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AUTO+ ASSEMBLY



Save the Dates

World Motor Sport Council brings 2017 championships into focus as sporting calendars are confirmed

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WORLD MOTOR SPORT COUNCIL

Racing into '17

WMSC reveals key dates for 2017 and unveils changes in World Rally and World Touring Car championships

The shape of the 2017 motor sport season solidified yesterday as the World Motor Sport Council confirmed a number of championship calendars.

Following Germany's withdrawal from the schedule, next year's FIA Formula One World Championship will be contested over 20 rounds, starting on March 26 with the now traditional trip to the Albert Park Circuit in Melbourne, Australia.

In changes to the calendar published at September's Council meeting, the sport will now visit Baku on 25 June instead of 18 June. The event, which was last year titled the European Grand Prix will in 2017 be known as the Azerbaijan Grand Prix.

The Austrian Grand Prix will now

take place on 9 July, followed a week later by the British Grand Prix, while the final race before the championship's summer break will be the Hungarian Grand Prix on 30 July.

The night race in Singapore, originally scheduled for the start of October moves back to 17 September, followed two weeks later by back-to-back events in Malaysia and Japan.

The US and Mexican races once again form a back-to-back sequence, followed by the Brazilian Grand Prix. The season will conclude with the Abu Dhabi Grand Prix on 26 November.

The FIA Formula 3 European Championship will be made up of 10 events. The first is set to be in Britain with a date and venue to be confirmed. It will be followed by an event at Monza, also on a date to be confirmed.

The action is then scheduled to continue at Pau on 21 May, before taking in rounds at the Norisring in Germany, Belgium's Spa-Francorchamps, Zandvoort in the Netherlands, the Nurburgring in Germany, Austria's Red Bull Ring and finally at Hockenheim in Germany. All rounds, with the exception of Pau, are subject to ASN confirmation, while Pau and the Norisring are also subject to circuit homologation.

The 2017 Formula 3 World Cup will take place on November 19 in Macau.

While the calendar of the FIA World Endurance Championship remains as published in September – starting on 16 April in Britain and ending in Bahrain on 18 November – the Council approved a number of other items relating to the series.

The Technical Regulations scheduled to be introduced for the LMP1-Hybrid class in 2018, have now been postponed until 2020. As a result, the 2017 Technical Regulations will be enforced through to the end of the 2019 season.

The Council also voted in favour of upgrading the status of the GTE class. This category has previously been run as a World Cup within the WEC but from 2017 it will be run as the FIA World Endurance Championship for GTE Drivers and Manufacturers. The change was approved due to the increase in the number of manufacturers in the class, as well as improvements in professionalism and car performance.

In the FIA World Touring Car Championship the points allocated for the main race at events will be increased for 2017 in order to recognise the greater value of this race in comparison to the opening race. Victory will now be



rewarded with 30 points, with 23 points on offer for second place, 19 for third and 16 for fourth, down to single point for 10th place.

At the request of the WTCC Promoter, the Council agreed to further investigate the possibility of implementing a Joker Lap on temporary circuits. This process sits with the FIA's Safety and Circuit Commissions.

Finally in WTCC, a provisional calendar was published featuring 10 events, starting in Marrakesh, Morocco and ending at Losail, Qatar on 1 December. All are subject to ASN confirmation, with the rounds in Italy and China also pending promoter approval and in China's case, circuit homologation.

In the FIA World Rally Championship, the Council approved changes to the start order. In the interest of improving fairness, the start order will be based purely on performance.

On Day One of events, all cars will start according to championship classification. On Day Two, P1 drivers will start in the reverse order of the rally classification after the opening day. Other drivers will start in the order of the rally classification.

Finally, on Day Three, P1 drivers will start in the reverse order of the classification after Day Two. Other drivers will start in the order of the rally classification. The start order of the first rally of the season will be based on the previous year's final classification.

The opening WRC round will be the Monte Carlo Rally from 20-22 January. The championship will consist of 13 rounds, with Poland being added to the previously published calendar.

