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Chapter 1 : Formula 1 - Google+

Unofficial Formula 1 History. likes. Sports League. As one year ends and another starts, it's time to share positive energy for a legend and his family.

The regulation expected to bring a new balance between supercharged and normally aspirated cars. Championships for drivers or constructors were not introduced immediately. In the early years there were around 20 races held from late Spring to early Autumn Fall in Europe, although not all of these were considered significant. Most competitive cars came from Italy, particularly Alfa Romeo. The era of factory Italian and Mercedes front-engine cars â€" [edit] Juan Manuel Fangio drove this Alfa Romeo to the title in The Motorcycle World Championships was introduced in Italian teams of Alfa Romeo , Ferrari , and Maserati were best positioned to dominate the early years. Other national manufacturers â€" such as the French manufacturer Talbot or the British BRM â€" competed, although less successfully. A number of private cars also took part in local races. Alfa Romeo dominated all before them in the season , winning every race bar one in the championship with the pre-war "Alfetta" s. The sole exception was the Indianapolis , which was part of the championship, although not run to Formula One regulations and rarely contested by the European teams. The race would never be important for Formula One and was no longer part of the championship after Nino Farina won the inaugural championship, Juan Manuel Fangio taking it in with the Alfa-Romeo , an evolution of the Any increase in power meant more fuel to carry or more time lost in the pits for refuelling, For the last races of Ferrari sent his 1. With a fuel consumption of around 35 litres per kilometres 8. Alfa Romeo, a state-owned company, decided to withdraw after a refusal of the Italian government to fund the expensive design of a new car. Surprisingly, Alfa Romeo involvement in racing was made with a very thin budget, using mostly pre-war technology and material during the two seasons. For instance the team won two championships using only nine pre-war built engine blocks. The FIA was in an embarrassing position as it had already announced that current Formula One regulations would last until before switching to 2. Major manufacturers were already working to develop cars for the future regulation and it was obvious that nobody would develop a new car for only two years. The promoters of the World Championship Grands Prix, mindful of the lack of serious competition for the Alfettas, eventually all adopted Formula Two regulations for two years. Ironically, during this period the only World Championship race for which Formula One cars were eligible was the Indianapolis In Ferrari entered four Formula One s with Alberto Ascari as lead driver, but with little success. Discounting the Indianapolis , the World Championship was entirely based in Europe until when the season opened in Argentina. Since then there has always been at least one race outside Europe. As planned, the World Championship races returned to Formula One regulations for the season , now based on a new 2. This successfully brought more entrants to the field. Lancia and Mercedes-Benz came to the formula, hiring the best drivers of the era: Ascari for Lancia, Fangio for Mercedes. The Mercedes cars swept the next two seasons with Fangio winning all but three of the races. However, at the end of the season Mercedes vanished as swiftly as they had come. They had proven the superiority of their technology, but the crash of one of their sportscars that year at Le Mans , killing 83 people, was also a significant factor. The company would not return to Formula One for forty years. The Monaco Grand Prix saw a spectacular incident when Ascari and his Lancia crashed into the harbour after missing a chicane. Ascari was pulled out of the water alive and apparently well. However, there was speculation over an undetected internal injury when four days later Ascari was killed at Monza while testing a sportscar. The season saw Fangio make good use of the Lancia-born Ferrari to win his fourth championship. Driving for Maserati, he took his fifth championship in the season , a record which would not be beaten for 46 years. Furthermore, points were only awarded to the highest placed car of each make, i. Indianapolis, which was included in the World Championship of Drivers, did not count towards the International Cup for F1 Manufacturers. Stirling Moss , despite having many more wins than Hawthorn, lost the championship by one point. It was high sportsmanship that cost Moss the title. The points granted Hawthorn were the difference in the championship. This was the first victory for a car with the engine mounted behind the driver in Formula One. The next Grand Prix in Monaco was also won by the

