety concerns. The rule requiring both compounds of tyre to be used during the race was

Points system

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	FL*
25	18	15	12	10	8	6	4	2	1	1

\*A driver must finish within the top ten to receive a point for setting the fastest lap of the race. In the event that the driver who set the fastest lap finishes outside of the top ten then the point for fastest lap will not be awarded for that race.<sup>[72]</sup>

Various systems for awarding championship points have been used since 1950. The current system, in place since 2010, awards the top ten cars points in the Drivers' and Constructors' Championships, with the winner receiving 25 points. If both cars of a team finish in the points, they both receive Constructors' Championship points. All points won at each race are added up, and the driver and constructor with the most points at the end of the season are crowned World Champions. Regardless of whether a driver stays with the same team throughout the season, or switches teams, all points earned by them count for the Drivers' Championship.<sup>[73]</sup>

A driver must be classified to receive points. To be classified, a driver need not finish the race, but complete at least 90% of the winner's race distance. Therefore, it is possible for a driver to receive points even if they retired before the end of the race.<sup>[74]</sup>

In the event that less than 75% of the race laps are completed by the winner, only half of the points listed in the table are awarded to the drivers and constructors. This has happened on only five occasions in the history of the championship, and it had a notable influence on the final standing of the 1984 season. The last occurrence was at the 2009 Malaysian Grand Prix when the race was called off after 31 laps due to torrential rain.<sup>[75]</sup>

Constructors

A Formula One constructor is the entity credited for designing the chassis and the engine.<sup>[76]</sup> If both are designed by the same company, that company receives sole credit as the constructor (e.g. Ferrari). If they are designed by different companies, both are credited, and the name of the chassis designer is placed before that of the engine designer (e.g. McLaren-Mercedes). All constructors are scored individually, even if they share either chassis or engine with another constructor (e.g. Williams-Ford, Williams-Honda in 1983).<sup>[77]</sup>



Ferrari (pictured with Sebastian Vettel) have competed in every season

Since 1981,<sup>[78]</sup> Formula One teams have been required to build the chassis in which they compete, and consequently the distinction between the terms "team" and "constructor" became less pronounced, though engines may still be produced by a different entity. This requirement distinguishes the sport from series such as the IndyCar Series which allows teams to purchase chassis, and "spec series" such as GP2, which require all cars be kept to an identical specification. It also effectively prohibits privateers, which were common even in Formula One well into the 1970s.

The sport's debut season, 1950, saw eighteen teams compete, but due to high costs, many dropped out quickly. In fact, such was the scarcity of competitive cars for much of the first decade of Formula One that Formula Two cars were admitted to fill the grids. Ferrari is the oldest Formula One team, the only still-active team which competed in 1950.



McLaren (pictured with Ayrton Senna) won all but one race in 1988 with engine partner Honda



Renault (pictured here with Nico Hülkenberg) has had an active role in Formula One as both constructor and engine supplier since 1977

Early manufacturer involvement came in the form of a "factory team" or "works team" (that is, one owned and staffed by a major car company), such as those of Alfa Romeo, Ferrari, or Renault. After having virtually disappeared by the early 1980s, factory teams made a comeback in the 1990s and 2000s and formed up to half the grid with Ferrari, Jaguar, BMW, Renault, Toyota, and Honda either setting up their own teams or buying out existing ones. Mercedes-Benz owned 40% of the McLaren team and manufactured the team's engines. Factory teams make up the top competitive teams; in 2008 wholly owned factory teams took four of the top five positions in the Constructors' Championship, and McLaren the other. Ferrari holds the record for having won the most Constructors' Championships (sixteen). However, by the end of the 2000s factory teams were once again on the decline with only Ferrari, Mercedes-Benz, and Renault lodging entries to the 2010 championship.

Companies such as Climax, Repco, Cosworth, Hart, Judd and Supertec, which had no direct team affiliation, often sold engines to teams that could not afford to manufacture them. In the early years, independently owned Formula One teams sometimes also built their engines, though this became less common with the increased involvement of major car manufacturers such as BMW, Ferrari, Honda, Mercedes-Benz, Renault, and Toyota, whose large budgets rendered privately built engines less competitive. Cosworth was the last independent engine supplier. Beginning in 2007, the manufacturers' deep pockets and engineering ability took over, eliminating the last of the independent engine

manufacturers.<sup>[79]</sup> It is estimated the major teams spend between €100 and €200 million (\$125–\$225 million) per year per manufacturer on engines alone.<sup>[80]</sup>

In the 2007 season, for the first time since the 1981 rule, two teams used chassis built by other teams. Super Aguri started the season using a modified Honda Racing RA106 chassis (used by Honda the previous year), while Scuderia Toro Rosso used the same chassis used by the parent Red Bull Racing team, which was formally designed by a separate subsidiary. The usage of these loopholes was ended for 2010 with the publication of new technical regulations, which require each constructor to own the intellectual property rights to their chassis,<sup>[81]</sup> which prevents a team using a chassis owned by another Formula One constructor.<sup>[82]</sup> The regulations continue to allow a team to subcontract the design and construction of the chassis to a third-party, an option used by the HRT team in 2010 and Haas currently.

Although teams rarely disclose information about their budgets, it is estimated they range from US\$66 million to US\$400 million each.<sup>[83]</sup>

Entering a new team in the Formula One World Championship requires a £25 million (about US\$32 million) up-front payment to the FIA, which is then repaid to the team over the course of the season. As a consequence, constructors desiring to enter Formula One often prefer to buy an existing team: BAR's purchase of Tyrrell and Midland's purchase of Jordan allowed both of these teams to sidestep the large deposit and secure the benefits the team already had, such as TV revenue.