A WRC Trophy has been created for drivers and co-drivers participating in pre-2017 specification WRC cars. The maximum number of qualifying rallies for this trophy is seven and the driver and co-driver scoring the highest points total in six of the qualifying rallies will win the titles.

The calendar for the 2017 FIA World Rallycross Championship was also approved. It will be contested over 12 rounds, starting in Spain in late March. It will also include a new, season-ending round in Cape Town, South Africa.

A number of other calendars were also confirmed at the meeting, including those of the FIA European Truck Racing Championship, FIA European Hill Climb Championship and the FIA Masters Historic Championships.



MEMBERSHIP BENEFITS FORUM

Learning at the heart of Club development

Forum celebrates success of FIA University and makes recommendations for its future



This year's Membership Benefits Forum focused on one of the key tools of worldwide Club development – the FIA University programme.

Five years on from its inception at the 2011 Membership Benefits Forum in New Delhi, the programme is steadily growing, with three sessions having taken place this year. These targeted progress in strategy, leadership, and functional expertise.

FIA Secretary-General for Automobile Mobility and Tourism, Andrew McKellar, opened the session saying, “The FIA University aims to leverage the value of FIA membership by means of sharing, spreading and building knowledge. Over the past five years, the programme has welcomed 300 participants from more than 70 Clubs across 60 countries. This session will help us define the orientation of the FIA University for years to come.”

Brian Gibbons, FIA Deputy President for Mobility and Tourism, then gave a brief overview, “Today we will examine how the FIA University creates value for Clubs, determine the key relevant questions for the future and build on your expectations and demands to define our objectives.”

The main discussion was moderated by Professor Luis Vives, ESADE Business

School, who firstly looked at what has been learned over the past five years, before introducing discussions involving members of the FIA University Emerging Leaders Programme (ELP) and Regional Programmes alumni.

Delegates then took part in a roundtable discussion to establish an orientation for the future, including: Governance; Content and Curriculum; Educational Partners; Geographies Covered, and the potential relationship between the FIA University and the FIA Centre of Excellence.

Thanks to the feedback from these discussions, a number of next steps were formulated. Creating a system of governance for the FIA University was considered a top priority, with a suggestion that a Board of Governors be put in place.

It was recommended that the matter should be considered at the next meeting of the World Council for Automobile Mobility and Tourism.

In closing, Brian Gibbons remarked: “If we're going to deliver on a regional level, then we need to use the regional expertise we know is out there. We saw a great example of this in Singapore in Region II. There is undoubtedly an enhanced enthusiasm to do more around learning at the FIA.”

NORDIC CLUBS' CO-ORDINATION FORUM

Autonomous cars – opportunity or threat?

Nordic clubs discuss rapidly changing mobility landscape in light of Vision 2030 report



Yesterday, Clubs from the NOCOF group met to discuss issues specific to their region. Chaired by Region I Vice President Pasi Nieminen, delegates were invited to give presentations on the state of their Club, raising questions and talking points in pursuit of a common goal.

Autoliitto's Nieminen began by explaining the situation in Finland, saying: "This year we used a lot of the Vision 2030 resources, and we are starting to move from a car club model to a mobility model. We are still growing, so financially we are strong, but we are determined to change our strategy even though it is working right now."

Delegates then took the floor, raising points ranging from the importance of creating engaging communication, country-specific consumer prices for automotive products and issues of distracted driving.

This led into a wide-ranging debate on autonomous cars and how Member Clubs should approach the development. For some, the issue is an ideological question of whether people will still want the freedom to drive in the future, while others voiced concern over the impact autonomy might have on business models built around car recovery services.

Thomas Møller Thomsen, FDM, said: "An opportunity can be a threat, and a threat can be an opportunity. The development will be exponential, and clubs that work on the basis of roadside assistance will have to adapt. It's a big challenge, because the infrastructure of the business model is built around something that is going to disappear."

