



AUTO+ WOMEN IN MOTOR SPORT

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 STORIES FOR THE NEXT ISSUE, WE
 WOULD LOVE TO HEAR FROM YOU.
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Welcome to this latest edition of the FIA's AUTO+ Women in Motorsport newsletter. In this edition we celebrate a range of different successes - behind the wheel, in the garages and in education.

First up is FIA Women in Motorsport Commission-supported racer Lucile Cypriano. The young Frenchwoman capped a successful season in saloon car racing by becoming the first woman to win a race in the highly competitive, single-make SEAT Leon Eurocup. Next, we head to the deserts of Qatar where the winners of the hotly-contested FIA/QMMF Cross Country Rally Selection process were announced. The victorious crews will now go on to compete in the gruelling 2016 Sealine Cross Country Rally with a fully-funded drive.

We then move to the garages of the FIA Formula One World Championship, where Mercedes F1 Trackside Aerodynamicist Kimberly Stevens reveals all about her role and her emotions when she appeared on the podium at the recent Abu Dhabi Grand Prix.

Finally, we report on the achievements of Elizabeth Thompson, a student with a bright future in F1 following her victory in the Williams Autosport Engineer of the Future Award.

We hope you enjoy this final issue of the year and we look forward to more motor sport success in 2016.

Your AUTO+ team

SEAT Leon Eurocup

Lucile Cypriano makes history with final round win in SEAT Leon Eurocup

Lucile Cypriano, the young Frenchwoman supported by the FIA Women in Motorsport Commission, won the final race of the SEAT Leon Eurocup at the Circuit de Barcelona, becoming the first woman to take a victory in the series.

Throughout the seven-round, 14-race season, Lucile was pitted against 45 other racers in the single-make formula. Having topped FP2 earlier in the weekend, Lucile claimed sixth place in qualifying and took ninth overall in the first of two 14-lap Barcelona races.

She was, however, the star of the show in the second race and ended a competitive season by racking up her first win of the year in spectacular and dramatic style, finishing just over a second ahead of Portugal's Manuel Giao.

The result capped a successful season for the Frenchwoman. Across the campaign she claimed three podium finishes (including her win), took one pole position and finished in the points six times. She ended the 2015 SEAT Leon Eurocup in ninth position overall and also claimed a commanding win in the series' Ladies Trophy, with Andrina Gugger second, in 21st place overall, and Marie Baus-Coppens third in 24th place.

"This is an incredible result by Lucile," said FIA Women in Motorsport Commission President Michèle Mouton. "She made a big improvement over the season and when you can be the best in a one-make series, it really demonstrates talent. Huge congratulations to Lucile, we have strong hopes for her

and would like to help her reach a higher level within the sport."

Lucile, meanwhile was delighted to end her season on a high note. "I am really happy!" she said. "I think I produced one of my best races and I'm very pleased about that. My team was able to give me a competitive car and I did not waste the opportunity. I've become the first girl to win a race of the SEAT Leon Eurocup and that is a source of great pride for me; I hope it won't be the last time!". To watch the season highlights, click [here](#).



FIA Women in Motorsport-supported driver Lucile Cypriano, who became the first woman to win in the SEAT Leon Eurocup with victory at the final round in Barcelona.

SEAT Leon Eurocup

Racing to close the gender gap

Jaime Puig, Head of Sport at SEAT looks back on a successful season for women in the SEAT Leon Eurocup and explains why the company is such a keen supporter of the FIA Women in Motorsport Commission's work

Being a one-make series, the SEAT Leon Eurocup is a great opportunity to showcase talent; how do you feel the girls in the series have performed this season?

The SEAT Leon Eurocup is the best opportunity to showcase talent in high performance touring cars. It is a perfect platform for any driver who wants to progress in his or her career because here they get to know the level of their competitors before making the professional jump to touring cars. This season, five women have participated in the SEAT Leon Eurocup, and all made great progress and improved their performance race by race. It has been really interesting and exciting to follow this group during the races as they are regularly in the middle of the field.

Lucile Cypriano's final-round victory was impressive. Were you surprised? How has she improved throughout the season?

Lucile's victory was a great result! Let's say I was partly surprised. Observing her driving style and performance I was sure she would get podiums through the season. But to win a race in the last round of the season, among 32 drivers all of whom are fighting to grab the last available points of the season is a big challenge. And she made it. It was simply fantastic. Her hard work paid off.

Why did you create the Ladies Trophy?

We wanted to have a platform with which we could promote the SEAT Leon Eurocup and the Leon Cup Racer series among female drivers and which at the same time would give female drivers the possibility to advance their career as a racing driver. The Ladies Trophy offers them a lot of visibility through the season.

