

KALMUN'26

***Federation Internationale De L'Automobile
Committee***

***Agenda Item: The After-Effects of 2026
Regulation Changes***

Table of Contents

- 1. Letter from Under Secretary General**
- 2. Introduction to the Committee**
- 3. Introduction to the Agenda Item**
- 4. Key Terms**
- 5. History of Formula 1 and The Regulations**
- 6. Economics of Formula 1**
- 7. 2026 Regulations**
- 8. Background of 2026 Regulations**
- 9. Current Season**
- 10. Procedure**
- 11. Committee Members**
- 12. Further Study and Bibliography**

1. Letter from Under Secretary General

Esteemed Delegates of the Formula 1 Committee,

It is my greatest honor to warmly welcome all of you to the mighty KALMUN'26. My name is Miraç Sariel, and welcome to the most prestigious committee of this incredible conference: the FIC! Over the next four days, I will proudly serve you as the Under Secretary General in this committee.

As you can see from the guide, we have an extensive and equally exciting agenda to address within the committee: The New Set of Regulations' Effects. You will dive into the depths of every inch in Formula 1 while taking on the roles of FIA members, team principals, and other significant characters. While experiencing this fabulous committee, you will also feel the meaning of innovation. Moreover, you will save Formula 1's stake by bringing the competition back and by revealing suspicious acts. It is your first priority to take Formula 1 even further according to your own allocation's benefits.

Speaking in the name of this exceptional committee, my ACAS and I have worked meticulously to ensure this committee provides you with a unique experience. If you have any questions before or during the conference, please do not hesitate to contact me at the address provided below. The greatest debates of all time await us. See ya all. May the fastest win!!

Never hesitate to ask anything via email.

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Miraç SARIEL

Under Secretary General

2. Introduction to the Committee

F-1, or formally FIA Formula One World Championship, is the highest class of global competition for open-wheel single seater formula racing cars which has been governed and annually organized by Federation Internationale de l'Automobile (FIA) since 1950.

A Formula One season usually starts in March, concludes in December and consists of a series of 24 races, each of them known as "Grand Prix" and takes place in various circuits around the world in different months of the year. A points scoring system is used in order to determine the results of two World Championships, as one of them is for drivers whilst the other one is for the teams, or the constructors. In a season, 10 teams and two drivers from every team jostle throughout the season with the aim of acquiring both championships. Contestants drive cars which are complicatedly designed by teams by means of international sponsorships and endowed engineers in accordance with the regulations of FIA.

Those regulations are extremely detailed about every aspect of the progress of a F-1 season of race. As a matter of fact, "formula" word refers to a set of aforementioned rules and regulations. There are two types of regulations; technical and sporting. Technical regulations are related to car specifications, such as the chassis or the engine. Meanwhile, sporting regulations involve competition procedures. Both types of regulations have been updated and enforced by FIA since the very first race of F-1, which occurred in 1946.

2026 Regulations stands as one of those regulations regarding the history of F-1. However it badly affected the enthusiasm of both racers and audience which has been decreasing for a significant period of time. It is the committee's main goal to address aspects and effects of the 2026 Regulations as the new hybrid engines have been introduced.

Just to make sure you read this guide, there will be a hidden word's letters throughout this guide. If you manage to find it then I will assume you read the guide.

3. Introduction to the Agenda Item

The 2026 regulations of Formula One represents more than a technical update, it reflects a pivotal moment in the history regarding the evolution of one of the world's most influential sporting areas.

In the previous decade, Formula 1 teams faced several challenges. These challenges included increasing costs, unbalanced competitions, environmental controversies and pressure on FIA to remain ready in a rapidly changing world. The hybrid era created obstacles, thus widened the gap between competitors. (D) Concurrently, global calls for sustainability and carbon neutrality have forced the sport to reconsider its priorities.

In response, the main goal of this season's regulations is to redefine the sport by proceeding with electrification and simplification of power units, utilization of sustainable fuels, and a renewed emphasis on cost efficiency. These modifications are not only technical, but also related to political and economic circumstances, as they are going to affect manufacturers, teams, host countries, and millions of fans worldwide.

As FIA have come up with the introduction of new Season of 2026 Regulations where motoric electric usage hit a peak in the history of F-1 It is exceedingly clear that the new regulations have a dramatic impact on the attitude of audience and racing teams regarding the competitions. In this alternative F-1 season of 2026 delegates are going to touch on significant matters which are related to some fictionalizations. Therefore this agenda item will be upon concluding this matter by encouraging communication between de management and the racers.

4. Key Terms

Points Scoring System: A standard numerical way to determine the winners of the World Championships of F-1 races based on the results of each Grand Prix throughout a season.

Power Unit: The modern hybrid engine system, which has components of an internal combustion engine, an electrical battery pack, and energy recovery systems.

Drag Reduction System (DRS): The Drag Reduction System (DRS) is an adjustable rear wing on Formula 1 cars that improves straight-line speed to aid overtaking. It is activated by the driver via a button on the steering wheel, then the flap opens, subsequently it reduces the aerodynamic drag by approximately 20–27%, allowing cars to reach higher top speeds on designated straight sections of the track. It is replaced by the “Active Aero” in the 2026 season.

Dirty Air: The turbulent, "messy" air flow left behind a car that negatively impacts the aerodynamic performance and grip of a following car. The 2026 regulations have aimed to minimize this through simplified bodywork and improved floor designs.

Kinetic Energy Recovering System (KERS): It is a technology that captures waste energy generated during braking, storing it to provide an extra power boost of approximately 80bhp for about 7 seconds per lap. It converts kinetic energy into electrical energy stored in batteries or mechanical energy in a flywheel, helping with acceleration and overtaking.

1.6L V6 Engine: Standard internal combustion engine which is used in F-1 cars. With the 1,600 cc, it is small in displacement but produces around 840–850 horsepower on its own. It features a 90° angle, with 80mm bore and 53mm stroke.

Motor Generator Unit (MGU): A key part of the hybrid Energy Recovery System (ERS) introduced in 2014. There are two types of MGU: the MGU-K (Kinetic) and the MGU-H (Heat), which convert kinetic and thermal energy into electricity, allowing for over 1,000 horsepower combined with the V6 engine.

Porpoising: A violent, repetitive bouncing motion caused by aerodynamics, where a car's ground-effect floor generates extreme downforce at high speeds, sucking it close to the track. When the floor gets too low, the airflow stalls, losing downforce and allowing the suspension to spring up, repeating the cycle.

Outwashing: An aerodynamic technique where front wing endplates and elements are designed to direct turbulent, high-pressure air (the wake) generated by the front wheels outwards and away from the car. This process clears the air around the car, protecting the underbody and diffuser from disruption.

Chassis: It is the central, carbon-fiber structural shell of the car that houses the driver and connects the suspension and engine, often called a monocoque. It acts as a safety survival cell, designed to be extremely lightweight (approximately 35kg) yet rigid, protecting the driver in high-speed crashes.

Cost Cap: The Cost Cap is an annual financial limit imposed on Formula 1 teams for expenditures directly impacting performance, such as car development and R&D. First implemented in 2021, this system aims to make the sport fairer and more sustainable by closing the financial gap between large and small teams. While some items, such as driver salaries and marketing, are exempt from this limit, teams that violate the rules face serious penalties ranging from fines and wind tunnel restrictions to points deductions.

