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Power to move ahead

World Motor Motor Sport Council gives FIA President and Commercial Rights Holder representative mandate to act on issues affecting Formula One



WMSC

FIA and F1 CRH given mandate to act on issues

Changes to F1 power unit regulations, mandate for F2 contract and calendar news top Council agenda

The World Motor Sport Council today approved, by a near unanimous number (just one vote against), a mandate for the FIA President, Jean Todt and the representative of the Commercial Rights Holder, Bernie Ecclestone to make recommendations and decisions regarding a number of pressing issues in Formula One such as governance, power units and cost reduction.

Following the vote, President Todt and

Mr Ecclestone expressed their intention to establish conclusions on the issues by the end of January next year.

Elsewhere in Formula One, the Council approved a number of technical and sporting changes, most notably that power units homologated in past seasons may now be re-homologated. Previously, no manufacturer could supply more than one specification of PU. The World Motor Sport Council was also advised that the FIA had agreed for Ferrari to supply a fourth customer team with a 2015-specification power unit in 2016.

Three specifications of dry weather tyre will now be provided on F1 race weekends in a bid to encourage differing race strategies among teams in 2016. The expansion of the F1 calendar to 21 events was confirmed with the only change being the US and Mexican GPs becoming back-to-back events.

In order to complete the restructuring of the racing ladder from karting to Formula One, the World Council gave a mandate to the FIA President to formalise a contract between the FIA and the promoter of GP2 for the establishment of the FIA Formula 2 Championship.

In the FIA Formula 3 European Championship the calendar was confirmed as consisting of 10 events, with

France's Paul Ricard and Hungary's Hungaroring joining the calendar.

In other calendar news, it was confirmed that Round Five of the 2015/16 Formula E season will take place in Mexico City. Mexico City will also feature on the FIA World Endurance Championship calendar, with the championship now featuring nine rounds.

The World Council also approved measures proposed by the Endurance Commission to make the FIA World Endurance Championship more appealing for manufacturers to enter LMP1. These include regulations around ICEs, hybrid systems, wind tunnel use, aerodynamics and track test limitations.

The FIA World Rally Championship will visit China in 2017 after its calendar was confirmed as consisting of 14 events. The FIA World Rallycross Championship will be contested across 12 rounds. Latvia joins the calendar, while rounds in Italy and Turkey will no longer feature.

Elsewhere, Emerson Fittipaldi, President of the Drivers' Commission and two-time FIA Formula One World Champion has stepped down to the position of Vice-President. Nine-time 24 Hours of Le Mans winner, Tom Kristensen will assume the role of President of the FIA Drivers' Commission.

FIA MAIN CHAMPIONSHIPS — 2016 CALENDARS AS CONFIRMED BY WMSC

FIA FORMULA ONE WORLD CHAMPIONSHIP

20 March - Australia
3 April - Bahrain
17 April - China
1 May - Russia
15 May - Spain
29 May - Monaco
12 June - Canada
19 June - Azerbaijan
3 July - Austria
10 July - Britain
24 July - Hungary
31 July - Germany
28 August - Belgium
4 September - Italy
18 September - Singapore
2 October - Malaysia
9 October - Japan
23 October - USA
30 October - Mexico
13 November - Brazil
27 November - United Arab Emirates

FIA WORLD RALLY CHAMPIONSHIP

22 - 24 January - Monte-Carlo
12 - 14 February - Sweden
4 - 6 March - Mexico
22 - 24 April - Argentina
20 - 22 May - Portugal
10 - 12 June - Italy
1 - 3 July - Poland
29 - 31 July - Finland
19 - 21 August - Germany
9 - 11 September - China
30 September - 2 October - France
14 - 16 October - Spain
28 - 30 October - Great Britain
18 - 20 November - Australia

FIA WORLD ENDURANCE CHAMPIONSHIP

17 April - Silverstone, Great Britain
7 May - Spa-Francorchamps, Belgium
18-19 June - Le Mans, France
24 July - Nürburgring, Germany
4 September - Mexico City, Mexico
17 September - Circuit of the Americas, USA
16 October - Fuji, Japon
6 November - Shanghai, China
19 November - Sakhir, Bahrain

FIA WORLD RALLYCROSS CHAMPIONSHIP

16-17 April - Montalegre, Portugal
7-8 May - Hockenheim, Germany
14-15 May - Mettet, Belgium
28-29 May - Lydden Hill, Great Britain
11-12 June - Hell, Norway
2-3 July - Holjes, Sweden
6-7 August - Trois-Rivieres, Canada
3-4 September - Loheac, France
17-18 September - Barcelona, Spain
1-2 October - Riga, Latvia
15-16 October - Estering, Germany
26-27 October - Rosario, Argentina

