

# **IASMUN**

## **Background Guide**



## **Formula 1**



# **IASMUN FORMULA 1 BACKGROUND GUIDE**

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## Letter from the Head Chair -

IN THE WORDS OF ERNEST HEMINGWAY,

"THERE ARE ONLY THREE SPORTS: BULLFIGHTING, MOTOR RACING, AND MOUNTAINEERING. ALL THE REST ARE MERELY GAMES."

FORMULA 1, THE PINNACLE OF MOTOSPORT STANDS AS THE WORLDS GREATEST SPORT. WHAT SPORT MAKES VEGAS STOP IN ITS TRACKS? WHAT SPORT HAS STADIUMS THAT SPAN CITIES? WHAT SPORT PLAYS ITS LITTLE GAME 24 TIMES A YEAR ALL AROUND THE WORLD? THIS IS NOT ANY ORDINARY SPORT, THIS IS FORMULA ONE

WELCOME TO THE FORMULA ONE COMMITTEE AT IASMUN'25. I AM THRILLED TO HAVE YOU JOIN US IN THE FORMULA ONE COMMITTEE (THE BEST COMMITTEE IN THE HISTORY OF IASMUN). THIS COMMITTEE IS NOT JUST ABOUT THE SPEED AND GLAMOUR ASSOCIATED WITH FORMULA 1, BUT DELVES INTO THE GRITTY SIDE OF FORMULA 1, TACKLING CRITICAL ISSUES SUCH AS TECHNOLOGICAL INNOVATION AND DIVERSITY.

EVEN THOUGH MUN IS A COMPETITION OF WHO CROSSES THE FINISH LINE FIRST, SECOND, OR THIRD, WHAT MATTERS IS THE EXPERIENCE AND THE SKILLS THAT YOU HAVE GAINED AT THE END OF THE CONFERENCE. WHETHER THIS IS YOUR 1ST RACE OR 404TH RACE, DON'T BE AFRAID TO SPEAK UP AND SHARE YOUR IDEAS. EVERYONE'S PERSPECTIVE IS UNIQUE AND EQUALLY VALUABLE IN SHAPING COMMITTEE DISCUSSIONS AND CRAFTING EFFECTIVE SOLUTIONS.

FORMULA 1, JUST LIKE THE WORLD AROUND US, IS ALL ABOUT INNOVATION, PUSHING THE BOUNDARIES TO THEIR EXTREME LIMIT, TAKING LEAPS TOWARDS SUCCESS, OPENING YOURSELF TO THE WORLD, AND TAKING RISKS. FIRST OF ALL, I CONGRATULATE EACH AND EVERY ONE OF YOU FOR TAKING THAT ONE SMALL LEAP INTO MODEL UN.



## **Letter from the Head Chair -**

REST ASSURED, YOU ARE NOT ALONE; TAKING THIS STEP IS WHERE MOST PEOPLE STAY BACK AND LIMIT THEIR OPTIONS. LEGEND NIKI LAUDA ONCE SAID,

**“A LOT OF PEOPLE CRITICIZE FORMULA ONE AS AN UNNECESSARY RISK. BUT WHAT WOULD LIFE BE LIKE IF WE ONLY DID WHAT IS NECESSARY?”**

THUS, I ENCOURAGE EACH AND EVERY ONE OF YOU TO TAKE THAT GREAT LEAP AND JUMP INTO THE UNKNOWN AND STEP OUT OF YOUR COMFORT ZONE, FOR IT IS THE UNKNOWN WHERE TRUE GROWTH HAPPENS!

THIS COMMITTEE WILL HELP YOU DISCOVER YOUR TRUE LOVE FOR FORMULA 1 WHILE IMPROVING YOUR NEGOTIATION, BRAINSTORMING, DEBATE, AND CRITICAL THINKING SKILLS.

THIS COMMITTEE IS NOT JUST ABOUT HARD WORK, RESEARCHING (STARING FOR HOURS ONTO A LAPTOP SCREEN), HEATED DEBATES, AND CHALLENGES; IT'S ALSO ABOUT THE MEMORIES WE FORM, THE ICEBREAKERS, FORMING NEW FRIENDS, AND OF COURSE BINGE WATCHING FORMULA 1. WE WILL BE WITH YOU EVERY STEP OF THE WAY, SO PLEASE FEEL FREE TO ASK US ANY QUESTIONS THAT YOU MAY HAVE REGARDING THE COMMITTEE.

REGARDS,

**DEV MANISH DALAL - HEAD CHAIR**



## **Letter from the Co-Chair -**

WELCOME TO THE FORMULA 1 COMMITTEE. WE ARE DELIGHTED TO HAVE YOU PARTICIPATE IN THIS LIVELY DISCUSSION DEVOTED TO EXAMINING THE SUBTLETIES AND POTENTIAL FUTURE OF THE MOST THRILLING RACING IN THE WORLD. WE LOOK FORWARD TO A DAY FULL OF STIMULATING CONVERSATIONS ON THE POTENTIAL, INNOVATIONS, AND DIFFICULTIES FACING THE FORMULA ONE INDUSTRY.

YOU WILL HAVE THE UNIQUE CHANCE TO SHARE IDEAS, LEARN ABOUT CUTTING-EDGE TECHNOLOGY, AND WORK TOGETHER TO INFLUENCE FORMULA 1'S FUTURE COURSE AT THIS CONFERENCE. WE WILL WORK TOGETHER TO ADDRESS IMPORTANT CHALLENGES AFFECTING THE SPORT'S COMPETITIVE EDGE, SUSTAINABILITY, AND WORLDWIDE INFLUENCE. WE URGE EACH OF YOU TO ENGAGE ACTIVELY, BRINGING FORTH THE DIVERSE VIEWPOINTS AND VISIONS OF KEY STAKEHOLDERS IN THE F1 UNIVERSE—FROM TEAMS TO GOVERNING BODIES. VALUING VARIED PERSPECTIVES AND FOSTERING CONSTRUCTIVE DIALOGUE WILL BE CRUCIAL AS WE NAVIGATE THESE COMPLEX AND CAPTIVATING TOPICS.

ALTHOUGH THE PREPARATION AND DISCUSSIONS MAY INITIALLY SEEM RIGOROUS, WE ARE CONFIDENT THAT THIS EXPERIENCE WILL EMPOWER YOU TO CRAFT SIGNIFICANT SOLUTIONS THAT WILL LEAVE AN ENDURING IMPACT ON THE MOTORSPORT COMMUNITY. WE EAGERLY AWAIT WITNESSING YOUR PASSION AND CREATIVITY DRIVING THIS EXTRAORDINARY JOURNEY FORWARD.

