



FEDERATION INTERNATIONALE DE L' AUTOMOBILE

PRESS RELEASE WORLD MOTOR SPORT COUNCIL

The World Motor Sport Council met in Paris on 27 June, 2007. The following decisions were taken:

FORMULA ONE WORLD CHAMPIONSHIP

The WMSC received a report on the status of current discussions* on the FIA Formula One World Championship from 2011. Proposals include:

Engine efficiency

To limit engine power by imposing a maximum energy flow rate. However, there will be few restrictions on the engine cycle, which can include turbo-charging and energy recovery. It is believed that this will lead to a gain of at least 20% in thermal efficiency.

Drag

To allow moving aerodynamic devices, which will reduce drag by over 50% and allow a 40% reduction in the power required to maintain current speeds.

Energy recovery

Energy will be recovered during braking and returned to both front and rear axles when accelerating. The amount of energy returned on each straight will be limited in order to prevent top speeds exceeding the safety criteria for the circuits.

Fuel

The total amount of fuel energy to be consumed during a race will be regulated, encouraging further overall efficiency. The CO₂ emitted will be further reduced by the introduction of gasoline which is partly derived from sustainable, non-food bio sources but complies fully with pump fuel legislation.

Overtaking

Formula One cars currently find it very difficult to overtake because of the influence of the car in front. New aerodynamic rules will halve the downforce,

and de-sensitise the car to the influence of the wake of the car ahead. It is also proposed to eliminate automatically the downforce deficit of the following car.

Regulations

The best estimates of what these measures will mean in terms of regulations are currently as follows:

- 1.3-1.5 litre, 4-cylinder engine;
- no RPM or boost limit;
- energy flow rate to generate 300kW, including energy recovery from the exhaust;
- 200kW brake energy recovery, front and rear axle;
- 400-600kJ energy return per straight;
- pump-legal bio-fuel;
- FIA specified and supplied undertray and possibly other aerodynamic components;
- 50% 2007 downforce;
- adjustable, regulated wings and cooling;
- automatic downforce adjustment when following another car;
- lap times and top speeds maintained at 2009 levels;
- over 50% reduction in fuel consumed.

Costs

A number of measures to constrain costs are proposed, including:

- standardisation of components;
- homologation of components and assemblies;
- material restrictions;
- extended life of assemblies;
- restrictions on personnel and work at races;
- restrictions on the use of certain facilities (eg wind tunnels).

All these measures will be developed into detailed regulations in close collaboration with the teams and manufacturers.

*For full details please refer to http://www.fia.com/sport/Championships/F1/formula_one_2011.html

WORLD RALLY CHAMPIONSHIP

From 2009, there will be 12 events in the FIA World Rally Championship. A detailed regulation around this decision will be examined by the FIA World Rally Championship Commission and presented to the WMSC in October.

From 2012, it was agreed in principle that world rally cars will be four-wheel drive and turbo-charged, based on mass-produced Group N and S2000 specification cars. Cost reducing measures will also be introduced.

For the rest of the 2007 season, it is reiterated that World Rally events cannot be run without an efficient safety tracking system in place, as deemed by the FIA.

CROSS-COUNTRY RALLY

With the agreement of all teams, only one car per registered team may score points in an event in the 2007 FIA World Cup.

TOURING CAR

The 2007 FIA European Touring Car Cup will now take place in Adria, Italy on 28 October.

Paris, 27 June, 2007

For further information on the FIA, please consult our Internet site:
www.fia.com