SEAT Sport is a great supporter of the Women in Motorsport Commission and you are personally heavily involved in the campaign; why do you think the programme is important?

Motor sport is one of the few sports in which women and men can be measured against each other under exactly the same conditions. It's not a battle of gender; it's a human being competing with the machinery at his or her disposal.

Motor sport is still a man's world to some degree but fortunately there are now more and more women willing to show their potential as professional racing drivers or in many other areas of motor sport.

It's our duty to create and maintain an equal system in which both men and women have the same chance to progress in their professional lives.



SEAT Head of Motorsport Jaime Puig: "It's not a battle of gender; it's a human being competing with the machinery at his or her disposal."

FIA WIMC/QMMF

New Zealand-Netherlands crew wins FIA and QMMF Cross Country Rally Selection

After a tough desert training programme, New Zealand driver Emma Gilmour and Dutch navigator Lisette Bakker emerged victorious in the FIA Women in Motorsport and Qatar Motor and Motorcycle Federation selection to win a fully-funded drive in the 2016 Sealine Cross Country Rally.

However, in a surprise announcement during the press conference, the QMMF President Nasser Al-Attayah declared that an additional two cars would be entered, giving Australia's Molly Taylor and Jordan's Yasmeen Elmajed, and Cristina Gutierrez Herrero from Spain and Lara Vanneste from Belgium a chance to tackle the gruelling rally, which takes place from 17-22 April next year.

"I'm just overwhelmed, it's been an amazing week and the experience of doing something of which you have no experience, and to be driving around sand dunes, has been amazing," said victorious driver Gilmour. "And now to win this and to have another go at the dunes, I just feel very privileged and lucky. I also now know I need to be fitter for the rally; having got stuck in the sand I was very hot and sweated a lot so yes, need to be fitter, and probably if there's an opportunity to do more training, that would be great as there's nothing like experience and mileage."

The winning co-driver, Lisette Bakker, who will team with Gilmour for the rally, added: "I am really surprised, I didn't expect it at all! It will be difficult to do more training because, as we discovered here, you can't learn this from paper, you have to be in the car and you just have to go out there. I thought it would be more difficult to work with a new driver, but it was more easy than I thought and everyone got on great. This is fantastic."

The news was just as good for two of the other competition crews with the surprise revelation that they too would compete in the 2016 event, which forms part of the FIA World Cup for Cross Country Rallies.

Australia's Molly Taylor and Yasmeen Elmajed, who was a wild card entry from Jordan, were declared second.

"I have a real mix of emotions," said Taylor, who recently finished second in the Australian Rally Championship. "I feel like when you get nervous at the start of the first stage of a rally and I feel like I've had that level of nerves for five days straight. I'm really excited, the whole week has been incredible and this is the icing on the cake that we can come back and do it again, it is just fantastic."



The FIA/QMMF Cross-Country Rally Selection finalists with QMMF President Nasser Al-Attayah, Michèle Mouton and the competition judges.

Elmajed, her new navigator, added: "I came into this as the least experienced of the co-drivers and I was the wildcard, but Fabrizia (Pons) did a great job teaching us and with a little bit of homework and concentration it was good. After the initial disappointment, it was good in the end; everyone deserved it, everyone worked really hard but it was great they took two more cars; really very generous. Fabrizia will now be getting a lot of calls from me! I guess I need to work more on road books but Molly lives to so far away so it won't be easy – lots of Skype calls, but we'll find a way to practice. We learned from the best!"

The third T2 cross country car will be crewed by Herrero and Vanneste.

"The week has been amazing, I drive very fast and I learn a lot with Fabrizia and Jutta (Kleinschmidt)," said Herrero. "I can't believe this, I am very proud of this selection. The additional cars were a real surprise for me and when Nasser said this, I couldn't believe it. When I was chosen, I was very happy for this; I feel very lucky and thank you so much to everyone at QMMF, President Nasser, Fabrizia and Jutta."

Her new co-driver added: "I loved it, I just discovered a whole new discipline and I loved every single minute of it. For me this week could have lasted two or three days longer just to learn even more because I wanted to absorb as much information as possible, but I'm so grateful that I can do the Sealine and if this had not been the case I think I would have done everything in my power to just get the experience in cross country."