5. History of Formula 1 and The Regulations

Formula One driving competition has its roots in the World Manufacturer's Championship and European Driver's Championship, as they occurred in the pre-World War II era. Both were governed by the Association Internationale des Automobile Clubs Reconnus (AIACR), forerunner of FIA. Those races are not as modernized and standardized as now, however they were paid attention by the significant (E) leaders of its own era, such as Adolf Hitler who provided 450.000 reichsmarks in 1933 regarding amelioration of Grand Prix cars of German teams. On the other hand, AIACR and other executive organizations of F-1 races failed to unite several GPs (Grand Prixes) under a single roof before World War II.

After World War II, AIACR and other executive organisations restructured under the title of Fédération Internationale de l'Automobile (FIA). Subsequently, a new set of rules and regulations became created, with the name of "formula". The very first Grand Prix in accordance with the new "formula" was organized in Torino in 1946, as long as the first season started in 1950.

Following the standardization of Formula 1 races, technological ameliorations additionally started to transform the sport into an exhibition of cutting-edge motors while ignoring the possibility of fatal accidents. Throughout the 70s, teams exceeded the limits of aerodynamics by means of utilizing front and rear wings and taking advantage of ground-effects which allowed cars to generate immense downforce, as it was pioneered by Lotus F1 Team. In 80s, teams commenced to use newfangled turbocharged engines. Those engines, which were usually produced by Renault, Ferrari, Honda etc., increased performance to extreme levels.

On the other hand, safety measures failed to keep pace with rapid improvement of technology. In other words, they remained constant whilst cars continued to upgrade, day by day. Public were shocked when there occurred a horrifying disaster in San Marino Grand

Prix, 1994. Roland Retzenberger and Ayrton Senna lost their lives one day apart, due to the inadequate safety measures. Subsequently, FIA updated them as they would pose strict limitations on the use of technology.

This catastrophe marked the beginning of a new era of safety in Formula 1. In the aftermath of it, FIA was forced to reconsider the balance between speed and driver protection, resulting in safety becoming the sport's priority. Additionally, immediate precautions were launched to decelerate the cars and make them more controllable. Utilization of ground-effect was reduced, motoric performance was restricted, and new technical rules were implemented. Circuits were also modified in terms of that perilous bends were straightened, run-off areas were expanded etc. Those sudden changes constituted the first phase of the safety era.

Throughout the 2000s, developments in terms of ensuring safety and security became more influential. The FIA came up with the arrangement of several types of tests and experimentations in order to assure cockpits and drivers inside them could resist acute collisions. Eventually, medical systems were also ameliorated to provide faster intervention for emergency situations. Furthermore, driving simulations were invented by means of the improvement of digital (F) technology.

In 2008, The championship Decider between McLaren's Lewis Hamilton and Ferrari's Felipe Massa was going on all year, with both drivers giving each other the upper hand. Hamilton demonstrated his exceptional car control and ability to perform in the most demanding conditions by taking victory in difficult rainy conditions at the Monaco Grand Prix. However, an accident at the Canadian Grand Prix on the pit lane put Hamilton and Kimi Raikkonen out of the race. The Belgian Grand Prix at the legendary Spa-Francorchamps circuit was a particularly controversial race; Hamilton took the victory by passing Raikkonen but was penalized and dropped to third place, much to the disappointment of his team and the fans. The culmination of the season came at the Brazilian Grand Prix, where Massa won the race and looked ready to take the championship. But surprisingly, Hamilton overtook Timo Glock on the last lap to move up to fifth place and secure the victory in one of the closest championship fights in Formula 1 history by taking the points needed to win the championship. That year he showcased Hamilton's talent, stamina, and ability to perform under great pressure.

At the beginning of the 2009 Formula 1 season, new rules and regulations caused radical changes. Changes such as aerodynamic regulations, the KERS system, and the return of slick tires required the teams to completely redesign their vehicles. At the beginning of the season, the Trulli-Hamilton incident at the Australian Grand Prix caused a big controversy. This incident led to McLaren's disqualification and led to a controversial start to the season. Trulli's passing of Hamilton under the safety car and the incorrect information Hamilton gave to the race commissioners led to McLaren's disqualification. This incident constituted a controversial start to the season and was a harbinger that McLaren would have a difficult season. On the other hand, the rise of Red Bull Racing and Sebastian Vettel has been one of the most intriguing stories of the season. Vettel entered the championship race by winning the

Chinese, Great British, and Japanese Grand Prix and posed a serious threat to the championship towards the end of the season. However, Jenson Button's superiority and steady performance at the beginning of the season brought him the drivers championship and Brawn achieved great success by making Brawn GP the Constructors champion.

Sebastian Vettel's four-year reign, which lasted from 2009 to 2013, stands out as a rare success story in the history of Formula 1. The German pilot, despite his young age, made him win by attracting attention with his outstanding performance, which he won in 2009. He achieved his first world championship in 2010. This victory made him one of the brightest stars of Formula 1. But Vettel's real departure took place during the 2011 season. He has dominated the competition, winning 11 of the 15 races this season, breathtakingly outpacing his rivals. The 2012 season was quite contentious, but Vettel secured his third consecutive championship by finishing sixth at the Brazilian Grand Prix. Vettel's winning streak continued in 2013 when there was intense competition. By winning 13 races, he secured his fourth world championship, making him the third driver to win four championships, after legendary names Michael Schumacher and Juan Manuel Fangio.

Vettel's success during this period is based on his outstanding driving skills, strategic intelligence, and excellent alignment with Red Bull Racing. This four-year journey with his team has left (N) an unforgettable mark on Vettel's career, while also leaving a lasting legacy in the history of Formula 1.

In 2014, the FIA announced new regulations regarding the usage of newly developed systems, especially hybrid engines. The announcement marked a milestone in the destiny of F-1, as it ended the era of traditional engines. By the introduction of hybrid engines as a combination of both internal combustion engine and battery pack, cars had the chance to reuse energy and maximize their motoric performance. Additionally, the situation indicated the sport's priority as efficiency and sustainability, not speed.

As a quick brief for the 2014 regulation changes of Formula 1, the new era of Formula 1 was called 'Hybrid Era' so in the light of this, the roaring magnificent 2.4-liter V8 engines were replaced by quiet compared to any engine before 1.6-liter V6 Turbo Hybrid engines. Also the usage of ERS(Energy Recovery System) changed, the energy was now recovered not only from braking (MGU-K) but also from exhaust heat(MGU-H). This system provided approximately 160 horsepower per lap for about 33 seconds of driving.

On the side of aerodynamics, to prevent safety concerns such as preventing the cars from lifting off the ground, nose widths were drastically reduced. Teams opted for aesthetically pleasing and highly debated designs such as 'anteater' or 'finger' noses in order to avoid disrupting the airflow. Another change for aerodynamics is the front and the rear wing. The front wing span was reduced from 1800mm to 1650mm, replacing the wing with tires. The lower rear wing (ray wing) was banned and the DRS channel was widened.

As we said before, Formula 1 has become not just a sport of speed, but also of efficiency. Regarding this statement, maximum fuel during the race was limited to 100kg (previously unlimited). The engine's instantaneous fuel consumption time was restricted to not exceed 100 kg. This made it mandatory for drivers to practice "fuel saving" (lift and shore). Also the number of gears was fixed from 7 to 8, and ratios were given for the entire season. Last note, due to the weight of hybrid systems, the minimum weight was increased from 642kg to 691kg.