same Cooper car, this time driven by Maurice Trintignant and facing more substantial opposition. Powered by undersized engines, the Coopers remained outsiders in but as soon as the new 2. The special transmission turned out to be more unreliable than the standard part, and Brabham took the title with Moss second. For while Enzo Ferrari adopted a conservative attitude, claiming "the horses pull the car rather than push it. The Italian front-engined red cars were not only being effectively beaten by the British teams, but thoroughly outclassed- the British rear mid-engined cars had considerably better road holding than the front-engined cars. It was obvious to everyone that rear-mid engined cars were the way to go at that point in time. Lotus and BRM introduced mid-engined machines. Brabham took a second title with his Cooper, but Moss returned in time to win the final race of the season, the U. Grand Prix at Riverside, California. The mid-engined revolution rendered another potentially revolutionary car obsolete. But the car was too heavy and complex compared to the new breed of mid-engined machines. By , British specialist teams such as Lotus, Cooper and BRM, and later McLaren, Tyrrell and Williams- organizations created purely for producing, developing and competing purpose-built open-wheel racing cars had overtaken the industrial manufacturing powers such as Ferrari, Mercedes, Maserati and Alfa Romeo. The only major automotive manufacturer with a full works effort was Ferrari- which was really a manufacturer that made road cars to fund its racing in F1 and endurance racing. The only British team that was also a manufacturer of road cars like Ferrari was Lotus; but even so that company grew considerably but never to the size of Mercedes or Alfa Romeo. From to , Formula One had transformed from a scattershot industrial manufacturer sideshow of technology to a seriously competitive business for team owners and engineers wanting to come up with new technologies to out-do the opposition and also to sell their technology to big manufacturers or other interested parties. People like Cooper and Lotus founders John Cooper and Colin Chapman proved that competitiveness and developing new automotive technology was about fresh thinking, not industrial might. These British teams were regularly beating manufacturer teams like Ferrari, whom company founder Enzo Ferrari referring to these new British teams as garagistes- Italian for garage teams- which is effectively how all these British teams operated- their cars were built in small sheds or garages. In , in an attempt to curb speeds, Formula One was downgraded to 1. Forced induction was still an option, but limited to cc and no one seriously considered the option, as supercharging had proven limiting to fuel consumption. The considerably more powerful and efficient engine Ferrari had led to the Maranello outfit dominating the season as the British teams scrambled to come up with a suitable engine. American Phil Hill won the title in a works Ferrari. His teammate, Wolfgang von Trips of Germany , died along with 14 spectators in a horrific crash on the first lap of the Italian Grand Prix at Monza. Throughout the s and s, the Formula One World Championship was merely the tip of the iceberg when it came to races run to Formula One regulations. The total number of races run to Formula One regulations remained about the same as it had been before the introduction of the World Championship. Anglophone drivers and 1. The car had an aluminium sheet monocoque chassis instead of the traditional spaceframe design. This proved to be the greatest technological breakthrough since the introduction of mid-engined cars, but the Lotus was unreliable at first. As soon as the car and the engine became reliable, the era of the Lotus and of Jim Clark began. Clark won the title twice in three years, and , the latter being the only occasion to date of a driver winning both the Championship and the Indianapolis Mile Race in the same year. For Lotus introduced the new Lotus 33 and Ferrari made considerable technological and financial effort to win the title. Ferrari used no less than three different engines in the seasonâ€”the existing V6, a V8 and a flat , while Lotus was struggling with the teething troubles of a new car. The title went to John Surtees and Ferrari. The Mexican Grand Prix , the last race of the 1. This was the first victory by a Japanese car and, as of today, the only one by a car powered by a transverse engine. Given the shift to cc forced induction, it is surprising that any teams did not seriously consider fielding turbocharged versions of their cc naturally aspirated engines right from that point, Coventry Climax had considered it for their FWMW flat 16, but the company had decided to end its Formula 1 racing activities and the idea stopped there. It would be Eleven years before a team exploited the cc forced induction option again. Ferrari was the great favorite with a 3-litre version of his well tested powerful sports car V12 design, but the new cars were very heavy, probably in an excess of self-confidence. An enlarged V6 held some promise but Surtees left mid-season after a dispute with team manager Eugenio Dragoni at the 24 Hours of Le