**ZEYAD USAMA - Co-CHAIR**



## **Letter from the Pager -**

**WELCOME TO THE FORMULA 1 COMMITTEE AT IASMUN 2025!**

**"TO ACHIEVE ANYTHING IN THIS GAME, YOU MUST BE PREPARED TO DABBLE IN THE BOUNDARY OF DISASTER." - STIRLING MOSS**

**FEAR IS THE ENEMY OF SUCCESS. WHETHER YOU ARE A NEW DELEGATE OR A SEASONED DELEGATE, YOUR VOICE MATTERS, SO DON'T HESITATE TO MAKE IT HEARD. STRIVING FOR PERFECTION WITH NO RISKS WON'T GET YOU FAR, WE'RE HERE TO CREATE A TRULY MEMORABLE EXPERIENCE. I COMPEL YOU TO PARTICIPATE EVEN IF YOU LACK CONFIDENCE IN YOUR ABILITIES, THE ONLY WAY TO COME OUT ON TOP IS TO DANGLE BY THE EDGE OF FAILURE.**

**REMEMBER THAT IASMUN ISN'T JUST ABOUT HEATED DEBATES, WE ARE ALSO HERE TO HAVE FUN, CONNECT WITH OTHER LIKE-MINDED INDIVIDUALS, AND FORM LIFELONG MEMORIES!**

**AS YOUR PAGER, I AM HERE TO ENSURE A SMOOTH AND ENRICHING EXPERIENCE FOR ALL DELEGATES. WHETHER IT'S THROUGH SUPPORTING DEBATES, CONTRIBUTING TO DISCUSSIONS, OR ENSURING YOUR COMMITTEE SESSIONS ARE ENGAGING AND EXCITING, I'VE GOT YOUR BACK. LET'S MAKE THIS COMMITTEE AN UNFORGETTABLE ONE!**

**MOHAMMED AHDAB - PAGER**



## INTRODUCTION TO THE COMMITTEE -

THE FORMULA 1 CHAMPIONSHIP FIRST RACED IN 1950 AFTER EVOLVING FROM THE WORLD MANUFACTURING CHAMPIONSHIP (1925-30). IT HAS SINCE BEEN WIDELY RECOGNIZED AS THE WORLDS GREATEST AND MOST PRESTIGIOUS MOTOR RACING COMPETITION. THIS IS A SPORT WHERE INNOVATION HAS NO EXPIRY DATE. IT HAS ALWAYS SOUGHT TO INNOVATE, PUSH BOUNDARIES AND EXPLOIT THE RULES AND REGULATIONS TO THEIR MAXIMUM. MOREOVER, THIS SPORT HAS PIONEERED TECHNOLOGY THAT HAS BEEN EFFECTIVELY USED IN ROAD VEHICLES. THIS CAN BE SEEN IN VARIOUS SUPERCARS AND HYPERCARS SUCH AS THE ASTON MARTIN VALKYRIE, MECERDES AMG ONE, REDBULL RB17, MCLAREN P1 AND MANY MORE.

THE SPORT EVOLVED SIMULTANEOUSLY ALONG WITH GLOBAL TECHNOLOGICAL ADVANCEMENTS. CARS IN THE EARLY 60S AND 70S WERE OFTEN DEFINED BY MECHANICAL SIMPLICITY AND OFTEN RELIED ON PURE POWER. THIS CAN BE BETTER UNDERSTOOD BY A FAMOUS QUOTE BY ENZO FERRARI DURING THE 1960S, “AERODYNAMICS ARE FOR PEOPLE WHO CANNOT BUILD ENGINES”. WHILE THIS MAY HAVE BEEN TRUE BACK THEN, IT DEFINITELY ISN'T VALID IN TODAYS WORLD WHERE TEAMS HAVE TO WORK TO SAVE EVERY MILLISECOND OF RACING TIME. F1 SAW MAJOR CHANGES IN THE 70S AND 80S SUCH AS THE INTRODUCTION OF TURBOCHARGED ENGINES, AERODYNAMIC INNOVATIONS AND A GREATER CONCERN FOR DRIVER SAFETY. THE ,70S, 80S, AND 90S ARE OFTEN CONSIDERED TO BE THE GOLDEN ERA OF FORMULA 1 FOR ITS RELENTLESS INNOVATION AND MIND BENDING INTERPRETATIONS OF THE RULES ALONG WITH INTENSE COMPETITION AMONG THE LIKES OF AYRTON SENNA, ALAIN PROST, MICHAEL SHUMACHER, NELSON PIQUET, NIKI LAUDA, KEKE ROSBERG, JAMES HUNT AND MANY MORE FIERCELY COMPETITIVE DRIVERS.



## INTRODUCTION TO THE COMMITTEE -

FORMULA 1 RACES UNDER THE SUPERVISION OF THE FÉDÉRATION INTERNATIONALE DE L'AUTOMOBILE (FIA) WHICH REPRESENTS MULTIPLE MOTORING ORGANIZATIONS AND RACES. IT IS HEADQUARTERED AT 8 PLACE DE LA CONCORDE, PARIS, WITH OFFICES IN GENEVA, VALLEIRY AND LONDON. THE FIA CONSISTS OF 243 MEMBER ORGANISATIONS IN 147 COUNTRIES WORLDWIDE. ITS CURRENT PRESIDENT IS MOHAMMED BIN SULAYEM. IT HANDLES MULTIPLE RACES SUCH AS FORMULA ONE, RALLY, ENDURANCE RACING, FORMULA E, TRC WORLD TOUR AND MANY MORE.

THE FIA AND SUBSEQUENTLY FORMULA 1 WORKS IN A CLEAR STRUCTURE WITH DUTIES SEPARATED INTO REVIEWING, ENACTING AND ENFORCING RULES, MAKING THE SPORT ACCESSIBLE, TAKING EXECUTIVE DECISIONS AND RESOLVING CONFLICTS AMONG KEY FIGURES IN F1. FORMULA 1 IS MORE THAN A SPORT, IT IS A MULTIBILLION DOLLAR INDUSTRY. IT GENERATED OVER 2.5 BILLION US DOLLARS IN 2022 ALONE; OVER 30% HIGHER THAN ITS REVENUE IN 2019. A SIGNIFICANT PORTION OF THIS REVENUE IS GIVEN TO TEAMS AS PRIZE MONEY BASED ON THEIR CONSTRUCTORS POSITION. THIS PROVIDES ALL THE MORE INCENTIVE FOR TEAMS TO FINISH AS HIGH AS POSSIBLE. TEAMS HAVE TO INVEST NOT ONLY IN THEIR CARS AND DRIVERS BUT ALSO ON LOGISTICS AS F1 RACES 24 TIMES A YEAR IN 5 DIFFERENT CONTINENTS. IT SIGNIFICANTLY BOOSTS THE ECONOMY OF HOST NATIONS AND PROMOTES TOURISM AND TRAVEL IN THEM. FOR EXAMPLE, THE COUNTRY OF SINGAPORE MADE OVER 2 BILLION DOLLARS FROM ITS ACTIVITY IN F1 SINCE 2008.