# Drivers

Every team in Formula One must run two cars in every session in a Grand Prix weekend, and every team may use up to four drivers in a season.<sup>[58]</sup> A team may also run two additional drivers in Free Practice sessions,<sup>[58]</sup> which are often used to test potential new drivers for a career as a Formula One driver or gain experienced drivers to evaluate the car.<sup>[84][85]</sup> Most modern drivers are contracted for at least the duration of a season, with driver changes taking place in-between seasons, in comparison to early years where drivers often competed at an ad hoc basis from race to race. Each competitor must be in the possession of a FIA Super Licence to compete in a Grand Prix,<sup>[86]</sup> which is issued to drivers who have met the criteria of success in junior motorsport categories and having achieved 300 kilometres (190 mi) of running in a Formula One car. Drivers may also be issued a Super Licence by the World Motor Sport Council if they fail to meet the criteria.<sup>[86]</sup> Although most drivers earn their seat on ability, commercial considerations also come into play with teams having to satisfy sponsors and financial demands.



2005 Canadian Grand Prix: Kimi Räikkönen leading Michael Schumacher, with Jarno Trulli (Toyota) and Takuma Sato (BAR-Honda) fighting for position

Teams also contract test and reserve drivers, to stand in for regular drivers when necessary and develop the team's car; although with the reduction on testing the reserve drivers' role mainly takes places on a simulator,<sup>[87]</sup> such as rFactor Pro,<sup>[88][89]</sup> which is used by most of the F1 teams.<sup>[90][91]</sup>

Each driver chooses an unassigned number from 2 to 99 (excluding 17 which was retired following the death of Jules Bianchi)<sup>[92]</sup> upon entering Formula One, and keeps that number during their time in the series. The number one is reserved for the reigning Drivers' Champion, who retains their previous number and may choose to (but doesn't have to) use it instead of the number one.<sup>[93]</sup> At the onset of the championship, numbers were allocated by race organisers on an ad hoc basis from race to race, and competitors did not have a permanent number throughout the season.<sup>[94]</sup> Permanent numbers were introduced in 1973 to take effect in 1974, when teams were allocated numbers in ascending order based on the Constructors' Championship standings at the end of the 1973 season. The teams would hold those numbers from season to season with the exception of the team with the World Drivers' Champion, which would swap its numbers with the one and two of the previous champion's team. New entrants were allocated spare numbers, with the exception of the number 13 which had been unused since 1976.<sup>[95]</sup> As teams kept their numbers for long periods of time, car numbers became associated with a team, such as Ferrari's 27 and 28.<sup>[94]</sup> A different system was used from 1996 to 2013: at the start of each season, the current Drivers' Champion was designated number one, their teammate number two, and the rest of the teams assigned ascending numbers according to previous season's Constructors' Championship order.<sup>[96]</sup>

A total of 33 separate drivers have won the World Drivers' Championship, with Michael Schumacher and Lewis Hamilton holding the record for most championships with seven. Lewis Hamilton achieved the most race wins, too, in 2020. Jochen Rindt is the only posthumous World Champion, after his points total was not surpassed despite his fatal accident at the 1970 Italian Grand Prix, with 4 races still remaining in the season. Drivers from the United Kingdom have been the most successful in the sport, with 18 championships among 10 drivers, and 278 wins among 19 drivers.

## Feeder series

Most F1 drivers start in kart racing competitions, and then come up through traditional European single-seater series like Formula Ford and Formula Renault to Formula 3, and finally the GP2 Series. GP2 started in 2005, replacing Formula 3000, which itself had replaced Formula Two as the last



FIA Formula 2 Championship, the main F1 feeder series since 2017



FIA Formula 3 Championship, the main F1 and F2 feeder series since 2019

major stepping-stone into F1. GP2 was rebranded as the FIA Formula 2 Championship in 2017. Most champions from this level graduate into F1, but 2006 GP2 champion Lewis Hamilton became the first F2, F3000 or GP2 champion to win the Formula One driver's title in 2008.<sup>[97]</sup> Drivers are not required to have competed at this level before entering Formula One. British F3 has supplied many F1 drivers, with champions, including Nigel Mansell, Ayrton Senna and Mika Häkkinen having moved straight from that series to Formula One. More rarely a driver may be picked from an even lower level, as was the case with 2007 World Champion Kimi Räikkönen, who went straight from Formula Renault to F1, as well as Max Verstappen, who made his debut following a single season in European F3.<sup>[98]</sup>

American open-wheel car racing has also contributed to the Formula One grid with mixed results. CART champions Mario Andretti and Jacques Villeneuve became F1 World Champions, while Juan Pablo Montoya won seven races in F1. Other CART (also known as ChampCar) champions, like Michael Andretti and Alessandro Zanardi won no races in F1. Other drivers have taken different paths to F1; Damon Hill raced motorbikes, and Michael Schumacher raced in sports cars, albeit after climbing through the junior single-seater ranks. Former F1 driver Paul di Resta

raced in DTM until he was signed with Force India in 2011. To race, however, the driver must hold an FIA Super Licence—ensuring that the driver has the requisite skills, and will not be a danger to others. Some drivers have not had the licence when first signed to an F1 team: e.g., Räikkönen received the licence despite having only 23 car races to his credit.