FIA WORLD TOURING CAR CHAMPIONSHIP

20 March - TBD, TBD
3 April - Paul Ricard, France
17 April - Slovakiaring, Slovakia
24 April - Hungaroring, Hungary
8 May - Marrakech, Morocco
29 May - Nordschleife, Germany
12 June, Vila Real, Portugal
7 August - Termas de Rio Hondo, Argentina
4 September - Motegi, Japan
25 September - Shanghai, China
6 November - Buriram, Thailand
25 November - Losail, Qatar

FIA WORLD KARTING CHAMPIONSHIP

24 April - Essay, France
15 May - Zuera, Spain
5 June - Adria, Italy
26 June - Portimao, Portugal
31 July - Genk, Belgium
4 September - Kristianstad, Sweden
20 November - Sakhir, Bahrain

FIA FORMULA E CHAMPIONSHIP

24 October - Beijing, China
7 November - Putrajaya, Malaysia
19 December - Punta del Este, Uruguay
6 February - Buenos Aires, Argentina
12 March - Mexico City, Mexico
2 April - Long Beach, United States
23 April - Paris, France
21 May - Berlin, Germany
4 June - Moscow, Russia
2 July - London Race 1, Great Britain
3 July - London Race 2, Great Britain

FIA FORMULA 3 EUROPEAN CHAMPIONSHIP

3 April - Paul Ricard, France
24 April - Hungaroring, Hungary
15 May - Pau, France
22 May - Spielberg, Austria
26 June - Norisring, Germany
17 July - Zandvoort, Netherlands
30 July - Spa-Francorchamps, Belgium
11 September - Nürburgring, Germany
2 October - Imola, Italy
16 October - Hockenheim, Germany

CONFERENCE Q&A

Lars Österlind

As he prepares to retire from his role as a Formula One steward, the Swedish official looks back on almost 50 years in motor sport

Q: You're retiring at the end of this year from your duties as Formula One steward. What has your long career in motor sport meant to you?

A: It's been very important to me: the memories, the experience that I got from all these years has been an essential part of my life and in recent years it's been very interesting to follow when motor sport went into the digital world, as it's done now in stewarding, at least in Formula One.

Q: Can you remember your first event in motor sport?

A: My first involvement [in motor sport] was in the '60s. I was driving in local rallies at home, just for fun. The first time I was in the stewards room was in Formula One, in 1975, [the Swedish Grand Prix] at Anderstorp. At that time I was the secretary of the stewards. Then from that I came into the FIA in 1979, first in the Rally Commission, then in 1984 in the Executive Committee, which is now the World Motor Sport Council. My first grand prix as an FIA steward in Formula One was in 1984 in Hockenheim. At that time every member of the executive committee did one or two F1 events so it was through being a member... but actually I did more than 100 to 120 world rallies before stewarding in Formula One took over.

Q: What was it like to be a steward at a grand prix in 1975?

A: It was quite different to what it is today. Then, the stewards were waiting for the flag marshals around the circuit to come in with a report and they didn't do anything unless that report came in.

If you go forward 10 years from that, to 1985, we then got video recorders. First we had only one recorder, then three but we were monitoring the video recorders by ourselves and the

Lars Österlind



main information came from the host television broadcaster because there was nothing but the host TV at the time.

Compare that to today where we have full-time technicians who give us every kind of image you can imagine. We have exactly the same information in the stewards room as they have in race control. We have all the team telemetry... it's changed hugely.

Q: Over the years what are the significant changes you've seen?

A: The most important change is of course the safety and it's amazing how the work with safety at circuits – of the cars, for the drivers and everyone – has increased tremendously and that's also why I think the sport has survived.

Q: Looking back, can you pick out some favorite memories?

A: Yes, I have one favourite memory and that was on a rainy day in Spa. It was between Michael Schumacher and Mika Hakkinen to become world champion and it was raining cats and dogs. In the race Schumacher went into the back of Coulthard. There was almost fighting in

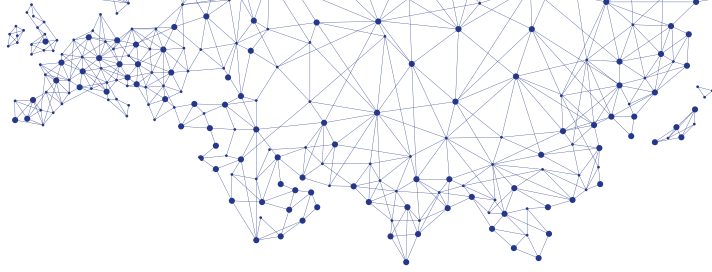
the pits afterwards. This was the very first time we used the telemetry of the cars and we could decide with the help of that. The result was that Coulthard did not brake at all, as Schumacher claimed he did. But the visibility at the time was almost zero.