Footnote: Some other changes were drivers were awarded double points in the final race of the season in Abu Dhabi to end the excitement of the championship. (Heavily criticized and it was only implemented that year.). Also for the first time that year, drivers chose personal numbers they will use throughout their careers (e.g., Hamilton 44, F.Alonso 14)

These regulations have changed the competition in Formula 1 like no other change. The gap between the cars has widened, after the M.Schumacher reign the number of dominations has increased dramatically. Likewise, in the 2026 season, Mercedes-AMG PETRONAS F1 Team made a nice start to the 2014 season. They were dominant throughout the nearly entire hybrid era, winning the Constructors' Championship from 2014 to 2021 and making one of its drivers a champion in the Drivers' Championship until 2020. In 2021, there was a historic rivalry against 7-time world champion Lewis Hamilton and seeking his first champion Max Verstappen in the 2021 season. Both of them had competitive cars and great talents. The fate of the championship rests on the final race

The race was considered one of the most important races in the History of Formula 1 because of the decision made by the referee to not end the race but bring out a safety car because of the crash of Nikolas Latifi on turn 9 in the 53rd lap of the race. This caused Verstappen to close the 23-second distance he had with Hamilton and overtake him on the last lap on turn 5 after the yellow flag was down and win the race, winning him the Drivers Championship. This race was a turning point in Formula 1 and it marked the end of the Mercedes-AMG dynasty, also if Hamilton won the Championship he would have been awarded his 8th World Championship crowning him as the first and only driver with 8 Championships passing Michael Schumacher's 7 Championship record.

The rivalry between Verstappen and Hamilton became the main theme of the year's Drive to Survive season and it is still seen as one of the most drama-filled seasons of the show. The Formula 1-themed Drive to Survive is one of the reasons that Formula 1 succeeded in reaching an audience more than the racing community, it turned people who think racing is boring or lame into people who are interested in seeing what will happen in the next race because its target audience was not only the Formula 1 community but also people who like watching reality shows but have no idea what Formula 1 is.

After that season between 2021-2024 the Formula 1 saw Red Bull Racing F1 Team's dominance with Max Verstappen winning 4 championship titles. Not only did he only win championships, he broke many records such as Alberto Ascari setting a legendary record in

1952 with a 75% win rate (winning 6 out of 8 races). In 2023, Verstappen surpassed that 71-year-old record by winning 19 out of 22 races, raising his win percentage to 86.36% and in the 2023 season, starting with the Miami Grand Prix and culminating in Monza, Italy, he won a total of 10 consecutive races. This surpassed Sebastian Vettel's record of 9 consecutive wins. First, in 2022, he broke the record held by Schumacher and (E) Vettel by winning 15 races. In 2023, he improved his own record, reaching 19 victories. Last but not least, In 2023, Verstappen led the races for a remarkable 1003 laps. He became the first and only driver in F1 history to surpass the 1000-lap mark in a single season. Not only did he break this record, but he also led more laps than the combined total of McLaren and Mercedes drivers that season. He also set a new record by finishing on the podium in 21 out of 22 races in 2023 (his only failure was a 5th place finish in Singapore).

Even in the last season before the 2026 regulation changes there was a dominance in the second half of the season from the McLaren F1 Team. To sum up, Formula 1 has seen top viewerships when there was an active rivalry between many pilots. During the dominance we spoke the ratings and the viewership fell relatively. As we can understand from this part, the competition is the key to Formula 1's future and to the FIA's economy. Without it there is no reason for the audience to watch and support their team/driver for many years.

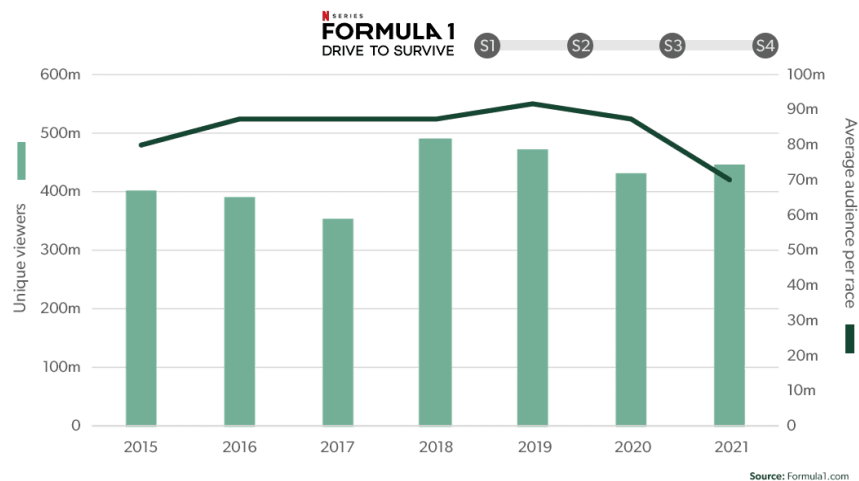
6. Economics of Formula 1

Just like every other sport in the world, Formula 1 is dependent on the advertisement industry too, as can be seen in every single frame of a Grand Prix weekend. The circuits, automobiles, and drivers are covered in the most luxurious and famous brands' logos ranging in many categories. Formula 1 has always and will always be the pinnacle of motorsport. The prestige and quality that Formula 1 thrives on is a very attractive offer for every company this world has to offer.

In the last 20 years, Formula 1 has never shown anything other than commercial success. Formula 1 owes this success to the popularization of the internet and the ability which it provides the audience to watch Formula 1 races from anywhere, anyplace in the world at any time. Services such as SkySports, and F1TV, which is owned by FIA itself, allow the passionate fanatics to watch races live and replays. In 2022, Formula 1 created 2.2 billion dollars in revenue with a unique viewership of over 400 million only counting the F1TV viewership which is technically not accurate because F1TV is not available in every country in the world and in many countries such as Turkiye (BeinSports starting from 2024) the streaming rights are owned by third party companies. Taking this information into consideration, the unique viewership might well be considerably more.

Not only the races but also the reality show called 'Drive To Survive' about the personal problems of drivers and inside intrigues of racing teams which can be streamed on Netflix, shows great numbers as an audience to say the least. This show contributes to Formula 1 in

various ways, the show is not strictly watched by the fans who already watch Formula 1 races regularly but by the reality show audiences who do not know what Formula 1 is being one of the ways. The show is mostly about the personal and internal drama going on between the grid, it helps the non-F1 watcher audience to have a different outlook on Formula 1 and racing itself. (D) Therefore increasing the viewership and creating more advertisement options for companies. As the graph suggests in the years between 2015-2021, 'Drive To Survive' has reached an average of 400 million unique viewers.



But the advertisement does not end there because there are 22 drivers on the grid that live like rock stars, the biggest example is the 41-year-old 7-time world champion driver Lewis Hamilton. Ever since he stepped in a Formula 1 car he was destined to reach a level of popularity even the greatest driver according to many the goat(greatest of all time) of Formula 1 Michael Schumacher could not reach. Lewis Hamilton other than being a professional driver for the F1 Team Scuderia Ferrari as of 2026, is a musician, and entrepreneur with one clothing brand and a movie production company which had filmed a Formula-1-themed movie starring Brad Pitt and actor, with an Instagram following of over 35 million. He is currently the most known racing car driver ever, attending events such as the Met Gala which is organized by and for A-List Hollywood celebrities known all around the globe. Personalities such as him go way beyond Formula 1 becoming real celebrities, allowing its reach to even more areas of advertisement.