The selection process involved an initial application process, which resulted in 85 applications from 39 countries. From this pool 18 drivers and co-drivers were chosen to participate in the five-day training and selection process at the start of November. Under the expert guidance of Kleinschmidt, the first and to date only woman to win the Dakar Rally, and multiple rally and cross country winning co-driver Fabrizia Pons, the women underwent an intense training programme in the desert, covering all areas related to the art of cross country rallying, including driving skills, dune and sand training, navigation, mechanics and tactical awareness.

"Cross country is a very different discipline. It was a steep learning curve for all the participants but it had to be; that's

how it is when you're out in the desert on your own," said Kleinschmidt. "Driving in the sand requires real aptitude, and reading and understanding the dunes is a big part of this discipline. I am so proud of this whole experience; it took a while to come together but it has been amazing. Everyone seemed to love the whole experience and learned an enormous amount. I am delighted with the outcome and can't wait to see how everyone will fare on next year's Sealine Cross Country Rally. It won't be easy, but they are determined and talented women who can put a confident foot on the first rung of the cross country ladder. Their adventure begins here and now."

Fabrizia Pons added: "It has been a fantastic experience for me. At the beginning it was quite difficult because the girls didn't have any experience of the desert, any experience of navigation, so we said okay, I don't know what will happen. But the progression they did was absolutely amazing and quick. I am really proud."

The last word was left to QMMF President Al-Attayah who said he hoped the process would raise awareness of women in motor sport and of cross rallying.

"It has been a pleasure and an honour for us to host this women's cross country rally selection process. The desert training will have given the candidates a great flavour for this discipline and we are delighted to be fielding three cars on our Sealine Cross Country Rally. Overall, I also hope we have encouraged more women to look at cross country and therefore that the sport as a whole is also a winner. Everyone at QMMF wishes the girls much success as they embark on this new adventure and we will be following their progress with great interest."

[To watch the FIA Cross Country selection video, click here: www.youtube.com/watch?v=tGm7C566bSY](http://www.youtube.com/watch?v=tGm7C566bSY)

FIA WIMC/QMMF

Cross Purpose

FIA Women in Motorsport Commission President Michèle Mouton on the future of the Cross Country Rally Selection competition

This is a big project for the Commission, what have been your thoughts on the process so far?

It was a very ambitious project for us, yes, but with the support we had from President Nasser and the QMMF we have exceeded all our expectations. It has been a remarkable achievement and I feel very proud of everyone involved. The work does not stop here though; we cannot just leave our six selected drivers and navigators to get on with it and hope they will succeed on the Sealine Cross Country Rally next year. We have to keep supporting and guiding them through this experience.

So what is the plan now?

We are in the process of putting a physical training programme in place for the girls, as well as organising more driving and navigation tuition.

Cross country is a unique discipline and being in the car, in the sand and out in the desert is the only way to learn. Everyone needs more seat time and our intention is to get the girls back out to Qatar early next year for an intense period of training so they start to feel more comfortable about the challenge ahead.

And what does the future hold?

Our short-term focus is about preparing the girls for next year's event; that's the absolute priority.

As for the longer term, we are already talking about next year's cross country selection with QMMF and how we can further develop the programme.

We received great support from our ASNs worldwide and had a lot of candidates nominated, so clearly there is desire for this type of project. Naturally there are always things to improve upon and everyone learned a lot this year, so I think we are now also better prepared from our side too. But, I am enormously pleased with the way the selection went and the professionalism of everyone involved. A really super job.



FIA Formula One World Championship

Aero force

Mercedes trackside aerodynamicist Kimberly Stevens reveals why Formula One is the 'NBA for nerds' and how in motor sport gender is not an issue, as 'all anyone cares about is lap time'



Mercedes F1's Kimberly Stevens on the Abu Dhabi Grand Prix podium with winner Nico Rosberg, second-placed Lewis Hamilton (left) and Kimi Räikkönen.

What is your role within the team and what does it entail across a race weekend?

I'm a trackside aerodynamicist, which means that I'm responsible for the aerodynamic performance of the car across the race weekend, making sure we're getting the most out of it at all times. That means making sure that the rest of the engineering team have enough information about aero performance so that we reach the best compromise of all the various elements on set-up for the weekend.

It also involves monitoring data when the car is out on track, to see if there is any damage, any debris, which is then reported to the race engineer. Hopefully we are able to provide enough information to maximise the performance available, even if the overall level has been compromised by contact or debris. Finally, at the end of a race weekend, I provide feedback to both the windtunnel and design office to try to find even more performance for future events.

What attracted you to a career in motor sport?