# INTRODUCTION TO THE FIRST AGENDA

**"ADVANCING DIVERSITY IN FORMULA 1: OVERCOMING BARRIERS IN RACE, GENDER, AND CULTURE"**

THIS AGENDA FOCUSES ON BREAKING SYSTEMIC BARRIERS IN FORMULA 1 TO ENSURE EQUAL REPRESENTATION IN RACE, GENDER, AND CULTURAL BACKGROUNDS. KEY AREAS INCLUDE:

1. GRASSROOTS DEVELOPMENT: SUPPORT DIVERSE YOUNG TALENTS THROUGH KARTING PROGRAMS, SCHOLARSHIPS, AND STEM EDUCATION.
2. MENTORSHIP: LINK ASPIRING INDIVIDUALS WITH F1 PROFESSIONALS AND PROMOTE WOMEN IN MOTORSPORT.
3. PARTNERSHIPS: COLLABORATE WITH SPONSORS, NGOS, AND REGIONAL ORGANIZATIONS TO EXPAND OPPORTUNITIES.
4. CULTURAL AWARENESS: PROVIDE ANTI-BIAS TRAINING AND CELEBRATE DIVERSITY IN F1 EVENTS AND MEDIA.
5. ACCOUNTABILITY: SET DIVERSITY GOALS, TRACK PROGRESS, AND REWARD INCLUSIVITY EFFORTS.

THROUGH THESE ACTIONS, F1 AIMS TO BUILD A SPORT THAT TRULY REFLECTS ITS GLOBAL AUDIENCE.

FORMULA 1, OFTEN REGARDED AS THE PINNACLE OF MOTORSPORT, IS A GLOBAL PHENOMENON THAT INSPIRES MILLIONS. ITS THRILLING RACES, CUTTING-EDGE TECHNOLOGY, AND INTENSE COMPETITION EMBODY INNOVATION AND EXCELLENCE. HOWEVER, BEHIND ITS GLAMOROUS FAÇADE LIES A PRESSING CHALLENGE: THE LACK OF DIVERSITY AND INCLUSION. SYSTEMIC BARRIERS RELATED TO RACE, GENDER, AND CULTURAL BACKGROUNDS HAVE HISTORICALLY LIMITED EQUAL REPRESENTATION IN THE SPORT.



# **INTRODUCTION TO THE FIRST AGENDA -**

Despite its global appeal, Formula 1 has struggled to reflect the diversity of its audience in its drivers, technical teams, and leadership. These inequities not only hinder opportunities for talented individuals but also restrict the sport's growth and innovation by excluding valuable perspectives. Addressing these challenges is crucial to ensuring a fair and inclusive future for motorsport.

This agenda explores how Formula 1 can overcome these barriers by focusing on key strategies such as grassroots programs, mentorship opportunities, and partnerships that empower underrepresented communities. By fostering inclusion and promoting diverse

Talents, Formula 1 has the potential to become a true global leader —not just in sport but also in social progress. This initiative represents a commitment to creating a motorsport culture where talent knows no boundaries



# KEY TERMS

1. STEWARDS - STEWARDS ARE THE OFFICIALS WHICH SUPERVISE A RACE AND INVESTIGATE POTENTIAL VIOLATIONS OF THE REGULATIONS.
2. PAY DRIVERS - THESE ARE DRIVERS WHO OBTAIN SEATS PRIMARILY BASED ON THEIR FINANCIAL BACKING AND SPONSORSHIPS. FOR EXAMPLE, LANCE STROLL, NICHOLAS LATIFI AND NIKITA MAZESPIN HAVE OFTEN BEEN CITED AS PAY DRIVERS DUE TO THEIR FAMILIAL WEALTH AND SPONSORSHIP MONEY.
3. DRIVER DEVELOPMENT PATHWAYS / GRASSROOTS DEVELOPMENT - THIS REFERS TO VARIOUS PROGRAMS AND FEEDER SERIES THAT DRIVERS PASS THROUGH BEFORE ENTERING FORMULA ONE. WHILE THESE SERIES OFTEN HELP YOUNG TALENT BREAK INTO THE SPORT, THEY HAVE BEEN CRITICIZED FOR THEIR ENORMOUS COSTS AND SPONSORSHIP REQUIREMENTS.
4. TECHNICAL REGULATIONS - RULES SET BY THE FIA WHICH DICTATE THE TECHNICAL SPECIFICATIONS OF THE CARS INCLUDING ENGINES, AERODYNAMICS, FUEL FLOW AND MORE.
5. SPORTING REGULATIONS - THESE ARE REGULATIONS THAT DICTATE THE OPERATION OF THE RACE WEEKEND INCLUDING PRACTICE, QUALIFYING, PENALTIES, AND THE RACE ITSELF.
6. WE RACE AS ONE - THIS INITIATIVE WAS LAUNCHED BY F1 IN 2020 TO PROMOTE DIVERSITY AND INCLUSIVITY WITHIN THE SPORT. IT WAS INSPIRED BY WORLD EVENTS OCCURRING IN THOSE YEARS INCLUDING COVID-19 WHICH ALMOST PARALYZED FORMULA ONE AND THE BLACK LIVES MATTER MOVEMENT. DESPITE ITS EFFORTS TO COMBAT RACISM AND PROMOTE INCLUSIVITY, IT WAS CRITICIZED FOR BEING PERFORMATIVE RATHER THAN ACTUALLY ADDRESSING SYSTEMIC ISSUES WITHIN F1.
7. MEDIA UNDERREPRESENTATION - REFERS TO THE LACK OF MEDIA COVERAGE RECEIVED BY MINORITY GROUPS AND WOMEN WITHIN F1 WHICH FURTHER PERPETUATES THEIR ABSENCE IN KEY ROLES IN FORMULA 1.

# KEY ISSUES



## • FINANCIAL BARRIERS

FORMULA 1 IS EXPENSIVE, THERE IS NO ARGUMENT AGAINST THAT. FOR A DRIVER, GETTING TO FORMULA 1 THROUGH KARTING, F4, F3, F2 AND OTHER SERIES CAN COST UPWARDS OF 10 MILLION US DOLLARS ITSELF. THIS CREATES A SYSTEM WHERE ONLY THOSE WITH SUBSTANTIAL FINANCIAL BACKING AND SPONSORSHIPS ARE ABLE TO FUND THEIR WAY INTO F1.

WHILE DRIVERS LIKE MAX VERSTAPPEN AND LANDO NORRIS WERE BLESSED WITH WEALTHY FAMILIES DUE TO WHICH THEY WERE ABLE TO SUSTAIN THEIR RACING JOURNEY, DRIVERS SUCH AS ZAK'O SULLIVAN WHO WON 2 RACES IN HIS F2 DEBUT WAS FORCED TO WITHDRAW FROM F2 DUE TO A LACK OF FUNDING. (DELEGATES, PLEASE NOTE THAT THIS IN NO WAY TRIES TO UNDERMINE THE EFFORT PUT BY THE LIKES OF MAX AND LANDO WHO HAVE WORKED TIRELESSLY TO PROVE THEMSELVES. THIS INDICATES THE DIFFICULTIES THAT MANY TALENTED DRIVERS GO THROUGH FINANCIALLY EVEN THOUGH THEY ARE DESERVING OF A SEAT IN F1 AND ITS SUBSEQUENT SERIES.)