"It's important to really start turning process around – if we don't do it now, then when the landscape shifts we won't be ready," added Nieminen.

ALLIANCE INTERNATIONALE DE TOURISME

Plans unveiled for launch of e-CPD project

Initial roll-out to take place in first part of next year

The Annual General Assembly for the Alliance Internationale de Tourisme (AIT) met yesterday to discuss the progress being made in a number of key areas, as well as to conduct elections for key positions within the organisation.

Firstly, the Assembly was made aware of key operational changes which have taken place within the Mobility arm of the FIA this year, with a strong platform now in place to manage and coordinate the relationship of FIA activities and the AIT.

Andrew McKellar, FIA Secretary-General for Automobile Mobility and Tourism, then presented the advances made over the past 12 months, especially in the development of the e-CPD Project which is set to streamline and modernise the process of providing temporary transfer of motor vehicles across borders.

The aim is to connect all users of the CPD in real time, providing information to

Clubs, border forces, insurers and users.

"In the past 12 months we've got to the point where the system has been built and we're going through the process of the final checks before the roll-out process in the first part of 2017," said McKellar. "We're planning for full deployment in the last quarter of 2017."

One of the key challenges in this area is ensuring the security of operational processes and fighting forgery. McKellar continued: "Providing upgraded security features and tracking and tracing systems should reassure Member Clubs that we have a system in place to fight the risk of forgery and also other competition entering the market. It's important for the FIA to protect Member Clubs in this area."

After 12 years, this was the final meeting for Werner Kraus as AIT President. Thierry Willemarck was welcomed as the body's new president.



F1 STEWARDS' MEETING

Consistency the key for grand prix officials

Stewards discuss track limits and refining the rules of F1 engagement



FIA Formula One's race stewards met in Vienna on Tuesday to look back on an exciting season of grand prix racing and to further discuss a number of the year's talking points.

And according to the Stewards' Chairman Garry Connelly consistency of decision-making formed a significant part of the meeting.

"We went through a lot of rules and looked at how we can work with the FIA to tidy up the wording, enabling us to take quicker decisions," he said. "We talked a lot about how we can achieve better consistency. We think that more meetings and more reviews of past decisions are necessary, so that we all understand how each panel of stewards is treating a particular situation, especially where it's necessary for the stewards to make a subjective ruling, on a dangerous driving charge for example. That is quite a subjective issue.

"These are obviously decisions that are made collectively but understanding how those decisions can be made more consistent is valuable."

The stewards considered the implementation of additional review systems as a mechanism for improving consistency.

"We looked at a system that the DMSB uses to review races. The stewards get together by video link to look back at incidents and discuss the decisions made," said Connelly. "We thought that might be a good thing to do every three or four races."

Also on the agenda was the issue of exceeding track limits,

which Connelly said is often best addressed through circuit modification.

"There are now probably only 11 or 12 corners across the whole championship where there is the potential for cutting corners in a very obvious way," he said. "There are solutions that can be adopted to sort those issues out, such as the solution that has been adopted for Turn One in Monza, where if you do go off there is a natural penalty in that it takes you longer to rejoin than if you had used the circuit. That makes it a lot easier for the stewards as the penalty is applied on track.

"The point we also made is that the rules say a driver can rejoin the track as long as you do it safely and gain no lasting advantage," he added. "The word lasting is again very subjective. Does it mean lasting for 500m, until the next turn, the next few laps or the whole race? That subjectivity is removed if the circuit is modified or designed to immediately disadvantage a driver if he does go off track."

Commenting on the season as a whole, Connelly concluded: "It's not an easy role but it's one that does have the potential for subjectivity. It's not like tennis where the ball is either in or out. It is sometimes a judgement call. But it is not just one person's judgement. It is a collective decision and we try to achieve unanimity and we try to achieve consistency. I think we are getting better but we can always improve and we will keep trying to do so to the best of our ability."

Yesterday at the AGA





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