

**APEX** | point where a driver's racing line is closest to the inner corner and they can reduce steering lock and hit the throttle

**AQUAPLANING/HYDROPLANING** | layer of water between the tyres and track resulting in a loss of traction/control, frequently ending in a crash

**BACKMARKER** | driver at the rear end of the field, likely to be lapped

**BLISTERING** | inner part of the tyre overheats, damages the surface creating bubbles

**BOX** | indication that the driver should pit

**CHASSIS** | single shell everything is attached to

**CHICANE** | consecutive turns in alternate directions

**CLEAN AIR** | no car in front creating turbulent air, optimal aerodynamic conditions

**COMPOUND** | different rubber mixes used in the different types of tyres, giving them their unique characteristics

**DEG/DEGRADATION** | loss of tyre performance due to wear

**DEALTA TIME** | time difference, between lap times or two cars

**DRS** | drag reduction system, flap at the back of the car that opens to increase aerodynamic performance and speed

**DRS ZONE** | straight where DRS can be activated

**FLAT SPOT** | spot where the tyre loses its curvature

**FREE PRACTICE** | hour long sessions where teams can drive on the track, testing and collecting data on their tyres and car set ups.

**GRAINING** | outer surface of a tyre overheats, looks like pilling on a sweater

**GRID** | race starting position, all the drivers

**HALO** | loop around the drivers head to protect them in case of an accident

**LOCK UP** | sharp braking causing one or more tyres to pause their rotations

**OVERSTEER** | car overshoots and goes past the racing line

**PADDOCK** | enclosed area where transporters and motor homes are, no public admission

**PARC FERME** | fenced-off area where cars are parked after qualifying and the race, teams cannot touch them, checked over by scrutineers for legality and safety

**PARC FERME CONDITIONS** | cars are in the garages or on track and teams can make limited changes to them

**PITS** | area including the garages, pit lane (road connecting to the track) and pit wall (strategy/data centre)

**POLE POSITION** | first place on the starting grid, fastest lap time in qualifying

**POWER UNIT** | includes the engine (ICE), turbo charge, energy recovery systems, energy store, and control electronics

**RACE DIRECTOR** | in charge of race procedures, track safety/safety cars

**RACING LINE** | typical route drivers will take around the track, shortest way around the track

**SAFETY CAR** | used for large racing incidents to stop racing but keep drivers on the track, drivers follow behind the car at a slower speed

**SCRUBBED** | used/already broken in tyres

**SHUNT** | accident or crash, usually involving gliding down the track

**SILLY SEASON** | time of the year (usually around the summer break) where contracts are being negotiated and drivers are switching teams, lots of rumours

**SLICKS** | completely smooth tyres, for dry weather

**SLIPSTREAMING** | driving behind another car to reduce drag, reach a higher speed and slingshoot past

**STEWARDS** | referees, investigate racing incidents and give out penalties

**TEAR-OFFS** | removable plastic strips on the driver's visor

**TYRE WARMER** | electric blanket that's wrapped around the tyres

**UNDERSTEER** | car undershoots and doesn't reach the racing line

**VIRTUAL SAFETY CAR** | used for large racing incidents to stop racing but keep drivers on the track, drivers slow down and maintain their time between each other