

Proposals to the F1 Commission for changes to the 2015 F1 Sporting Regulations

Changes marked [thus](#) are those which have already been made and approved for 2015.

Changes marked [thus](#) or ~~thus~~ are additional changes proposed for 2015.

- 5.3 The distance of all races, from the start signal referred to in Article 38.9 to the chequered flag, shall be equal to the least number of complete laps which exceed a distance of 305 km (Monaco 260km). However, should two hours elapse before the scheduled race distance is completed, the leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap [following the lap](#) during which the two hour period ended, [provided this does not result in the scheduled number of laps being exceeded](#).

6.4 Points for both titles will be awarded at each Event, ~~with the exception of the final Event of the Championship,~~ according to the following scale :

1st	:	25 points
2nd	:	18 points
3rd	:	15 points
4th	:	12 points
5th	:	10 points
6th	:	8 points
7th	:	6 points
8th	:	4 points
9th	:	2 points
10th	:	1 point

16.3 The stewards may impose any one of the penalties below on any driver involved in an Incident :

- a) A five second time penalty. The driver must enter the pit lane, stop at in his pit stop position for at least five seconds and then re-join the race. The relevant driver may however elect not to stop, provided he carries out no further pit stop before the end of the race. In such cases five seconds will be added to the elapsed race time of the driver concerned.
- b) A ten second time penalty. The driver must enter the pit lane, stop in his pit stop position for at least ten seconds and then re-join the race. The relevant driver may however elect not to stop, provided he carries out no further pit stop before the end of the race. In such cases ten seconds will be added to the elapsed race time of the driver concerned.

In both of the above cases the driver concerned must carry out the penalty the next time he enters the pit lane.

- c) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
- d) A ten second stop-and-go time penalty. The driver must enter the pit lane, stop at in his pit stop position for at least ten seconds and then re-join the race.

If either of the four penalties above are imposed during the last three laps, or after the end of a race, Article 16.4(b) below will not apply and five seconds will be added to the elapsed race time of the driver concerned in the case of (a) above, 10 seconds in the case of (b), 20 seconds in the case of (c) and 30 seconds in the case of (d).

- e) A time penalty.
- f) A reprimand.

If any of the six penalties above are imposed they shall not be subject to appeal.

- g) A drop of any number of grid positions at the driver's next Event.
- h) Deletion of a driver's qualifying lap time or times.
- i) Exclusion from the results.
- j) Suspension from the driver's next Event.

16.4 Should the stewards decide to impose either of the penalties under Article 16.3(a), (b), (c) or (d), the following procedure will be followed :

- a) The stewards will give written notification of the penalty which has been imposed to the competitor concerned and will ensure that this information is also displayed on the official messaging system.
- b) With the exception of Articles 16.3(a) and (b) above, from the time the stewards' decision is notified on the official messaging system the relevant driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 16.3(d), proceeding to his garage where he shall remain for the period of the time penalty.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty if the VSC procedure is in use or after the safety car has been deployed. The number of times the driver crosses the Line behind the safety car or during the VSC procedure will be added to the maximum number of times he may cross the Line on the track.

- c) Whilst a car is stationary in the pit lane as a result of incurring a penalty under Articles 16.3(a) or (b) above it may not be worked on until the car has been stationary for the duration of the penalty.
- d) Whilst a car is stationary in the pit lane as a result of incurring a time penalty under Article 16.3(d) above it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.
- e) Any breach or failure to comply with Articles 16.4(c) or (d) may result in the car being excluded.

17.2 Appeals may not be made against decision concerning the following :

- a) Penalties imposed under Articles 16.3a), b), c), d), e) or f), including those imposed during the last three laps or after the end of a race.
- b) Any drop of grid positions imposed under Article 28.
- c) Any penalty imposed under Article 31.6.
- d) Any decision taken by the stewards in relation to Article 36.1.
- e) Any penalty imposed under Articles 38.4 or [43.3](#).

21.1 The provisions of the Code relating to national colours shall not apply to the Championship.

Both cars entered by a competitor must be presented in substantially the same livery at each Event, any change to this livery during a Championship season may only be made with the agreement of the Formula One Commission.

In order that the cars of each team may be easily distinguished from one another whilst they are on the track, the on board cameras located above the principal roll structure of the first car must remain as it is supplied to the team and the second car must be predominantly fluorescent yellow.

[In order for drivers to be easily distinguished from one another whilst they are on the track, the crash helmet of each driver must be presented in substantially the same livery at every Event during a Championship season.](#)

21.2 Each car will carry the race number of its driver as published by the FIA at the beginning of the season or the race number that has been allocated to his replacement under Article 19.1(b)(iii). This number must be clearly visible from the front of the car and on the driver's crash helmet.

Prior to the start of the 2014 World Championship season race numbers will be permanently allocated to drivers by ballot, such numbers must then be used by that driver during every Formula One World Championship Event he takes part in throughout his career [in Formula 1. A driver's career in Formula 1 will be deemed to have ended if he does not participate in an Event for two entire consecutive Championship seasons.](#)

Any new drivers, either at the start of or during a season, will also be allocated a permanent number in the same way.