According to all the reasons listed, Formula 1 has become a goldmine for companies that want to reach bigger and wider audiences which Formula 1 can well provide them with. However the viewership has not been like this forever, especially for the first 50 years of Formula 1 it was only known by Europeans with a passion for racing but personalities such as Michael Schumacher and Lewis Hamilton, streaming platforms such as F1TV, SkySports and shows gave Formula 1 the fame it needed to improve itself and reach out to a wider audience.

Just like many corporations or organisations, the FIA needed an agreement to determine the share of the money and to take precautions against financial losses: The Concorde Agreement. The Concorde Agreement in Formula 1 is a confidential contract signed between the FIA, Formula 1 Management (commercial rights holders), and all competing teams. It serves as the sport's constitution and revenue sharing agreement. Named after the place where it was first signed in 1981 in Paris's Place de la Concorde, the agreement determines how television and sponsorship revenues are divided among the teams, how technical and sporting regulations are changed, and the teams' commitments to remain in the championship. Its primary aim is to maintain a balance of power within this multi-billion dollar organization, to balance the financial gap between large and small teams (for example, through budget cap rules), and to ensure Formula 1's sustainability by giving everyone a voice in the sport's governance. It is usually renewed for periods of 5 to 10 years; without this agreement, teams could easily withdraw from the sport acting in their own self-interest, or the organization could collapse due to revenue inequality. (Including the agenda item keep this agreement in mind. For further study

<https://www.fia.com/news/fia-formula-1-group-and-all-11-race-teams-officially-sign-ninth-concorde-agreement-securing>)

Formula 1 is also more than watching a race or a reality show, it is also a merchandise heaven both Formula 1 itself and every team on the grid have their own fashion brands a.k.a merchandise; jerseys, hats, models of cars and numerous other products that fans can buy. Since the fanbase is massive to say the least the revenue created by merchandise sales is a hefty chunk.

What if the competition, drama and famous personalities ceased to exist, could Formula 1 still be as famous as it is and get advertisement deals like it currently has with Pirelli and Rolex, the simple answer to this is no it could not. The edge that Formula 1 has against its competitors like NASCAR, Indycar and LeMans is accessibility, and prestige no other can provide. All of these important features are tied into one simple thing which is enjoyable races. If the quality of racing and competition is taken out of Formula 1 it is just fast cars driving in a line. Competition creates unpredictable results which makes a racing series enjoyable to watch for the audience. What if every single match in football for 5 years back to back was won by the same team, the viewership would fall immensely because every single match is predictable, and being a fan of a team would be meaningless taking out the core feature of sport itself, (I) supporting a team feeling of winning a race or a match with the team you support. Sports are loved because it gives a sense of belonging somewhere. Watching a race with a Ferrari jersey and a red hat with number 16 on it, it is meaningless if Charles Leclerc can't overtake someone for the whole race. Such events like this lead to a dramatic decrease in viewership. Without an audience to watch, no sport can create revenue because no company would give any advertisements which would turn into a nightmare for any sport including Formula 1.

7. 2026 Regulations

Aerodynamics

Regulations amended the size and mass of a standard F-1 race car. The maximum wheelbase has been shortened by 200mm to 3.4m, and the width of the floor reduced by 100mm to 1.9m. The limit for mass of cars this year will be 768kg, down from 800kg. Meanwhile the Pirelli tires are also narrower, reduced by 25mm at the front and 30mm at the rear despite the fact that they keep possessing their 18-in tires.

The main goal of FIA is to make them drag and trim weight. Also, tires are changed as they will not have little arches above the front tires anymore. They have been utilized to help manage the messy air flow from the tires. However, other regulations will put the responsibility for this on the bodywork and components around the wheels instead, keeping the cars cleaner and lighter. This follows behind the wheels with the design of these barge boards and the simplifying and shrinking of the floor bodywork. This is to discourage outwashing where teams direct the turbulent air off the front wheels around their car rather than over its aeros surfaces which has affected following cars in seasons past. This modification will provide cleaner lines, less dirty air underneath.

Front/Rear Wings

Modification of front and rear wings stand as the one of the most visible changes regarding the regulation. Overall, both front and rear wings have been simplified with fewer elements. Since those elements of wings are narrower, there are new areas for teams to freely create their own aerodynamic developments considering the fact that wings heavily influence the car's overall aero performance.

However, the biggest modification is the “active arrow”. In the 2026 season. As DRS will not be proceeded anymore, F-1 cars are capable of dynamically adjusting the angle of their front and rear wing elements in specified high-speed sections. For instance, the flaps are in “corner mode”, their default close position to maintain grip. But on designated straights, drivers can engage straight mode, which opens the wings to reduce drag and increase their speed. The primary goal of this modification is to enable cars to be more (N) efficient as they will reduce drag on straights to compensate for higher reliance on electrical power. Active arrow is considered as more effective than the previous drag reduction system which is DRS.

Replacement of Ground-Effect Tunnels

The long ground effect tunnels started not to take place in a F-1 car, in season 2026. Instead, they are replaced by flatter floors and extended diffusers with bigger openings. That will provide less downforce than previous seasons and a higher ride height, which could allow a greater range of setups suiting a greater range of driving styles. FIA has come up with this change in order to reduce the cars' sensitivity to ride height and eliminate the phenomenon of 'porpoising'

Boost/Overtake/Recharge

By the very recent season of F-1, drivers are assigned to play their part in these new cars as they are going to have a bunch of controls put right in their hands to show their performance. Tools, which are essential to aid racing and lap time, are posed as boost button, overtake mode, and recharge controls at their fingertips. Those tools make drivers tactical masters and are aimed to add more variables, making racing less predictable.

Boost gives the drivers maximum power from the engine and battery at the push of a button. When it is engaged, it will trigger a change in power unit power settings, either returning to maximum power or a profile configured by the team as per their personal choice. The boost could, in theory, either help cars defend from a car behind or attack a car ahead providing they have saved enough charge. It can be used all at once or spread across the lap, depending on when they have the best chance to attack or where they are most vulnerable.

On the other hand, overtake is can be used just for attack. It provides extra power at top speed to drivers within a second of the car in front. It can be essentially considered as the replacement of DRS (Drag Reduction System), however it differs by having one single detection point which grants drivers the extra electrical energy to deploy for an overtake or to pressure the driver ahead to make them vulnerable later in the lap.

Additionally, drivers are expected to oversee their car's battery recharge as well in order to utilize boost or overtake. By taking advantage of establishing collaborations with race engineers and activation of recharge mode which will mostly be automated and controlled by the ECU (Electronic Control Unit), cars will be able to harvest energy to charge the battery when braking, on part throttle, when lifting off or when super clipping under the new regulations. (C) This amendment has been aimed to empower drivers to manage electrical energy.

