



AUTO+ NEWS

ANIMATED ABOUT SAFETY

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ALGERIA ADVANCES

REBUILDING MOTOR SPORT WITH THE
FÉDÉRATION ALGÉRIENNE DES SPORTS
MÉCANIQUES P20

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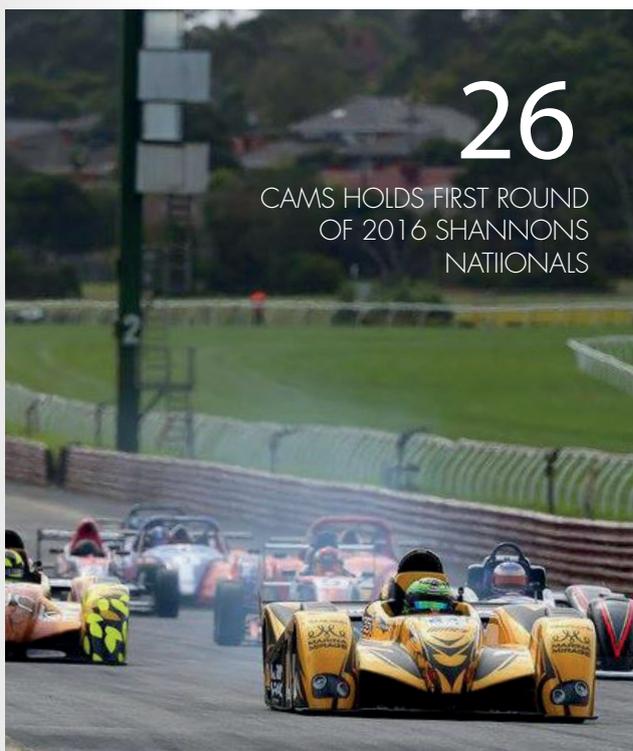
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Dear Friends,

Welcome to this latest edition of our club newsletter AUTO+.

Over the past number of years the world of mobility has entered a period of great transition, with new technologies and business methodologies altering both the transport environment and the place of mobility clubs in that landscape.



How we deal with the challenge ahead will define the future of clubs and in our first Meet the Family we discover France's ACA's very proactive approach, especially through the development of its Mobility Forum, which I was delighted to support and attend. It is crucial that we understand the changes coming our way and this forum gave a fascinating insight into the future of mobility.