This is a bit of a mystery for everybody who knows me! I've just always been attracted to cars. I've always been into the sound, the look. I've been into going fast since I was a tiny kid, even though there's nobody in my family that is a motorsport fan or a car fan. My mom hates going more than 50mph on the motorway. Also, I was always into maths and science and played a lot of Lego as a kid, so it was really natural for me to do something in motor sport. It's such a great combination of cars, which I've always been passionate about, and science, which I've always been good at.

In terms of how that path evolved through your studies and your career, how did you get from Ohio State to Formula One, which is perhaps not the most obvious path for a young American woman?

Being a competitive person, you always want the best. You want to be working on the best, the fastest cars and for me that was always going to be Formula One.

Then, aerodynamics just interested me. I've always had a casual interest in flight, not like I have in cars, but aerodynamics was a pretty natural choice for me to study at Ohio State University.

While there I worked on a student project called the Buckeye Bullet, which was an all-electric land speed car. It currently holds the world land speed record for electric vehicles. We set one when I was still at the university. We went 321mph (517.942 km/h) on batteries, out at the Bonneville Salt Flats.

Through that project we got quite a lot of opportunities, one of which was an internship at Honda R&D Americas. That was my gateway into F1. My boss there knew a CFD engineer in Honda F1 who had later transferred to Sauber. My time came to graduate and I said "alright, it's time to get into F1" and my boss was pursuing both avenues for me – with Sauber but also exploring opportunities with Honda F1. Sauber came through first. That was July of 2008.

What characteristics do you possess that makes you suited to your role?

I'm quite competitive. Formula One is kind of like the NBA for nerds! I was never going to be a professional athlete but Formula One is a great way to satisfy a competitive urge, without being physically gifted. You can have that level of competition but just with your head. Also, it's a bit more glamorous than playing chess!

What are the major challenges?

It is hard work, but for me the major challenge is being away from home and especially because my family is so far away. Missing out

on weddings and birthdays but that's the only negative thing when I consider my job. It is a bit of a work-biased lifestyle but then you go back and think and so many people would pay to do what I'm doing. I have so many friends that aren't super excited at all about their job or may even dislike their job and I'm really lucky to run around the world doing what I love – and get paid for it!

When Nico Rosberg won the Abu Dhabi Grand Prix recently, your team invited you to accept the constructors' trophy. Obviously that was a big moment for you but prior to that what has given you the most satisfaction in your career?

There are two standout moments. The first was the first time I really tasted success, which was with Sauber when we got the podium in Sepang in 2012. I had been with that team through the BMW years and when they pulled out through the tumult that followed, so it was such a lovely success to see Checo on the podium, having all just banded together and worked hard, even though none of us knew what the next day was going to bring.

More recently sealing this year's Drivers' Championship in America was a big moment. Getting to do big celebrations in my home country was fantastic. For sure all my friends and family were watching, because it's in the right time zone, and they got to see the Silver Arrows win the Drivers' Championship.

When were you told that you would be going up on the podium in Abu Dhabi? Was it a surprise?

It was a massive surprise. We had such an audience in Abu Dhabi. We had the Daimler board and a few senior factory-based engineers there, and there is a long list of people who have been with the team for a long time and who have sacrificed a lot to have the success we're having. So I wasn't expecting it at all really.

But then I got tapped on the shoulder by Victoria (our Marketing Operations Director) when Nico started doing his donuts on the in-lap. I feel bad, because I think at first I may have even have given her a bit of abuse, like "shut up, that's not a nice joke" and she said "nope, you're going, get moving, the cars are on their way in, you've got to get up there". It was an unbelievable, overwhelming surprise.

What does it feel like when you go out there? What are the emotions?

I was just overwhelmed with pride that I was the face of that success. It was really humbling to think of all of the people – especially in the aero department – that contributed to this amazing, record-setting season we've just had and I was kind of capping it off on the podium with the two best drivers in the business. It was amazing. Overwhelming pride and I'm not being funny a lot of humility as well.

If you had to deliver a lecture to schoolgoers, particularly young women, on the merits of a career in motorsport, what would you say to them?

I would say it's definitely one to consider, but no matter what your path is, don't give anybody a reason to second guess what you think or what you know or what you can do because of your gender. Just work as hard as you can. Having said that, in motor sport I've not encountered any resistance. As long as you're good enough, that's all that matters. It's such a performance-driven industry. It's really just lap time. That all anybody wants. They don't care where it comes from. As long as you can perform nothing else matters and that's really great.

FIA World Rally Championship

Women in Motorsport Ambassadors take centre stage

FIA Women in Motorsport Ambassadors Susie Wolff and Leena Gade swapped their usual circuit racing surrounds for a wilder environment last month as they headed for the final round of the 2015 FIA World Rally Championship, Wales Rally GB, where, on the shakedown stage, they were treated to a run alongside Citroën's Kris Meeke and World Rally Champion Sébastien Ogier respectively on the Clocaenog stage in North Wales.