## • LANCE STROLL

FORMULA 1 IS UNDOUBTEDLY THE MOST PRESTIGIOUS MOTORSPORT RACING EVENT IN THE WORLD. YET EVEN THOUGH MULTIPLE TALENTED DRIVERS COMING FROM MULTIPLE CATEGORIES ARE MAKING A CASE FOR THEMSELVES, TEAMS KEEP ON REUSING CURRENT DRIVERS DUE TO A VARIETY OF REASONS WITH FINANCIAL BACKING BEING ONE OF THE BIGGEST. FOR EXAMPLE, FELIPE DRUGOVICH WHO IS THE F2 2022 WORLD CHAMPION AND THE RESERVE DRIVER OF ASTON MARTIN IS UNLIKELY TO EVER GET A SEAT IN THE 2025 SEASON OR BEYOND. THIS IS WHILE LANCE STROLL ( SON OF MAJORITY SHAREHOLDER IN THE TEAM - LAWRENCE STROLL) CONTINUES TO RACE IN HIS FATHERS TEAM , CONSISTENTLY PUTTING OUT UNSATISFACTORY RESULTS. IN FACT, STROLL HAS UNDERPERFORMED COMPARED TO EVERY SINGLE ONE OF HIS TEAMMATES SINCE HE JOINED HIS FATHERS TEAM.



## KEY ISSUES

STROLL JUMPED DIRECTLY TO F1 FROM F3 AFTER HIS FATHER ALLEGEDLY PAID WILLIAMS 80 MILLION USD TO ENSURE HIS SEAT. HIS CAREER AT WILLIAMS WAS ONE CHARACTERIZED BY MULTIPLE HIGHS AND LOWS. HIS PODIUM IN THE 2017 BAKU GP MARKED HIM AS THE YOUNGEST ROOKIE TO STEP ON THE PODIUM. DESPITE THIS, HE ONLY FINISHED IN THE POINTS TWICE IN THE 2018 SEASON.

DESPITE HIS LACKLUSTER PERFORMANCE, HE MANAGED TO GET A SEAT AT THE RACING POINT TEAM

WHICH WAS BOUGHT BY A CONSORTIUM OF INVESTORS LED BY NONE OTHER THAN HIS FATHER. MOREOVER, HIS TEAMMATE PEREZ WAS SACKED IN 2021 IN FAVOR OF 4 TIME CHAMPION SEBASTIAN VETTEL EVEN THOUGH PEREZ SCORED MORE POINTS THAN STROLL THAT ENTIRE SEASON. STROLL HAS MASSIVELY UNDERPERFORMED ALL OF HIS TEAMMATES SINCE JOINING HIS FATHER'S TEAM REGARDLESS OF THE CAR'S PACE. MANY ARE CONTINUOUSLY CRITICAL OF THE DECISION TO EXTEND HIS CONTRACT BEYOND THE 2024 F1 SEASON. HE IS CURRENTLY PREVENTING 2022 FORMULA 2 CHAMPION FELIPE DRUGOVICH, ASTON MARTIN'S RESERVE DRIVER, FROM TAKING A PERMANENT, FULL-TIME PLACE ON THE F1 GRID. TALENT DENIED BY BLATANTLY OBVIOUS NEPOTISM AND BIG

### • STRUCTURAL RACISM

F1 HAS BEEN WIDELY CRITICIZED FOR BEING TOO EUROCENTRIC. FOR ALMOST ITS ENTIRE HISTORY, IT HAS BEEN A WHITE MALE DOMINATED INDUSTRY, BOTH IN TERMS OF DRIVERS AND ALSO IN TERMS OF OTHER KEY AREAS. OPPORTUNITIES FOR RACIAL MINORITIES TO BREAK INTO F1 WERE VIRTUALLY NON EXISTENT.



## KEY ISSUES

ONE EXAMPLE IS LEWIS HAMILTON WHO IS THE ONLY BLACK DRIVER ON THE GRID IN A LONG TIME. HE IS ONE OF THE GREATEST DRIVERS OF ALL TIME WINNING 7 WORLD CHAMPIONSHIPS AND 105 RACES. DESPITE HIS SUCCESS, HAMILTON UNDERWENT A HUGE DEAL OF DISCRIMINATION AND RACISM IN HIS EARLY CAREER. HE HAD TO BEAR THROUGH YEARS OF VERBAL ABUSE AND DISCRIMINATION. WHILE LEWIS MAY HAVE MANAGED TO COMPETE AT THE PEAK OF MOTORSPORT, OTHER DRIVERS OF RACIAL MINORITIES HAVEN'T HAD THAT CHANCE YET DUE TO SUCH DISCRIMINATION (WHETHER INTENTIONAL OR NOT) OCCURRING. LEWIS HAMILTON HAS EXPERIENCED FIRST HAND WHAT IT MEANS TO BE AS A BLACK MAN IN A WHITE DOMINATED INDUSTRY. HE LAUNCHED SEVERAL INITIATIVES WHICH AIMED TO COMBAT THIS VERY ISSUE AND FURTHER BOOST PARTICIPATION OF TALENTED DRIVERS REGARDLESS OF THEIR RACE. THIS INCLUDES INITIATIVES LIKE MISSION 44 AND IGNITE (LAUNCHED JOINTLY WITH MERCEDES).

LEWIS HAMILTON IS THE ONLY BLACK DRIVER TO EVER RACE IN FORMULA 1 FOR THE ENTIRETY OF ITS HISTORY. THAT ACCOUNTS TO A RATIO OF JUST 1:777 OR 0.12% OF ALL DRIVERS WHO HAVE EVER RACED IN AN F1 GRAND PRIX. (DELEGATES, WE HAVEN'T CONSIDERED WILLY T RIBBS IN THIS STATISTIC BECAUSE EVEN THOUGH HE DROVE AN F1 CAR FOR THE BRABHAM TEAM IN '86, HE NEVER ACTUALLY DROVE IN AN F1 RACE. RATHER, HE TOOK A SINGLE TEST DRIVE FOR THE TEAM

THIS STATISTIC VERY WELL SHOWS THE RACIAL MODEL THAT FORMULA ONE HAS BEEN SUFFERING THROUGH. WHILE THERE HAVE BEEN A FEW INITIATIVES LAUNCHED BY THE FIA, THEY HAVE NOT HAD SIGNIFICANT IMPACT.



# KEY ISSUES

## • LACK OF MEDIA COVERAGE

MEDIA IS ONE OF THE MOST POWERFUL TOOLS IN SHAPING GLOBAL PERCEPTIONS, ATTRACTING SPONSORSHIPS AND AMPLIFYING THE VISIBILITY OF MINORITIES IN F1. HISTORICALLY, FEMALE DRIVERS, DRIVERS FROM RACIAL OR CULTURAL MINORITIES AND EVEN PROFESSIONALS FROM MINORITIES WERE OFTEN GIVEN DISPROPORTIONATELY LOW MEDIA COVERAGE COMPARED TO THEIR WHITE MALE COUNTERPARTS.

