



DAILY NEWSLETTER
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AUTO+ SPORT WEEK

GOODBYE
TO GLORIOUS
GOODWOOD



CLOSING ADDRESS

FIA to establish major motor sport task force



Bringing the first FIA Sport Conference Week to a close, President Jean Todt reveals details of a new 10-year initiative to develop motor sport

As the first FIA Sport Conference Week drew to a close, President Jean Todt used his closing address to announce the establishment of a new Motor Sport Development Task Force to be charged with defining the future of the sport over the next 10 years.

“The first major decision coming out of this inaugural FIA Sport Conference Week is to announce the establishment of a Motor Sport Development Task Force, which I think is absolutely needed,” he said. “We must have a more strategic and focused approach to developing grassroots motor sport.

“I thought long and hard as to who would be the best candidate to lead this new initiative and I think that person is Mohamed Ben Sulayem. I’m happy that he believes in this challenge and that he has accepted the role of taking charge of this Task Force.

“This new group will work through the World Motor Sport Council and the initiative will involve all clubs and regions,” the President added. “It will develop a plan for the global development of motor sport from 2015 to 2025 and it will present its plans to the General Assembly in 2014. I would urge you therefore to please assist Mohamed and his team in every way you can.”

Commenting on the event itself, President Todt said: “It is a particular delight for me to make this closing speech after what has been an intense, very active week. I would like to thank all who have participated for making that happen.

“To have over 200 delegates and to have 70 countries represented is a great start. I hope this first event will become a tradition now, alongside Mobility Week. I also want to also thank our commercial partners for their involvement.” ■



PLENARY SESSION

On track towards safety

The week's major discussion on motor sport safety heard how advances at the top levels of racing are cascading down the competition ladder





From taking Formula One standard safety to junior racers' first steps in single seaters, to simple solutions to common rally safety issues, delegates yesterday heard how the FIA is spearheading the drive towards increased safety in motor sport.

Opening the session, FIA Institute President Gérard Saillant stressed that central to the FIA's efforts is a multi-disciplinary approach involving medical staff, engineers, drivers, promoters and administrators.

"Zero risk [in motor sport] will never happen but it would be criminal not to try to reach this level and it's our job to try to do that," he said. "We have to try to reduce the number and severity of accidents. We have to treat the cause – the accident – and then the consequences. I'm a physician and just as in medicine, you need to have a diagnosis before you have treatment.

"To do this we pursue a multi-disciplinary approach," he added. "We have in the group, of course physicians, but the medical aspect is not the most important one. We also have researchers, administrators, engineers, drivers – all working together to reduce risk. First in terms of the driver, then the car, the organisation of the event and lastly in terms of the regulations."

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Professor Gérard Saillant

Professor Saillant continued by saying that the FIA Institute and the FIA work across all forms of motor sport and stressed the crucial nature of ensuring safety in categories beneath the top level where vigilance is naturally at its most potent.

"It would be foolish to propose best practice or a guideline applicable for F1 or WRC but not for the small scale events, because all the risk is in the lower category events," he said. "We have to take into account all the local specificities in racing.

"The chain is only as strong as its weakest link. If we have a chain of safety of 10 links and you focus all your energy, time and money on eight of those, the chain will be weak. I prefer to have a chain with 10 links at 30 per cent than eight at 100 per cent and two at 10 per cent."

Professor Saillant's remarks about ensuring safety throughout motor sport were then expanded upon by FIA Institute Research Consultant Andy Mellor, who gave a presentation on how innovation at the top level is being fed down to more accessible forms of racing and rallying.

"We're looking to cascade all the work done in F1 down to the lower formulae, to Formula Ford and the FIA's new

F4 series. For closed cars, we're looking to make sure that all the work we've done in WRC is applicable to national rally championships," he said.

Mellor then revealed that work done on side intrusion accidents in F1 has been adapted, in an affordable way, to Formula Ford and F4.