Wolff, fresh from announcing her retirement from competitive motor sport and her role as test driver at Williams F1, was impressed with her rally experience: "The speed Kris carried through the fast stuff, how late he could brake and how much the car was jumping about – it was incredible," she said. "Driving an F1 car tends to be much smoother with very little movements. With this, there was

so much happening inside the car. It was a real experience. Book me in for another ride, I'll be back!"

Audi Sport Team Joest engineer Leena Gade, who became the first female race engineer to win the 24 Hours of Le Mans in 2011, was full of praise after her ride in Ogier's Polo R.

"It was incredible and over way too quickly. An unbelievable experience. These guys are nuts!" she said. "The most impressive thing is the speed that he took through the corners and how smoothly the car handled jumps. I was expecting a big impact on landing but there was none - it was actually quite comfortable. The braking too was incredible. Compared to what I'm used to seeing in LMP this was something else. Awesome skills from Seb and fascinating to see how it's done."



(Above) Audi's Leena Gade with Sébastien Ogier and (this picture) Susie Wolff with Kris Meeke.

FIA European Drag Racing Championship

The Drag Effect



Photos: Remco Scheelings.

That was almost 30 years ago and since then you've moved up the categories to reach the pinnacle of drag racing, the Top Fuel category. What does the sport involve and what sort of power are we talking about?

Yes, I run a Top Fuel team with my husband Tommi Haapanen from our workshop in Vilppula, Finland. Our team has 10 mechanics working at races. As for a Top Fuel dragster, the car is nine metres long; it has about 8,000 horsepower and will accelerate from 0-100km/h in about half a second. The car uses 90% nitro and 10% methanol as its fuel.

After each run the engine will be opened and the pistons and rods will be changed. Although the Racepak computer shows us what has happened, the mechanics still check all the parts to see if there's any damage. It takes about two hours to get prepared between rounds. The sport is great for fans as well, as everywhere the pit area is open for all spectators, so they can easily come and watch us working.

What's your husband's role within the team?

Tommi has a licence to run Top Fuel, as well, but he gave me the driver's seat. Tommi is fantastic at building up Top Fuel engines and he ensures that whatever it takes my car is ready when the time comes to race.

What does letting loose 8,000 horsepower feel like?

You really can feel it! The pressure is intense because mistakes aren't forgiven in this sport, due to the very short time of each race. Top speeds of around 500km/h aren't a Sunday cruise, I can tell you. It is fast! But it is the driver who controls the car. Not the other way round.

What's the fastest you've ever gone?

My best speed ever is 504km/h.

Even though you ultimately lost out to an old rival, Sweden's Mikael Kågered, in the 2015 championship, this season was another hugely successful one for you. What were your personal highlights?

Taking second place in the championship was good. We won the Main Event race in May at Santa Pod and in August we won the Scandinavian International race in Sweden at Tierp.

Also, our team was the only one running under four seconds here in Europe, and we did that 12 times. I have to say that taking the European Record with a time of 3.87s and a speed of 504km/h was the biggest moment of last season. But every three-second run was special.

What are your hopes for the 2016 season?

We took silver in the 2015 European Championship so there's one more step to make! I have a good, fast car, an excellent crew and we will be running at every round of the 2016 European Championship, so there's plenty to look forward to.

Incredible power, speeds of over 500km/h and some pretty awesome G forces – it's all in a day's work for 2015 FIA European Drag Racing Championship Top Fuel runner-up Anita Mäkelä

How did you get into drag racing?

To start with I was just interested in old American muscle cars. That fascination took me to cruising evenings, American car shows and eventually to drag racing.

It's one thing to appreciate the cars but altogether different to strap yourself into one and drop the throttle. How did you make the transition from fan to racer?

It just happened. It all started with the simple question: how would it feel to drive that fast in one of those dragsters? Then I heard that a competition dragster was for sale. I went to the owner and bought it. Then I gathered a team out of my American muscle car friends and that was it.



FIA World Touring Car Championship

Tour Managers

Just as barriers have been broken in other championships, the FIA World Touring Car Championship has a number of women working in senior positions. Here three of the most successful explain what their roles entail

The most high-profile woman working at senior level in top-level motor sport is obviously Sauber F1 team principal Monisha Kaltenborn. However, the Formula One team boss and FIA Women in Motorsport Ambassador isn't the only woman pulling the strings at world championship level. In the FIA World Touring Car Championship a trio of highly successful women are also helping to guide their teams and drivers to success.

