

Formula 1 2017: bigger, faster, more aggressive

New rules for the 2017 season will bring the biggest changes in almost two decades, with revised aerodynamics and improved grip making the cars both faster and harder to drive

AERODYNAMICS: Increasing airflow beneath car increases downforce or aerodynamic grip

Rear wing:

Height reduced to 800mm (down 150mm)

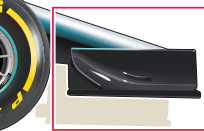
Shark-fin engine covers improve airflow onto rear wing

Engines: Same V6 hybrid power units, but higher revving and increased noise

Larger bargeboards direct airflow

2016 car

Nose 200mm longer



200mm further back

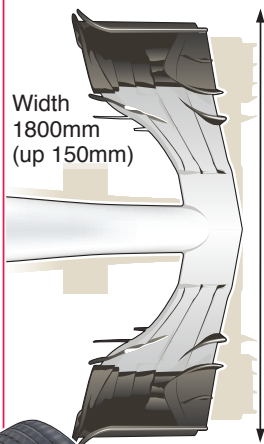
D O W N F O R C E

Diffuser: More powerful due to increased height, width, and length – speeding up under-car airflow to increase downforce

Overtaking: Speed may suffer if downforce disrupted by turbulence from car in front



Front wing: Backward sweep reduces effects of turbulence from car in front



Width 1800mm (up 150mm)

Maximum weight 722kg (up 20kg) plus tyres

Wider floor (max. 1600mm) increases airflow volume under car

TYRES

	2016	2017
Rear	325mm	405mm
Front	245mm	305mm



25% wider

"Tea tray" shorter

More resilient tyre compounds should mean fewer pit stops and shorter overall race times

MECHANICAL GRIP

Increased contact area gives greater grip for faster cornering speeds

Higher fuel allowance (up 5kg to 105kg) to compensate for greater drag

Lap time reduction due to grip: up to 2.5 seconds