



DAILY NEWSLETTER #2
TUESDAY 02.12.14

AUTO+ ASSEMBLY

THE VALUE OF LATIN LESSONS

Region IV President Jorge Tomasi Crisci on the FIA University and club growth PG 4

IN THE STEWARDS' ROOM

Formula One race steward Garry Connolly looks back at 2014's talking points PG 5

FIA MOBILITY

Moving ahead

The World Council welcomes a new Secretary General, former Australian Automobile Association CEO Andrew McKellar



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WORLD MOBILITY COUNCIL

McKellar takes over at the wheel of FIA Mobility

As he prepares to start his new role as Secretary General for Mobility at the FIA, Andrew McKellar, gives his thoughts on the challenges ahead and explains why, for clubs, the future can be bright

Q: It's a time of great change in mobility. Is it a challenging time to be taking up your new position?

A: It's a fascinating time. The overwhelming challenge facing many motorists today is access to safe, affordable and convenient transport. In many cases people are grappling with the increasing time pressures of everyday life, battling increasing congestion, the condition and adequacy of transport infrastructure or the costs of transport access and usage.

We are seeing many innovative responses to these issues through growing access to digital technologies and communications, along with emerging models of collaborative consumption.

The great thing for motorists is that these developments can offer new choices and greater flexibility. The challenge for motoring clubs is to adapt and respond to the changing demands of our members. If we do that we will continue to fulfil a valued and trusted role for them.

Q: So is the rise of the connected car a threat or an opportunity?

A: It's an issue many clubs are grappling with. It's clear that vehicle manufacturers and others in the automotive supply chain understand the imperative of building a more direct relationship with the customer.



Motoring clubs need to actively position themselves to promote competition and consumer rights, and to develop new products and services that utilise connected technologies.

While there is a very real competitive challenge for motoring clubs, many also have extensive B2B connections with manufacturers. Ultimately, the best opportunities for motoring clubs arising from the connected car are likely to come from strengthening these partnerships and collaborations.

Q: You have a strong club background from your time as CEO of the Australian Automobile Association.

How will this benefit you at the FIA?

A: I hope the experience I've gained through the AAA will provide a firm grounding for my new role. One of the key lessons I'll take from the AAA is the importance of a strong stakeholder focus.

Australian clubs have a strong member focus. They are quite strategic, continuously benchmarking against emerging competitors and seeking new opportunities to provide better services.

We need to be responsive to our members' diverse needs. Many are looking for value added services, transparency and good communications. If I can get that mix right, then we'll be successful.

We need to provide a forum for exchange of knowledge among the developed clubs and harness that strength to support enhanced capabilities among emerging clubs. The FIA must support the efforts of its members by taking a stance on issues such as access to affordable mobility and enhanced road safety.

Q: Road safety has been a key area of FIA campaigning in recent years. How do you see that progressing?

‘Motoring clubs need to develop products that utilise connected technologies’

A: I see two key approaches. First, the FIA must strengthen its role as a leading global advocate for road safety. We have some great strengths in terms of leadership and expertise, and we can leverage the organisation’s profile in order to talk to politicians and decision-makers around the world.

Second, we must continue to support FIA members in taking practical action at national, regional and local level to raise awareness and deliver improved road safety outcomes through initiatives like the FIA’s Road Safety Grants Programme.

To read the full interview with Andrew McKellar see the latest edition of AUTO magazine.



Main decisions from the WCAMT

- Changes were agreed to the Statutes, most notably with regard to rules on governance.
- 1m euro of funding, arising from the F1 agreement, is to be made available to mobility clubs and regions to support their activities.
- CEO of the American Automobile Association, Bob Darbelnet, was elected as a Member of the FIA Ethics Committee.
- Ross Herron, President of the Australian Automobile Association, has been replaced as President of FIA Region II by Takayoshi Yashiro (JAF).
- Guido van Woerkom, former President of the ANWB, has been made an Honorary Member of the WCAMT, in honour of his 10 years of service to the Council.



REGION IV

Latin lessons

President Jorge Tomasi Crisci says the FIA University is helping Latin clubs to grow

Region IV Jorge Tomasi Crisci today stressed the importance of the FIA University programmes being run in the

region as a tool by which clubs could increase expansion and capacity in the coming years.

Tomasi Crisci, President of the Automovil Club del Uruguay, pointed to the success of the most recent University programme, which involved 19 general managers and middle managers representing seven clubs from across Region IV.

The programme for the course was adapted to the specific needs of the region and he believes the results obtained were “extremely positive, as indicated by the individual assessment of participants”.

“The main objective of the University programme was to facilitate the production of an action plan by the participants, to raise awareness about new tools for decision-making processes and to share best practice.”

Participants also were invited to identify the main goals of their club in order to more precisely define objectives going forward.

“Clubs in the region exist in an extremely competitive marketplace, with a lot of companies such as insurers and others working in the same area,” said the Region IV President.

“The FIA University courses help clubs to develop a new vision for driving their business forward. It helps to elevate the capacity of all the clubs participating.”

The Region IV President added that increasing the capacity of clubs in the region through such programmes would have a knock-on effect in other areas.

“If we can develop the capacity of the clubs then we increase their ability to undertake other programmes, such as the new Driver Training Certification Programme, which will help improve road safety across the region.”

Tomasi Crisci concluded by saying that he hopes that the next phase of FIA University programmes can be even more focused.

“What came out of the most recent course was an understanding of the issues faced by clubs in the region and now the target will be to focus on those issues, on their specific needs.”