Claire Magnant is Sporting Director for champions Citroën Total WTCC and has worked for the team since its entry to the championship two years ago. She admits there was a tough learning curve involved.

"When I arrived I didn't know anything about the WTCC even though I had a background in single-seater and circuit racing. But I could bring my skills and it has been okay in the end.

"It is a stressful job, though, because there is the pressure from the engineers and the drivers. You need to be really reactive. If there is a question asked you need to be really quick with your reply and have the right answer in a short moment.

"The drivers are all really different," she adds. "Seb is for sure a nine times world champion, so it's very interesting to work with him, but all of them are a lot of fun and they are all very interesting. There is not one who is better than the other."

She insists, too, that she has not encountered any barriers on her way to a senior motor sport role. "I think if you are strong in what you say and what you want then it is fine. Sometimes it's an advantage as well," she says.

Julie Berthelot works in a similar capacity at Sébastien Loeb Racing, and she too admits to having to deal with a tough introduction to the championship.

"Prior to this I was a data performance engineer in Formula Renault 3.5. I decided to come to the Sébastien Loeb Racing team managing the GT cars we were running with Audi. After that they decided to give me the opportunity to be team manager, because of my profile, so I appreciated that because they were aware of my ambitions.

"At the beginning it was quite hard for me," she says. "I have only been a team manager since moving to this championship, so I had to learn a lot of things, this job, how to work. It was completely new to me, but I had good support from Citroën to learn about all these methods. It was hard at

the beginning but now I think I am managing in a good way in this championship."

In her role Berthelot points to good communication and organisational skills as key assets.

"Communication and team spirit [are important], then there's the hard work and organisation. You have to be organised, to check everything, to be on time with everything. Everybody in the team has a role to do but it's your job to manage and to be a timekeeper. "SLR is a small team but I prefer it like this because you are really closer to everyone in the team and everyone who is working with you like the engineers and mechanics. You have a good link with them."

ROAL Motorsport also has a recently appointed female team manager, in the shape of Francesca Valdani,

"My introduction to the team was very short," she says. "[Team Co-owner] Roberto Ravaglia called me one week before Marrakech last year. He said: 'we have no time for an interview you must come with us for a test'. After two hours he said: 'you are in the team'!

"I came to WTCC after six years in another championship in Italy and Europe. I learned a lot in the previous years and this helped me. If you arrive in a world championship without experience then it's very hard."

Unlike Magnant's Citroën outfit, the 2015 season has been tough for ROAL, with a squad suffering a number of accidents and technical problems and Valdani admits that a large part of her role has been in maintaining good team spirit.

"This is the main role in the team! For sure after many hours of work the mechanics are really tired but we try to keep the team spirit up."

Despite the vagaries of competition, she insists that she has no regrets in taking up a career in motor sport.

"I was born with this dream to work in motorsport," she says. "I lived near Monza and I could hear the noise from my house. And when I saw my first Formula One test I decided I want to work in motorsport. My life is in the paddock and then working at home. Every experience is a piece of the puzzle and every puzzle is complete when you get some experience.

"I studied to be a personal trainer but it's very hard for the woman with the drivers. I make a test with a small team when I was studying at university so I started like this. It's more easy for the woman to become a team manager rather than a personal trainer in motorsport."



FIA European Touring Car Cup

Improving race Krafft

FIA European Touring Car Cup racer Ulrike Krafft on making her own way in the world of motor sport and her ambition to race at FIA World Touring Car Championship level.

Ulrike Krafft has established herself as a leading contender for Super 1600 class honours in the FIA European Touring Car Cup. The 31-year-old German, an engineer for Bosch by day, discusses her career so far, the challenges she faces and her hopes for future progression.

Why choose motor sport?

It's a question of my character. I like to compete. Motor sport is very special. I love speed; I love braking very late. It's odd, as nobody in my family is interested. I started all by myself. Everything has been my decision and any progress I've made has been my own. I'm an engineer and this is why I'm interested in cars. I started all by myself.

Do you have a target for the future – is there a particular career path you are following?

My dream of course is the FIA World Touring Car Championship. This is my big goal, my dream to drive once in this category. But you need money in motorsport and it's difficult to get to that level.

Is it difficult raising the finances to go racing or does the fact you're a woman make it an easier 'sell'?

I think my story is special because there is nobody in my family who pushed me; it was my personal character. Sometimes it might be easier to find a sponsor, because I am the only woman in the ETCC and a fast woman – I am not driving on the last row! But money is difficult for everybody to get.