Motoric Output

The balance of power of the car's engine has shifted dramatically in spite of the fact that it's still a 1.6 L V6 turbo hybrid at its core. Overall, internal combustion engine output will be downsized, while the electric motor will be triple its output. In simple terms, there will be a 50/50 power balance between outputs of fuel and electricity, which is aimed to increase hybrid performance. Nevertheless, the MGU-H system will be removed from the cars, which is a component connected to the turbocharger that converts exhausted gas energy into electricity. The system has been too expensive and sophisticated to proceed despite its utility. In order to provide the required source to empower this new hybrid unit, the car's energy recovery system can now recharge the battery with twice as much energy per lap. FIA has aimed to increase the usage of electrical energy by implementing this change.

Usage of Cutting-Edge Fuel

As F-1 races towards its net zero goal, that regulation of 2026 will mark a major milestone. The new power units won't just be limited to the mechanical modifications, they'll run on advanced sustainable fuel for the first time ever in the history of F-1. That different kind of fuel is made from eco-friendly materials such as municipal waste, and non-food biomass. Therefore it's going to be certificated to meet strict sustainability standards.

Safety Enhancements

Considering the attention that FIA pays regarding the safety, 2026 regulation will include new measures. The driver's survival cell will be subject to more rigorous tests with side intrusion safety further improved and the roll hoop strengthened to take 23% more load, roughly the weight of nine family cars. They'll also be protected by a new front impact structure design philosophy. This front section now separates in two stages. This gives drivers more protection in large crashes where there are secondary impacts after the first contact. In addition, all cars will have mandatory lights on the side of the mirrors in addition to the existing rear rain lights to reduce the chance of side impacts in low visibility.



A picture of the new car after the 2026 regulation changes.

8. Background of the 2026 Regulations

Complexity of Hybrid Engines

FIA announced in 2014 that F-1 cars were going to proceed with the hybrid engines, which is a combination of electrical batteries and inter combustion engines. Those hybrid engines, which are also known as power units, also included energy recovery systems as MGU-H and MGU-K. All components of those power units were too expensive to be fulfilled by some manufacturers. Additionally, production of those units required over-engineering, which could not be provided by every team. Consequently, seasons started to be dominated by big manufacturers, and small manufacturers compared to the big ones left the F-1 racing.

Pursuit of Engine Manufacturers

Since the beginning of the hybrid era, Formula One races have been dominated by a few manufacturers who are able to produce high-performance hybrid engines with components of good batteries and standardized 1.6L V6 inter combustion engines, by taking advantage of economic opportunities and technological knowledge. For instance Mercedes has featured with a record number of championships throughout the hybrid era, as one of those manufacturers. Such being the case, manufacturers dropped producing new power units for the new seasons of F-1 racing. With the purpose of attracting new power unit manufacturers and encouraging them to reproduce engines, FIA's attempt is to (E) simplify the sophisticated structure of power units and make the process of creation cheaper.

Environmental Concerns

All types of motorsports have been facing criticism and denunciation for harming the environment for a long time. As they utilize inter-combustion engines, unsustainable fuels, and encourage that utilization, they are considered to be outdated in a green transition era. With the aim of preventing public or sponsorships abandoning Formula One or related competitions, FIA's goal is to increase sustainability and eco-friendliness in all motorsport competitions.

Low-Quality Racing

Due to the dirty air which occurs as a consequence of poor aerodynamics of F-1 cars, contestants struggle to follow each other. Even with 2022 regulations regarding the aerodynamics, issues remained. It is wanted to set a new aerodynamics philosophy up and improve the quality of competitions.

9. Current Season

(This part is consisting of mostly fictional information created by the Under Secretary General and the Academic Assistant)

After all those improvements and configurations on Formula 1, here we are at the 2026 season. The committee will start from the 9th (if we include the two cancelled Grand Prixes: Bahrain and Saudi Arabia) race which is the Spain GP. The first 6 races were won by Kimi Antonelli who is a driver for the Mercedes-AMG PETRONAS F1 Team. According to the race results and analysis it can clearly be seen that Mercedes-AMG PETRONAS F1 Team dominates the race weekends in every way until the 9th round.

If we look at the overall situation after 8 races, the viewership is seemingly decreasing all around the world because there are rumors going on as 'there are no traces of any competition' reported by the Formula 1 fans on social media. Even the drivers seem to be uncomfortable with the current situation, especially elderly respected and successful drivers such as Fernando Alonso and Max Verstappen. In the post-race interviews with the drivers, many complaints have been made but there is one common fact about the complaints which is the disappointing 2026 regulation changes. All drivers except the two who are on the grid

for Mercedes-AMG PETRONAS Formula 1 Team, are saying ‘Formula 1 is just turned into a battery saving battle’. As a backup for the argument the live race analysis has shown us that whoever uses the car’s battery in a more efficient way has a higher chance to be on the top places. Again another exception for the Mercedes-AMG PETRONAS F1 Team, even sometimes Kimi Antonelli and George Russell use the battery inconsistently, their cars still can make it to the top 3 places. (L) That shows us the magnitude of the gap between Mercedes and the rest.

Here is the point standing of this season after 6 races (2 GPs were cancelled):

2026 Point Standings

1. Kimi Antonelli	Mercedes	154	1. 1. 1. 1. 1. 1.
2. George Russell	Mercedes	104	2. 2. 3. 2. 3. 2.
3. Max Verstappen	Red Bull Racing	87	3. 3. 2. 4. 4. 3.
4. Lando Norris	McLaren	72	4. 5. 4. 3. 5. 5.
5. Charles Leclerc	Ferrari	69	5. 4. 5. 5. 2. 6.
6. Lewis Hamilton	Ferrari	52	6. 6. 6. 6. 6. 4.
7. Oscar Piastri	McLaren	34	7. 7. 8. 7. 7. 7.
8. Carlos Sainz	Williams	22	8. 8. 7. 9. 9. 8.
9. Isack Hadjar	Red Bull Racing	16	10. 9. 9. 8. 10. 10.
10. Pierre Gasly	Alpine	11	9. 10. 10. 10. 8. 11.
11. Alexander Albon	Williams	2	11. 12. 11. 11. 11. 9.
12. Esteban Ocon	Alpine	0	Best Position:12
13. Oliver Bearman	Haas	0	Best Position:13
14. Nico Hülkenberg	Audi	0	Best Position:13
15. Valtteri Bottas	Cadillac	0	Best Position:13
16. Sergio Perez	Cadillac	0	Best Position:14
17. Liam Lawson	Racing Bulls	0	Best Position:14
18. Franco Colapinto	Alpine	0	Best Position:15
19. Arvid Lindblad	Racing Bulls	0	Best Position:15
20. Gabriel Bortoleto	Audi	0	Best Position:16
21. Fernando Alonso	Aston Martin	0	Best Position:18
22. Lance Stroll(resigned)	Aston Martin	0	Best Position:19

On the other hand, after the 5th race weekend which is Canada GP second driver of Aston Martin F1 Team, Lance Stroll has resigned from his place. Unfortunately, Aston Martin's reserve driver also broke his leg in an accident, resulting in Aston Martin competing with

only Fernando Alonso for 3 races. Lance Stroll reportedly said 'I had enough of this season. I couldn't even score any points neither for my team nor myself. There is no point in racing in this season. Something big is going on under the table. Whatever it is, I don't want to be a part of it, they are covering the biased regulations under the name of environmentalism. His last words in Formula 1 were plausible because the expectation from them was so much higher than the results after the 8 races. They have one of the best race engineers of Formula 1 who is Adrian Newey. Newey has designed cars that have won 12 Constructors' and 14 Drivers' Championships for Williams, McLaren, and Red Bull Racing. During his active career, he designed cars that achieved over 100 race wins, notably setting a record with the RB19 (2023) with a 95.45% win rate. It was an astonishing outcome that the Aston Martin F1 Team couldn't score any points throughout 8 races. Many share the same idea with Lance Stroll in his final speech about the possibility of suspicious events. However there is no pure evidence that clarifies this statement yet. (It is up to you.)

