



Fédération Internationale de l'Automobile

(I) Deliberation upon Andretti Global's entry into F1 in 2025, 2026 or 2028

(II) Discussion on the allegations on FIA President Ben Sulayem for Jeddah

2023

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Letter from the Executive Board

With immense pleasure to serve as your Executive Board, we welcome you to the simulation of the Fédération Internationale de l'Automobile(FIA), held at SHISMUN'24. Our committee shall deliberate upon:

(I) Deliberation upon Andretti Global's entry into F1 in 2025, 2026 or 2028

(II) Discussion on the allegations on FIA President Ben Sulayem for

Jeddah 2023

The primary aim of this document is to provide a course of research and a base of knowledge. It however, by no means, limits the creation of new dimensions or the scope of discussion. We request you to sincerely read the document so that all of you at least have a common ground of understanding. Simultaneously, we request that you don't treat this guide as a source of citation in the committee as it is a mixture of arguments and facts constructed to ease up the understanding.

Furthermore, it is of the utmost importance that you as delegates rise above a simplistic "copy-paste" approach to this committee. As an unconventional committee, FIA provides you more than ample room to get creative and present ideas beyond a straightforward google search. With agendas as riveting as the ones at hand, we hope each one of you is not just reading out speeches, but critically analysing the situation and applying your logic to deliberate in committee.

Lastly, keeping the above in mind and hoping you all put it into practice, we only ask that you let the F1 fan in you thrive, of course, in the scope of your allotments. On that note, we look forward to captivating sessions and hope we all take something back home. Please don't hesitate from reaching out for assistance in case any doubts arise.

Happy Researching!

Regards,
The Executive Board
Fédération Internationale de l'Automobile

Proofs/Evidence allowed in committee:

Evidence in committee will be accepted from:

1. FIA documents/Formula 1's Website - Any F1 article that makes clear mention of the fact or any FIA document pertaining to the topic will be accepted as clear evidence in committee
2. Team Documentation - Any documents/statements released by the team will be taken into account in committee as evidence on stance
3. News reports - Sources like ESPNF1, Sky F1, BBC Sport, etc. will be taken into consideration in committee, based on the nature of the article presented to the executive board
4. Top Journalists - Top Journalists and stakeholders such as Will Buxton, Martin Brundle, David Croft, Nico Rosberg, etc. will also be taken into account when debating opinions in the committee
5. Fans - The fans being the most important stakeholder in Formula 1 means that their opinions will also be reflected in the committees, for which social media posts from sites like Twitter can be used in the committee as well

Introduction:

The laws of racing and regulations of F1 teams are regularly under scrutiny by the general audience of the sport as all the teams on the grid are regularly looking for loopholes to gain a one up on each other. This can often lead to illegal actions on and off the track which can change the complexion of races and championships overall. As the FIA, it is the mandate to maintain these rules to best promote competitiveness between teams and entertainment for the audience while sticking to the core philosophies of the motorsport, Formula 1. We often see controversies take place on and off the grid, and in this committee we will be dealing with the two biggest ones of the new decade of Formula 1.

What is the FIA:

The FIA (Fédération Internationale de l'Automobile) is the governing body for motorsport worldwide. It is a non-profit organisation that was founded in 1904 and is headquartered in Paris, France. The FIA's primary role is to regulate and promote various forms of motorsport, ensuring fair competition and safety standards are met.

The FIA is responsible for overseeing numerous international motorsport championships, including Formula One (F1), World Rally Championship (WRC), World Endurance Championship (WEC), and many others. It establishes the rules and technical regulations for each championship, manages the sporting calendar, and grants licences to teams, drivers, and circuits.

In addition to its involvement in motorsport, the FIA is also responsible for promoting road safety and sustainable mobility. It works closely with its member organisations, national automobile clubs from around the world, to develop and implement initiatives to improve road safety and raise awareness about sustainable transportation.

The FIA has played a crucial role in shaping the development of motorsport over the years, ensuring the safety of competitors and spectators, promoting fair competition, and advancing technological innovation in the automotive industry.

What is Andretti Global

Andretti Global is a company founded by Michael Andretti, a former racing driver and the son of racing legend Mario Andretti. It operates in the motorsports and automotive sectors, offering various services such as racing team management, driver development programs, and automotive technology solutions. The organisation fields teams in a variety of racing series, including:

- IndyCar Series
- Indy NXT (feeder series to IndyCar)
- Formula E (electric car racing)
- Extreme E (off-road electric SUV racing)
- IMSA SportsCar Championship (endurance racing)
- Australian Supercars Championship

They've also got a joint entry in the Super2 Series, which supports the Australian Supercars Championship.

