



DAILY NEWSLETTER #3  
WEDNESDAY 03.12.14

# AUTO+ ASSEMBLY

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## WMSC HEARS CRASH REPORT

Review of circumstances surrounding Jules Bianchi's accident is revealed PG 2

## A NEW MARKET SHARE

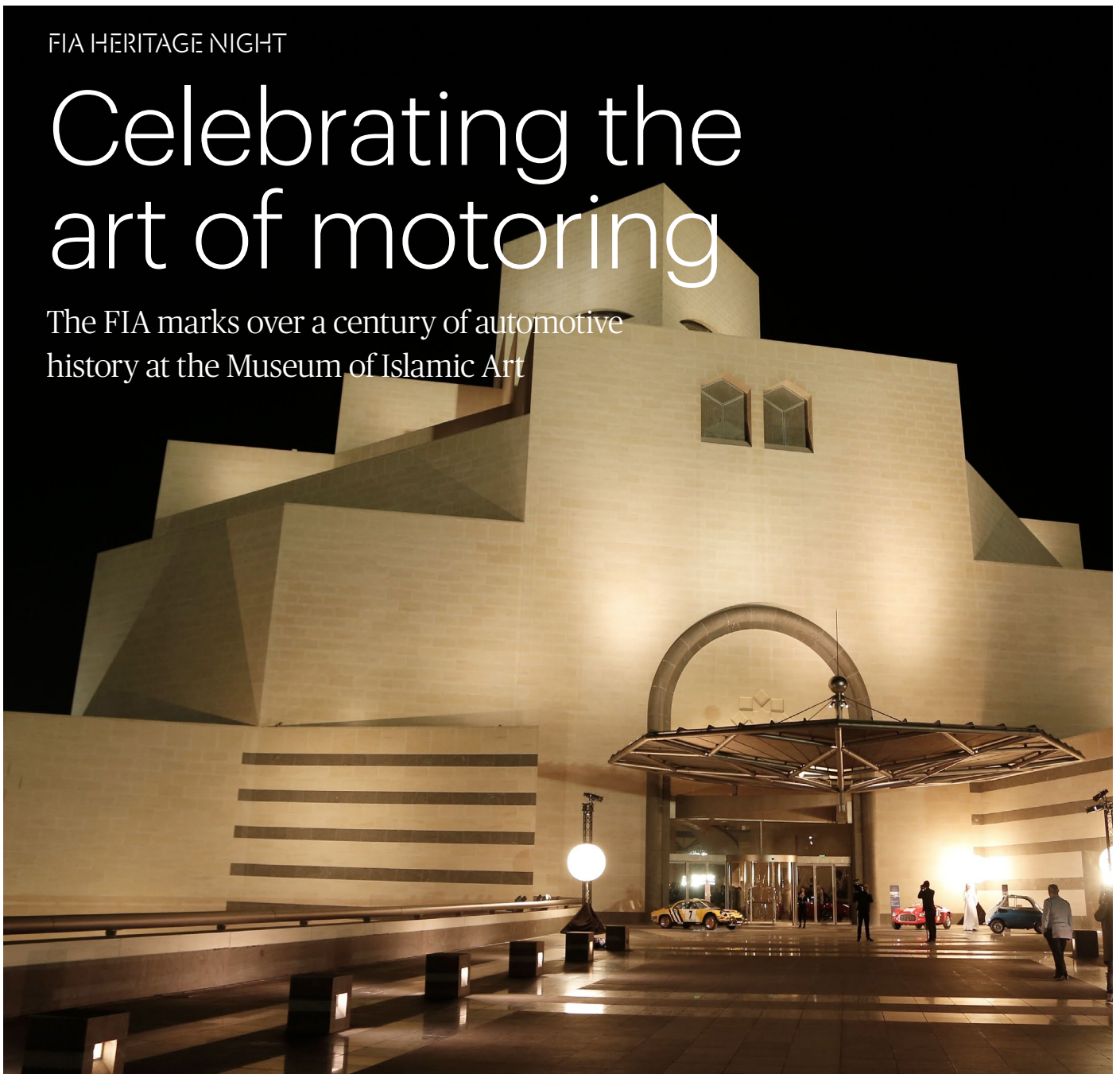
Collaborative consumption expert Lauren Capelin on the sharing economy PG 3

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FIA HERITAGE NIGHT

# Celebrating the art of motoring

The FIA marks over a century of automotive  
history at the Museum of Islamic Art



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WORLD MOTOR SPORT COUNCIL

## Council hears Bianchi crash findings and makes safety recommendations

Meeting of the WMSC approves introduction of a Virtual Safety Car system for F1 in 2015 and the establishment of a minimum age for F1 competition for 2016

The World Motor Sport Council was today presented with the report compiled by the 10-man review panel appointed to examine the circumstances surrounding Jules Bianchi's accident at this year's Japanese Grand Prix.