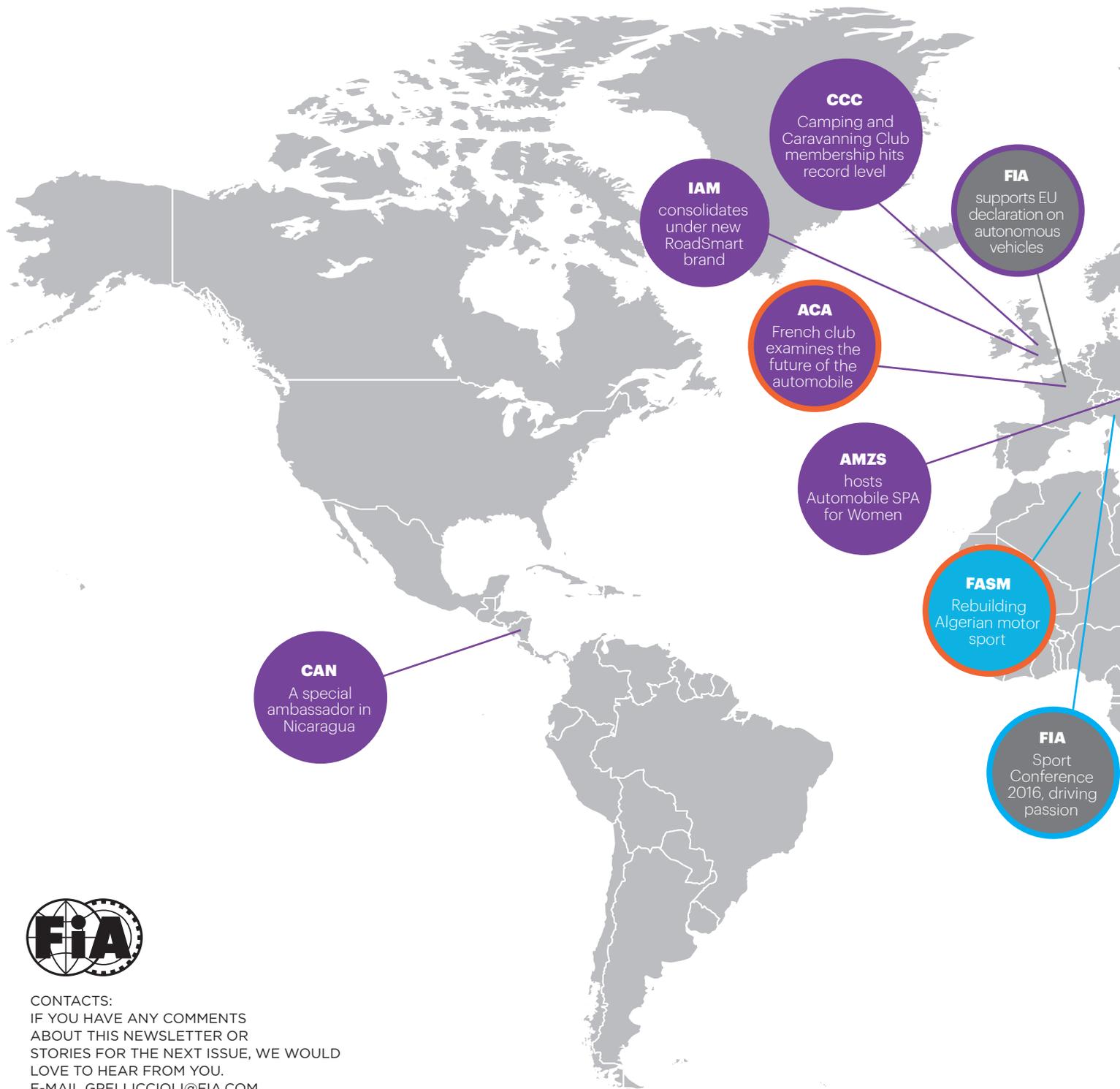
Development is very much a theme in our second major feature, where we meet the Fédération Algérienne des Sports Mécaniques (FASM), a sporting organisation that is succeeding in rebuilding a great motor sport tradition in this remarkable country. The story of their difficulties in building a strong motor sport culture, of the obstacles they faced and overcame and the challenges they are still taking on will, I am sure, strike a chord with many organisations going through the same process.

Elsewhere in this edition, we also celebrate the great achievement of the Automobile Club Albania, which recently was awarded the European Road Safety Charter's Excellence in Road Safety Award. I had the honour of attending this ceremony and I would like to congratulate the club on the excellent and innovative road safety programme for which it was rightly rewarded with this prestigious prize. I hope you enjoy this latest issue.

