
A look at the real risks of Formula

One driving

The F1 race is a scion that has evolved continuously since its inception for almost twenty years. In the first years, technical progress has made most cars faster. Safety is now the main task, but it does not alleviate the concern and makes the vehicle and the equipment as safe as ever before.

A real revolution Roland Rattsenburger and the legend Ayrton Senna died in the 1994 season at the San Marino Grand Prix in a row and in a single race, in the following years, in the security area. Jules Bianchi died in 2014 at the Japanese Grand Prix after nine months of head trauma, then the death in the Grand Prix was decided for twenty years.

However, more than 200 miles per hour will be accidents, you will never find 20 cars at racetracks at speeds up to your death. Most people have many impressive events for the average person, the drivers almost miraculously disappear. However, many injuries are compatible.

Driver's fitness

F1 is one of the best athletes in any sport and it has to be because they have incredible skills in their bodies during the race. The latest car models have a strong mounting force and extract G-over-power in the corners faster than 6G. This results in a strong increase in the weight of the hull, rather than the addition of 25 kg more pressure in the longitudinal direction.

In training, drivers use several pieces of specially designed equipment that simulate the movement of the vehicle by pulling the head forward, backward and sideways. The dielectric strength strengthens the strength of the neck.

However, two hours under race conditions place heavy loads on the power steering and hand-oriented vehicle, wrists, shoulders and trunk muscles on the road. In addition, especially the foot is continuously running on the brakes of the brakes, which should generate 80 kg of pressure on the pedal, which actually gives the leg muscles.

The F1 driver can have a heart rate of approximately 160 beats per minute, sometimes more than 200 beats per minute during the race. The standard for a normal young person is approximately 60 minutes per minute. As Kokpitte is incredibly heated, the driver can reduce sweating by 3 kilograms.

To create durability and durability, cyclists can use a variety of teaching methods, such as running, biking and weighing, but you can avoid the main power system, kokpitte, we must also be careful to apply much more.

F1 driver injured

Driving the F1 vehicle, especially on a road with many sharp turns, can cause injuries when using the wheels. Hand, wrist and elbow can be damaged. When a race error occurs quickly, the consequences can be caused by a disaster because the forces associated with the impact are important. The parts of the car are designed for shock absorbers and provide more protection to the driver of the cabin.

Exposure from the front represents a risk of serious injuries to the hands and feet and a severe collision of the spine and neck. One of the worst injuries is the disability of the skull, which can occur inside the skull due to the sudden swing of the brain, protecting the cockpit and the driver's helmet. It can cause brain pain and other brain injuries that can lead to life-threatening consequences.

Due to the open design of the cabin, drivers are also prone to obstacles on the track. One of those notorious events took place in 2009, when Felipe Massa and another car arrived and ran the helmet at 170 mph. He had lost a broken skull and almost his sight in his left eye. He was lucky because he was alive.

After the accident, there is still a great fear, a car that fights with fire, which fortunately is rarer nowadays. There are many built-in protections to protect the disk, but thinking about a fire in a confined space should worry drivers.

Precautionary measures

The vehicles have a fire extinguishing system that can be controlled by a driver or close the vehicle to combat the risk of fire. It also works when the voltage is off. There is also a switch in the cabinet to disconnect.

Drivers are light and flammable racing vehicles whose interior height must be maintained for at least forty seconds at a temperature of 800 ° C to a degree of forty degrees Celsius. Also the rays and the sewing thread must comply with this standard. If the driver can not get out of the vehicle, the driver must remove the seat with the seat belts. To remove them, the race suit must be strips that serve as pencils on the shoulders. You should be able to take the total weight of the driver and the seat.

The Tadside must have a special load to protect the driver's head from the sides and back. In addition, the additional upper pads and feet must be adjusted horizontally to minimize the risk of collision with leg injuries. The controller unit is too light to lift the print head and strong enough to resist intrusion. The helmet is also designed for aerodynamics to reduce friction.

Violation of the requirements

Unfortunately, our roads do not have the same protection. However, if you are involved in an accident, you can also suffer injuries related to life changes. If the accident is not your fault, you should consult a legal expert specialized in this type of accident. They can be liable to be sued for damages for head injuries or for other damages that can lead to an accident that is not related to an error.