



NewMUN: Chapter VI
BACKGROUND GUIDE
Federation Internationale
de L'automobile

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ABOUT THE COUNCIL

The Fédération Internationale de l'Automobile, also known as the FIA, serves as the principal governing body of motorsport globally. Established in 1904, the primary objective of the federation is to regulate and promote a wide range of racing disciplines, including Formula 1, World Rally Championship, Formula E, and World Endurance Championship, among others. Bringing together over 230 national motoring and sporting organizations from 134 countries across five continents, the federation is dedicated to representing the rights of motoring organizations and motor car drivers worldwide.

In motorsport, the FIA guarantees that events held worldwide adhere to equitable, well-regulated, and, above all, safe standards. It works closely with national automobile clubs, teams, drivers, and manufacturers to uphold the integrity of the sport and advance technological innovation.

Within the Mobility domain, the FIA strives to ensure safe, sustainable, affordable and accessible mobility for all global road users and is actively engaged in global advocacy initiatives. Through initiatives like FIA Action for Road Safety Campaign and FIA Smart Cities program, the federation aims to reduce traffic accidents and emissions while improving urban mobility infrastructure.

With its global reach and influence, the FIA continues to be a driving force in motorsport and mobility, shaping the future of both industries for the benefit of enthusiasts, competitors, and society as a whole.

LETTER FROM THE CHAIRS

Dear Delegates,

We are excited to extend our warmest welcome to each of you as we embark on this year's FIA Council sessions at NEWMUN24. As your Chairpersons, we are eager to work together with you to explore and address some of the most pressing issues facing the FIA today.

Our discussions will delve into significant topics that have had a profound impact on motorsport governance, and we anticipate a series of engaging debates and thoughtful deliberations. To make the most of our time together, we encourage you to thoroughly prepare by researching your assigned topics and understanding the broader implications of the issues at hand.

We believe in the power of collaborative dialogue and respectful debate. Each of you brings a unique perspective to the table, and it is through your active participation and willingness to engage with diverse viewpoints that we will achieve meaningful outcomes. Our goal is to create an environment where innovative ideas can be exchanged, and effective solutions can be developed.

We look forward to witnessing the depth of analysis and creativity that you will contribute. Together, we can make this session both productive and impactful, and ensure that our discussions pave the way for a deeper understanding of the challenges and opportunities within the FIA.

Let us make this an extraordinary MUN experience!

Best regards,

your chairpersons,

Joshua and Nahreen

AGENDA 1:

THE 2007 SPYGATE SCANDAL IN F1

INTRODUCTION

The whirlwind of chaos that took over the 2007 Formula One World Championship was unanticipated. A year dominated by secrecy, blackmail, vengeance, and vindictiveness, the 2007 Formula One espionage controversy, more popularly known as the Spygate or Stepneygate Scandal, was a set of accusations among Formula One racing teams that confidential technical information had been passed between them. The issue surrounded the events that involved mainly three F1 teams, McLaren, Ferrari, and Renault. The original case involved allegations made by the Ferrari Formula One team against a former employee and a senior McLaren engineer, concerning the theft of technical information. These allegations were the subject of legal action in Italy and an FIA investigation. However, this was just the start. Allegations one after the other came rushing into the limelight, bringing everyone to witness one of the biggest scandals ever to be experienced in the world of Motorsport.

GENERAL OVERVIEW

THE ORIGIN:

It all started with a dissatisfied employee, Nigel Stepney, working for the sport's most renowned team, Ferrari. After having spent an exceptional few years at Ferrari, playing a vital role in the tremendous success of Michael Schumacher, he was left disheartened by the resignation of the 7-time World Champion (M Schumacher), the sabbatical leave of a co-worker (Ross Brawn) and his failure of filling in his post to get a role that matched his ambitions. Little did the team know that Stepney's way of finding solace was by leaking information from the depths of a Ferrari race car to a friend, who was a former co-worker of his, Mike Coughlan. He was then the Chief Designer, working for their biggest rival team at the time, McLaren. However, Stepney denied all these allegations put across with due diligence. Coughlan, who was said to be overtaken by curiosity, went forward and accepted the 780-page document from Ferrari given to him with open hands and an open heart. Later that month, his wife, Trudy Coughlan was spotted at a photocopy shop near their hometown of Surrey. With her, came a particular bundle of papers, of approximately 800 pages worth of technical information, each page emblazoned with Ferrari's logo. This was taken notice of by the employee, a

Formula 1 fan, working at the shop. He was asked to scan the information onto 2 CDs. Sensing some kind of foul play, the man went on to email Ferrari's Formula One sporting director, Stefano Domenicali, in Maranello, Italy. And that is where the saga began.

