

- 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 tires 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 tire 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 tires, giving them their unique characteristics
- Deg/degradation** | loss of tire performance due to wear
- Delta 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 tire loses its curvature
- Free Practice** | hour long sessions where teams can drive on the track, testing and collecting data on their tires and car set ups.
- Graining** | outer surface of a tire overheats, looks like pilling on a sweater
- Grid** | race starting position, all the drivers
- Halo** | loop around the driver's head to protect them in case of an accident
- Lock up** | sharp braking causing one or more tires 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 Fermé** | 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 Fermé 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 tires
- 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 tires, for dry weather
- Slipstreaming** | driving behind another car to reduce drag, reach a higher speed and slingshot past
- Stewards** | referees, investigate racing incidents and give out penalties
- Tear-offs** | removable plastic strips on the driver's visor
- Tire warmer** | electric blanket that's wrapped around the tires
- 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