How much help is your engineering background – particularly in pre-race testing where track time is always limited?

Of course it helps. I know how a car works and to find a good set-up with the mechanics is more easy for me because of my education.

How pleased are you with your progress in motor sport?

I'm satisfied with myself. I am driving fast and I'm always one of the top two or three drivers. I would really like to drive a faster car and be in the TCN2 category. This is my passion.

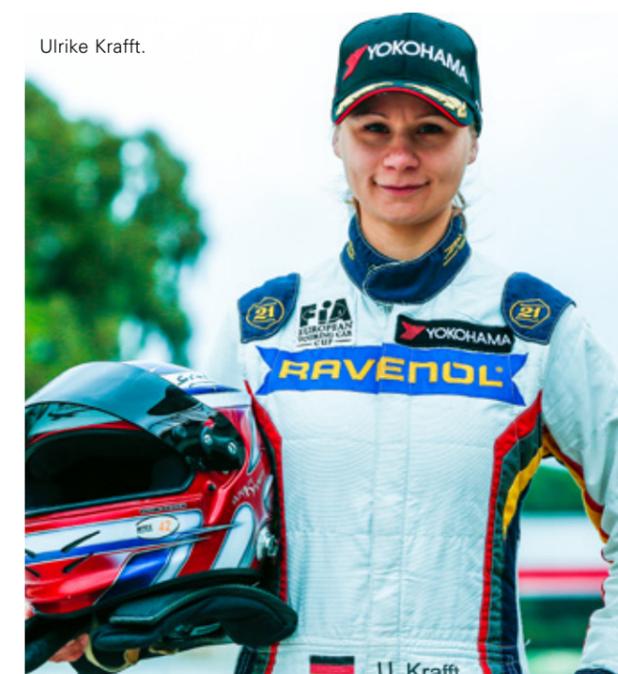
Have drivers given you special treatment in races?

I think it's very hard for my male competitors to be overtaken by me and, to be honest, sometimes there are situations where they definitely push harder back at me than they would do with a male competitor, I am pretty sure about this!

Niklas Mackschin won in the Super 1600 category 10 times this year. Were you expecting more wins yourself given it was his first season in ETCC and you have more experience?

It's disappointing because I really wanted to win the Super 1600 this year. But it has pushed me more to win races and it's more fun to have strong competitors.

Ulrike Krafft.



WMC Singapore/ WAMS

Changing Places

Female officials from Australia and Singapore got to try out each other's events as part of an exchange programme developed by the countries' ASNs



Natalie Daish of CAMS (left) and Peiyi Fan of the Singapore Motor Sports Association (right).

Among the flag marshals at this year's Supercheap Auto Bathurst 1000 was Singaporean Peiyi Fan, who flew to Australia as part of the Officials Exchange Programme organised by the Singapore Motor Sports Association's Women in Motorsport Commission (WMC) and Volunteers and Officials Commission (VOC), together with the Women of Australian Motor Sport (WAMS), an initiative of the Confederation of Australian Motor Sport (CAMS).

Peiyi's presence at the legendary Australian saloon car race in October was in return for an invitation extended back in September to Australian official Natalie Daish from Victoria who travelled to Singapore to work at September's FIA Formula One Grand Prix in the city and to expand her officiating skill base.

Although her ultimate aspirations lie in working on the media or public relations side of motorsport, Fan was happy to enjoy the Bathurst experience, admitting it was vastly different to what she is used to at Singapore's night race.

"I started marshaling in 2011 at the Singapore GP and I've since been over to Austin to do the US Grand Prix as well in 2013," she told Australia's Western Advocate newspaper.

"I've never watched much of this type of racing before, the Supercars, and I've not seen the Utes or the Aussie Racing Cars before at all. But I've enjoyed myself. I like how much the fans get into it.

"There are so many people here soaking up the atmosphere, camping and just having fun."

Daish was similarly effusive about her experience at the Singapore Grand Prix in September when she worked as a flag marshal, as well as in the support paddock gridding up the TCR series entrants and in the starters box. She also got to wave the chequered flag for the end of the Porsche qualifying session.

"The entire experience was just amazing," said Daish, who is a legal secretary by day and also a mother of one. "Watching and learning how another country runs a race is unbelievable. The people you meet, the stories they have, the jobs that you get to do that you normally wouldn't... all of it made me realise how lucky I was.

"Personally I learned that I am stronger than I thought," she added. "The heat is intense and when you are covered head-to-toe in overalls you soon start realising how physically and mentally demanding the job can be."

The Victorian official said she was also impressed by the professionalism of her Singaporean counterparts.