Andretti Global's proposed entrance into F1

Here's a breakdown of Andretti Global's attempt to enter Formula 1:

- **Initial Application:** In 2023, Andretti, partnered with General Motors brand Cadillac, announced their intention to join F1, targeting a 2026 debut [Wikipedia Andretti Global]. Their bid was initially approved by the FIA, the governing body of Formula 1.
- **Rejection and Controversy:** However, in January 2024, Formula One Management (FOM), which holds the commercial rights for F1, rejected Andretti's application. FOM cited concerns about a lack of added value to the championship [Motor1 Andretti's Formula 1 Entry Has Been Denied]. This decision sparked controversy, with Andretti and some existing F1 teams like McLaren criticizing the decision.
- **A Glimpse of Hope:** There is still a possibility for Andretti to enter F1, but with conditions. F1 stated they would be more receptive to an application for the 2028 season if Andretti uses a GM-developed power unit, either as a full works team or a customer team designing their own allowable components [Motor1 Andretti's Formula 1 Entry Has Been Denied].
- **Continued Commitment:** Despite the setback, Andretti Global remains committed to F1. They've even opened a new facility in the UK to support a potential future entry [SportsPro Andretti Global still pushing for F1 entry]. They're also looking to establish junior programs in Formula 2 and 3 to cultivate American racing talent for F1.

Apprehensions to Andretti Global's entrance into F1

Andretti Global's ambitious bid to join the elite company of Formula 1 teams faced an uphill battle, with concerns swirling around several key areas. These apprehensions highlighted some underlying tensions within F1 itself, with established teams wary of change and dilution of their own positions.

- **Dilution of the F1 Brand:** The spectre of a diluted F1 brand loomed large. Existing teams, particularly the top players like Mercedes and Red Bull, expressed anxieties about adding an 11th team. Their primary concern was that the exclusivity and prestige that F1 had carefully cultivated over the years would be tarnished. They envisioned a scenario where the financial pie – in the form of prize money and lucrative sponsorship opportunities – would be sliced thinner, potentially weakening the financial health of all teams. Simply adding another competitor wasn't enough in their eyes. Andretti Global, they argued, needed to demonstrate a significant value proposition beyond just being another car on the grid. This value could come in the form of groundbreaking marketing strategies, a strong financial backing that could elevate the sport's global profile, or perhaps even a technological innovation that could shake up the established order.
- **Reliance on Existing Engine Supplier:** Initially, Andretti's plans to utilize an existing manufacturer's power unit raised eyebrows. While they eventually secured a partnership with General Motors to develop their own engine by 2028, F1 might have been wary of their initial lack of a truly independent powertrain solution. The concern was that Andretti, without their own engine, would essentially be an extension of another existing manufacturer. This wouldn't necessarily elevate the level of competition on the track. F1, ideally, would have preferred a new entrant with a completely independent engine program that could bring a fresh dimension of competition and technological advancement to the sport.
- **Lack of Competitiveness:** Another apprehension was the potential lack of competitiveness from Andretti Global. F1, after all, thrives on high-octane racing and close competition. The existing teams might have questioned whether Andretti, as a new entrant, would be able to hit the ground running and challenge the established order. There was a fear that a non-competitive team could drag down the overall spectacle and excitement of the sport.
- **Reduction of Prize Pool for Existing Teams:** Perhaps the most immediate and practical concern for the existing teams was the potential reduction of their prize pool share. F1 teams are awarded prize money based on their finishing positions in the Constructors' Championship. With an additional team on the grid, the total prize money would be split further, potentially reducing each team's individual share. This financial hit, however small, was a significant concern for some teams, particularly those operating on tighter margins.

While these were the main apprehensions voiced, it's important to remember that the reasons provided by F1 for rejecting Andretti's bid have been challenged by Andretti themselves, as well as by the US government. This suggests that there might be other, perhaps more political or strategic factors at play behind the scenes. The situation remains

fluid, with Andretti continuing to lobby for their inclusion, and the possibility of a future entry on the table.

Deep Dive into the Jeddah GP 2023 Controversy

The controversy surrounding the 2023 Jeddah GP was multifaceted, going beyond just a penalty reversal.

The Incident:

During the race, Fernando Alonso made a pit stop under a five-second penalty. Allegedly, while serving this penalty, a jack touched his car briefly, which some considered a further rule violation. This resulted in a second penalty - a ten-second time addition.

The Appeal and Controversy:

Aston Martin contested the additional ten-second penalty, arguing that the brief jack touch wasn't a violation. Their appeal was successful, and the stewards overturned the penalty, allowing Alonso to keep his podium finish.

This, in itself, wasn't controversial. The problem arose from accusations that FIA President Mohammed Ben Sulayem pressured the stewards to overturn the penalty in Alonso's favor.

Why was Ben Sulayem's involvement controversial?

- **Conflict of Interest:** Ben Sulayem previously held a position with the Abu Dhabi Tourism Authority, which sponsors another F1 race. Some suspected this connection might have influenced his stance on the Saudi Arabian GP.
- **Lack of Transparency:** The FIA didn't disclose the specific reasons for overturning the penalty, fueling speculation about Ben Sulayem's involvement.
- **Undermining Stewards' Authority:** If Ben Sulayem did influence the decision, it could be seen as undermining the authority of the stewards, who are supposed to act impartially.