THE FIA INVESTIGATES:

Following a court hearing that took place on the 26th of July 2007, the FIA declared McLaren not guilty of the charges pressed, and was left without penalty. This was a massive blow to Ferrari, having expected an outcome, favouring them. However, a second hearing took place on 13 September 2007, and by then, compelling evidence resulted in several penalties for the team, which included the exclusion of the team from that year's Constructors Championship and a fine extending to a 100 million dollars. The penalty was imposed for illicitly collecting and holding information from Ferrari to confer a dishonest and fraudulent sporting advantage upon McLaren. Soon before this event, on the 11th of September, McLaren approached the FIA with questions regarding their fellow team Renault (possibly other teams as well which have not been highlighted). It is unknown whether this was involved with the espionage scandal. But a key statement was made by McLaren which caught much attention; If McLaren was guilty, other teams were as well. Renault, though found guilty of possessing technical information of the 2006 and 07 McLaren Formula 1 race cars, escaped penalty.

MAJOR PARTIES INVOLVED

Nigel Stepney:

In February 2007, Stepney voiced his unhappiness brought about by the departure of his co-worker, Ross Brawn, by making public comments and actions as such. A change was later made moving Stepney to the role of Head of Team Performance Development. This meant that Stepney was no longer required to be present for any race. The allegations put forward by Ferrari, saw Stepney playing a key role in the events that took place. Sources stated that the bridge connecting the thieved information and the thief, was Stepney himself. Although having denied all allegations, prior to the investigation, he was dismissed from the team. Another incident which was taken notice of by Ferrari, was that in May 2007, before the Monaco Grand Prix, Stepney was found sabotaging their Formula 1 race car. Suspicions were raised when mechanics found powder around the refueling tank. The police were alerted as they feared someone may have put something in the tank. It is said that Stepney was searched, the end result not favoring him, as they

found powder in his pockets. It was after this incident that Ferrari filed a formal complaint against their employee, leading to his dismissal.

Scuderia Ferrari:

The week of the 2007 United States Grand Prix (17 Jun 2007), Ferrari filed a formal complaint against their employee, Nigel Stepney. This led to a criminal investigation conducted by the Modena District Attorney in Italy. On the 3rd of July, it was reported that Ferrari had completed its internal investigation, resulting in the dismissal of Stepney on the basis of irregularities discovered at the Ferrari Factory prior to the Monaco Grand Prix that year. Along with the announcement of the dismissal of Stepney, the team also reported that it had taken action against an engineer from the Vodafone McLaren-Mercedes team, Mike Coughlan. The case was presented concerning the theft of technical information.

Mike Coughlan:

On the same day that Nigel Stepney was dismissed from Ferrari, the team also announced that it had taken action against an engineer from the Vodafone McLaren-Mercedes team, Mike Coughlan, the Chief Designer at the time. He was dismissed from McLaren as a result. On the 10th of July 2007, a High Court hearing was opened concerning Coughlan's possession of 780 pages worth of Ferrari's technical information. However, later the same day, Ferrari reached an agreement with the Coughlans under which Ferrari dropped its High Court case in return for their full disclosure of all they know about the case and a promise of future cooperation.

Vodafone McLaren-Mercedes:

Following the agreement between Ferrari and the Coughlan's, it was announced on 4 July 2007 by McLaren that they had conducted an internal investigation and concluded that no Ferrari intellectual property had been passed to any other members of the team or incorporated into any of their cars. On 26 July 2007, a hearing was conducted by the FIA where McLaren was found guilty of the possession of confidential Ferrari information, breaching Article 151C of the International Sporting Code. However, there wasn't evidence to support the fact that any of the acquired information was incorporated or used by the team and thus, punishment was not levied. The decision made by the FIA did not exactly please Ferrari, they thought of it as incomprehensible. Nevertheless, the matter seemed to be fair and just in the eyes of McLaren. The case that was thought to be resolved was yet again reopened on the 13th of September as it was announced that the FIA got hold of new evidence regarding the case. The evidence that was

said to have been obtained was none other than the emails sent in from three McLaren drivers at the time: Alonso, Hamilton and de la Rosa. The drivers were requested to help with the investigation in return of assurance that any information made available would not result in any proceeding against the driver personally under the International Sporting Code or the Formula One Regulations. It was later then that the team approached the FIA with questions about Renault, the details of which have been mentioned above.

TIMELINE OF KEY EVENTS

17 June 2007 – Ferrari files a formal complaint against Stepney

3 July 2007 – Ferrari completes their internal investigation and dismisses Stepney; a complaint is filed against Mike Coughlan

10 July 2007 – Ferrari reaches an agreement with the Coughlans; Ferrari drops the High Court case

16 July 2007 – McLaren concludes its internal investigation and announces that no other member of the team was in possession of any technical information from Ferrari

26 July 2007 – FIA conducts an investigation; McLaren is found guilty of possession of the confidential information; escapes punishment due to no proof of the utilisation of the technical information.

