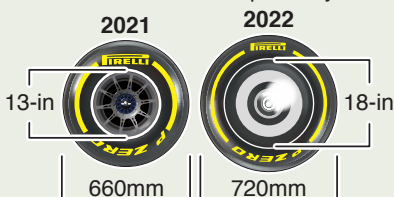


New F1 rules and car changes for 2022

Formula One has implemented major changes for the 2022 season to improve racing and try to make the series more competitive

Wheels: 13-inch abandoned in favour of 18-inch rims with low-profile tyres

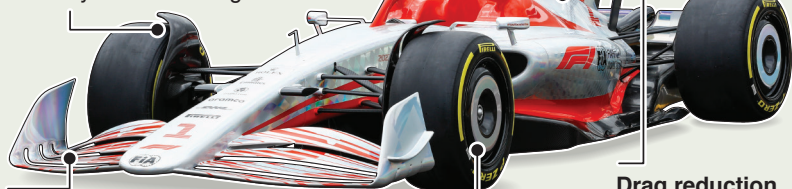


Engine: Cars retain 1.6-litre V6 turbo-hybrid units. Shift to E10 fuel – comprising 10% ethanol – to reduce CO₂ emissions



Rear wing
New “rolled tips” lift wake high into air and over following car

Over-wheel winglets: Re-direct air away from rear wing



Front wing

Simpler shape designed to generate consistent downforce when running close behind another car

Wheel covers

Smooth out wake from wheels

Drag reduction system (DRS)

Due to remain on rear wing for 2022 season

AERODYNAMIC PERFORMANCE

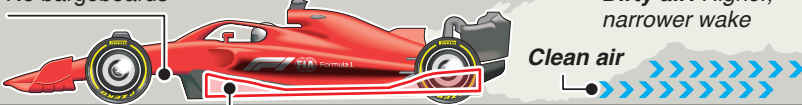
2021: Drivers complain about “dirty air” churned off leading car

Clean air



2022: Changes aim to make it easier for drivers to race closer together and give more chances of overtaking

No bargeboards

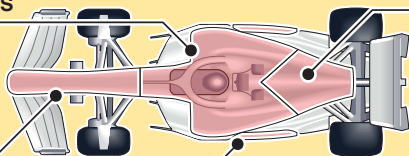


Underfloor tunnels: Allow teams to generate downforce through aerodynamic concept known as “ground effect”

Downforce loss
18% at 10m

SAFETY FEATURES

Chassis: Needs to absorb 48% more energy in front impact tests (15% at rear)



Power unit

Designed to separate from chassis without exposing fuel tank in event of severe crash

Longer nose
Helps dissipate energy in crash

Side structures
Stronger to resist T-bone incidents

Components: Some parts covered in rubber membrane to stop them shattering so easily on impact

OTHER CHANGES
■ **Minimum car weight**
Increased by around 5%, from 752kg to 790kg

■ **Budget cap**
Team spend on car performance limited to \$140m during calendar year

■ **Schedule**
New three-day race weekend – media session moved to Friday morning

■ **Rookies**
Teams will have to give some Friday practice sessions to junior drivers