The only exception to this allocation process will be for the reigning World Champion who will have the option to use the number one. The number that was previously allocated to him will be reserved for him in subsequent seasons if he does not retain the title of World Champion.

25.4 e) At the start of the race each car which qualified for Q3 must be fitted with the tyres with which the driver set his fastest time during Q2. This will only be necessary [for these cars](#) if dry-weather tyres were used to set the [fastest](#) time [in Q2](#) and if dry-weather tyres are used at the start of the race.

Any such tyres damaged during [Q2](#) will be inspected by the FIA technical delegate who will decide, at his absolute discretion, whether any may be replaced and, if so, which tyres they should be replaced with.

A penalty under Article [16.3\(d\)](#) will be imposed on any driver whose car is not fitted with the tyres with which he set his [fastest](#) time [in Q2](#) (except if damaged tyres have been replaced with the approval of the FIA technical delegate).

27.5 Driver adjustable bodywork permitted by Article 3.18 of the F1 Technical Regulations :

- a) The adjustable bodywork may only be activated by the driver in any of the pre-determined activation zones around each circuit. In conditions of poor visibility however the race director may, at his absolute discretion, disable all such systems until conditions improve.

If the adjustable bodywork is disabled in this way at anytime during any of the three periods of the qualifying practice session (Q1, Q2 or Q3) it will remain disabled for the remainder of the relevant period.

- b) For the sole purpose of improving overtaking opportunities during the race the adjustable bodywork may be activated by the driver after he has completed two laps after the race start or following a [VSC](#) or safety car period.

The driver may only activate the adjustable bodywork in the race when he has been notified via the control electronics (see Article 8.2 of the F1 Technical Regulations) that it is enabled. It will be enabled, and may only be used by the driver, if he is less than one second behind another at any of the pre-determined detection points around each circuit.

The system will be disabled by the control electronics the first time the driver uses the brakes after he has activated the system. In conditions of poor visibility, or if yellow flags are being shown in the activation zone, the race director may, at his absolute discretion, disable all such systems until conditions improve or yellow flags are withdrawn.

The FIA may, after consulting all competitors, adjust the above time proximity in order to ensure the stated purpose of the adjustable bodywork is met.

- c) In the event of a failure in the system which notifies the driver that he was within one second of the car in front, and is hence authorised to use the adjustable bodywork, the team concerned may ask the race director for permission to override the system. If permission is given in this way the onus will be upon the team concerned to ensure that their driver only uses the adjustable bodywork if he is within one second of the car in front of him.

If the failure in the system is rectified the driver may no longer use this override, the race director will notify the team if and when the fault has been remedied.

- 28.4 a) Unless he drives for more than one team (see 28.4(d) below), each driver may use no more than four power units during a Championship season. This number will be increased to five if the number of Events, [as scheduled at the start of the first Event of](#) in the Championship, ~~as originally scheduled,~~ exceeds 20. If this is the case, the numbers in b) and c) below will be amended accordingly.

30.19 No team personnel who are associated in any way with the operation of the cars are permitted within the confines of the circuit during one eight hour period which commences eleven hours before the start of P1 and one seven* hour period which commences ten hours before the scheduled start time of P3. [**Note : This period will increase to eight in 2016*]

Each team will be permitted two* individual exceptions to the above during a Championship season, however, both of these exceptions may not be used during a single Event. [**Note : This number will reduce to zero in 2016*]

For the avoidance of doubt, personnel whose duties are solely connected with catering, media or marketing are exempt from the above requirements.

40.3 The safety car may be brought into operation to neutralise a race upon the order of the clerk of the course.

It will be used only if competitors or officials are in immediate physical danger [on or near the track](#) but the circumstances are not such as to necessitate suspending the race.

40.4 When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will be displayed on the official messaging system, [all FIA light panels will display "SC"](#) and all marshal's posts will display waved yellow flags and "SC" boards for the duration of the intervention.

40.7 All competing cars must reduce speed and form up in line behind the safety car no more than ten car lengths apart. In order to ensure that drivers reduce speed sufficiently, from the time at which the "SAFETY CAR DEPLOYED" message is shown on the official messaging system until the time that each car crosses the first safety car line for the second time, drivers must stay above the minimum time set by the FIA ECU [at least once in each marshalling sector \(a marshalling sector is defined as the section of track between each of the FIA light panels\)](#).

[The stewards may impose either of the penalties under Article 16.3a\), b\), c\) or d\) on any driver who fails to stay above the minimum time as required by the above.](#)

- 42.1 If competitors or officials are placed in immediate physical danger by cars running on the track, and the clerk of the course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended.

Should it become necessary to suspend the race ~~because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue~~, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

43.3 When the three minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed if the car has been moved out of the fast lane or during a further race suspension.

A penalty under Article 16.3(d) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.