

F1 2021 REGULATIONS

FINANCIAL REGULATIONS

A cost cap will be introduced from 2021, with teams obliged to operate within a budget of \$175m a year, as opposed to free rein.

Sporting revenues will be redistributed to ensure greater parity between teams.

TECHNICAL REGULATIONS

REVISED AERODYNAMICS

More of the bodywork will be standardised to encourage closer racing, while keeping costs reasonable. In most cases, the bodywork must enclose prescribed surfaces, designed to limit time – and costs - needed to chase minimal time gains. 'Ground effect', or downforce produced by the shaped underside of cars, will play a much bigger role in how the cars generate their downforce, allowing cars to follow each other more closely.



18" TYRES AND RIMS

Tyres will increase from 13" to 18", to give greater life through less degradation. There will be a free choice on tyre compounds for each race.

INBOARD SUSPENSION

Suspension will be limited to mechanical suspension, without hydraulic components. The much tighter regulations hope to avoid teams investing in complex technologies that ultimately are not very visible to the public.

POWER UNIT

The hybrid power units, now over 50% energy efficient, will not change.

FIVE-YEAR HOMOLOGATED GEARBOXES

Gearboxes will be homologated for five years to reduce costs.

PART CLASSIFICATION

F1 will introduce a new classification to distinguish parts that can be designed in-house from others that can be supplied by another team or supplier. In future, more parts will be prescribed or come from a common supplier. The classification will be divided into five categories:

LTC : LISTED TEAM COMPONENTS

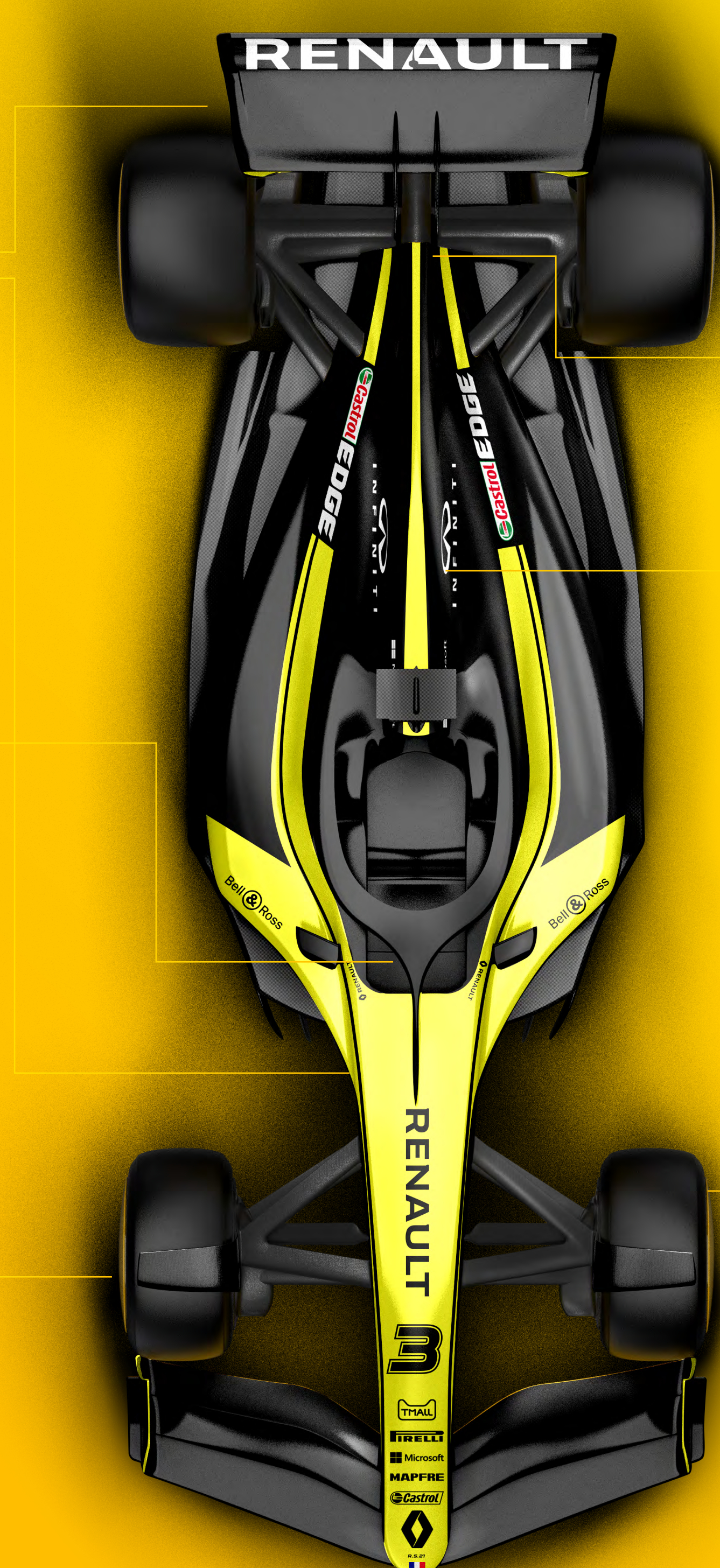
are components whose design, manufacture and intellectual property is owned and/or controlled by a single team. This will include aerodynamics and the chassis tub.