MEDIA OUTLETS OFTEN FOCUS ON STORIES WHICH ARE TRIED AND TESTED AND GUARANTEED TO DRIVE VIEWERSHIP; A FEW EXAMPLES INCLUDE DRIVER RIVALRIES (FOR EXAMPLE, MAX AND LEWIS 2021), TEAM DOMINATION OVER THE CHAMPIONSHIP (MERCEDES, REDBULL, FERRARI AND MCLAREN IN THE RECENT PAST). A PROMINENT EXAMPLE OF THIS IS THE NETFLIX SERIES DRIVE TO SURVIVE. DTS BROUGHT FORMULA ONE INTO NEW UNTAPPED MARKETS AND BROUGHT IN A GREAT DEAL OF REVENUE AND FANS BUT FAILED TO ADEQUATELY TOUCH UPON STORIES OF DIVERSE AND TALENTED DRIVERS AND PROFESSIONALS FROM MINORITIES. SIMILARLY ORGANIZATIONS SUCH AS THE HAMILTON COMMISSION AND THE F1 ACADEMY ( WOMEN'S RACING SERIES) ARE OFTEN OVERLOOKED BY MEDIA OUTLETS IN FAVOR OF MORE “EXCITING” STORIES REGARDING DRIVER DOMINATION, RIVALRIES AND MORE.

WHILE SOME MEDIA OUTLETS COVER DIVERSE TALENTS TO AN EXTENT, THEIR NARRATIVES OFTEN PROVIDE A STEREOTYPICAL VIEW OF THEM. FOR EXAMPLE, FEMALE DRIVERS MAY BE DESCRIBED THROUGH THEIR GENDER RATHER THAN THROUGH THEIR ACHIEVEMENTS AND ACCOLADES. MOREOVER, INDIVIDUALS FROM NON EUROPEAN BACKGROUNDS ARE OFTEN RECOGNIZED FOR BEING NON EUROPEAN AND STILL WORKING IN FORMULA 1 RATHER THAN FOR THEIR WORK. ALL OF THIS ULTIMATELY CREATES AN IMPRESSION THAT SUCH TALENTED INDIVIDUALS FROM DIVERSE BACKGROUNDS ARE EXCEPTIONS AND ANOMALIES.



# KEY ISSUES

- **PAST ATTEMPTS TO SOLVE THIS ISSUE**

1. WE RACE AS ONE INITIATIVE LAUNCHED IN 2020, THIS CAMPAIGN AIMED TO PROMOTE EQUALITY, SUSTAINABILITY, AND DIVERSITY IN THE SPORT. WHILE IT RAISED AWARENESS OF RACIAL AND SOCIAL ISSUES, ITS PRACTICAL IMPACT HAS BEEN LIMITED, AS CRITICS ARGUE IT LACKED CONCRETE, MEASURABLE GOALS AND LONG-TERM STRATEGIES.
  2. HAMILTON COMMISSION SPEARHEADED BY SEVEN-TIME WORLD CHAMPION LEWIS HAMILTON, THIS INITIATIVE RESEARCHED THE LACK OF DIVERSITY IN UK MOTORSPORT, PARTICULARLY AMONG BLACK INDIVIDUALS. THE COMMISSION'S 2021 REPORT PROPOSED ACTIONABLE RECOMMENDATIONS, INCLUDING STEM EDUCATION OUTREACH AND TARGETED INTERNSHIPS, THOUGH IMPLEMENTATION HAS BEEN GRADUAL. INDEED THE 7 WORLD TIME CHAMPION LEWIS HAMILTON HAD DONE WONDERFUL EFFORTS TO PUSH MOTORSPORTS IN THE UK AND DONE WONDERFUL EFFORTS
- RESEARCH AND UNDERSTANDING: THE HAMILTON COMMISSION SOUGHT TO IDENTIFY BARRIERS TO THE PARTICIPATION OF BLACK PEOPLE IN MOTORSPORT.



## KEY ISSUES

1. INCREASED FOCUS ON WOMEN IN MOTORSPORT PROGRAMS LIKE THE F1 ACADEMY (A WOMEN-ONLY RACING LEAGUE) AND FIA'S GIRLS ON TRACK AIM TO PROMOTE FEMALE PARTICIPATION IN MOTORSPORT. WHILE THEY'VE PROVIDED VISIBILITY AND OPPORTUNITIES, THERE'S STILL A SIGNIFICANT GAP IN WOMEN'S REPRESENTATION AT HIGHER LEVELS OF FORMULA 1. WOMEN HAD BEEN A BIG PART IN THE MOTORSPORTS ESPECIALLY IN ENGINEERING BUT FORMULA 1 WANTED FEMALES TO TAKE A ROLE IN THE COCKPIT AND DRIVE AROUND AMAZING CIRCUITS AND THEY INTRODUCED FORMULA ACADEMY A SERIES ONLY FOR WOMEN WHERE WOMEN TRY AND WIN CHAMPIONSHIPS LIKE EXACTLY F1 AND IT GAINED POPULARITY DESPITE GETTING LAUNCHED IN 2023.
2. DIVERSITY AND INCLUSION SCHOLARSHIPS SOME TEAMS, SUCH AS MERCEDES-AMG PETRONAS, HAVE INTRODUCED SCHOLARSHIPS AND APPRENTICESHIPS TO ENCOURAGE INDIVIDUALS FROM UNDERREPRESENTED BACKGROUNDS TO PURSUE CAREERS IN ENGINEERING AND TECHNICAL ROLES.



## KEY ISSUES

HOWEVER, THESE PROGRAMS REMAIN LIMITED IN SCALE AND ARE OFTEN RESTRICTED TO SPECIFIC REGIONS.

THESE EFFORTS DEMONSTRATE A GROWING RECOGNITION OF THE PROBLEM, BUT THEY ALSO REVEAL THE NEED FOR MORE COORDINATED, SUSTAINED, AND IMPACTFUL MEASURES TO DRIVE MEANINGFUL CHANGE. THE MERCEDES PROGRAM WAS LAUNCHED BY LEWIS HAMILTON IN 2021 TO ENCOURAGE STUDENTS AND PEOPLE TO JOIN THE MOTORSPORT COMMUNITY. NOT ONLY MERCEDES, BUT OTHER TEAMS AS WELL, SUCH AS

- **MCLAREN RACING:** PARTNERED WITH ORGANIZATIONS LIKE STEMETTES TO PROMOTE STEM EDUCATION FOR GIRLS AND MINORITY GROUPS. OFFERS DIVERSITY-FOCUSED INTERNSHIPS AND OUTREACH PROGRAMS.
- **ALPINE F1 TEAM:** CREATED THE RAC(H)ER PROGRAM TO IMPROVE GENDER DIVERSITY AND ENCOURAGE WOMEN TO PURSUE CAREERS IN MOTORSPORT,
- **WILLIAMS RACING:** COLLABORATES WITH SCHOOLS AND UNIVERSITIES TO INCREASE ACCESS TO STEM OPPORTUNITIES FOR UNDERSERVED COMMUNITIES.