With this devastating news, the sake of Formula 1 started to become unclear. Lance Stroll's retirement affected many drivers both in Formula 1 and all around the world who desired to reach Formula 1. All the team principals except Toto Wolff are uniting and reacting against the FIA. Both the teams and the audience expect an early configuration fix until the summer break of the season. Otherwise the FIA may suffer permanent damage to both their economics and reputation by the end of the season. Rumors in the media state many brands that form the backbone of Formula 1 believe the sponsorship terms need to be re-evaluated; another devastating possibility is the contract cancellation.

Another change regarding this season, since the Bahrain GP and the Saudi Arabia GP has been cancelled due to safety concerns, the FIA has decided to bring back two old respected circuits to be added as the two last race in the race calendar which is being the Sepang Circuit, Malaysia and the Istanbul Park, Turkiye relatively. Even this decision aroused excitement among the fans, and the fans have shown their hunger for renewed competition in Formula 1 on social media.

The start of this season have impacted Formula 1 heavily because the competition, drama, and passion ceased, the Formula 1 audience could not find races or drivers interesting anymore because everything was very predictable, before a watcher could even analyze and predict a race result they could guess Mercedes was going to win it without breaking a sweat. The media attention on Formula 1 was gone as there was nothing journalists could write about, the feeling of emptiness also affected Drive to Survive as every driver on the grid hated Mercedes but they could do nothing about it. Formula 1 has lost its ability to entertain and surprise a viewer.

Throughout Formula 1 history, even if the results of regulation changes were worse than expected, a major overhaul wouldn't happen immediately within the same season or at the end of the season. At least a few years would pass with the same rules and regulations. However, this season is different. For the first time in Formula 1 history, in the first year of new regulations, the future of the FIA is at stake. Therefore, it has become imperative for the

FIA to take action as soon as possible and at the most opportune time, for the benefit of itself, the teams, and the fans.

10. Procedure

- The committee will start with the 9th race which is Spain GP and move forward race by race as the updates will be given throughout the sessions. The first session will entertain opening speeches from every delegate. Every session afterward will follow the *tour de table* procedure at the beginning of the session, which will be explained during the workshops.
- The committee will follow a half-special committee and half-crisis procedure. Therefore the committee should end with a new set or an edit to the previous set of regulations written by a collaboration between FIA Members and Team Principals.
- The new regulations will be written in classical UN-Resolution fashion but without preambulatory clauses. This will be explained during the workshops.
- Every clause written by the delegates will be voted on their own.
- Every single clause written will have its own presenter who will present and answer questions about the clause itself during the voting procedure.
- Only FIA Members have the right to vote.
- If there is no need for amendments in the chairs' eyes, there will be no such thing.
- All delegates have the right to attend the caucuses and write directives, this includes top-secret directives but they are not needed and not encouraged by the committee.
- Team Principals have the right to send out directives to call their drivers in their teams in order for them to go onto the floor with their drivers in order to further support their claims with their drivers' support. Team Principals also have the right to make decisions such as going on a strike, or giving the journalists their own opinions on the current state of Formula 1. They are basically free to lead their own team, but there can and possibly be results of their actions.

11. Committee Members

1. The FIA:

FIA which stands for Fédération Internationale de l'Automobile is the governing body of many automobile racing competitions the most famous of them being Formula 1. The FIA is responsible for basically everything going on in the Formula 1 racing series but most importantly setting the regulations therefore the rules which the teams and drivers should obey during the building of the automobiles and races.

The members of FIA will take their places in the committee as the main voting body, they will regulate the rules, and listen to team principals, drivers, and Formula 1 fans in order to solve their problems while keeping the series safe, eco-friendly, and enjoyable to watch.

Mohammed Ben Sulayem

Sulayem is the current president of the FIA (Fédération Internationale de l'Automobile) and is responsible for overseeing governance not only of Formula 1 but also a broad range of variety of motorsport activities. He took over as president of the FIA after Jean Todt's long tenure and then became the organization's 12th president in its history. Ben Sulayem was born on November 12, 1961 in Dubai. He comes from a wealthy background; his brother Sultan Ahmed is the chairman of Dubai Port World and a notable real estate developer. Ben Sulayem studied business at the American University in Washington D.C. and the University of Ulster in Northern Ireland, where he was granted an honorary Doctor of Science degree in July 2012 for his contributions to sports, civic leadership, and charitable endeavors. Today, at 61 years old, he holds the distinction of being the first non-European to be elected as president of the FIA.

Robert Reid

Robert, who is originally from Perthshire, became well-known as a rally co-driver in the beginning, especially after winning the World Rally Championship in 2001 alongside Richard Burns. What made him such an important figure is the way he works: he stresses the varied responsibilities beyond typical navigation, guiding drivers through challenging rally stages. He was raised on a farm near Spitalfields and educated at Strathallan School, Robert's early interest in motorsport provided a route for him to join a local car club in Perth, where he developed his fine skills.

His partnership with Richard Burns, a rally pilot, propelled his career, as he competed for brands such as Subaru, Mitsubishi, and Peugeot, secured a world title, and finished as runner-up twice. After Burns' unfortunate illness and passing, Robert changed his path slightly and shifted to mentoring young talents in motorsport before taking on the role of Vice President for Sport at the FIA under Mohammed Ben Sulayem's leadership. Since their election in December 2021, Robert has played a key role in bringing positive changes to the FIA, using his vast experience to innovate and enhance motorsport governance

Peter Bayer

Bayer was born in Austria in 1971. He says he caught the racing bug watching Formula 1 with his father. He earned a business degree from Innsbruck University and started his career with the International Snowboard Federation, which led him to benefit from his business skills and passion for skiing and snowboarding. In 2002, Bayer founded VIA3 Communications, which focuses on youth engagement in sports, music, and entertainment. He also launched the Sound City music festival in 2005. His work with youth sports led him to the International Olympic Committee. He served as CEO of the inaugural Winter Youth Olympic Games in Innsbruck in 2012. He received the Olympic Order in 2013 for his contributions to the community throughout the years. In 2017, Bayer entered the motorsport industry as the FIA Secretary General. His position required him to oversee global management of all FIA motorsport series, including key roles in the Formula One World Championship and the 2026 F1 Power Unit Regulations. He introduced the F1 Cost Cap as well.

Federico Lodi

Lodi is a senior financial expert who brings his strong background in corporate finance and global auditing to the most controversial area of motorsport. He serves as the Financial Regulations Director at the FIA, primarily responsible for the implementation, oversight, and strict enforcement of the Cost Cap rules recently introduced to Formula 1, which have fundamentally altered the balance of power within the sport. He heads the Cost Cap Administration, which scrutinizes the millions of dollars spent by teams throughout the year. His role is to identify 'grey areas' in teams' financial statements, uncover hidden expenses, and determine penalties for budget overruns (such as Red Bull's past violations.). He is one of the most critical bureaucrats in protecting the sport's fair competition and financial sustainability.