## Beyond F1

Most long-time F1 drivers leave the series in their mid to late 30s. Some F1 drivers have left to race in the United States – Nigel Mansell and Emerson Fittipaldi duelled for the 1993 CART title, Rubens Barrichello moved to IndyCar in 2012, while Jacques Villeneuve, Juan Pablo Montoya, Nelson Piquet Jr. and Scott Speed moved to NASCAR.

Some drivers have moved from F1 to racing in disciplines with fewer races during the season. The German touring car championship, the DTM, is a popular category involving ex-drivers such as two-time champion Mika Häkkinen and F1 race winners Jean Alesi, David Coulthard and Ralf Schumacher. In recent years, it has become common for former F1 drivers to take up factory seats driving LMP1 cars in the FIA World Endurance Championship, with notable drivers including Mark Webber, Allan McNish, Anthony Davidson, Alexander Wurz, Kazuki Nakajima, Sébastien Buemi and Fernando Alonso. A series for former Formula One drivers, called Grand Prix Masters, ran briefly in 2005 and 2006.<sup>[99]</sup> Other drivers have moved to Formula E such as Nelson Piquet Jr., Sébastien Buemi, Bruno Senna, Jaime Alguersuari, Nick Heidfeld, Jarno Trulli, Jean-Éric Vergne, Felipe Massa, Stoffel Vandoorne, and more. Some drivers, such as Vitantonio Liuzzi, Narain Karthikeyan and Jos Verstappen went on to race in the A1 Grand Prix series. During its existence from 2008 to 2011, Superleague Formula attracted ex-Formula One drivers like Sébastien Bourdais, Antônio Pizzonia and Giorgio Pantano.



Mark Webber competed in the World Endurance Championship after leaving F1

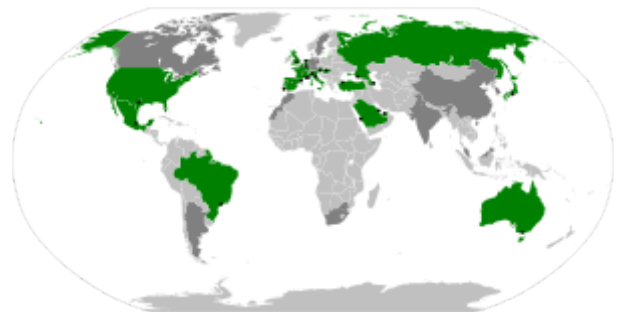
Other former F1 drivers, like Jackie Stewart, Gerhard Berger, Alain Prost and Niki Lauda returned to F1 as team owners or managers while their former competitors have become colour commentators for TV coverage such as James Hunt (BBC), Martin Brundle (BBC, ITV and Sky), David Hobbs (NBC), Alan Jones (BBC, Nine Network and Ten Network), David Coulthard (BBC and Channel 4), Luciano Burti for Globo (Brazil), and Jean Alesi for Italian national network RAI. Others, such as Damon Hill and Jackie Stewart, take active roles in running motorsport in their own countries. Carlos Reutemann became a politician and served as governor of his native state in Argentina.



Many former F1 drivers regularly compete in Formula E (pictured above is Felipe Massa).

## Grands Prix

The number of Grands Prix held in a season has varied over the years. The inaugural 1950 world championship season comprised only seven races, while the 2019 season contained 21 races. There were no more than 11 Grands Prix per season during the early decades of the race, although a large number of non-championship Formula One events also took place. The number of Grands Prix increased to an average of 16 to 17 by the late 1970s, while non-championship events ended in 1983. More Grands Prix began to be held in the 2000s, and recent seasons have seen an average of 19 races. In 2016, 2018, and 2019, the calendar peaked at 21 events, the highest number of world championship races in one season.



World map showing the location of Formula 1 Grands Prix: countries marked in green are on the current race schedule, those in dark grey have hosted a Formula One race in the past (*de facto* status of the territories is shown)

Six of the original seven races took place in Europe; the only non-European race that counted towards the World Championship in 1950 was the Indianapolis 500, which was held to different regulations and later replaced by the United States Grand Prix. The F1 championship gradually expanded to other non-European countries. Argentina hosted the first South American Grand Prix in 1953, and Morocco hosted the first African World Championship race in 1958. Asia and Oceania followed (Japan in 1976 and Australia in 1985), and the first race in the Middle East was held in 2004. The 19 races of the 2014 season were spread over every populated continent except for Africa, with 10 Grands Prix held outside Europe.

Some of the Grands Prix pre-date the formation of the World Championship, such as the French Grand Prix, and were incorporated into the championship as Formula One races in 1950. The British and Italian Grands Prix are the only events to have been held every Formula One season; other long-running races include the Belgian, German, and French Grands Prix. The Monaco Grand Prix was first held in 1929 and has run continuously since 1955 (with the exception of 2020), and is widely considered to be one of the most important and prestigious automobile races in the world.<sup>[100]</sup>



Formula One cars wind through the infield section of the Indianapolis Motor Speedway at the 2003 United States Grand Prix

All Grands Prix have traditionally been run during the day, until the inaugural Singapore Grand Prix hosted the first Formula One night race,<sup>[101]</sup> which was followed in 2009 by the day–night Abu



### Returning additions (2008–present)

- European Grand Prix at Valencia Street Circuit (2008; discontinued after 2012)
- United States Grand Prix at Circuit of the Americas (2012–present)
- Austrian Grand Prix at Red Bull Ring (2014–present)
- Mexican Grand Prix at Autódromo Hermanos Rodríguez (2015–present; will be renamed Mexico City Grand Prix starting from 2021<sup>[103]</sup>)
- European Grand Prix at Baku City Circuit (2016; renamed the Azerbaijan Grand Prix in 2017)
- French Grand Prix at Circuit Paul Ricard (2018–present)
- Portuguese Grand Prix at Algarve International Circuit (2020–present)<sup>[b]</sup>
- Dutch Grand Prix at Circuit Zandvoort (2021–present)