REGION II

Yashiro elected as region president

JAF Vice-President targets development as major goal

The new President of Region II, Takayoshi Yashiro today said he hoped to use his term in office to help with club development throughout the region.

“I am delighted, because JAF is only one club in the Asia-Pacific region but now as a club we can make a bigger contribution to the region and to the FIA,” he said.

“There are two challenges I think we can overcome,” he added. “The first is to assist developing clubs in the region. Secondly, we would like to encourage more travel and meetings between the clubs. If we can boost co-operation between the clubs, sharing information, that would be of great benefit to all clubs in the region.”



F1 STEWARDS

Steward enquiries

Formula One race steward Garry Connelly looks back at a season of change but which featured some positive developments

Q: What have been the major developments for the F1 stewards this season?

A: I think the major change this year for us has been the introduction of the five-second penalty, because in the past we sometimes struggled to impose a penalty that suited certain transgressions.

The minimum that was available to us, other than a reprimand, was to give a drive-through, which is going to cost a driver many places. The five-second penalty is a really good balance and we've used it a lot this year.

The other thing the President challenged us on was to try to make decisions quickly, within two or three laps if it's during the race, and I think we've managed to do that, except where we've had to postpone decisions until after the race because we need to get evidence from the drivers. It's been a good year in that regard.

Q: Has the penalty met with the approval of the drivers?

A: No driver is ever happy to be penalised, but they certainly like the five-second penalty better than the drive through. The teams like the flexibility it has in terms of being able to take it during a pit stop and that it doesn't disrupt their strategy too adversely.

Q: The power units introduced this year are highly technically advanced but did that present its own problems in terms of applying penalties for the use of more than the specified number of components?

A: All of the groundwork there is done



by Jo Bauer and the technical team. They advise us of a breach and when there is a breach there are automatic penalties.

Really, it's a simple decision. What was complicated was what happened in Abu Dhabi, where the stewards had to take a decision on a set of circumstances that hadn't previously arisen – where Romain Grosjean took a lot of penalties for use of power unit elements but because it was the last race they couldn't carry them over to a new season, so they resolved it with time penalties, which was a reasonably elegant solution.

Q: Drivers respecting the track limits was another talking point this year, particularly at the Austrian Grand Prix, where many drivers had times deleted in qualifying. Is that something that needs more regulation?

A: It's a difficult one. What happens is that the stewards rely on what the race director has advised is or is not acceptable. In Austria we were advised

that for Turns 7 and 8 it was not going to be acceptable to go off the track during qualifying and that if you did go off track, that time would be disallowed. The teams all had adequate warning and the stewards acted accordingly.

Q: Do you think the penalty points system work?

A: I'm not sure. I think it's up for discussion really. No one got up towards the 12 points that would lead to a race ban, but I think we'll need look at it again.

Q: Ultimately, was it a successful year in the stewards' room?

A: Yes, I think so. The Driver Steward is still a great bonus to how we work, particularly because of the caliber of the guys we have now. Also, the longer they do that job the better they become at it and the more integrated we all are and the more clarity you get.

REGION I

Staying in touch with the network's news

FIA Region 1 Club Correspondent of the Year, Suzy Bosland explains how she helps clubs avoid reinventing the wheel

Q: What does your average working day look like?

A: A large part of what I do is helping people that want to visit the ANWB. We have lots of people from other clubs who have questions about how we do things here and it's my job to find the answer. Usually I don't know the answers, but the good news is that I don't have to know the answer, I just have to know the people that know the answer! Finding that information is down to the network of people we have access to.

Q: So you liaise with other club correspondents in order to get the right information on the issue you're exploring and vice versa?

A: Yes, for me they are the point of contact if my colleagues have questions about other clubs and their activities. For example, if they want me to make an inventory about what clubs are into car-sharing currently, I send out a question to the network. It's very important that I have one person per club that I have access to and I know who that is.

Q: How important do you think that networking is for club activity?

A: I think it's very important that we are able to help clubs when they are working on new developments, that we can make sure that they don't reinvent the wheel and we can put people working on similar projects in touch with each other.

Q: How useful will the new FIA Connect website be in aiding club correspondents with their work?

A: I hope very useful. They've made a great start and I'm hoping it will grow even more. I would love for it to feature a searchable database, into which you input questions such as 'what clubs are active in a particular field' and get a return detailing all the clubs doing something in that area. FIA Connect has huge potential.



Wednesday's Events

08:30

AIT Committee
Amber Room

09:00

AIT General Assembly
Abalone Room

09:30

World Motor Sport Council
Grand Ballroom 2

10:30

Membership Benefits Forum
Abalone Room

15:00

Customs Network Meeting
Abalone Room

16:30

Institute Executive Committee
Amber Room

17:00

Senate
Grand Ballroom 2

19:30

FIA Heritage Night
Museum of Islamic Art



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DAY 2 IN DOHA

A day of appointments - in the workplace and at the beach

Day two in Doha encapsulated what the FIA Annual General Assembly is all about - a full day of work, collaboration and networking followed by a chance to relax in truly special surroundings. From the election of a new President of Region II and the renewal of the area's Executive Committee to welcoming a new Secretary General of the FIA's Mobility Department to a busy Region IV meeting, the working day was one of key developments for the FIA and its member clubs. The packed daytime schedule then gave way to an evening of leisure, best embodied by the World Council and Senate dinner on the beautiful beachfront of the conference venue.





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