

# Formula 1 rule changes 2018

New rules introduced for the 2018 Formula 1 season are relatively few in number but of some significance, such as a new driver "halo" protection system and softer, faster tyres

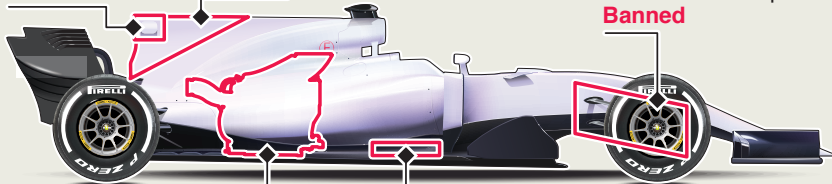
## SHARK FINS AND T-WINGS BANNED

Bodywork regulation loopholes, taken advantage of by teams in 2017, have been outlawed for 2018 season

**T-wing:** Better directs airflow to rear wing  
**Banned**

**Extended shark fin:** Smooths turbulent airflow  
**Banned**

**Trick suspension:** Allows ride height to be varied over lap  
**Banned**

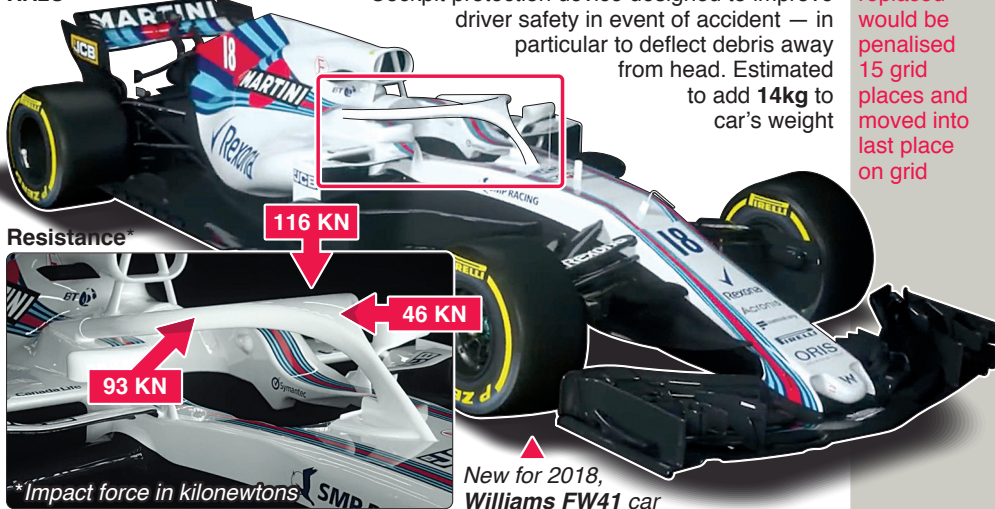


**Oil:** Changes to ensure oil cannot be used as fuel

**Batteries:** New minimum weight and volume

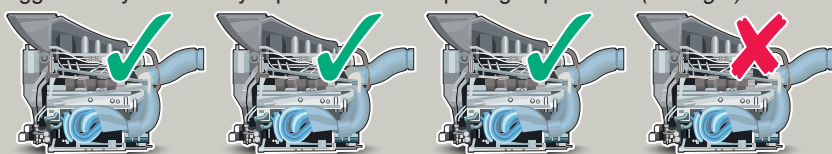
## HALO

Cockpit protection device designed to improve driver safety in event of accident — in particular to deflect debris away from head. Estimated to add **14kg** to car's weight



## THREE ENGINES PER SEASON

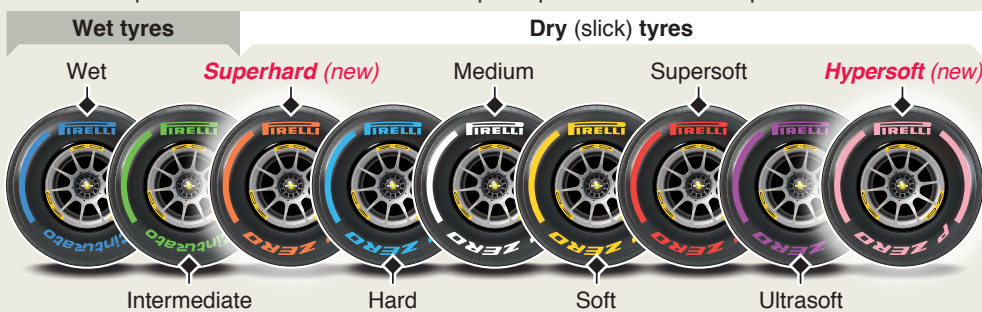
In bid to make F1 power units more reliable each driver must make do with **three engines** for entire 21-race campaign (2017 allowed four). Driving too aggressively risks costly repairs and subsequent grid penalties (see right)



**Engine penalties:** For each engine part replaced, grid drop of **five** places is instigated

## EXPANDED "RAINBOW" TYRE RANGE

Introduction of **Superhard** and **Hypersoft** tyres (seven slick compounds rather than 2017's five). Notably softer than last year's, making them fastest tyres in F1 history — possibly shaving one second off lap times. Races will also see more pit stops and fewer one-stop Grands Prix



## SIMPLIFIED GRID PENALTIES

Driver earning penalty of 15 grid places or more will start from back of grid. If more than one driver receives same penalty, they will be arranged in order of when offences were committed

### Start line

**Extreme example:** Pole position driver whose car has seen three engine components replaced would be penalised 15 grid places and moved into last place on grid