Jean Todt
FIA President



FIA CLUBS AND ASN_s PARTICIPATING IN THIS ISSUE



CAN
A special ambassador in Nicaragua

IAM
consolidates under new RoadSmart brand

CCC
Camping and Caravanning Club membership hits record level

FIA
supports EU declaration on autonomous vehicles

ACA
French club examines the future of the automobile

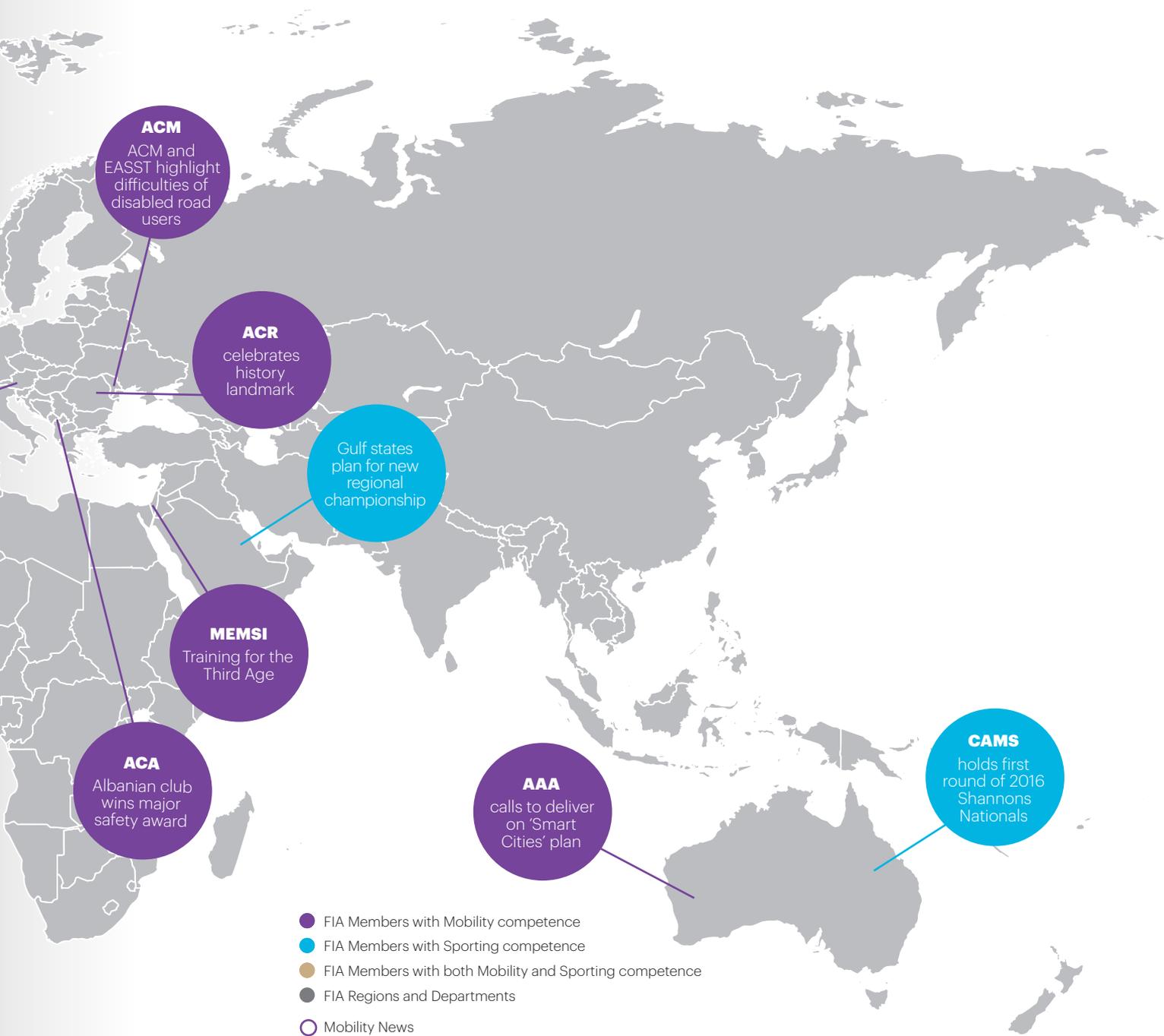
AMZS
hosts Automobile SPA for Women

FASM
Rebuilding Algerian motor sport

FIA
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CONTACTS:
IF YOU HAVE ANY COMMENTS
ABOUT THIS NEWSLETTER OR
STORIES FOR THE NEXT ISSUE, WE WOULD
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Automobile Club Albania

Automobile Club Albania wins ‘Excellence in Road Safety’ Award

The Automobile Club Albania was recently honoured with the European Road Safety Charter’s Excellence in Road Safety Award at a ceremony in Brussels.

Presented by the European Commissioner for Transport, Violeta Bulc, the awards recognise the best road safety activities from across Europe. For the 2016 edition, the ERSC had chosen to award actions on Youth and Innovation, with the ACA winning for a series of nationally broadcast animated road safety messages aimed at children aged from five to 12. By educating children, the campaign seeks to improve the behaviour of adult road users in a country with poor knowledge of traffic rules, low awareness of risks and a very high fatality rate.

Also present at the awards ceremony was FIA President Jean Todt, who paid tribute to the Albanian club’s initiative. “This award is a deserved recognition of the Automobile Club of Albania’s innovative road safety programme which connects with children in an effective and appealing way through cartoons,” said President Todt, who also met with Commission Bulc to discuss wider road safety issues in the region.

“I would also like to thank the European Commission, and Commissioner Bulc personally, for the ongoing support of the awards, as well as all other winners and participants – in particular the many FIA Clubs that took part.”

Commenting on the ACA programme, the ERSC jury stated: “The initiative was awarded for its innovative approach to changing road users’ behaviour in a context where new habits and attitudes must be built without any tradition. Focusing on the new generation to influence all groups of users seems to be very efficient in the given context. The initiative is also a good example of how existing good practice and tools can be reused with maximum efficiency and minimum investment.”

The European Road Safety Charter, led by the European Commission, is the largest civil society platform on road safety. To date, more than 2,300 public and private entities have committed to the Charter and carried out road safety actions and initiatives targeted at their members, employees and the rest of civil society.



European Commissioner for Transport, Violeta Bulc, speaking at the European Road Safety Charter’s Excellence in Road Safety Awards, held in Brussels recently.