### New Locations Initiative (2008–present)

**Bold** denotes the Grands Prix scheduled as part of the 2021 season.




Since 2008, the Formula One Group has been targeting new "destination cities" to expand its global reach, with the aim to produce races from countries that have not previously been involved in the sport. This initiative started with the 2008 Singapore Grand Prix.<sup>[104]</sup>

Race	Years	Circuit	Notes
 <u>Singapore Grand Prix</u>	<u>2008–2019</u>	<u>Marina Bay Street Circuit</u>	First race to take place outside of daylight hours. 2020 and 2021 races cancelled due to <u>COVID-19 pandemic</u> .
 <b><u>Abu Dhabi Grand Prix</u></b>	<u>2009–present</u>	<u>Yas Marina Circuit</u>	
 <u>Korean Grand Prix</u>	<u>2010–2013</u>	<u>Korea International Circuit</u>	Discontinued due to poor attendance figures
 <u>Indian Grand Prix</u>	<u>2011–2013</u>	<u>Buddh International Circuit</u>	Discontinued due to local government restrictions
 <b><u>Russian Grand Prix</u></b>	<u>2014–2022</u>	<u>Sochi Autodrom</u>	
	<u>2023</u>	<u>Igora Drive</u>	
 <b><u>Azerbaijan Grand Prix</u></b>	<u>2017–2019, 2021–present</u>	<u>Baku Street Circuit</u>	Previously called the <u>European Grand Prix</u> in 2016. 2020 race cancelled due to <u>COVID-19 pandemic</u> .
 <b><u>Saudi Arabian Grand Prix</u></b>	<u>2021–present</u>	<u>Jeddah Street Circuit</u>	



## Future Grands Prix

**Bold** denotes the Grands Prix scheduled as part of the 2021 season. Below is a list of announced plans for new Grands Prix.

Race	Years	Circuit	Target calendar entry	Current status
 <b>Saudi Arabian Grand Prix</b>	<u>2021</u>	<u>Jeddah Street Circuit</u>	2021	Confirmed
 <b>Miami Grand Prix</b>	<u>2022</u>	<u>Hard Rock Stadium</u>	2022	Confirmed
 <b>Vietnamese Grand Prix</b>	TBC	<u>Hanoi Street Circuit</u>	2020	Unknown; 2020 race cancelled, race postponed indefinitely

## Circuits

A typical circuit features a stretch of straight road on which the starting grid is situated. The *pit lane*, where the drivers stop for tyres, aerodynamic adjustments and minor repairs (such as changing the car's nose due to front wing damage) during the race, retirements from the race, and where the teams work on the cars before the race, is normally located next to the starting grid. The layout of the rest of the circuit varies widely, although in most cases the circuit runs in a clockwise direction. Those few circuits that run anticlockwise (and therefore have predominantly left-handed corners) can cause drivers neck problems due to the enormous lateral forces generated by F1 cars pulling their heads in the opposite direction to normal. A single race requires hotel rooms to accommodate at least 5,000 visitors.<sup>[105]</sup>

Most of the circuits currently in use are specially constructed for competition. The current street circuits are Monaco, Melbourne, Singapore, Sochi and Baku although races in other urban locations come and go (Las Vegas and Detroit, for example) and proposals for such races are often discussed – most recently New Jersey. Several circuits have been completely laid out on public roads in the past, such as Valencia in Spain, though Monaco is the only one that remains. The glamour and history of the Monaco race are the primary reasons why the circuit is still in use, even though it does not meet the strict safety requirements imposed on other tracks. Three-time World champion Nelson Piquet famously described racing in Monaco as "like riding a bicycle around your living room".<sup>[106]</sup>

Circuit design to protect the safety of drivers is becoming increasingly sophisticated, as exemplified by the new Bahrain International Circuit, added in 2004 and designed – like most of F1's new circuits – by Hermann Tilke. Several of the new circuits in F1, especially those designed by Tilke, have been criticised as lacking the "flow" of such classics as Spa-Francorchamps and Imola. His redesign of the Hockenheim circuit in Germany for example, while providing more capacity for grandstands and



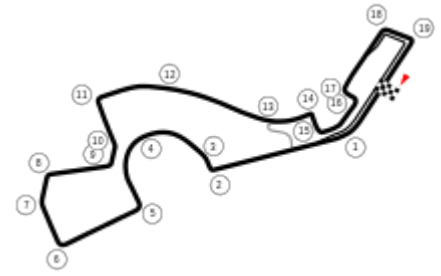
Autódromo José Carlos Pace in São Paulo hosts the Brazilian Grand Prix



The Autodromo Nazionale Monza, home to the Italian Grand Prix, is the oldest purpose-built track still in use today

eliminating extremely long and dangerous straights, has been frowned upon by many who argue that part of the character of the Hockenheim circuits was the long and blinding straights into dark forest sections. These newer circuits, however, are generally agreed to meet the safety standards of modern Formula One better than the older ones.