# **INTRODUCTION TO THE SECOND AGENDA**



FORMULA ONE IS MORE THAN JUST A SPORT, IT IS A BREEDING GROUND FOR SOME OF THE WORLDS FASTEST AND MOST COMPLEX MACHINES. A F1 CAR HAS AROUND 14,500 INDIVIDUAL COMPONENTS, ALL OF WHICH MUST BE INTRICATELY DESIGNED USING CAD AND 3D PRINTING WITH NEAR ZERO MARGIN OF ERROR. THE CARS ARE THEN TESTED IN COMPLEX WIND TUNNELS WHERE THEIR PERFORMANCES AND PREDICTIONS ARE ANALYZED AND WORKED UP. TEAMS KEEP ON RUNNING THIS CYCLE UNTIL THEY ARE SATISFIED WITH THEIR DESIGN. EACH TEAM EMPLOYS HUNDREDS OF EMPLOYEES ALL OF WHICH WORK TOWARDS A SINGLE GOAL: DESIGNING THE FASTEST AND MOST EFFICIENT CAR THEY CAN.

EACH TEAM TRIES TO MANIPULATE THE RULES AS MUCH AS POSSIBLE AND CREATE A FAST CAR, YET THIS OFTEN RESULTS IN UNSAFE CONDITIONS FOR DRIVERS AND SPECTATORS ALIKE. THIS CALLS FOR INCREASED FOCUS ON DRIVER SAFETY AS IS SEEN WITH THE DEPLOYMENT OF THE HALO DEVICE IN 2018. WHILE THIS DEVICE WAS INITIALLY CRITICIZED FOR IMPAIRING DRIVER VISIBILITY AND AESTHETICS, IT HAS PROVED VITAL IN SAVING LIVES. A PROMINENT EXAMPLE OF THIS WHICH MANY OF YOU WOULD BE KNOWING IS THE CRASH OF ROMAIN GROSJEAN IN 2020. HIS CAR EXPLODED INTO A HUMONGOUS FIREBALL AND HIS CAR SPLIT IN HALF, LEAKING OIL AND FLUIDS FROM TONS OF OUTLETS. DESPITE THIS, GROSJEAN MANAGED TO “WALK OUT OF FIRE” WITH NOTHING BUT A FEW BURNS. THIS SHOWS THE LEVEL OF SAFETY THAT F1 HAS MANAGED TO REACH WITHIN THE LAST FEW DECADES. WHAT MAY HAVE BEEN FATAL FOR DRIVERS BACK IN THE 20TH CENTURY, RESULTED IN JUST A FEW BURNS IN 2020. DRIVERS SUCH AS JULES BIANCHI AND AYRTON SENNA MIGHT STILL HAVE BEEN ALIVE TODAY HAD THE HALO DEVICE EXISTED THAT TIME.



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MOREOVER, F1 IS A GLOBAL HIGH PERFORMANCE SPORT WITH SIGNIFICANT ENVIRONMENTAL IMPACTS. FORMULA 1 ITSELF CONTRIBUTES TO OVER 250,000 TONNES OF CO2 EMISSIONS EVERY YEAR (THAT IS ROUGHLY THE SAME AS 55,000 CARS OVER AN ENTIRE YEAR). FUNNY THING IS THAT F1 CARS ITSELF PRODUCE ONLY ABOUT 0.7% OF THE TOTAL EMISSIONS (DELEGATES SHOULD TRY TO UNDERSTAND FROM THIS STATISTIC THE EXCEPTIONAL EFFICIENCY OF FORMULA ONE CARS). A MAJORITY OF THE EMISSIONS ARE PRODUCED BY F1 LOGISTICS WITH TEAMS OPTING FOR AIR TRAVEL AND SEA FREIGHT TO TRANSPORT THEIR OFFICIALS AND CARS.

### F1 Carbon Footprint by Emissions source





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IN 2019, THE SPORT PLEDGED TO GO CARBON NEUTRAL BY 2030 AND USE 100% SUSTAINABLE FUELS BY 2026. ITS FIRST IMPACT REPORT ALREADY SHOWED A 13% REDUCTION IN CARBON EMISSIONS IN 2022 COMPARED TO 2018.

F1 HAS TAKEN MULTIPLE STEPS TO COMBAT ENVIRONMENTAL DEGRADATION FROM THE SMALL TO THE BIG. FOR EXAMPLE, WHILE IN 2023, THE ABU DHABI GP WAS RIGHT AFTER THE LAS VEGAS GP, IN 2024 THE ABU DHABI IS AFTER THE QATAR GP. THIS IS JUST ONE OF MANY REVISIONS THAT F1 HAS CARRIED OUT NOT ONLY WITH ITS CALENDAR BUT MANY OTHER ASPECTS.

THE REACTION TO RECENT CHANGES IMPLEMENTED HAS BEEN POSITIVE. THE CIRCUIT DE CATALUNYA AND THE SAKHIR INTERNATIONAL CIRCUIT ARE ENTIRELY POWERED BY RENEWABLE ENERGY, WHILE PAUL RICARD AND THE CIRCUIT GILLES VILLENEUVE HAVE SOLAR PANELS INSTALLED THAT PROVIDE ENOUGH ENERGY THROUGHOUT THE YEAR TO COUNTERBALANCE THE FULL GRAND PRIX.

TEAMS AT THE BASE ARE AIMING TO IMPROVE THE SUSTAINABILITY OF THEIR OFFICES AND FACILITIES. LIKE MANY F1 TEAMS, F1 HAS ACHIEVED THE HIGHEST SUSTAINABILITY MANAGEMENT ACCREDITATION (3\*) FROM THE FIA, AND ITS OFFICES NOW RUN ENTIRELY ON RENEWABLE ENERGY. MEANWHILE, F1'S BROADCAST OPERATIONS ARE SEARCHING FOR ALTERNATIVE BIOFUELS TO USE IN THEIR GENERATORS WHEN THEY BECOME AVAILABLE IN MARKETS

ADDITIONALLY, CHANGES HAVE BEEN MADE TO TRACK LAYOUTS AND TRANSPORTATION TO AND FROM TRACKS. ZANDVOORT IS A GREAT EXAMPLE, WITH 25,000 FANS DITCHING THEIR CARS AND USING PUSHBIKES TO GET TO THE TRACK LAST YEAR, WHILE 40,000 USED PUBLIC TRANSPORT OR WALKED TO THE VENUE.



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## • KEY TERMS

### 1. TECHNOLOGICAL INNOVATIONS

- F1 IS KNOWN FOR PUSHING THE BOUNDARIES OF TECHNOLOGY, FROM ADVANCED ENGINEERING TO CUTTING-EDGE MATERIALS. INNOVATIONS INCLUDE HYBRID ENGINES, ENERGY RECOVERY SYSTEMS, AND HIGH-TECH TELEMETRY FOR REAL-TIME DATA ANALYSIS. THESE ADVANCEMENTS OFTEN INFLUENCE BROADER AUTOMOTIVE INDUSTRIES AND OTHER SECTORS.