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Institute of Advanced Motorists

Institute of Advanced Motorists launches new IAM RoadSmart brand

The UK's Institute of Advanced Motorists will in the future be known as IAM RoadSmart, after the 60-year-old organisation consolidated a number of its subsidiaries as part of a new branding exercise.

The RoadSmart name embodies the changes that have shaped modern motoring in recent times, thanks in large part to the growing influence of smartphones and connected driving technologies. The new brand brings together the Institute of Advanced Motorists with its subsidiaries – IAM Drive & Survive, Driver Retraining Academy (DRA) and Professional Driver Services (PDS).

According to a club statement, “consumers want to learn in different ways – the shorter the better, at a time that suits them and preferably online”.

“So whether you want advice on how to become a more confident driver, reduce fleet costs or to reassess your approach to driving and reduce your ban after a drink-drive conviction we can help you,” the club says.

“The advanced driving and riding standard will continue to be the pinnacle of achievement and the famous IAM roundel will remain as a reminder,” the statement adds. “However, we have a new look, feel and products – the direct result of extensive research into the challenges faced by drivers and riders. We’ve discovered that while many people would like to improve, they want to learn something specific, such as reducing fuel use or driving on motorways.”



Automobile & Touring Club of Israel



Israeli club launches third age safety campaign

The Automobile & Touring Club of Israel (MEMSI) recently launched a campaign intended to raise public awareness to the topic of road safety among the country's elderly population.

The project consists of one-day seminars that take place nation-wide. Different media are used to draw attention to the issue in a gradual way and the seminars offer both theoretical and practical lessons in road safety.

The Israeli club has also produced a series of articles dealing with the different aspects of age effect on daily functions, such as awareness, reaction, hearing, speed, nutrition, physical activities and more.

These articles have been published in leading local newspapers, in internal publications of several institutes dealing with the elderly and in online media.

The campaign sees MEMSI cooperating with senior citizens' clubs, city halls and other organisations that handle the elderly population in order to reach as many third-age road users as possible.

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MEMSI's third age road safety courses involve theory lessons (top left), as well as more practical training in simulators (above).

FIA Region 1

FIA supports EU declaration on autonomous vehicles

Following April's release of the Declaration of Amsterdam on co-operation in the field of connected and automated driving, signed by the transport ministers of all 28 EU member states, FIA Region I and its European mobility clubs have welcomed the ambition to facilitate the introduction of highly automated and connected vehicles throughout Europe by 2019.

The declaration's objective is to intensify cooperation, leading to the expected benefits of vehicle automation in terms of safety, efficiency and sustainability while also supporting value-added services using vehicle data.

Jacob Bangsgaard, Director General FIA Region I said: "Driverless cars have much to offer when it comes to improving mobility. However, road users must remain at the centre of developments to ensure that the resulting product will benefit the wider society."

According to FIA Region I, the joint strategy correctly points to the importance of clarifying the conditions for the use of data generated by connected and automated vehicles. FIA Region I is actively representing mobility users' view in European fora, such as C-ITS Platform and GEAR 2030, on automation and connectivity.



Automobile Club of Moldova and the Eastern Alliance for Safe and Sustainable Transport

ACM and EASST highlight transport difficulties of disabled people in Moldova

The Automobile Club of Moldova (ACM) and the Eastern Alliance for Safe and Sustainable Transport (EASST) recently released a study highlighting the difficulties experienced by disabled people in accessing transport networks in the country.

The research, based on a survey of 100 persons with disabilities and conducted in partnership with the United Nations (UN) in Moldova and several non-governmental organisations, showed that almost half of students with disabilities had moderate to severe difficulty in travelling to school/education, while one third of respondents in employment had trouble in getting to and from their workplace.

"Ensuring accessible mobility and reducing road risk for vulnerable groups is a challenge for all countries," said Emma MacLennan, Director General, EASST. "However, much more needs to be done in Moldova to ensure people with disabilities are able to travel safely and more easily."

Many survey participants reported problems with mobility that have impeded their full participation in social and economic life, and prevented them from playing an active role in their communities. Half of the interviewed persons feel that poor mobility affects the attitude of others towards them and almost one third reported that the issue had impacted their life opportunities. Some 51% reported moderate to severe difficulties in using public transport, including 13% who said it was impossible for them.