Old favourites the Österreichring (today the Red Bull Ring) and the Autódromo Hermanos Rodríguez, returned to the calendar in 2014 and 2015 respectively. The Circuit of the Americas in Austin, the Sochi Autodrom in Sochi and the Baku City Circuit in Azerbaijan have all been introduced as brand new tracks since 2012. In 2020, Algarve International Circuit, was to return to the F1 calendar as the Portuguese Grand Prix, having last hosted a race in 1996.<sup>[b]</sup> In 2021, Circuit Zandvoort was to return to the F1 calendar as the Dutch Grand Prix, having last hosted a race in 1985.



Sochi Autodrom, current host venue for the Russian Grand Prix

## Cars and technology

Modern Formula One cars are mid-engined, hybrid, open cockpit, open wheel single-seaters. The chassis is made largely of carbon-fibre composites, rendering it light but extremely stiff and strong. The whole car, including the driver but not fuel, weighs only 740 kg (1,630 lb) – the minimum weight set by the regulations.<sup>[107]</sup> If the construction of the car is lighter than the minimum, it can be ballasted up to add the necessary weight. The race teams take advantage of this by placing this ballast at the extreme bottom of the chassis, thereby locating the centre of gravity as low as possible in order to improve handling and weight transfer.<sup>[108]</sup>



Jenson Button in the Brawn BGP 001

The cornering speed of Formula One cars is largely determined by the aerodynamic downforce that they generate, which pushes the car down onto the track. This is provided by "wings" mounted at the front and rear of the vehicle, and by ground effect created by low air pressure under the flat bottom of the car. The aerodynamic design of the cars is very heavily constrained to limit performance and the current generation of cars sport a large number of small winglets, "barge boards", and turning vanes designed to closely control the flow of the air over, under, and around the car.



Sergio Pérez driving the Force India VJM11

The other major factor controlling the cornering speed of the cars is the design of the tyres. From 1998 to 2008, the tyres in Formula One were not "slicks" (tyres with no tread pattern) as in most other circuit racing series. Instead, each tyre had four large circumferential grooves on its surface designed to limit the cornering speed of the cars.<sup>[109]</sup> Slick tyres returned to Formula One in the 2009 season. Suspension is double wishbone or multilink front and rear, with pushrod operated springs and dampers on the chassis – one exception being that of the 2009 specification Red Bull Racing car (RB5) which used pullrod suspension at the rear, the first car to do so since the Minardi PSO1 in 2001. Ferrari used a pullrod suspension at both the front and rear in their 2012 car.<sup>[110]</sup> Both Ferrari (F138) and McLaren (MP4-28) of the 2013 season used a pullrod suspension at both the front and the rear.

Carbon-carbon disc brakes are used for reduced weight and increased frictional performance. These provide a very high level of braking performance and are usually the element that provokes the greatest reaction from drivers new to the formula.

Formula One cars must have four uncovered wheels, all made of the same metallic material, which must be one of two magnesium alloys specified by the FIA.<sup>[111]</sup> Magnesium alloy wheels made by forging are used to achieve maximum unsprung rotating weight reduction.<sup>[112]</sup>



A BMW Sauber P86 V8 engine, which powered their 2006 F1.06

Starting with the 2014 Formula 1 season, the engines have changed from a 2.4-litre naturally aspirated V8 to turbocharged 1.6-litre V6 "power-units".<sup>[113]</sup> These get a significant amount of their power from electric motors. In addition they include a lot of energy recovery technology. Engines run on unleaded fuel closely resembling publicly available petrol.<sup>[114]</sup> The oil which lubricates and protects the engine from overheating is very similar in viscosity to water. The 2006 generation of engines spun up to 20,000 rpm and produced over 580 kW (780 bhp).<sup>[115]</sup> For 2007, engines were restricted to 19,000 rpm with limited development areas allowed, following the engine specification freeze since the end of 2006.<sup>[116]</sup> For the 2009 Formula One season the engines were further restricted to 18,000 rpm.<sup>[117]</sup>

A wide variety of technologies – including active suspension<sup>[118]</sup> and ground effect aerodynamics<sup>[119]</sup> – are banned under the current regulations. Despite this the current generation of cars can reach speeds in excess of 350 km/h (220 mph) at some circuits.<sup>[120]</sup> The highest straight line speed recorded during a Grand Prix was 372.6 km/h (231.5 mph), set by Juan Pablo Montoya during the 2005 Italian Grand Prix.<sup>[121]</sup> A BAR-Honda Formula One car, running with minimum downforce on a runway in the Mojave Desert achieved a top speed of 415 km/h (258 mph) in 2006. According to Honda, the car fully met the FIA Formula One regulations.<sup>[122]</sup> Even with the limitations on aerodynamics, at 160 km/h (99 mph) aerodynamically generated downforce is equal to the weight of the car, and the oft-repeated claim that Formula One cars create enough downforce to "drive on the ceiling", while possible in principle, has never been put to the test. Downforce of 2.5 times the car's weight can be achieved at full speed. The downforce means that the cars can achieve a lateral force with a magnitude of up to 3.5 times that of the force of gravity (3.5g) in cornering.<sup>[123]</sup> Consequently, the driver's head is pulled sideways with a force equivalent to the weight of 20 kg in corners. Such high lateral forces are enough to make breathing difficult and the drivers need supreme concentration and fitness to maintain their focus for the one to two hours that it takes to complete the race. A high-performance road car like the Enzo Ferrari only achieves around 1g.<sup>[124]</sup>

As of 2019, each team may have no more than two cars available for use at any time.<sup>[125]</sup> Each driver may use no more than four engines during a championship season unless they drive for more than one team. If more engines are used, they drop ten places on the starting grid of the event at which an additional engine is used. The only exception is where the engine is provided by a manufacturer or supplier taking part in its first championship season, in which case up to five may be used by a driver.<sup>[126]</sup> Each driver may use no more than one gearbox for six consecutive events; every unscheduled gearbox change requires the driver to drop five places on the grid unless they failed to finish the previous race due to reasons beyond the team's control.<sup>[127]</sup>

As of 2019, each driver is limited to 3 power units per season, before incurring grid penalties.