Stefano Domenicali

Domenicali was born on May 11, 1965, in Italy, home to the famous Imola circuit. After studying Business Administration at the University of Bologna, he took his first step into motorsport in 1991, working in the finance department at Ferrari. He rose rapidly through the ranks due to his outstanding success in racing operations and team management, becoming Ferrari Formula 1 Team Principal in 2008, succeeding Jean Todt, a role he held until 2014. Following his long tenure in F1, he held strategic roles at Audi for a period, and then served as CEO of luxury supercar manufacturer Lamborghini from 2016 to 2020. In January 2021, he took over from Chase Carey as President and CEO of Formula One Management (FOM). Today, under the umbrella of Liberty Media, he is the most powerful figure managing

Formula 1's commercial rights, global growth strategies, racing calendar, and the sport's multi-billion dollar "show" value.

Susie Wolff

Suzanne "Susie" Wolff (born Suzanne Stoddart on December 6, 1982) is a Formula One driver from Oban, Scotland. She was formerly a test driver and a shareholder in the Williams team. Susie was first announced as a development driver in 2012, and she made her on-track debut in Free Practice 1 at the 2014 British Grand Prix. She also drove in the first session at the 2014 German Grand Prix. These drives made her the first female driver to participate in a Grand Prix since 1992, Giovanna Amati. On 15 January 2016, Susie and the Motor Sports Association announced an initiative called "Dare to Be Different" in an attempt to get more females into motorsport. In March 2023, it was announced that Susie Wolff would become the managing director of F1 Academy.

Jean Todt

Jean Todt was born in Pierrefort, France, in 1946. He became involved in motor racing at a young age and started working as a rally driver and navigator. In 1982, Peugeot-Talbot appointed Todt as manager. He developed the successful Peugeot 205 Turbo 16, leading the team to dominate and win numerous titles. Todt joined Scuderia Ferrari in 1993 to reorganize the team, bringing in Michael Schumacher and Ross Brawn. Under his leadership, Ferrari and Schumacher won multiple championships. Todt became CEO of Ferrari in 2004 and served until 2006. He then took on the role of "Special Advisor" until 2008. In 2009, Todt succeeded Max Mosley as president of the FIA, serving until 2021. He was succeeded by Mohammed Ben Sulayem.

Niels Wittich

Niels Wittich (born 5 August 1972) is the FIA Formula One Race Director, Safety Delegate, Permanent Starter, and head of the F1 Technical Department since the departure of Michael Masi. Like Masi, Wittich is tasked with managing the logistics of each F1 Grand Prix, inspecting cars in parc fermé before a race, enforcing FIA rules, and controlling the lights that start each race. His role was shared with Eduardo Freitas alternately until the 2022 Japanese Grand Prix when Freitas was forced to step down. Herbie Blash, former deputy race director under Charlie Whiting, assists Wittich in a senior advisory role.

Mario Andretti

Mario Andretti was born on February 28, 1940, in Montana, Italy. Andretti is an Italian-born American racing driver who competed in stock cars, U.S. championship cars, and Formula

One. Mario and his twin brother Aldo moved to the U.S. in 1955, settling in Nazareth, Pennsylvania. They began racing stock cars in 1958, but Aldo retired in 1969 after several crashes. Mario became a U.S. citizen in 1964 and won USAC championships in 1965, 1966, and 1969. He also won the Daytona 500 and the Sebring Grand Prix of Endurance. Andretti won the Indianapolis 500 in 1969 and the Formula One World Championship in 1978, becoming the second American to do so. He retired in 1994 and was named one of the best drivers of the century in 1999. He is currently an ambassador, working for the FIA.

Sir Jackie Stewart

John Young "Jackie" Stewart was born in Dumbartonshire, Scotland, on June 11, 1939. Despite struggling in school due to undiagnosed dyslexia, he excelled in racing. Stewart began racing saloons and sports cars, quickly showcasing his talent. In 1963, Ken Tyrrell hired him to race in the British Formula 3 series, where Stewart won seven races in a row. Stewart joined the BRM Formula 1 team in 1965, winning two Grands Prix. In 1968, he teamed up with Tyrrell in Formula 1, forming a highly successful partnership. Over six seasons, Stewart became one of the top drivers, retiring in 1973 with 27 race wins and three championships. Stewart championed improved safety measures in Formula 1, a sport notorious for its high fatality rate. His near-fatal crash in the 1966 Belgian Grand Prix at Spa inspired his safety crusade. He introduced full-face helmets, seatbelts, safety barriers, and greater run-off areas, and helped develop the Grand Prix medical unit. After his long history of motor racing, he remains an FIA ambassador to this day.

Nikolas Tombazis

Tombazis was born on April 22, 1968, in Athens, Greece. Before entering the engineering world, he studied Engineering at Trinity College, Cambridge, and then earned a Ph.D. in Aerospace Engineering from Imperial College London in 1992. He began his Formula 1 career as an aerodynamics specialist at Benetton, contributing to Michael Schumacher's championships. He later led the design of dozens of winning cars as Chief Aerodynamics and Chief Designer at iconic teams like Ferrari and McLaren. Deciding to leave the team's behind-the-scenes work and move to the federation side, Tombazis joined the FIA in 2018. He currently serves as the FIA Single-Seater Director, acting as the "master architect behind the rules" shaping the aerodynamics of modern F1 cars, overseeing the major rule changes of 2022 and 2026, and addressing technical shortcomings of the teams.

Tom Kristensen

Born in Hobro, Denmark, on July 7, 1967, Tom Kristensen is a specialist in endurance racing, known as "Mr. Le Mans" for his record nine victories at the 24 Hours of Le Mans, including

six consecutive wins. He achieved his first Le Mans victory in 1997. Kristensen also holds the record with six wins at the 12 Hours of Sebring and has achieved success in various racing series. After retiring in 2014, Kristensen became a brand ambassador for Audi and Rolex, took on TV roles, and served in official capacities with the FIA, including his current position as an ambassador. He was inducted into the Motorsports Hall of Fame in London in 2014 and the Danish Sports Hall of Fame in 2017. In 2023, he was honored as the Grand Marshal for the 100th anniversary race at Le Mans.

2. Team Principals

The Formula 1 racing series consists of a total of 10 teams in the year 2029, all of these teams have their team principal as the boss of the team, they are responsible for basically everything going on in the team. Their responsibilities are to build a car according to the regulations given by the FIA with the dedicated engineers working under the team, signing drivers to drive their car, and taking part in every race creating a race plan for the drivers to follow.

Team principals will not be a part of the voting procedure but they are able to talk in the committee just as a normal attendee would, team principals are responsible for expressing their wants to FIA, even though they do not have voting power since they are the backbone of Formula 1, FIA has to hear their opinions and act accordingly to them. In the case of a significant viewership fall the teams are free to protest against FIA's decisions because in many cases FIA's and Teams' goals for Formula 1 differ, even though all teams want safety and eco-friendliness if these two goals may collide with keeping the audience Teams' loss can well be more than FIA as Formula 1 is a very expensive sport. Lastly, one topic is worth mentioning is that all of the drivers and team principals except Mercedes F1 Team are not gratified with the new regulations and they have an opposition to it.