Mans sportscar race. Coventry-Climax, formerly supplier to much of the field, pulled out of the sport leaving teams like Lotus to struggle with enlarged versions of obsolete Climax engines. Cooper turned to a development of an otherwise obsolete Maserati V12 that was originally designed for the Maserati F in the late s, while BRM made the choice to design an incredibly heavy and complex H The big winner was Jack Brabham, whose eponymous racing team took victory two years running with a light and compact spaceframe chassis powered by the aluminium-block stock-derived Repco V8 unit. Like the Repco the Cosworth was light and compact but it was a real racing engine using 4-valve DOHC heads and delivered much more power. The core of the season remained the European season run over the Northern Hemisphere summer, with overseas races usually falling at the start or end of the season, a pattern which has continued to this day. There were also a number of non-championship races run outside Europe; the South African Grand Prix was occasionally one of these. British and English-native speaking drivers dominated the racing scene in the s. The DFV engine, cylinder engines and the arrival of sponsorship, safety and aerodynamics â€" [edit] See season , season , season , season , season , season , season , season and season. Clark took his last win at the season opening South African Grand Prix. On 7 April the double champion was killed at Hockenheim in a Formula Two event. The year saw two significant innovations. The first was the arrival of unrestricted sponsorship , which the FIA decided to permit after the withdrawal of support from automobile related firms. The second innovation was the introduction of wings as seen previously on the Chaparral CanAm and endurance cars. Brabham and Ferrari went one better at the Belgian Grand Prix with full width wings mounted on struts high above the driver. Lotus replied with a full width wing directly connected to the rear suspension. At the end of the season most cars were using mobile wings with various control systems. There was several case of wings, struts, or even suspension collapsing. Lotus won both titles in with Graham Hill with Stewart second.

Chapter 2 : Formula 1 facts and figures - Racing Statistics

*Unofficial Formula One History [Mark Hughes] on theinnatdunvilla.com *FREE* shipping on qualifying offers. A guide to the landmark events in the history of Grand Prix racing, from the early days of the motor car and the beginning of the World Drivers Championship.*