Following tyre failures at the 2020 British Grand Prix, the FIA announced it would be reducing the downforce of the cars in 2021 to reduce the risk of such failures. Pirelli said the move was "more than welcome".<sup>[128]</sup>



## Revenue and profits

In March 2007, *F1 Racing* published its annual estimates of spending by Formula One teams.<sup>[129]</sup> The total spending of all eleven teams in 2006 was estimated at \$2.9 billion US. This was broken down as follows: Toyota \$418.5 million, Ferrari \$406.5 m, McLaren \$402 m, Honda \$380.5 m, BMW Sauber \$355 m, Renault \$324 m, Red Bull \$252 m, Williams \$195.5 m, Midland F1/Spyker-MF1 \$120 m, Toro Rosso \$75 m, and Super Aguri \$57 million.

Costs vary greatly from team to team. Honda, Toyota, McLaren-Mercedes, and Ferrari were estimated to have spent approximately \$200 million on engines in 2006, Renault spent approximately \$125 million and Cosworth's 2006 V8 was developed for \$15 million.<sup>[130]</sup> In contrast to the 2006 season on which these figures are based, the 2007 sporting regulations banned all performance related engine development.<sup>[131]</sup>

Formula One teams pay entry fees of \$500,000, plus \$5,000 per point scored the previous year or \$6,000 per point for the winner of the Constructors' Championship. Formula One drivers pay a FIA Super Licence fee, which in 2013 was €10,000 plus €1,000 per point.<sup>[132]</sup>

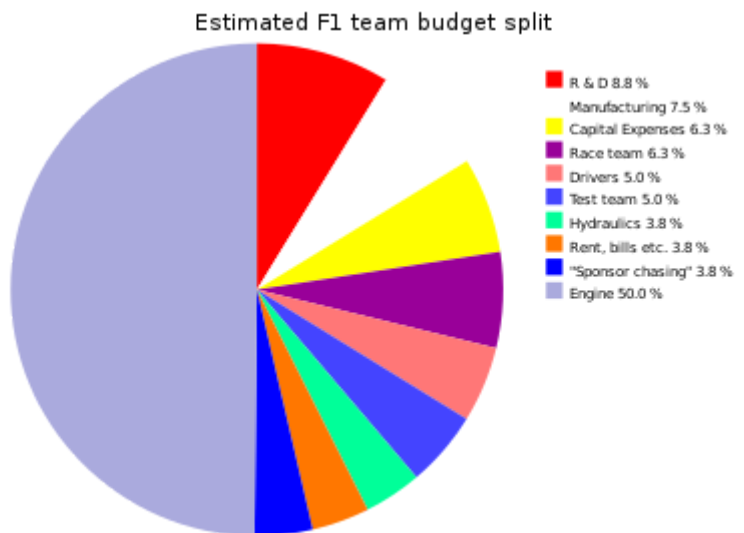
There have been controversies with the way profits are shared amongst the teams. The smaller teams have complained that the profits are unevenly shared, favouring established top teams. In September 2015, Force India and Sauber officially lodged a complaint with the European Union against Formula One questioning the governance and stating that the system of dividing revenues and determining the rules is unfair and unlawful.<sup>[133]</sup>

The cost of building a brand new permanent circuit can be up to hundreds of millions of dollars, while the cost of converting a public road, such as Albert Park, into a temporary circuit is much less. Permanent circuits, however, can generate revenue all year round from leasing the track for private races and other races, such as MotoGP. The Shanghai International Circuit cost over \$300 million<sup>[134]</sup> and the Istanbul Park circuit cost \$150 million to build.<sup>[135]</sup>

A number of Formula One drivers earn the highest salary of any drivers in auto racing. The highest-paid driver in 2010 was Fernando Alonso, who received \$40 million in salary from Ferrari – a record for any driver.<sup>[136]</sup> The very top Formula One drivers get paid more than IndyCar or NASCAR drivers, however, the earnings immediately fall off after the top three F1 drivers and the majority of NASCAR racers will make more money than their F1 counterparts.<sup>[137]</sup> Most top IndyCar drivers are paid around a tenth of their Formula One counterparts.<sup>[136]</sup>

In the second quarter of 2020, Formula One reported a loss revenue of \$122 million and an income of \$24 million. This was a result of the delay of the racing championship start as a result of the COVID-19 pandemic. The company grossed revenues of \$620 million for the same quarter the previous year.<sup>[138]</sup>

## Future



Estimated budget split of a Formula One team based on the 2006 season



The expense of Formula One has seen the FIA and the Formula One Commission attempt to create new regulations to lower the costs for a team to compete in the sport.<sup>[139][140]</sup> Cost-saving proposals have included allowing customer cars, either by teams purchasing a car from another constructor, or the series supplying a basic chassis and engine to some teams at a low cost.<sup>[141][142]</sup> Allowing teams to share more car components such as the monocoque and safety components is also under consideration.<sup>[143]</sup> The FIA also continually researches new ways to increase safety in the sport, which includes introducing new regulations and accident procedures.