"In Formula One we fit a Zylon panel to the side of the car, just 6mm thick, but it can resist the full load of energy of both the nose cone or the rear impact structure hitting the side of the car.

"Having established that level of safety at the top we thought about how to do that at grassroots level. We started to work on steel spaceframe chassis and developed a very low cost solution costing just £500 for a system in Formula Ford for nose cones that still has massive energy absorption capability."

He went on to describe how nose cone heights in F1 to combat cars being launched into the air in accidents are now being written into the regulations of F4.

In rallying, he outlined how a simple foam panel inserted into cars provides a marked improvement in protecting a driver's head and shoulders and that the research was carried out with R2 Academy cars. He also revealed how improvements in seat structure could also soon trickle down from top level rallying to national championships and beyond.

The trickle-down effect is, however, complicated by cost, as the FIA's Peter Wright pointed out.

"There is always the issue of performance of safety features versus their adoption," he said. "If you want to increase net safety you have to get a lot of people taking up the solution. Between performance and adoption sits cost, and that's a complicated equation."

Mellor pointed to an 80/20 cost balance in which the ideal is always to find solutions delivering 80 per cent of the efficiency of top level features but 20 per cent of the cost.

FIA Technical Director Bernard Niclot added that in terms of cost a distinction has to be made between professional and amateur racing.

"Professional racing is so expensive that cost is actually not an issue," he said. "We should be much more concerned by amateur racing. Lower levels are much more exposed. When we accept an international series, from a technical point of view we look at safety and refer to Appendix J – the safety articles – and what we try to understand is how far away they are from this standard. We don't always request complete Appendix J compliance but look to see that the basic points are featured."

WRC Manager Michèle Mouton then spoke about some of the problems facing rallying.

"The majority of spectators don't know about the dangers," she said. "They place themselves in the most spectacular place without realising the potential risks. Our responsibility is to place them on high ground, to make sure they respect the go and no-go areas.

"The second challenge is on the drivers' side," she continued. "On stages we could work in a better way, by identifying particularly dangerous spots – a fast bend, a narrow bridge, a steep drop – you can identify these and protect drivers.

"For me, it's common sense to send out a local, experienced driver who can tell you where you will lose control of the car. It makes sense just for them to go through stages and identify potential trouble spots." ■



PLENARY SESSION

Creating an environment for change

Introducing a proposed action plan for sustainability, the FIA yesterday put the focus on environmental awareness in motor sport

Yesterday's plenary session on sustainable motor sport saw Deputy President for Sport Graham Stoker present a new Action for Environment campaign which the Federation will today present to the World Motor Sport Council.

Following an opening introduction from Nick Nuttal of the United Nations Environmental Programme (UNEP) in which he explained how motor sport, through technological innovation, is ideally placed to deal with a resource-constrained future, Stoker outlined the new campaign.

"We had a very constructive working group with input from some pretty high powered experts and ASNs and we tried to create a workable framework that we are now taking forward and which we are calling Action for Environment," he said.

"The goal is that within a decade we will be a best practice exemplar in terms of environmental sustainability," he added. "The action plan is divided into two parts – Measure and Improve and the second, Innovate and Promote. On the first, we will provide you with the necessary tools so you can demonstrate at ASN level and at FIA level that you can operate in a sustainable way.

"On the other side, we will use the unique position we have in motor sport and in mobility to try to innovate and to spread new technology for the benefit of society," he added. "We will ►



“We would encourage you to do it,” he added. “Why? Well, as President Todt said in his opening address here, if we don’t do things ourselves, others will do them for us and they may regulate us in a manner we may not appreciate. We have to be proactive. From the smallest to the largest ASN this is achievable now for you and I encourage you to get involved.”

Commenting on his company’s need for sustainability credentials McLaren Managing Director Jonathan Neale said that while the team is this year celebrating its 50th anniversary, in that time over 100 Formula One teams have failed.