Toto Wolff

Toto Wolff was born in 1972. After ending his racing career, which he began at a young age, he quickly rose in the world of motorsport with his business acumen; he became one of the most prominent figures in the paddock after marrying his wife, Susie Wolff, a former racing driver and F1 Academy director. He made a name for himself in the world of Formula 1 by winning 8 consecutive championships with Mercedes. Known for his passionate reactions during races, Wolff made headlines worldwide, particularly with the iconic headset smashing incident captured on camera at the 2021 Saudi Arabian Grand Prix and the brief FIA conflict of interest investigation scandal in 2023 in which he and his wife were implicated. Despite these attention-grabbing incidents in the paddock, the experienced leader did not compromise his leadership skills, managing to lead Mercedes back to the top of the grid in 2026, becoming the boss of this year's dominant team. With flawless management and strategy that

left no chance for rivals, Wolff continues his unwavering leadership as team principal this season.

Frederic Vasseur

Frédéric Vasseur was born in France on May 28, 1968. After studying aeronautical engineering, he entered the world of motorsport, discovering future world champions like Lewis Hamilton and Charles Leclerc through the ASM and ART Grand Prix teams he founded in the lower series. As Team Principal of Scuderia Ferrari, one of Formula 1's oldest and most legendary teams, the experienced executive has become one of the most important leaders shaping the sport. However, Vasseur, at the helm of Ferrari, the backbone of Formula 1, is far from happy with the significant performance gap and technical imbalances this season. With a justifiable skepticism stemming from years of immense experience, the French executive is closely examining his rivals' current updates and designs bordering on illegality, remaining vigilant in order to bring the Italian giant back to the top.

Andrea Stella

Andrea Stella was born on February 22, 1971, and is an Italian who joined McLaren in 2015 as Head of Race Operations. He held the position of Performance Director from 2018 and was appointed Executive Director of Racing in December 2019. Stella's twenty years of Formula 1 experience and his good relations with the McLaren team paved his way to becoming the Team Principal of McLaren in 2023.

Christian Horner

Christian Horner is a former athlete who began his motorsport career at a young age, racing in series such as British Formula 3 and Formula 3000. After ending his active driving career, Horner moved into team management, becoming the youngest team principal in Formula 1 history in 2005 when he led Red Bull Racing to numerous world championships. However, in recent years, he has been in the spotlight for a long time due to allegations of inappropriate behavior and various scandals related to both his private life and team management processes. Although he parted ways with Red Bull at the end of last year due to disagreements, he was quickly reinstated as the team needed his unique experience and leadership to fill the management void.(Fictional information) Since the start of the season he gave the media speeches that stirred up controversy and looked for hidden agendas in the new regulations.

James Vowles

James Vowles began his F1 career as the Chief Strategist at Brawn GP for the 2009 season and he stayed with the team until the end of the year when the team was bought by Mercedes. Vowles was seen as a potential successor to Toto Wolff as Mercedes Team Principal. He was promoted to Motorsport Strategy Director in 2019. In January 2023, Vowles announced his departure from Mercedes to become the Team Principal of Williams, being the third principal in the team's history.

Graeme Lowdon

Graeme Lowdon was born in England on April 23, 1965, and studied engineering and business administration. Highly respected for his resilience in paddock crisis management and strategic acumen, the experienced executive also led projects in endurance racing after a break from Formula 1. With this extensive management experience, Lowdon made a grand return to the sport, becoming Team Principal of the grid's new force, Cadillac F1.

Adrian Newey

Adrian Newey is a British engineer considered one of the most successful and iconic car designers in Formula 1 history, whose engineering genius has transformed the sport. Having worked for many years with giants like Williams, McLaren, and Red Bull Racing, he has etched his name in the history books of motorsport, winning numerous drivers' and constructors' championships. Despite his immense experience and his role as team principal of Aston Martin F1 this season, he has been greatly surprised by the team's performance, which has been significantly worse than expected. Newey suspects that this striking performance gap between his team and others may be due to a situation where rivals are bending the rules.

Ayao Komatsu

Ayao Komatsu is a Japanese Formula 1 engineer and team principal. In January 2024, he started to serve as the team principal of the Haas F1 Team, the same team where he previously was the director of engineering. His Formula 1 journey goes back to 1995, the year he moved to the United Kingdom and studied Automotive Engineering and Vehicle Dynamics at Loughborough University. In 2003, Komatsu started his career in the racing world as a tire engineer at British American Racing, and three years later, he transitioned to Renault as a performance engineer. In the 2011 season, the Japanese professional worked as a race engineer for Vitaly Petrov, followed by a collaboration with Romain Grosjean the following year. In 2015, Komatsu was promoted to chief race engineer, but a year later, he and Grosjean moved to Haas. At Haas, he held the position of trackside engineering director for eight years until he was promoted to the team.

Mattia Binotto

Mattia Binotto was born in Switzerland on December 30, 1969, and studied motorsport engineering. He quickly rose through the ranks at Ferrari, where he began as a motor engineer in 1995, becoming a key part of the team during Michael Schumacher's golden age. His technical prowess led to his appointment as Ferrari Team Principal in 2019. After intense and demanding years there, Binotto left the team in 2022 and is considered one of the most experienced technical minds in the paddock. Following a break from Formula 1, the successful engineer gave his career a new direction by joining the senior management team of Audi's F1 project. Currently he serves as the team principal of the Audi Formula 1 Team.

Alan Permane

Alan Permane was born in England in 1967 and spent over thirty years in critical engineering roles at teams such as Benetton, Renault, and Alpine. Known for his meticulous knowledge of the track and racing operations, he became an unshakeable operational force in the paddock, playing a major role in the championships of Michael Schumacher and Fernando Alonso. Following this immense experience, he opened a new chapter in his career, becoming Team Principal of Racing Bulls, one of the grid's most ambitious teams.

Flavio Briatore

Flavio Briatore was born in Italy on April 12, 1950, and after a successful career as a textile and restaurant entrepreneur, he entered the world of motorsport. In the late 1980s, he took charge of the Benetton F1 team, playing a leading role in discovering and bringing Michael Schumacher to the team, leading them to their first world championships. Later, as the team principal of Renault F1, he led Fernando Alonso to two consecutive world championships, becoming one of the most charismatic and influential figures in the paddock. However, Briatore's brilliant career suffered a major blow with the "Crashgate" scandal at the 2008 Singapore Grand Prix, one of the biggest scandals in Formula 1 history. He was banned for life by the FIA after it was revealed that he had ordered his driver, Nelson Piquet Jr., to deliberately cause an accident to create a safety car period allowing his teammate, Fernando Alonso, to win the race. Although this decision was later overturned by the courts, Briatore was forced to stay away from official F1 management duties for many years. Despite his turbulent past, his genius in sports and business acumen cannot be ignored, and in 2024, he returned to the Alpine team as a management consultant, once again making his presence felt in the Formula 1 paddock after many years.

3. Drivers

Drivers are the main characters of the Formula 1 racing series; they are the ones that become idols of the watchers by driving the most efficient, aerodynamic, and technologically advanced automobiles mankind can drive. Even though they have a crucial role in Formula 1 they will also not be a part of the voting procedure since they will also not take part in the committee itself as attendees, but they will be able to show their opinions in the committee to the FIA in order to influence the future of Formula 1 when their team's principal invites them to the committee to give a speech with them in the committee. This procedure can take place if the team principal writes a directive to call their drivers into action, meaning they can go to the floor together giving a speech to prove or support their claims.

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