OSC : OPEN SOURCE COMPONENTS

(OSC) are components whose Design Specification will be made available to all teams, to include the driver drinks system.

PDC : PRESCRIBED DESIGN COMPONENTS

are components whose Design Specification will be provided by the FIA and can be manufactured by a team or supplier. This will include items such as wheel hubs, wheel nuts and impact structures.



TRC : TRANSFERABLE COMPONENTS

are components whose design, manufacture and intellectual property is developed by one team, but can be supplied to another competitor; essentially permeating the 'B team' model. Hydraulics, electrical looms, clutch and gearbox fall into this category.

SSC : STANDARD SUPPLY COMPONENTS

are components whose design and manufacture will be carried out by a supplier appointed by the FIA through a tender process, and will be identical between teams. More parts will come under this classification and will include the ECU, wheel rims, fuel system, team radio and several electrical systems.

S P O R T I N G R E G U L A T I O N S

R A C E W E E K E N D F O R M A T

A GP weekend will be condensed, with scrutineering taking place on a Friday morning instead of Thursday to allow fewer days on parade. Two 90min practice sessions will be held after lunch on Friday, with an earlier curfew time. Saturday will also be shortened. The idea is to remove a day of preparation work before each GP and make each working day shorter, thus making more calendar space for an extended season.

A typical weekend will now look like:

T H U R S D A Y

- Technical & marketing teams arrive at the track, set-up and media activities
- Curfew starts 1900

F R I D A Y

- Curfew ends 0800
- Competition starts 0800
- Scrutineering ends 1130
- FP1 1300 – 1430
- FP2 1630 – 1800
- Curfew starts 2300

S A T U R D A Y

- Curfew ends 0900
- FP3 1200 – 1300
- Qualifying 1500 – 1600
- Car covers on 1930

S U N D A Y

- Car covers off 1000
- Race 1510

Y O U N G D R I V E R S

It will be mandatory to run a young driver during two FP1 sessions over the season.



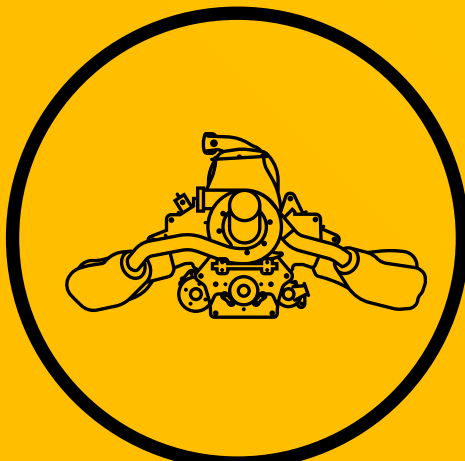
R E F E R E N C E S P E C I F I C A T I O N

All cars will run with the same bodywork in FP3, Qualifying and the Race, which will have been presented at the initial car scrutineering. This will be called the ‘reference specification.’ Alternative aero parts can be tested during FP1 and FP2, while during FP3 teams can change certain suspension settings, weight distribution, engine and brake cooling and rear wing drag level. Qualifying restrictions will apply as now – i.e. only front wing angle may be changed.



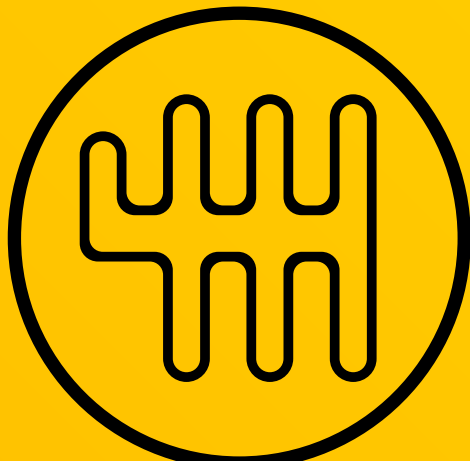
R E S T R I C T E D P A R T S

Certain components will be limited in number over a season, as PUs have been for some time. Only three gearboxes will be allowed per driver over a season, while brakes will be limited to one set per race weekend. Only eight exhausts will be allowed per year.



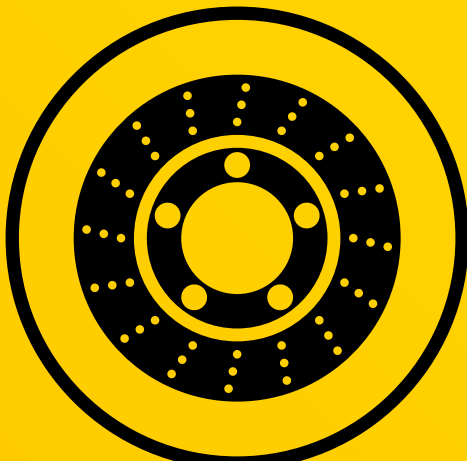
3

Engines per year



3

Gearboxes per year



1

Set of brakes per weekend



8

Exhausts per year