### 2. PERFORMANCE OPTIMIZATION

- F1, PERFORMANCE OPTIMIZATION IS ESSENTIAL, INVOLVING A BLEND OF POWER, SPEED, AND AGILITY. THIS INCLUDES FINE-TUNING ENGINE PERFORMANCE, AERODYNAMICS, TIRE MANAGEMENT, AND WEIGHT DISTRIBUTION. CONSTANT UPDATES TO CAR SPECIFICATIONS ARE AIMED AT SQUEEZING EVERY BIT OF PERFORMANCE OUT OF THE CAR WHILE STAYING WITHIN REGULATORY LIMITS.

### 3. ENGINE PERFORMANCE:

- F1 ENGINES, OR POWER UNITS, ARE MARVELS OF ENGINEERING, DESIGNED TO DELIVER IMMENSE POWER WHILE MAINTAINING EFFICIENCY. TEAMS CONSTANTLY ADJUST ENGINE MAPPING TO EXTRACT MAXIMUM PERFORMANCE WITHOUT COMPROMISING RELIABILITY. THIS INVOLVES OPTIMIZING FUEL FLOW, ENERGY RECOVERY SYSTEMS, AND TURBOCHARGER PERFORMANCE TO ENSURE EVERY OUNCE OF POWER IS UTILIZED.

### 4. DRIVER SAFETY

- SAFETY IS PARAMOUNT IN F1, AND TECHNOLOGICAL INNOVATIONS HAVE SIGNIFICANTLY REDUCED THE RISKS INVOLVED IN RACING. THE INTRODUCTION OF THE HALO DEVICE, IMPROVED CRASH STRUCTURES, AND BETTER FIRE-RESISTANT SUITS AND HELMETS HAVE ALL CONTRIBUTED TO ENHANCING DRIVER SAFETY.

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- **THE HALO DEVICE:** INTRODUCED IN 2018, THE HALO IS A TITANIUM STRUCTURE MOUNTED AROUND THE COCKPIT TO PROTECT DRIVERS FROM FLYING DEBRIS AND IMPACTS. INITIALLY CONTROVERSIAL DUE TO AESTHETIC CONCERNs, IT HAS SINCE PROVEN LIFE-SAVING IN MULTIPLE INCIDENTS, SUCH AS ROMAIN GROSJEAN'S FIERY CRASH IN BAHRAIN (2020) AND ZHOU GUANYU'S ACCIDENT AT SILVERSTONE (2022).
- **CRASH STRUCTURES:** F1 CARS ARE DESIGNED WITH ENERGY-ABSORBING CRASH STRUCTURES THAT DISSIPATE FORCES DURING COLLISIONS, PROTECTING THE DRIVER. THE SURVIVAL CELL OR MONOCOQUE, MADE FROM REINFORCED CARBON FIBER, SURROUNDS THE DRIVER AND IS VIRTUALLY INDESTRUCTIBLE. FRONT AND REAR CRASH ZONES CRUMBLE ON IMPACT, ABSORBING ENERGY TO MINIMIZE INJURY.
- **FIRE-RESISTANT EQUIPMENT:** DRIVERS WEAR MULTI-LAYER FIRE-RESISTANT SUITS, GLOVES, AND SHOES MADE FROM NOMEX, CAPABLE OF WITHSTANDING FLAMES FOR AT LEAST 20 SECONDS.

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**5. SPECTATOR SAFETY** ENSURING THE SAFETY OF SPECTATORS HAS ALSO BEEN A FOCUS OF INNOVATION. BARRIERS, FENCING, AND SAFETY PROTOCOLS HAVE BEEN IMPROVED OVER TIME, PARTICULARLY AFTER INCIDENTS LIKE THE 1994 SAN MARINO GRAND PRIX. THE INTRODUCTION OF VIRTUAL SAFETY CARS, IMPROVED TRACK DESIGNS, AND ADVANCED MONITORING SYSTEMS HELP KEEP SPECTATORS SAFE.

- **DEBRIS FENCING:** HIGH-STRENGTH FENCES SURROUND THE TRACK TO PREVENT DEBRIS FROM REACHING SPECTATOR AREAS DURING CRASHES.
- **TECHPRO BARRIERS:** MODERN CIRCUITS USE ENERGY-ABSORBING BARRIERS THAT REDUCE THE FORCE OF IMPACTS, PROTECTING DRIVERS AND PREVENTING CARS OR DEBRIS FROM BREACHING THE SPECTATOR ZONES.
- **TIRE WALLS:** STRATEGICALLY PLACED TIRE STACKS PROVIDE ADDITIONAL PROTECTION IN HIGH-RISK AREAS.



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**IMPROVED TRACK DESIGN:** TRACKS ARE DESIGNED WITH GREATER SPECTATOR SAFETY IN MIND WITH FEATURES SUCH AS EXTENDED RUN-OFF AREAS TO REDUCE THE LIKELIHOOD OF CARS REACHING BARRIERS. GRANDSTANDS ARE POSITIONED AT SAFER DISTANCES FROM THE TRACK, WITH CLEAR ZONES TO MINIMIZE RISK. CIRCUITS LIKE YAS MARINA AND SINGAPORE INTEGRATE ADVANCED SAFETY LAYOUTS WITHOUT COMPROMISING THE VIEWING EXPERIENCE.

## 6. HYBRID ENGINES

- F1 HAS ADOPTED HYBRID TECHNOLOGY, WHERE A COMBINATION OF TRADITIONAL COMBUSTION ENGINES AND ELECTRIC MOTORS IS USED. THESE HYBRID POWER UNITS NOT ONLY INCREASE EFFICIENCY BUT ALSO CONTRIBUTE TO LOWERING CARBON EMISSIONS, MAKING THE SPORT MORE SUSTAINABLE. THE TECHNOLOGY IS ALSO CLOSELY LINKED TO DEVELOPMENTS IN ELECTRIC VEHICLE (EV) TECHNOLOGY FOR COMMERCIAL USE. FORMULA 1 HAS EMBRACED HYBRID TECHNOLOGY AS A CORNERSTONE OF ITS EFFORT TO BALANCE HIGH PERFORMANCE WITH ENVIRONMENTAL RESPONSIBILITY. BY INTEGRATING TRADITIONAL INTERNAL COMBUSTION ENGINES (ICE) WITH ADVANCED ELECTRIC MOTOR SYSTEMS, MODERN F1 POWER UNITS ARE NOT ONLY MORE EFFICIENT BUT ALSO SET A BENCHMARK FOR INNOVATION IN THE AUTOMOTIVE AND ENERGY SECTORS.