In the wake of the crash, in which Bianchi suffered serious head injuries following a collision with a recovery vehicle, FIA President Jean Todt established the panel to review the causes of the crash and to make recommendations for safety improvements if needed.

Panel President Peter Wright delivered the 396-page report to the WMSC, with the review stating that "a number of key issues occurred, which may have contributed to the accident, though none alone caused it".

Significantly, the panel concluded that "It is not feasible to mitigate the injuries

Bianchi suffered by either enclosing the driver's cockpit, or fitting skirts to the crane" and that "it is considered fundamentally wrong to try to make an impact between a racing car and a large, heavy vehicle survivable. It is imperative to prevent a car hitting the crane and/or the marshals working near it."

As such, the panel recommended that a number of safety measures be examined, including changes to the rules governing yellow flags, improvements to track drainage, changes to Super Licence qualification, a review of safety critical software, provision for F1's tyre supplier to adequately test wet weather tyres between F1 seasons and the establishment of a regulation or guideline such that the start time of an event shall not be less than four hours before either sunset or dusk, except in the case of night races.

Several of the recommendations were explored during closing stages of the 2014 F1 season, with a number being approved by the WMSC today. A Virtual Safety Car system, by which lap time in yellow flag zones can be governed, was tested at the season's final events and will be introduced for 2015. The WMSC also approved changes to the Super Licence rules, with an age limit of 18 to be introduced in 2016.

Elsewhere, the council ratified the latest 2015 F1 calendar, which will now encompass 21 events, with the Korean Grand Prix making a return to the schedule. The council also rescinded the double points rule for the season's final race and "after consultation with the teams, who raised a number of safety concerns" rules that would have introduced standing restarts following a safety car period have also been scrapped.

## MOBILITY MEMBERSHIP BENEFIT FORUM

# Claiming a share of the sharing economy

Collaborative consumption expert Lauren Capelin explains how the concept is impacting on mobility and how clubs can exploit this emerging market

**Q: The concept of collaborative economies, people sharing resources, is gathering pace very quickly, how have you seen it evolve in the recent past?**

**A:** I guess the interesting developments have been in the space of ride-sharing and also car-sharing run by automobile manufacturers. We really have seen continued growth in those areas and this is going to have an impact on the FIA's member organisations and the mobility sector as we know it.

**Q: How closely are car manufacturers looking at car-sharing?**

**A:** I believe they are looking at it very seriously. I think we've seen enough activity from some of the major players – BMW, Daimler, Peugeot, Ford and GM – to see that they are not simply viewing this as an interesting source of additional revenue but as a transitioning business model.

**Q: How can clubs get involved in this space and how big is the challenge?**

**A:** I think there is a really interesting opportunity and it's about seeing your customer differently, because the route to identifying your members is becoming more complex. There used to be an easy pathway – people who owned cars were likely to join a club. Now we have people using technology to access rides or cars and their pathway to joining a club is more obscure. It's about trying to identify new consumers in new ways and then having the values of the club align with the new kinds of membership organisations we are seeing – such as ZipCar or Uber.

**Q: What's the final message for clubs about this emerging model?**

**A:** It's an exciting opportunity to exploit a shift in preference around mobility. I would say there are almost more opportunities rather than less if we start to look at individuals rather than just car owners. So we could actually see an expansion of the member base. But I think the role clubs play and the style of engagement with these new consumers is going to be critical.



## Thursday's Events

**09:00**

FIA Foundation Annual General Meeting  
Grand Ballroom 2 & 3

**12:30**

Asia Zone / Asia Pacific Meeting  
Abalone Room

**13:00**

FIA Institute General Assembly  
Grand Ballroom 2 & 3

**15:30**

ASN Forum  
Grand Ballroom 2 & 3

**18:00**

Prize-Giving Challenge  
Prize-Giving Village



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## HERITAGE NIGHT

# Celebrating 110 years of motoring history in style

As part of the 110th anniversary of the FIA, the federation this evening staged a celebration of motoring and motor sport history, Heritage Night, hosted in partnership with the QMMF at the stunning Museum of Islamic Art in Doha. The federation handed out a series of Heritage awards, including presentations to representatives of all the founding member clubs of the FIA. The annual FIA Founding Members' Club Heritage Cup was awarded to the AVD Oldtimer Grand Prix, organised by the Automobil Club von Deutschland. The club's President Ludwig Fürst zu Löwenstein-Wertheim-Freudenberg And Vice President Franz Graf zu Ortenburg were on hand to receive the award from FMC President Angelo Sticchi Damiani of the ACI.