Q: Looking ahead, how do you think you leave stewarding in Formula One?

A: I think I leave at a time where we have come as far as we can with modern technology. But I must mention that the arrival of former Formula One drivers as the fourth steward has been a huge improvement. It's been very interesting. The stewards have definitely learned from the drivers, who have perspective in speed behind the wheel. That has been quite an improvement. [Stewarding] is in very good hands.

Q: Will you miss it?

A: I've been sitting at home watching, as always, the Formula One races and the World Rally and so far I haven't missed it, because I have taken my decision, it has been well thought out. Also, I started to hate airports!



REGIONAL FOCUS: NOCOF

Collaboration the key to future success

Nordic clubs present a united front on meeting the challenges of disruptive technologies

Pasi Niemenen and (below) delegates at today's meeting.



This afternoon's meeting of the FIA's Nordic clubs stressed the need for greater unity in developing solutions aimed at meeting the challenges of increased competition in the marketplace.

"It has been quite stable for Nordic countries over the past year, the clubs are in quite good shape from an economic point of view, so there is a good chance to invest and to learn what to do in the future," said NOCOF Chairman Pasi Niemenen following the meeting.

"However, there are challenges for the clubs out there and they will come from websites, on apps, connected cars and mobility in general – transforming from traditional clubs to mobility clubs.

"There is a lot of competition new models and new companies [that] are interested in the members we have at the moment," he added. "It's not easy to keep members happy and to serve them in the best way. It's an issue all clubs are facing. This is more or less a borderless game. All the issues coming up across the internet and in connected cars are

challenging all of us, as we generally have a similar mix of services related to assistance etc."

He said that clubs across the Nordic area are addressing the issues but with clubs at different stages of the process, collaboration between organisations is hugely important.

"The good thing for us is that we can compare and share ideas together and everything is open. We are not competing, we are on the line together.

"Collaboration is very important," he added. "It should be done not only in the Nordic countries. It should be done at FIA level, together, as there you can get benefits of scaling. You don't have to invent the wheel in every country."

Mr Niemenen, CEO of Finland's Autoliitto, also said that the club is looking forward to hosting next year's FIA Region I Spring Meeting and FIA Mobility Conference.

"It's the first time we will put together the FIA Region I Spring Meeting and the FIA Mobility Conference. It is a big task for our country but Helsinki is a pearl of the north and everyone will have a good opportunity to see how we are living in Finland and we can promise a warm welcome."



François Casterlein

Jorge Delgado from RACE



Club delegates attending the forum.



CONFERENCE Q&A

François Casterlein

One of the architects of the Vision 2030 report reveals that the time for clubs to begin shaping the future of their business is now

Q: The Vision 2030 report has been welcomed by many clubs. Do you feel that this is because it gives a practical angle to the mobility challenges ahead?

A: I think people realise that you're not gonna make it on your own. You have larger clubs who are probably aware of the situation and have already engaged in a lot of activities to defend themselves but they are also going to face a ceiling that is too big, they won't even get there.

And then you have smaller clubs, for whom there are a lot of things to take from this study because many clubs have already engaged in initiatives and thought about it, so they can re-use this and apply it to their own markets.

But for larger clubs I think even they are realising that you need to join forces to go a step further because you want to be able to compete. You don't just want to be as good as the competition you want to be better.

Therefore, collaboration will be increasingly necessary, not only to generate economies of scale but just to be able to face global completion.

Q: What's the time frame for that response? When do clubs need to start?

A: Tomorrow, or actually yesterday because clubs need to position themselves on the big changes we already see.

However, we saw some smaller clubs engaging in a lot of activity and initiatives but actually that's not good either because you're putting all your effort into things which might not materialise.

That's why we say that they need to be intelligent and watch the market before investing resources and deploying initiatives. We see three levels of development: strategic corner stones, strategic angles and then the elements for which you need to wait and observe the market before moving on.

Q: The report provides a number of solutions - almost like a toolbox of responses. Is that how you see it?

A: I think this is to show that this is not purely a theoretical study which is talking about trends.

We wanted to demonstrate to the clubs that it's not only about the high level stuff. We have very detailed elements that clubs can sometimes very easily apply.

Q: So do you feel there difficult times ahead?

A: Well, these are challenging times but it is also a time full of opportunities. It's a changing environment. You can choose to see change as a difficulty but there are also new markets, new services, and you can occupy that space.



Expanding networks

While the Annual General Assembly features a schedule packed with formal meetings, they only tell half the story of an incredibly busy week. As ever, it's in the informal meetings that take place over coffee, at social events and through chance networking opportunities that so much of the good work of this crucial week gets done.





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