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### 7. ADVANCED AERODYNAMICS

- AERODYNAMICS PLAYS A CRUCIAL ROLE IN THE PERFORMANCE OF AN F1 CAR. INNOVATIONS SUCH AS ADJUSTABLE REAR WINGS, COMPLEX FRONT AND REAR WING DESIGNS, AND UNDERBODY GROUND EFFECTS ALL MAXIMIZE DOWNFORCE WHILE MINIMIZING DRAG, ALLOWING CARS TO ACHIEVE HIGHER SPEEDS AND BETTER HANDLING. AERODYNAMICS ALSO CONTRIBUTES TO ENERGY EFFICIENCY. **(DRS):**THE DRAG REDUCTION SYSTEM (DRS) ALLOWS DRIVERS TO REDUCE DRAG ON STRAIGHT SECTIONS OF THE TRACK BY ADJUSTING THE REAR WING'S POSITION. THIS SYSTEM PROVIDES A TEMPORARY SPEED BOOST, AIDING OVERTAKING WHILE MAINTAINING AERODYNAMIC EFFICIENCY DURING CORNERS.

#### COMPLEX FRONT AND REAR WING DESIGNS:

- THE FRONT WING DIRECTS AIRFLOW ACROSS THE CAR TO OPTIMIZE DOWNFORCE AND MINIMIZE TURBULENCE. THE REAR WING PROVIDES STABILITY AND CREATES SIGNIFICANT DOWNFORCE, ENSURING THE CAR REMAINS PLANTED ON THE TRACK. ENGINEERS CONSTANTLY TWEAK WING SHAPES AND ANGLES TO SUIT INDIVIDUAL CIRCUITS, BALANCING SPEED ON STRAIGHTS AND GRIP IN CORNERS.

#### GROUND EFFECT AERODYNAMICS:

- BY UTILIZING THE CAR'S UNDERBODY, GROUND EFFECT AERODYNAMICS CREATES A LOW-PRESSURE ZONE BENEATH THE CAR, SUCKING IT CLOSER TO THE TRACK. FEATURES LIKE VENTURI TUNNELS BENEATH THE CAR HELP GENERATE ENORMOUS DOWNFORCE WITH LESS DRAG THAN TRADITIONAL WINGS.



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### 8. SUSTAINABLE FUELS

- AS PART OF F1'S PUSH FOR SUSTAINABILITY, SUSTAINABLE FUELS ARE BEING DEVELOPED TO REDUCE THE SPORT'S CARBON FOOTPRINT. THESE FUELS ARE DESIGNED TO BE CARBON-NEUTRAL OR HAVE A MINIMAL IMPACT ON THE ENVIRONMENT WHILE MAINTAINING PERFORMANCE STANDARDS SIMILAR TO TRADITIONAL FUELS. THE PUSH FOR GREENER FUELS IS ALSO A STEP TOWARD ALIGNING F1 WITH GLOBAL ENVIRONMENTAL GOALS.

### 9. ROAD SAFETY

- INNOVATIONS IN F1 OFTEN TRICKLE DOWN TO CONSUMER VEHICLES, IMPROVING ROAD SAFETY. EXAMPLES INCLUDE IMPROVEMENTS IN CRASH STRUCTURES, SAFETY CAGES, SEAT BELTS, AIRBAGS, AND BRAKING SYSTEMS. TECHNOLOGY SUCH AS TRACTION CONTROL, ANTI-LOCK BRAKING SYSTEMS (ABS), AND STABILITY CONTROL WERE FIRST TESTED AND REFINED IN MOTOSPORTS BEFORE BEING INCORPORATED INTO REGULAR CARS.

### 10. AUTOMOTIVE INDUSTRY

- MANY TECHNOLOGICAL ADVANCEMENTS TESTED IN F1, INCLUDING ENGINE EFFICIENCY, MATERIALS, AND ELECTRONICS, HAVE INFLUENCED THE BROADER AUTOMOTIVE INDUSTRY. F1'S EMPHASIS ON HIGH-PERFORMANCE ENGINEERING AND SUSTAINABILITY HAS ACCELERATED THE DEVELOPMENT OF CONSUMER CAR TECHNOLOGIES SUCH AS HYBRID ENGINES, REGENERATIVE BRAKING, AND LIGHTWEIGHT MATERIALS, PUSHING THE INDUSTRY TOWARD MORE EFFICIENT AND ENVIRONMENTALLY FRIENDLY VEHICLES.

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## • KEY ISSUES

### 1. ENVIRONMENTAL SUSTAINABILITY

- CHALLENGE: F1's CARBON FOOTPRINT IS STILL SIGNIFICANT DESPITE HYBRID ENGINES AND SUSTAINABLE FUELS
- SOLUTION: BALANCE SAFETY WITH PERFORMANCE THROUGH SMARTER DESIGNS AND MATERIALS.

### 2. TECHNOLOGICAL COMPLEXITY AND TRANSPARENCY

- CHALLENGE: F1'S COMPLEX TECH IS HARD FOR FANS TO UNDERSTAND.
- SOLUTION: SIMPLIFY EXPLANATIONS TO ENGAGE FANS WHILE PRESERVING TECHNICAL DEPTH.

### 3. IMPACT OF INNOVATIONS ON ROAD SAFETY

- CHALLENGE: F1 TECH MUST TRANSLATE SAFELY TO CONSUMER VEHICLES.
- SOLUTION: COLLABORATE WITH AUTOMOTIVE MANUFACTURERS TO ADAPT INNOVATIONS FOR PUBLIC USE.

### 4. SUSTAINABILITY VS. PERFORMANCE TRADE-OFFS

- CHALLENGE: SUSTAINABLE FUELS MAY REDUCE POWER OUTPUT.
- SOLUTION: DEVELOP FUELS AND SYSTEMS THAT BALANCE ECO-FRIENDLINESS WITH PERFORMANCE.

### 5. IMPACT ON SPECTATOR EXPERIENCE

- CHALLENGE: COMPLEX TECH CAN ALIENATE CASUAL FANS.
- SOLUTION: ENHANCE FAN ENGAGEMENT THROUGH ACCESSIBLE EXPLANATIONS AND EXCITING RACES.

### 6. REGULATORY CHALLENGES

- CHALLENGE: RAPID INNOVATION OUTPACES REGULATION.
- SOLUTION: KEEP REGULATIONS UPDATED TO ENSURE SAFETY, FAIRNESS, AND SUSTAINABILITY.

### 7. ENERGY EFFICIENCY VS. SPECTACLE

- CHALLENGE: FOCUS ON ENERGY EFFICIENCY CAN REDUCE RACING EXCITEMENT.
- SOLUTION: MAINTAIN THRILLING RACING WHILE PROMOTING EFFICIENT TECHNOLOGIES.



# RECOMMENDED READING AND WRITING

- FORMULA 1 : DRIVE TO SURVIVE (ON NETFLIX)
- SENNA
- RUSH
- SHUMACHER
- BRAWN: THE IMPOSSIBLE F1 STORY
- FORMULA 1 : THE OFFICIAL HISTORY
- FORD VS FERRARI (WHILE NOT DIRECTLY ABOUT F1, IT PROVIDES A SOLID FOUNDATION INTO RACING AND TEAM DYNAMICS AND COMPETITION IN MOTORSPORT)



# Conclusion

THANK YOU FOR CHOOSING FORMULA 1 . WE WISH  
YOU A PRODUCTIVE AND REWARDING MUN  
EXPERIENCE.