"The officials in Singapore take this job very seriously because they only do one event a year and so they have to get it right," she said. "They are committed, dedicated and focused, they work together as a team, and treat each other with respect and like family. Singapore has a retention rate of officials of about 92% and that speaks volumes. The Singaporeans took me in with open arms. I was quite nervous but they put me at ease with their friendly nature. I am so incredibly lucky to have been able to do what I did."

Women in Motorsport Commission Madagascar

WIM Madagascar presses for road safety action at car show



The Women in Motorsport arm of the Fédération du Sport Automobile de Madagascar recently attended the country's Salon de l'Auto motor show to promote road safety.

With support from partner Galaxy Motors, the women operated a stand at the show, which took place at the end of October in the town of Ivato, and gathered signatures in support of the United Nation's Save Kids Lives campaign (www.savekidslives2015.org) ahead of the recent Second Global High-Level Conference on Road Safety in Brasilia in November.

The objective of the Save Kids Live campaign is to call on governments across the globe to take the necessary measures to support road safety and to adopt the Child Declaration for Road Safety. As such, the promotion at the motor show also encouraged children to take 'Safie' photographs of themselves supporting the Declaration.

As part of their road safety activities Women in Motorsport Madagascar also translated the FIA's new road safety film, directed by Luc Besson, into Malagasy. The translation was completed ahead of International Walk to School Day. The Malagasy version was then launched on social networks during Salon de l'Auto.

FIA Middle East Rally Championship

Al-Majali makes history with podium finish at Rally Jordan

Jordan's Nancy Al-Majali made history at her home round of the 2015 FIA Middle East Rally Championship by becoming the first Jordanian woman to make her way onto the Rally Jordan podium in championship history.

Co-driving for her husband Husam Salem in a Mitsubishi Lancer Evo IX, the pair secured victory in Group N and also finished third overall, becoming the first all-Jordanian team to reach the event podium since 2008.

"We were determined to see the Jordanian flag raised at the finish so we are very proud of what we have achieved," said Nancy. "I am hoping this will encourage more women to get into motor sport."

The rally, which formed round six of the eight-event championship, was won by Qatar's Nasser Saleh Al-Attiyah, who enjoyed an almost 30-minute winning margin over second-placed compatriot Abdulaziz Al-Kuwari.

Al-Attiyah's win confirmed his 11th FIA Middle East Rally Championship title in the past 13 years.



Oxford University student Elizabeth Thompson after receiving the Autosport/Williams Engineer of the Future award from Williams F1 Deputy Team Principal Claire Williams.

FIA Formula One World Championship

Williams and Autosport find their Engineer of the Future

Elizabeth Thompson, a student at the University of Oxford in the UK, has won the inaugural Autosport Williams Engineer of the Future award.

The competition has been designed to identify and reward engineering talent at UK universities, supporting them with an accelerated career development programme at Williams.

Following an initial application process, through which eight of the UK's leading universities nominated their star engineering students for consideration, five finalists were selected to take part in a two-day assessment workshop at the Williams HQ in Grove in November. The evaluation days challenged the candidates across a range of engineering tasks, testing their teamwork and approach, and the depth and breadth of their technical knowledge, to determine personality fit and leadership traits as well as pure engineering skills.

The students were assessed by a panel of judges comprising leading industry, academic, media and Formula One personnel including, Pat Symonds, Chief Technical Officer at Williams, Nicola Salter, Human Resources Director at Williams, Edd Straw, Editor of Autosport magazine and Tony Purnell, Former Team Principal of the Jaguar and Red Bull Formula One teams and Royal Academy of Engineering Visiting Professor at the University of Cambridge.

Elizabeth collected the award at the annual Autosport Awards in London in early December where all five finalists attended the unveiling of the first winner.

She will now join Williams on an initial two-year placement. She will be mentored by senior engineers and rotate through various areas of the Williams team before finding her speciality. During the placement, she will also get the unique opportunity to work in the team's race operations division and gain experience at a grand prix.

"We put our final five candidates through two very tough days of testing," said Pat Symonds. "We took them to the limits of their knowledge and beyond. We assessed how they reacted, how they worked together and the extent of their engineering knowledge."

"We weren't just looking for technical excellence," he added. "We were also looking for the personality, leadership and innovation in someone that could lead a Formula One team in the future. It was a very tough decision, but we're confident we've made a great choice. Lizzie had that little something extra and we look forward to welcoming her to the team. She's going to have a tough two years but at the end of it she's going to be a very well-rounded individual with a very broad knowledge, just what you need to go into technical leadership in Formula One."