Chassis design[edit] The modern-day Formula One cars are constructed from composites of carbon fibre and similar ultra-lightweight materials. Cars are weighed with dry-weather tyres fitted. The advantage of using ballast is that it can be placed anywhere in the car to provide ideal weight distribution. The season limited engines to 18, rpm in order to improve engine reliability and cut costs. The only team to take this option was the Toro Rosso team, which was the reformed and regrouped Minardi. The engines are a stressed member in most cars, meaning that the engine is part of the structural support framework, being bolted to the cockpit at the front end, and transmission and rear suspension at the back end. In the championship, engines were required to last a full race weekend. For the championship, they were required to last two full race weekends and if a team changes an engine between the two races, they incur a penalty of 10 grid positions. In , this rule was altered slightly and an engine only had to last for Saturday and Sunday running. This was to promote Friday running. In the season, engines were required to last two full race weekends; the same regulation as the season. However, for the season, each driver is allowed to use a maximum of 8 engines over the season, meaning that a couple of engines have to last three race weekends. This method of limiting engine costs also increases the importance of tactics, since the teams have to choose which races to have a new or an already-used engine. As of the season, all F1 cars have been equipped with turbocharged 1. Turbochargers had previously been banned since The benefit is that air is not traveling through as much pipework, in turn reducing turbo lag and increases efficiency of the car. In addition, it means that the air moving through the compressor is much cooler as it is further away from the hot turbine section. Formula One cars use semi-automatic sequential gearboxes , with regulations stating that 8 forward gears increased from 7 from the season onwards [9] and 1 reverse gear must be used, with rear-wheel drive. Clutch control is also performed electro-hydraulically, except to and from a standstill, when the driver operates the clutch using a lever mounted on the back of the steering wheel. Shift times for Formula One cars are in the region of 0. Changing a gearbox before the allowed time will cause a penalty of five places drop on the starting grid for the first event that the new gearbox is used. The aerodynamic designer has two primary concerns: Several teams started to experiment with the now familiar wings in the late s. Race car wings operate on the same principle as aircraft wings, but are configured to cause a downward force rather than an upward one. The aerodynamic downforce allowing this, is typically greater than the weight of the car. That means that, theoretically, at high speeds they could drive on the upside down surface of a suitable structure; e. Early experiments with movable wings and high mountings led to some spectacular accidents, and for the season, regulations were introduced to limit the size and location of wings. Having evolved over time, similar rules are still used today. In the late s, Jim Hall of Chaparral, first introduced " ground effect " downforce to auto racing. In the mid s, Lotus engineers found out that the entire car could be made to act like a giant wing by the creation of an airfoil surface on its underside which would cause air moving relative to the car to push it to the road. After technical challenges from other teams, it was withdrawn after a single race. The primary wings mounted on the front and rear are fitted with different profiles depending on the downforce requirements of a particular track. In contrast, high-speed circuits like Monza see the cars stripped of as much wing as possible, to reduce drag and increase speed on the long straights. This reduces drag and maximises the amount of air available to the rear wing. Revised regulations introduced in forced the aerodynamicists to be even more ingenious. In a bid to cut speeds, the FIA robbed the cars of a chunk of downforce by raising the front wing, bringing the rear wing forward, and modifying the rear diffuser profile. Most of those innovations were effectively outlawed under even more stringent aero regulations imposed by the FIA for The changes were designed to promote overtaking by making it easier for a car to closely follow another. From DRS is available only at the pre-determined points during all sessions. The system is then deactivated once the driver brakes. The system