A sign announcing that the safety car (SC) is deployed

In the interest of making the sport truer to its role as a World Championship, Bernie Ecclestone had initiated and organised a number of Grands Prix in new countries. Proposals to hold future races are regularly made by both new locations and countries and circuits that have previously hosted a Formula One Grand Prix. The Portuguese and Emilia Romagna Grand Prix, at Portimão and Imola, are the most recent additions to the current calendar, having been introduced in the COVID-19-disrupted 2020 season.<sup>[144][145]</sup> 2021 will also see the return of the Dutch Grand Prix at Zandvoort, which was first scheduled for 2020 but then postponed to 2021 because of the pandemic, and the debut of the Saudi Arabian Grand Prix in Jeddah.<sup>[146][147]</sup>

Following their purchase of the commercial rights to the sport in 2017, Liberty Media announced their vision for the future of Formula One at the 2018 Bahrain Grand Prix. The proposal identified five key areas, including streamlining the governance of the sport, emphasising cost-effectiveness, maintaining the sport's relevance to road cars and encouraging new manufacturers to enter the championship whilst enabling them to be competitive.<sup>[148]</sup> Liberty cited 2021 as their target date as it coincided with the need to renew commercial agreements with the teams and the end of the seven-year cycle of engine development that started in 2014.

On 19 August 2020, it was announced that all 10 Formula 1 teams had signed up to the new Concorde Agreement.<sup>[149]</sup> The new agreement will come into effect at the start of the 2021 season and will change how prize money and TV revenue is distributed.<sup>[150]</sup>

## Responsibility towards the environment

Formula 1 has launched a plan to become carbon neutral by 2030. It will move to ultra-efficient logistics and travel and 100% renewably powered offices, facilities, and factories and offset emissions that cannot be cut. As the first step, it would begin carbon-reduction projects immediately. By 2025, all events should become "sustainable", including eliminating single-use plastics and ensuring all waste is reused, recycled or composted.<sup>[151]</sup>

In January 2020, FIA and Formula One signed the United Nations "Sports for Climate Action" framework and affirmed that they would become carbon neutral by 2030. After the signing was announced, FIA President Jean Todt said: "As an international Federation comprising 244 members in 140 countries and the leader in motor sport and mobility development, we are fully committed to global environmental protection. The signing of this UN Sports for Climate Action Framework reinforces the momentum that has been growing in our Federation for many years. Since the introduction of the hybrid power unit in F1 to the creation of the Environment and Sustainability Commission, the entire FIA community has been investing time, energy and financial resources to the benefit of environmental innovations. We aim to inspire greater awareness and best practice in sustainability motor sport standards."<sup>[152]</sup>

In December 2020, the FIA claimed that it had developed a fuel with 100% sustainability, to be used in Formula One from either 2025 or 2026, when new engine regulations come into force.<sup>[153]</sup>

## Media coverage

Formula One can be seen live or tape delayed in almost every country and territory around the world and attracts one of the largest global television audiences. The 2008 season attracted a global audience of 600 million people per race.<sup>[154]</sup> It is a massive television event; the cumulative television audience was calculated to be 54 billion for the 2001 season, broadcast to 200 territories.<sup>[155]</sup>



Track photographers at the 2007 British Grand Prix

During the early 1990s, Formula One Group created a number of trademarks, an official logo, an official TV graphics package and in 2003, an official website for the sport in an attempt to give it a corporate identity. Ecclestone experimented with a digital television package (known colloquially as Bernievision) which was launched at the 1996 German Grand Prix in co-operation with German digital television service "DF1", 30 years after the first GP colour TV broadcast, the 1967 German Grand Prix. This service offered the viewer several simultaneous feeds (such as super signal, on board, top of field, backfield, highlights, pit lane, timing) which were produced with cameras, technical equipment and staff different from those used for the conventional coverage - i.e.: the "World Feed".

TV stations all take what is known as the "World Feed", either produced historically by the "host broadcaster" or by FOM (Formula One Management). The host broadcaster either had one feed for all, or two separate feeds - a feed for local viewers and a feed for international viewers. The one size fits all approach meant that there was bias to a certain team or driver during the event, which led to viewers missing out on more important action and incidents. Where the two feed approach meant that replays (for when returning from an ad break) and local bias action could be overlaid on the local feed while the international feed was left unaffected.

The only station that differed from this set up was "DF1" (re-branded to "Premiere" then to "Sky Deutschland") – a German channel which offers all sessions live and interactive, with features such as the onboard and pitlane channels. This service was obtained by Bernie Ecclestone at the end of 1996 and became F1 Digital Plus, which was made more widely available around Europe until the end of 2002, when the cost of the digital interactive service was thought too much. Prices were too high for viewers, considering they could watch both the qualifying and the races on free TV.

After the failure of F1 Digital Plus, "Premiere" continued providing an interactive service, however, only the onboard and pit lane (for certain events) channels were available. This interactive service was a complete failure as the host broadcaster's director failed to recognise the onboard channel during the broadcast, leaving viewers frustrated looking at title cards rather than the action. The onboard feed slowly came back to life in 2005 and in 2007 was available for the whole season when F1 went widescreen.

Upon the commencement of its coverage for the 2009 season, the BBC introduced complementary features such as the "red button" in-car camera angles, multiple soundtracks (broadcast commentary, CBBC commentary for children, or ambient sound only) and a rolling highlights package. Different combinations of these features were available across the various digital platforms in the UK and the BBC F1 web site) prior to, during, and after the race weekend. The BBC also broadcast a post-race programme called "F1 Forum" on the digital terrestrial platforms' "red button" interactive services.