5 Sep 2007 – FIA reopens the case due to new evidences; the FIA reaches out to the McLaren drivers

11 Sep 2007 – McLaren approaches the FIA with questions concerning F1 team Renault

13 Sep 2007 – FIA hearing imposes penalty for McLaren for illicitly collecting and holding confidential information

21 Oct 2007 – Ferrari driver, Kimi Räikkönen becomes the 2007 Formula One World Champion

8 Nov 2007 – Renault F1 team is summoned before the FIA World Motorsport Council to answer a series of questions regarding the possession of information of the 2006 and 07 McLaren Cars

6 Dec 2007 – Renault is found guilty of breaching an article of the International Sporting Code; escapes penalty

POSSIBLE SOLUTIONS

The number of court hearings led by the FIA, the World Council and in Italy have all contributed to reach what seemed to be the ending of the biggest scandal to ever take place in the world of motorsport. But for many, this very ending seemed to be unjust and unfair. McLaren Team Principal at the time Ron Dennis, witnessed the catastrophic downfall of the world he had built, having vouched and supported the team for more than 25 years. He was put at stake due to the actions of certain individuals working under him. Some believe that Ferrari got more off the outcome than McLaren did, having degraded the very vanity of their rival in the face of the public and the FIA. There have been numerous questions asked on the basis of whether the punishment fit the crime, whether the FIA had conducted the investigation and the rulings bias free and much more. There still remain parties involved in the case who have never quite recovered from the incident at hand. The FIA, along with its members, having recognized its duty, and shall come forward, to provide the teams and the individuals involved the outcome they righteously deserve

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AGENDA 2:

THE CONTROVERSIAL 2021 ABU DHABI GP

INTRODUCTION

The 2021 Abu Dhabi Grand Prix was a pivotal event in Formula 1 history, marked by intense competition and dramatic moments. Held at the Yas Marina Circuit, this race served as the season finale, amplifying its significance in the championship battle. The circuit itself is renowned for its futuristic architecture and challenging layout, with drivers navigating through a combination of high-speed straights and tight corners against the backdrop of Abu Dhabi's stunning skyline and marina.

Heading into the race, the championship rivalry between Max Verstappen of Red Bull Racing and Lewis Hamilton of Mercedes added an extra layer of excitement. Both drivers were locked in a tight contest for the title, promising fans a thrilling showdown. The controversial ending of the race, in which race director Michael Masimade a highly debated decision regarding the safety car restart procedure, ultimately decided the outcome of the championship.

GENERAL OVERVIEW

With the intense rivalry between Mercedes and Red bull, fuelled by Hamilton's desire for an 8th World Championship Title, and Verstappen aiming for his First Championship Title, the stakes were higher than ever. Throughout the practice sessions, Verstappen and Hamilton topped the time sheets in Practice 1 and 2, with Bottas setting the fastest time in Free Practice 3. At qualifying, Max Verstappen took Pole Position with Lewis Hamilton completing the front row. Nikita Mazepin was ruled out of the Grand Prix after testing positive for COVID-19 which left his grid spot vacant.

Hamilton had a brilliant start and overtook Verstappen, taking the lead of the Grand Prix. Verstappen then tried to pass Hamilton the Turn 6-7 chicane, Verstappen's trajectory and later braking took him from the inside to the outside of the track to overtake Hamilton, who cut turn 7 rather than concede the corner. On lap 35, Alfa Romeo's Giovinazzi retired with gearbox issues triggering

a Virtual Safety Car. Red Bull used this opportunity to bring Verstappen in for a fresh set of the hard- compound tyres without losing track position: Mercedes, not wishing to give up track position, directed Hamilton to stay out. Using the advantage of fresher tyres, Verstappen gradually reduced the post-stop deficit from 15 seconds to 11, but not at a rate which would have been sufficient to catch Hamilton before the end of the race.

On Lap 53, Disaster struck for Hamilton as Latifi crashed into the wall at Turn 14 during a fight against Mick Schumacher which brought out the safety car. Hamilton elected to stay out to preserve his track position, but Verstappen chose to pit for soft tires. This set up a dramatic final few laps, with race director Michael Masi making a series of controversial decisions regarding the safety car restart procedure. Masi initially said lapped cars could not overtake the safety car, but then changed his mind and allowed only the five cars between Hamilton and Verstappen to unlap themselves. The safety car then came in at the end of Lap 58, setting up a one-lap shootout to the finish. Verstappen, on softer and fresher tires, overtook Hamilton at Turn 5 and went on to win his first world title. Mercedes earned sufficient points to win their 8th constructors title, extending their own record.