“It’s really important from an economic and from an innovation perspective that we stay ahead in the process of making our sport sustainable in the widest economic sense.

“From about 2007 onwards we started to take a much more proactive approach to this on the basis that our investors, shareholder and sponsors, the people who want to use this wonderful sport as a marketing platform, wanted to see from us that we were being proactive and that this was externally accredited.

back that up with a proper action plan, with publicity, statistics, information – all the things you need when talking to other stakeholders, be they companies, local authorities or with central government .

“This initiative is going before the World Council tomorrow [Friday] for approval and we will then seek to implement it. I commend this to you strongly, as I believe, indeed I think we all believe, that along with safety this is the other major issue we have to deal with.’

In outlining the measurement tools available as part of the plan, Deputy President Stoker referred to the FIA Institute’s recently launched environmental accreditation scheme which was explained by FIA Institute Deputy President Garry Connelly.

“The FIA Institute last year announced a new programme, which is a complete framework for environmental accreditation for all stakeholders – events, circuits, team owners, everyone involved in motor sport. McLaren is the first company to achieve excellence and the Institute itself had its audit last week and we hope to be accredited.



“We were one of the first 500 UK companies to get a carbon trust certificate, and we were re-awarded that in 2012. Over four years we reduced our carbon footprint by 20 percent. We did that for very good economic reasons – simply, waste costs.”

Peter Gregory from FIM also spoke about the motorcycle sport federation’s long involvement in sustainability stretching back to 1993. He outlined how the organisation has appointed an environmental steward and holds 12 sustainability seminars each year.

Lord Drayson, who this week set a new speed record in an electric car, also spoke about the merits of the new Formula E Championship saying that the series was the right way forward for motor sport.

“This is the way in which the world needs to move,” he said. “History begins in 2014 with the first FIA electric race. It’s an opportunity for us to engage with urban teens who are very interested in technology. It will give young people an insight into a future that is fun and cool but which does not damage the environment.” ■





DRIVER SAFETY

Cutting Crew

The FIA Institute yesterday presented new developments in extrication to ASNs

The FIA Institute yesterday ran an extrication demonstration for ASNs attending the inaugural FIA Sport Conference Week. Using crash-tested Subarus, which had been utilised for an FIA Institute project on Roll-Over Protection Systems, the Institute invited one of the UK MSA's Licensed Rescue Units and the Hampshire Fire and Rescue Service to demonstrate how to extricate a driver from a crashed car using new cutting equipment researched by the Institute.

FIA Institute President Gérard Saillant said: "This highlights the importance of a multi-disciplinary approach to motor sport safety. It is essential for the engineers to make these cars as safe as possible and we also need to ensure the drivers can be extricated by medical teams following an accident. So now the doctors are working with engineers to find new solutions."

During Conference Week, the Institute also displayed a prototype of a new Formula One extrication tub, which will be used for practice and training at circuits around the world.

Built from fibre-glass, it is a replica of a Formula One car from just behind the driver to the nose cone. It also offers the chance for extrication teams to practice without worrying about damaging the car.

Saillant added: "The aim is to help ASNs have access to the right kind of chassis to practice on. Even an old F1 chassis would cost tens of thousands of Euros to purchase so this offers a cheaper, more practical solution."





CLOSING CEREMONIES At the finish line...

As the chequered flag fell on the first FIA Sport Conference Week, the more than 200 delegates closed proceedings at a celebration barbeque at the Goodwood motor racing circuit.

Single Seater Commission President Gerhard Berger was on hand to present a pre-production version of the FIA's new F4 category car. Revealing the new machine, Berger said that the series was a key component of the FIA's vision for a streamlined racing ladder from karting all the way to Formula One and would be aimed at 15-16 year old drivers making the transition from karts to slicks and wings racing.

Also in attendance, on the eve of the World Motor Sport Council meeting, were a number of council members including Ferrari's Stefano Domenicali and also Drivers' Commission President Emerson Fittipaldi.



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