"stalls" the rear wing by opening a flap, which leaves a 50mm horizontal gap in the wing, thus massively reducing drag and allowing higher top speeds. However, this also reduces downforce so it is normally used on longer straight track sections or sections which do not require high downforce. The system was introduced to promote more overtaking and is often the reason for overtaking on straights or at the end of straights where overtaking is encouraged in the following corner s. However, the reception of the DRS system has differed among drivers, fans, and specialists. Former Formula 1 driver Robert Kubica has been quoted of saying he "has not seen any overtaking moves in Formula 1 for two years",[citation needed] suggesting that the DRS is an unnatural way to pass cars on track as it does not actually require driver skill to successfully overtake a competitor, therefore, it would not be overtaking. The rear wing of a modern Formula One car, with three aerodynamic elements 1, 2, 3. Wings[edit] Front and rear wings made their appearance in the late s. Seen here in a Matra Cosworth MS By the end of the s wings had become a standard feature in all Formula cars Early designs linked wings directly to the suspension, but several accidents led to rules stating that wings must be fixed rigidly to the chassis. Like most open-wheel cars they feature large front and rear aerofoils , but they are far more developed than American open-wheel racers, which depend more on suspension tuning; for instance, the nose is raised above the centre of the front aerofoil, allowing its entire width to provide downforce. They also feature aerodynamic appendages that direct the airflow. Such an extreme level of aerodynamic development means that an F1 car produces much more downforce than any other open-wheel formula; Indycars, for example, produce downforce equal to their weight that is, a downforce: Front wings heavily influence the cornering speed and handling of a car, and are regularly changed depending on the downforce requirements of a circuit. The bargeboards in particular are designed, shaped, configured, adjusted and positioned not to create downforce directly, as with a conventional wing or underbody venturi, but to create vortices from the air spillage at their edges. The use of vortices is a significant feature of the latest breeds of F1 cars. Since a vortex is a rotating fluid that creates a low pressure zone at its centre, creating vortices lowers the overall local pressure of the air. Since low pressure is what is desired under the car, as it allows normal atmospheric pressure to press the car down from the top; by creating vortices, downforce can be augmented while still staying within the rules prohibiting ground effects. Appeals from many of the teams were heard by the FIA, which met in Paris, before the Chinese Grand Prix and the use of such diffusers was declared as legal. Brawn GP boss Ross Brawn claimed the double diffuser design as "an innovative approach of an existing idea". These were subsequently banned for the season. Several teams protested claiming the wing was breaking regulations. Footage from high speed sections of circuits showed the Red Bull front wing bending on the outsides subsequently creating greater downforce. Tests were held on the Red Bull front wing and the FIA could find no way that the wing was breaking any regulation. Since the start of the season, cars have been allowed to run with an adjustable rear wing, more commonly known as DRS drag reduction system , a system to combat the problem of turbulent air when overtaking. On the straights of a track, drivers can deploy DRS, which opens the rear wing, reduces the drag of the car, allowing it to move faster. As soon as the driver touches the brake, the rear wing shuts again. In free practice and qualifying, a driver may use it whenever he wishes to, but in the race, it can only be used if the driver is 1 second, or less, behind another driver at the DRS detection zone on the race track, at which point it can be activated in the activation zone until the driver brakes. Ground effect[edit] A rear diffuser on a Renault R Rear diffusers have been an important aerodynamic aid since late s F1 regulations heavily limit the use of ground effect aerodynamics which are a highly efficient means of creating downforce with a small drag penalty. The underside of the vehicle, the undertray, must be flat between the axles. A substantial amount of downforce is provided by using a rear diffuser which rises from the undertray at the rear axle to the actual rear of the bodywork. However, this drag is more than compensated for by the ability to corner at extremely high speed. The aerodynamics are adjusted for each track; with a low drag configuration for tracks where high speed is more important like Autodromo Nazionale Monza , and a high traction configuration for tracks where cornering is more important, like the Circuit de Monaco. The front wing is lower than ever before. A ban on aerodynamic appendages resulted in the cars having smoother bodywork. With the regulations, the FIA rid F1 cars of small winglets and other parts of the car minus the front and rear wing used to manipulate the airflow of the car in order to

decrease drag and increase downforce. As it is now, the front wing is shaped specifically to push air towards all the winglets and bargeboards so that the airflow is smooth. Should these be removed, various parts of the car will cause great drag when the front wing is unable to shape the air past the body of the car. Steering wheel[edit] A Lotus F1 wheel, with a complex array of dials, knobs, and buttons. The driver has the ability to fine-tune many elements of the race car from within the machine using the steering wheel. The wheel can be used to change gears, apply rev. Data such as engine rpm, lap times, speed, and gear are displayed on an LCD screen. The wheel hub will also incorporate gear change paddles and a row of LED shift lights. In the season, certain teams such as Mercedes have chosen to use larger LCDs on their wheels which allow the driver to see additional information such as fuel flow and torque delivery. They are also more customizable owing to the possibility of using much different software. Fuel[edit] Crash resistant fuel bladders , reinforced with such fibers as Kevlar , are mandatory on Formula One cars. The fuel used in F1 cars is fairly similar to ordinary petrol , albeit with a far more tightly controlled mix. Formula One fuel can only contain compounds that are found in commercial gasoline, in contrast to alcohol-based fuels used in American open-wheel racing. Blends are tuned for maximum performance in given weather conditions or different circuits. During the period when teams were limited to a specific volume of fuel during a race, exotic high-density fuel blends were used which were actually more dense than water, since the energy content of a fuel depends on its mass density. To make sure that the teams and fuel suppliers are not violating the fuel regulations, the FIA requires Elf, Shell, Mobil, Petronas and the other fuel teams to submit a sample of the fuel they are providing for a race. At any time, FIA inspectors can request a sample from the fueling rig to compare the "fingerprint" of what is in the car during the race with what was submitted. Formula One tyres Bridgestone Potenza F1 front tyre The season saw the re-introduction of slick tyres replacing the grooved tyres used from to Unlike the fuel, the tyres bear only a superficial resemblance to a normal road tyre. This is the result of a drive to maximize the road-holding ability, leading to the use of very soft compounds to ensure that the tyre surface conforms to the road surface as closely as possible. Since the start of the season, F1 had a sole tyre supplier. From to , this was Bridgestone, but saw the reintroduction of Pirelli into the sport, following the departure of Bridgestone. Nine compounds of F1 tyre exist; 7 are dry weather compounds superhard, hard, medium, soft, super-soft, ultra soft and hypersoft while 2 are wet compounds intermediates for damp surfaces with no standing water and full wets for surfaces with standing water. Three of the dry weather compounds generally a harder and softer compound are brought to each race, plus both wet weather compounds.

