

Limited visibility from rainfall and tire spray, low grip from standing water, wet races have unique conditions and unique rules to match.

Different Rules

No need to use two different compounds, pit stops become optional.

Wet/Inter tires available if the race director declares it a wet race

No DRS

Rolling Start | cars follow behind the Safety Car on wet tires, displacing water and drying up the racing line. Once the safety car goes into the pits the race can start.

Visibility is better at the front of the pack

Delays

Race Start | can be delayed at the race director's discretion

Red Flag | suspends the session, cars must return to the pits. During races they line up in the fast lane and teams can make select repairs and tire changes. Cars will be placed in racing order prior to the race resuming.

Free practices | the clock continues to run, max 1hr

Qualifying | timer stops, if fast laps have been completed rest of session can be cancelled if not can be delayed till Sunday morning.

Sprint Races | time under red flags will be added to the to the race time, max 1.5hrs on track.

Grand Prix | time under red flags will be added to the to the race time, max 3hrs on track.

Cancellation | Races are rarely cancelled but can be. The unique F1 schedule makes rescheduling next to impossible.



Intermediate

For no standing water, drying track
5 cm wider
Medium grooves
Shifts 30L of water



Wet

For standing water
10 cm wider
Large grooves
Shifts 85L of water
Needs to stay wet to avoid overheating

The conditions wet tires are suited to are regularly judged to be too dangerous to drive in.

The amount of water displaced is a major contributor to the low visibility.

Points | If a GP is red flagged and not resumed, partial points can be awarded based on the percentage of the race has been completed.

A sprint race must be completed to 50% distance for points to be awarded.

Full points are awarded if a race ends because of the time limit.

A race must have three 'green flag' laps with cars racing each other to count.

| | over 2 laps under 25% | over 25% under 50% | over 50% under 75% | over 75% |
|-------------|--------------------------|-----------------------|-----------------------|-------------|
| 1st | 6 | 13 | 19 | 25 |
| 2nd | 4 | 10 | 14 | 18 |
| 3rd | 3 | 8 | 12 | 15 |
| 4th | 2 | 6 | 9 | 12 |
| 5th | 1 | 5 | 8 | 10 |
| 6th | | 4 | 6 | 8 |
| 7th | | 3 | 5 | 6 |
| 8th | | 2 | 3 | 4 |
| 9th | | 1 | 2 | 2 |
| 10th | | | 1 | 1 |

Drying Track

Different areas of the track will have different conditions (wet/dry, puddles, rate of drying)

Not fully suited to dry or wet tires.

Going off the racing line becomes riskier (go onto an area your tires aren't suited to)

Teams must find the magic moment to switch their tires to keep matching the conditions.



Aquaplaning/Hydroplaning

A layer of water between the tires and the track reduces tire grip and the driver's control. The car can start to glide or spin out.