On 12 January 2011 F1 announced that it would adopt the HD format for the 2011 season offering a world feed at a data rate of 42 Megabits/second (MPEG-2).<sup>[156]</sup> The BBC announced later that day that its 2011 F1 coverage would be broadcast in HD<sup>[157]</sup> which was made possible due to SIS LIVE, the

provider of the BBC's F1 outside broadcast coverage, having already upgraded their technical facilities to HD as of the 2010 Belgian Grand Prix.<sup>[158]</sup>

It was announced on 29 July 2011, that Sky Sports and the BBC would team up to show the races in F1 from 2012 to 2018. Sky launched a channel dedicated to F1, Sky Sports F1 which covered all races live without commercial interruption as well as live practice and qualifying sessions, along with F1 programming, including interviews, archive action and magazine shows.<sup>[159]</sup> In 2012 the BBC broadcast live coverage of half of the races in the season: China, Spain, Monaco, Europe, Britain, Belgium, Singapore, Korea, Abu Dhabi, and Brazil.<sup>[160]</sup> The BBC also showed live coverage of practice and qualifying sessions from those races.<sup>[161]</sup> For the races that the BBC did not show live, "extended highlights" of the race were available a few hours after the live broadcast.<sup>[162]</sup>



Sebastian Vettel after securing pole position at the 2011 Malaysian Grand Prix

BBC ended its television contract after the 2015 season, three years earlier than planned.<sup>[163]</sup> The free-to-air TV rights were picked up by Channel 4 until the end of the 2018 season.<sup>[164]</sup> Sky Sports F1 coverage remained unaffected and BBC Radio 5 Live and 5 Live Sports Extra coverage was extended until the 2021 season.<sup>[165]</sup>

While Sky Sports and Channel 4 are the two major broadcasters of Formula 1, other countries show Formula One races. Many use commentary from either Sky Sports or Channel 4. Some countries, however, have commentators of their own. In most of Asia (excluding China), the two main broadcasters of Formula one include the Fox network and Star Sports (in India). In the United States, ESPN holds the official rights to broadcast the sport. In Germany, Austria and Switzerland, the two main broadcasters are RTL Germany and n-TV. In China, there are multiple channels that broadcast Formula One which include CCTV, Tencent, Guangdong TV and Shanghai TV.<sup>[166]</sup>

Formula One has an extensive web following, with most major TV companies covering it. The official Formula One website has live timing charts that can be used during the race to follow the leaderboard in real time. An official application has been available for in the Apple App Store since 2009,<sup>[167]</sup> and on Google Play since 2011,<sup>[168]</sup> that shows users a real-time feed of driver positions, timing and commentary. On 26 November 2017 Formula One unveiled a new logo, which replaced the previous "flying one" in use since 1993.<sup>[169]</sup>

Formula One Management's in-house production team produces race edits synchronised to music.<sup>[170]</sup> In March 2018, Formula One Management (FOM) announced the launch of F1 TV, an over-the-top (OTT) streaming platform that lets viewers watch multiple simultaneous video feeds and timing screens in addition to traditional directed race footage and commentary.<sup>[171]</sup>

## Distinction between Formula One and World Championship races

Currently, the terms 'Formula One race' and 'World Championship race' are effectively synonymous. Since 1984, every Formula One race has counted towards the World Championship, and every World Championship race has been run to Formula One regulations. However, the two terms are not interchangeable.

- The first Formula One race was held in 1947,<sup>[55]</sup> whereas the World Championship did not start until 1950.<sup>[55]</sup>

- In the 1950s and 1960s, there were many Formula One races that did not count for the World Championship<sup>[172]</sup> (e.g., in 1950, a total of twenty-two Formula One races were held, of which only six counted towards the World Championship).<sup>[55]</sup> The number of non-championship Formula One events decreased throughout the 1970s and 1980s, to the point where the last non-championship Formula One race was the 1983 Race of Champions.<sup>[172]</sup>
- The World Championship was not always exclusively composed of Formula One events:
  - The World Championship was originally established as the "World Championship for Drivers", i.e., without the term "Formula One" in the title. It only officially became the FIA Formula One World Championship in 1981.
  - From 1950 to 1960, the Indianapolis 500 race counted towards the World Championship.<sup>[172]</sup> This race was run to American Automobile Association and United States Automobile Club regulations, rather than to Formula One regulations. Only one of the World Championship regulars, Alberto Ascari in 1952, started at Indianapolis during this period.<sup>[173]</sup>
  - From 1952 to 1953, all races counting towards the World Championship (except the Indianapolis 500) were run to Formula Two regulations.<sup>[172]</sup> Formula One was not changed to Formula Two during this period; the Formula One regulations remained the same, and numerous non-championship Formula One races were staged during this time.<sup>[174][175]</sup>

The distinction is most relevant when considering career summaries and all-time lists. For example, in the List of Formula One drivers, Clemente Biondetti is shown with a single race against his name. Biondetti actually competed in four Formula One races in 1950,<sup>[176]</sup> but only one of these counted for the World Championship. Similarly, several Indianapolis 500 winners technically won their first World Championship race, though most record books choose to ignore this and instead only record regular World Championship participants.

## See also

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- Formula One video games

## Notes

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- Privateer team Team Gunston had previously carried advertising on their cars.
- The Portuguese Grand Prix featured on the 2020 calendar following the cancellation of events due to the COVID-19 pandemic. It features on the 2021 calendar for reasons unrelated to the pandemic.

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