The Aftermath:

Alonso had provisionally finished third at the Jeddah Corniche Circuit, only for him to be given a 10-second time penalty post-race, as work was conducted on his car prior to the completion of a previous five-second time penalty. This demoted the two-time World Champion from third to fourth; however, he was promoted back into third post-race as a result of the penalty being overturned.

The FIA vehemently denied the accusations against Ben Sulayem. However, the controversy led to a formal investigation into his actions.

Some things to think about before the committee:

Agenda I: Andretti Global's F1 Entry (2025, 2026, or 2028)

Economic Impact:

- **Pros:** Andretti could attract new American sponsors interested in F1's global audience. This could increase overall revenue for the sport.
- **Cons:** Existing teams might see their sponsorship deals diluted or face competition for the same sponsors. Sharing the pie with another team could decrease individual team income.

Sporting Merit:

- **Pros:** Andretti's success in other racing series suggests potential for competitiveness. More competition could elevate the overall level of racing.
- **Cons:** A new team might struggle initially, affecting the overall quality of competition. F1 might prioritize expanding the grid over finding truly competitive entries.

Geographical Expansion:

- **Pros:** An American team could significantly boost F1's popularity in the US, a major untapped market. This could generate new fans, ticket sales, and merchandise revenue.
- **Cons:** Success relies heavily on marketing and driver selection. A team failing to capture the American audience could have a negative impact.

Impact on Existing Teams:

- **Pros:** Sharing knowledge and resources with a new team could foster innovation across the sport.
- **Cons:** An additional team could lead to a smaller share of prize money for each participant. Increased competition for resources at race weekends (e.g., pit lane space) could create logistical challenges.

For Your Team's Position:

- Does your team have a history of supporting American ventures in international sports?
- Might your team benefit from increased F1 viewership due to Andretti's participation?
- Would your team support stricter regulations for new F1 entries to ensure a minimum level of competitiveness?

Agenda II: Allegations on FIA President (Jeddah GP 2023)

Due Process:

- **Pros:** A fair and transparent investigation ensures all sides are heard and a just outcome is reached.
- **Cons:** An opaque investigation could raise doubts about the FIA's commitment to transparency and accountability.

Conflict of Interest:

- **Pros:** Stricter standards for FIA officials can prevent situations where personal connections influence decisions.
- **Cons:** Setting overly restrictive rules might limit the pool of qualified individuals interested in FIA leadership positions.

FIA's Credibility:

- **Pros:** A strong and impartial FIA is crucial for maintaining fair competition and upholding the integrity of the sport.
- **Cons:** Allegations of bias and lack of transparency erode public trust in the FIA's ability to govern F1 effectively.

For Your Team's Position:

- Did your team raise concerns about the Jeddah GP 2023 controversy?
- How important is upholding the highest ethical standards within the FIA for your team?
- Would your team support reforms within the FIA to prevent future controversies and strengthen due process?

Silly Season essentials:

The Formula 1 silly season refers to the period of time in the racing calendar when teams and drivers negotiate contracts, speculate about potential changes, and make announcements regarding their plans for the upcoming season. It is characterised by rumours, intense media coverage, and sometimes unexpected driver or team changes, creating excitement and speculation among fans and stakeholders in the Formula 1 community.

Research Links:

<https://www.nytimes.com/athletic/5241208/2024/01/31/andretti-formula-one-entry-rejection/#:~:text=Soccer%20Transfer%20News-,F1%20rejects%20Andretti's%20planned%20team%20entry%20for%202025%20or%202026,the%20team%20join%20in%202028%3F&text=Formula%20One%20rejected%20Andretti%20Global,the%20racing%20body%20said%20Wednesday.>

<https://www.bbc.com/sport/formula1/articles/cjee5xw8vo#:~:text=Andretti's%20bid%20to%20enter%20F1,for%20an%20entry%20in%202028.>

<https://www.the-race.com/formula-1/andretti-f1-dispute-dramatic-escalation-explained/>

https://www.espn.in/racing/story/_/id/39430557/why-f1-rejected-andretti-bid-join-grid-2025-2026

<https://corp.formula1.com/formula-1-statement-andretti-formula-racing-llc-application-to-participate-in-the-fia-formula-one-world-championship-summary-and-conclusions-of-commercial-assessment-process/>

<https://www.si.com/fannation/racing/f1briefings/news/f1-news-fia-releases-statement-following-mohammed-ben-sulayem-controversy-lm22#:~:text=The%20controversy%20began%20when%20a.serving%20a%20five%2Dsecond%20penalty.>

<https://www.skysports.com/f1/news/12433/13087280/fia-president-mohammed-ben-sulayem-investigated-for-alleged-race-interference-at-2023-saudi-arabian-gp>

<https://www.mirror.co.uk/sport/formula-1/breaking-fia-mohammed-ben-sulayem-32280732>