



FEDERATION INTERNATIONALE DE L' AUTOMOBILE

**PRESS RELEASE
WORLD MOTOR SPORT COUNCIL**

The World Motor Sport Council met in Monaco on 8 December, 2006. The following decisions were taken:

FORMULA ONE WORLD CHAMPIONSHIP

Following the agreement between GPMA and FIA, the technical regulations governing Formula One will undergo significant change over the next five years and beyond. The objectives will be to promote research relevant to the motor industry (and society in general), to eliminate developments which do not meet these criteria, to reduce costs while improving cost effectiveness and to keep, and augment, the image and excitement of Formula One as the world's leading motor sport category.

The following is an agenda for the next five years. A number of these points, particularly from 2010 onwards, will require careful examination with GPMA and detailed input from car industry experts.

2007

- regulations are already published
- (existing 2.4 litre engine remains "frozen");

2008

- regulations as published but possible elimination of aerodynamic appendices (barge boards, winglets, chimneys, etc) forward of rear wheel centreline and behind front wheel centreline (subject to unanimous agreement of competing teams);
- possible sporting regulations to restrict the use of wind tunnels and/or models for use in wind tunnels and/or test rigs (subject to the consent of a majority of competing teams);
- (existing 2.4 litre engine remains frozen)

2009

- energy recovery and re-use from braking
- reduction of 50% of downforce
- aerodynamic and other changes to facilitate overtaking
- existing 2.4 litre engine remains frozen or, possibly, a four-race drive train (engine and transmission)

2010

- a proportion of waste heat recovered and used to propel the car
- a proportion of waste energy from exhaust gases recovered and used to propel the car
- wholly or partially standardised aerodynamics (or, possibly, new rules to encourage road-relevant research into aerodynamics)
- (existing 2.4 litre engine remains frozen, or, if applicable, four-race drive train remains frozen)

2011

- perhaps a new four-race engine including
 - high-efficiency turbocharging
 - fuel (energy) flow limits
 - direct injection
 - downsizing so as to ensure very high (15000+) rpm
 - bio fuels (possible freedom to use any bio fuel, with a limited maximum energy flow rate rather than a maximum fuel flow rate)
- perhaps a new approach to the chassis with
 - further reductions in downforce
 - greater emphasis on cornering performance and handling by means of chassis, suspension, and brake management
 - complete freedom to use electronics to make the car more energy-efficient (drive train, etc, management)
 - possibly also free up driver-aid electronics
- materials – limitations on materials to bring them more into line with those used in road cars
- other road-relevant technologies

2012

- new engine as above
 - It is proposed that the foregoing should be a basis for discussion. There may be other interesting and important technologies as well as areas of research which are not mentioned.

Everything will be on the principle that new technologies, or rather the relevant devices, shall be freely available for sale to any team which wants them at an easily affordable price.

The FIA Senate has been mandated to finalise its regulation changes to the 2009 FIA Formula One World Championship, following a meeting on 19 December 2006. These will be voted on before 31 December 2006, in order for them to be incorporated into that championship.

WORLD RALLY CHAMPIONSHIP

The WMSC received a report from the FIA World Rally Championship Commission setting out a programme and strategy for the format of the series over the next five years. This programme is now under discussion.

WORLD TOURING CAR CHAMPIONSHIP

The date for the German round of the FIA World Touring Car Championship in Oschersleben has been moved forward to 26 August, 2006.

CALENDAR

The WMSC approved calendars for a number of international series and national championships with foreign events, including the Champ Car World Series*, GP2, DTM and Formula Three Euro Series.

*Subject to demonstration that the car passes the relevant crash tests.

Monaco, December 8, 2006

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