Aftermath

The race ended with the Mercedes Team Principal, Toto Wolff saying "No! No! Micheal, this is so not right!" and Micheal Masi replying with "Toto, it's called a motor race, ok? We went car racing." Mercedes, after the podium celebrations, lodged formal protests against the race results, alleging that Masi had misapplied the safety car restart rules by allowing only the cars between Hamilton and Verstappen to unlap themselves and not the others, and that according to regulation the restart should have occurred the following lap.

The first issue was dismissed as Verstappen was not ahead in the safety car period. In the second issue, Mercedes argued that if a message for lapped cars to overtake is issued under Article 48.12, then all lapped cars are required to unlap, and that the safety car was required to wait until the end of the following lap to return to the pit lane: if this process was complied with, Mercedes submitted that Hamilton would have won the race and therefore the championship, and requested that the classification be amended as such. Red Bull argued that a) the regulation stated "any cars", not "all cars", were required to overtake under Articles 48.12: b) 48.13, which governs the withdrawal of the safety car, overrides Article 48.12: c) Article

15.3 gives the race director overriding authority over the use of the safety car; and d) the race result would not have changed if all eight lapped cars were permitted

to unlap. Masi argued that the principle behind Article 48.12 was to remove cars which "interfered" with drivers racing on the lead lap and that all teams had agreed in principle that all races should end under racing conditions. The stewards ultimately dismissed the protests and confirmed Max Verstappen as the Champion of the 2021 season. Mercedes lodged their intention to appeal with FIA's International court of appeal citing potential breaches of Article 15 of the International Sporting Code and Article 10 of FIA's Judicial and Disciplinary Code. Mercedes later decided not to pursue the appeal, stating that neither the team nor Hamilton wanted to win the championship in court. Later that evening, Wolff and Hamilton boycotted the Prize Giving ceremony, for which Hamilton was fined €50,000.

FIA Investigation

The investigation conducted by the FIA under the World Motor Sport Council published its findings on 19th March 2022. It highlighted the key issues with the way the race was conducted. The investigation noted that the race director was put under unnecessary pressure with the direct communications between the teams and race control being made public. The report highlighted 4 recommendations: 1, The creation of a Virtual race control room. 2, Direct Communication between teams and race control were not to be broadcasted. 3, Unlapping procedures should be reassessed by the F1 Sporting Advisory Committee. 4, A new race management team is to be put in place starting in Barcelona. In addition to these changes, the Role of Executive Director of the FIA Single Seater department was created within the FIA.

TIMELINE OF KEY EVENTS

2021

11 December 2021, Saturday: Verstappen took pole position for the Abu Dhabi GP, with Hamilton qualifying second on the grid.

12 December 2021, Sunday: Nicholas Latifi crashed on Lap 53, bringing out the safety car. Verstappen pitted for fresh soft tires, while Hamilton stayed out on old hards.

Michael Masi said lapped cars could not overtake the safety car.

On Lap 57, Masi allowed only the five cars between Hamilton and Verstappen to unlap themselves.

The safety car came in at the end of Lap 58, Verstappen passed Hamilton to take the lead and win the race and championship.

Mercedes lodged protests against the race result, arguing Masi had misapplied the safety car restart rules.

The stewards rejected Mercedes' protests, and Verstappen was confirmed as world champion.

15th December 2021, Wednesday: The FIA announced that it would be investigating the running of the race with the goal of learning what happened and to determine if adjustments are needed for the safety car procedure.

2022 17th February 2022, Thursday: Race control restructured, Michael Masi removed as Race director.

19th March 2022, Saturday: FIA published their official report on the 2021 Abu Dhabi GP controversy.

SUGGESTED TOPICS FOR DISCUSSION

- Should the FIA have allowed the late-race safety car restart in the Abu Dhabi Grand Prix, knowing it would significantly impact the race outcome?
- What changes, if any, should be made to the format or regulations of Formula
- One to prevent similar controversies from arising in the future?
- How can Formula One better balance the need for exciting racing with the need for fair and consistent competition?
- What role did team communication and lobbying play in the decisions made by the FIA during the Abu Dhabi Grand Prix?

APPENDIX

[| Federation Internationale de l'Automobile \(fia.com\)](https://www.fia.com/) F1 -

[The Official Home of Formula 1® Racing](https://www.formula1.com/)

[Live: F1 Abu Dhabi GP commentary and updates](#) | [Live text](#) | [Autosport.com](https://www.autosport.com/)

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