Chapter 3 : History of Formula One - Wikipedia

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History of motor-sport timekeeping It is best to briefly run through the history of motor-racing and timekeeping before diving straight into Formula 1. It featured two competitors, racing what can be best described as motorized carriages powered by steam , over a distance of 8 miles. The steam carriage of Isaac Watt Boulton, participant of the first ever recorded race â€" , United Kingdom. The second event only had one competitor â€" so can hardly be called a race at all â€" but things got a little more interesting by the year , with the first ever organized, official racing event, in France, from Paris to Rouen â€" on a distance of 79 miles. The winner crossed the finish line in 6 hours and 48 minutes. All of the races in the early days were run on open roads. As these road-races were slowly being outlawed due to safety reasons , the first purpose built racetracks started to appear at the beginning of the 20th century, with the development of iconic venues like Brooklands, Monza, Spa Francorchamps or the Indianapolis Motor Speedway, to name but a few. The iconic track of Brooklands Timekeeping has obviously been around for even longer then motorcars, with simple items such as sundials, hour glasses and water clocks, all being the foundation of our modern-days wristwatches and timing instruments even the clock in your smartphone! Measuring time and using that to calculate speeds and a whole variety of other things is something we are very accustomed to nowadays, and we take for granted every moment of our lives. Throughout history, time has also shaped our competitive nature, as a means of figuring out one simple fact; who is best? Who is the quickest over a predetermined distance, who can cover the most miles in a predetermined timeframe or who can score the most points in a limited amount of time? One of the most illustrious names to do so is Rolex. This man is most famous for racing very large, very fast and very unsafe cars at the very limit, breaking numerous world records in the process, all in the pursuit of greatness. On September 4th , Sir Malcolm Campbell, behind the wheel of the Bluebird and wearing a Rolex, set a new land-speed record of In total he broke the record 9 times between and Sir Malcolm Campbell driving Bluebird on Daytona Beach History of timekeeping in Formula 1 If we make a little jump to the end of the s, a Speedway had been built in Daytona, Florida, the city where Sir Malcolm Campbell set 5 of his 9 records on the sandy beach. It has been part of the collection ever since and has just been redefined with the Rolex Daytona LN with Cerachrome bezel. The first Rolex Cosmograph Daytona, the ref. Grand Prix racing was done mostly pre-war meaning; before WWII and turned into Formula 1 just a few years after the war ended. The first official championship was organized in Timekeeping used to be very primitive in the early days of motor racing but things were already moving forward. The use of the stopwatch, mechanical at first, changed the course of timekeeping a little bit but it was still far from being computer controlled and, more importantly, a system that could simultaneously tracking each individual competitor or team. In time, this could also eliminate irregularities, miss-interpretation of manual timing results or even downright cheating. An example of the irregular timing in Formula 1 due to the manually operated stopwatches is the Italian Grand Prix in For Italians it would be best if a Ferrari driver was on pole position, so it was good news for all Tifosi that Jacky Ickx was flagged off with the best laptime after qualifying, at 1: Matra however, with its fulltime, professional timekeeping lady Michelle Dubosc disputed this result as she recorded a time of 1: The decision was made too late to change the headlines in the papers so they still had Jacky Ickx as the man on pole. This incident is just one example, albeit a perfect one, as to the need for a single, universal for Formula 1 or motor racing at least system to track all drivers from start to finish, period. If you rummage through vintage photographs from any form of racing you are likely to find Heuer chronographs and stopwatches being operated by these women in quite a few of them. The iconic clipboard or dashboard instruments were widely used in motorsports, right up to the introduction of electronically powered devices. It worked by putting small transmitters on the cars, each trans-ponding a unique frequency to a stationary antenna at the finish line. Even if multiple cars crossed the line at once, the

