RACE OPTIMISED QUALIFYING - ROQ

Race Optimised Qualifying (**ROQ**) has been carefully designed to vastly improve the spectator and viewer experience of Formula 1 and as a consequence increase the worldwide audience and revenue for the sport.

The introduction of **ROQ** in the 2016 F1 season would:

1. Make race day vastly more exciting with increased overtaking akin to rain affected days with mixed up grids while at the same time maintaining the history and heritage of qualifying day.

2. Increase the rewards for certain drivers, those who master the one lap discipline and those that overtake on race day.

How ROQ Works

Based on the assumption that there are 20 cars on the grid and that the present format of qualifying using Q1, Q2, and Q3 is kept this is how it will work:

1. **ROQ** is built around the concept of each race grid being a reverse of the previous final race order (first at the back and last at the front) however this is only half the story. The reversed grid is split into three sections, 1st to 7th (Front Group), 8th to 13th (Midfield Group) and 14th to 20th (Rear Group).

2. At the end of qualifying each group is rearranged in order of their qualifying times. For example if the fastest driver in qualifying had finished the last race in 12th place that driver would move up from 9th on the reversed grid to start the next race in 8th position at the head of the Midfield Group.

3. The fact that each driver is attempting to be at the front of his group means they will all be taking qualifying very seriously. However **ROQ** adds even more incentive! At the end of every qualifying session the fastest ten drivers will be awarded points, 10 to the fastest qualifier and 1 to the tenth creating a race by race **ROQ** table. At the end of the season the top ten drivers in the table will be awarded points that are equal to two race finishes. i.e. 50 points to the first placed, 36 to the second and so on down to tenth who will get 2 points. These points are added to the drivers final championship totals for the season.

Additional Information

All races will use the **ROQ** system for qualifying except for the first race of the season and Monaco. The starting grid at the first race of the season will be decided as per normal using qualifying times from the day before. This will also be the case at Monaco as it is virtually impossible to overtake. **ROQ** points will still be added as usual.

When two cars have finished a race in a dead heat or retired in the same incident they will be put in **ROQ** order using their individual qualifying times at the former race. If they can't be separated by these methods alphabetical order will be used.

ROQ In Action

If in use this season the starting grid for the 2015 Spanish Grand prix would have been as follows:

1. Carlos Sainz Jnr (Toro Rosso)
2. Max Verstappen (Toro Rosso)
3. Pastor Maldonado (Lotus)
4. Jenson Button (McLaren)
5. Marcus Ericsson (Sauber)
6. Will Stevens (Manor)

7. Roberto Merhi (Manor)
8. Daniil Kvyat (Red Bull)
9. Felipe Massa (Williams)
10. Fernando Alonso (McLaren)
11. Felipe Nasr (Sauber)
12. Nico Hulkenburg (Force India)
13. Sergio Perez (Force India)
14. Nico Rosberg (Mercedes)
15. Lewis Hamilton (Mercedes)
16. Sebastian Vettel (Ferrari)
17. Valtteri Bottas (Williams)
18. Kimi Raikkonen (Ferrari)
19. Daniel Ricciardo (Red Bull)
20. Romain Grosjean (Lotus)

If in use last season the final **ROQ** results would have been:

			Final Awards	
1.	Nico Rosberg (Mercedes)	(177)		50 pts
2.	Lewis Hamilton (Mercedes)	(149)		36 pts
3.	Daniel Ricciardo (Red Bull)	(114)		30 pts
4.	Valtteri Bottas (Williams)	(102)		24 pts
5.	Fernando Alonso (Ferrari)	(88)		20 pts
6.	Sebastian Vettel (Red Bull)	(86)		16 pts
7.	Felipe Massa (Williams)	(82)		12 pts
8.	Kevin Magnussen (McLaren)	(62)		8 pts
9.	Jenson Button (McLaren)	(51)		4 pts
10.	Kimi Raikkonen (Ferrari)	(39)		2 pts

Therefore the final 2014 F1standings would have been:

1.	Lewis Hamilton (Mercedes)	(384 + 36)	420 pts
2.	Nico Rosberg (Mercedes)	(317 + 50)	367 pts
3.	Daniel Ricciardo (Red Bull)	(238 + 30)	268 pts
4.	Valtteri Bottas (Williams)	(186 + 24)	210 pts
5.	Sebastian Vettel Red Bull)	(167 + 16)	183 pts
6.	Fernando Alonso (Ferrari)	(161 + 20)	181 pts
7.	Felipe Massa (Williams)	(134 + 12)	146 pts
8.	Jenson Button (McLaren)	(126 + 4)	128 pts
9.	Nico Hulkenburg (Force India)	(98 + 0)	98 pts
10.	Kevin Magnussen (McLaren)	(55 + 8)	63 pts
11.	Sergio Perez (Force India)	(59 + 0)	59 pts
12.	Kimi Raikkonen (Ferrari)	(55 + 2)	57 pts
13.	Jean-Eric Vergne (Toro Rosso)	(22 + 0)	22 pts

14. Romain Grosjean (Lotus)	(8 + 0)	8 pts
15. Daniil Kvyat (Toro Rosso)	(8 + 0)	8 pts
16. Pastor Maldonado (Lotus)	(2 + 0)	2 pts
17. Jules Bianchi (Marussia)	(2 + 0)	2 pts
18. Adrian Sutil (Sauber)	(0 + 0)	0 pts
19. Marcus Ericsson (Caterham)	(0 + 0)	0 pts
20. Esteban Guitierrez (Sauber)	(0 + 0)	0 pts
21. Max Chilton	(0 + 0)	0 pts
22. Kamui Kobayashi (Caterham)	(0 + 0)	0 pts
23. Will Stevens (Caterham)	(0 + 0)	0 pts

Although there is only one change to the original final 2014 standings it must be remembered that in practice this table would have changed more under **ROQ** conditions due to the vastly altered grids producing different race results.

Suggestions

We strongly suggest that blue flags are removed from race day. There is going to be a lot more action on the circuit with faster cars overtaking slower cars and blue flags will only create more confusion than already exists at the moment. Drivers will be given the option to either race the lapping car or let it pass thereby adding another strategy option for teams as the race unfolds.

Tyre options should be reduced to wet, intermediate and dry. The dry tyre should be optimised to allow drivers to run absolutely flat out for 50% of the race distance. This will get rid of the nonsensical two option system presently in operation which is totally confusing for the viewer and will allow teams to go 'flat out' racing with a much simpler format. Obviously teams will still be restricted to a maximum number of each tyre option per race. Racing should be done out on the track not in the pit lane and with **ROQ** and no blue flags the necessity to create fabricated tyre change and fuelling overtakes in the pit lane disappears.

Due to the fact that drivers further back may deliberately drive slower at the end of races in order to achieve higher grid positions at the next race we feel that the point system should be adjusted to reward drivers down to 16th place. In this case **ROQ** points would be similarly awarded down to 16th making race day and qualifying even more exciting!

<u>Conclusions</u>

ROQ will bring much needed excitement back to F1! It will reward drivers who can overtake and drivers who can produce a blistering lap in qualifying. Qualifying day itself will carry much more weight with the added points system and race days will be dramatically improved with wheel to wheel racing the order of the day. The fastest cars will still be the fastest cars and the best drivers will still be rewarded but the overall experience for the spectator and viewer at home will never be the same!

It's time for F1 to be brave… it's time for F1 to **ROQ!**