ACIT system could identify who was first, second, third and so on, down to a thousandth of a second. This meant there was no more messing around with pen and paper, no more multiple chronographs to keep track of and all other possible options. By the end of the decade the technology was the sole timekeeping system in use by the championship and teams. Heuer eventually sold the technology to Longines who partnered with Olivetti as official partner for F1. Early Heuer electronic timing system Since then, the sport has been developing in warp speed, and the demand for precision timekeeping has skyrocketed. Pole positions, fastest laps and sometimes even races have been won or lost by mere tenths of thousands of seconds. In John Surtees still the only one to become World Champion on 2 and 4 wheels at the highest level possible in both disciplines won the Italian Grand Prix by 0. The closest finish however, is something spectacular. The top 5 finishers of the Italian Grand Prix again Monza! These finishes are testament to the need of accuracy in timing throughout a race weekend and even an entire season. It is absolutely necessary to have a reliable, accurate system and with the introduction of ACIT in the early seventies, Tag Heuer placed the ground-works for the current system. The system in use nowadays is simply an evolution of ACIT. It still uses transponders on the car but instead of passing fixed receivers at two or three spots around the track, it has developed into a system that supports live timing. It is needed to measure the gap between cars and trigger the Drag Reduction System to gain speed on the car ahead of you, it is needed to time pit stops to perfection in order to stay in front of your rivals, it is needed to calculate how hard a driver needs to push in order to fight the guy in front for the win. Furthermore, it also allows spectators to keep live track of their favourite drivers throughout the entire race. A continuous flow of data from cars to pits enables race control to share detailed timing information with teams and viewers instantly, which can be displayed in limitless graphics basically. A modern Formula 1 timing system They can show a map of the racetrack with the location of each driver, at a given moment. We can see it at the end of the straight when both cars are close together, but it adds another level of excitement if you will. Rolex and the Formula 1 We now fast forward to ; the year Rolex forged their official partnership with Formula 1 to come full circle in motor racing. Although Rolex has been an official timekeeper for the 24 Hours of Daytona and the 24 Hours of Le Mans, Formula 1 is a very different discipline of racing. Back in the days, it had nothing to do with endurance, sustainability, or cutting costs. Arguably, this is very much part of the championship now, for instance with the limited number of engines that can be used throughout a season without receiving penalties. Formula 1, despite all its current drawbacks noise, regulations, qualifying and sometime ridiculous initiatives to return to the glorious form of racing it once was, is still one of the biggest broadcasted sporting events. Each and every racing weekend, it draws in as much as million viewers worldwide. It makes sense to use this as a billboard for a brand. Your logo aired throughout millions of households, followed by countless media-outings in print, online platforms or merchandise. An aura and legacy strong enough to match with the one from Formula 1 and a strong technological content on the other. The involvement of the two goliaths has not and will probably not result in showy, overly designed limited editions â€” for that Rolex could be considered too conservative â€” and we, at Monochrome-Watches, are very happy about this situation! The partnership is something we expect to last a good number of years as we can think of no other brand to fill this spot other than maybe TAG Heuer. Even though the demand of precision is far beyond the application of mechanical timekeeping, and has thus a new system was needed to provide and sustain the needed accuracy, the link between the two fields of engineering is still relevant. But is that an issue to worry about?

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Regulations come, regulations go, but these unofficial rules of F1 are ones to live by forever in the world of motor racing. What rules would you come up with?