"People with disabilities have various problems in their everyday lives including mobility and road safety in our country," said ACM Project Manager, Tatiana Mihailova. "These people are not visible in our society, and, unfortunately, because of road risks they lose their right to access social life. We hope that the reports' recommendations will contribute to an effective road safety management and will improve the lives of many people with disabilities."

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Slovenian singer Jan Plestenjak entertains the 300 women who attended the sixth annual AMZS Automobile Spa.

Avto-Moto Zveza Slovenijet

AMZS hosts Automobile Spa for women

Slovenia's Avto-Moto Zveza Slovenijet (AMZS) recently held its sixth annual Automobile Spa, solely aimed at female members of the club.

The event, held at the AMZS Safe Driving Centre in the town of Vransko, was the first to be held in the evening and as such it gave the more than 300 women in attendance the chance to learn about the pitfalls of driving in the dark.

The women also tried out their driving skills in simulated bad weather conditions, learned how to drive through curves, drove pedal go-karts, learned how to fix seat belts for children and even played football with cars.

In keeping with a true Spa day, participants also enjoyed an image consultancy workshop, a free manicure, make-up, hairstyle, hand massage and physical therapy sessions, as well as enjoying excellent food and non-alcoholic beverages. Following the driving activities, the evening's major highlight was without a doubt a concert by well-known Slovenian singer Jan Plestenjak and his band.



Automobile Clubul Roman



Clockwise from top left: A parade of vehicles on the Boulevard 5 April, Bucharest; Dr Elisabeta Lipa signs the ACR's 'Golden Book', and vintage vehicles on display at the ACR's HQ.



Romanian sports legend helps ACR celebrate historic landmark

Romania's Automobile Clubul Roman (ACR) recently celebrated the 112th anniversary of its foundation at a ceremony attended by the country's Minister of Youth and Sports, Dr Elisabeta Lipa.

Dr Lipa, the most decorated rower in the history of the Olympic Games, with five gold medals, two silver and one bronze, joined club members at the ACR's headquarters in Bucharest, to mark both the club's long history and also the nationwide 'Day of the Motorist', which since the club's foundation in 1904 takes place on April 5 each year.

The ACR was founded at the initiative of Prince George Valentin Bibescu, who was President of the ACR until 1926, as well being a keen aviator and a founding member of the Romanian Olympic Committee. Between 1914 and 1947 the club's name was Royal Automobile Club of Romania (ACRR) and the kings of Romania were its Honorary Presidents .

During the celebrations, Dr Lipa visited the Museum of ACR History, located at the ACR head office, where she launched an

anniversary exhibition of vintage, motor sport, driving school and roadside assistance cars.

In Bucharest, the event enjoyed the participation of many ACR members, motor sports competitors, vintage car owners and young Romanian motor sport enthusiasts, all of whom were greeted by the ACR Executive Committee and by the ACR President, Constantin Niculescu.

At the end of the ceremony, the cars on show took part in a parade through the main boulevards of Bucharest, carrying road safety campaign banners in support of the objectives of the UN's Decade of Action for Road Safety 2011-2020.

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Camping and Caravanning Club, UK

Camping and Caravanning Club celebrates highest ever membership

The UK's Camping and Caravanning Club is celebrating record membership with nearly 600,000 individuals, or 281,674 households, now being members of the world's oldest club of its kind.

Founded with just six members as the Association of British Cycle Campers in 1901, the club's first permanent campsite opened at Walton-on-Thames, Surrey, in 1913. Today it boasts 108 club sites, an overseas travel service and industry-leading membership services.

The club hit its previous membership peak in August 2011, shortly after the global recession, a period when so-called 'staycations' – in which people opt to holiday in their home country rather than abroad – enjoyed an upsurge in popularity among Britons.

Poor weather and high fuel prices impacted on membership between 2012 and 2014, but the club was able to reassess its membership offering and made changes to ensure it could meet the needs of the modern member.

This included launching an online membership offering and today 25% of club members opt for online membership and use the Camping and Caravanning Club's dedicated campsite app, SiteSeeker, to find the perfect campsite for their next camping adventure.

Robert Loudon MBE, Director General of The Camping and Caravanning Club, said: "In a time when some member organisations are experiencing a downturn in their numbers, we are extremely proud to announce our highest ever membership."

"This achievement signals the continued growth in popularity of camping in all its forms and also the excellent service we provide to our members."

For more information, please visit www.campingandcaravanningclub.co.uk.



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A special ambassador in Nicaragua



The campaign for road safety in Nicaragua now boasts an exceptional ambassador in the form of the boxer Roman Gonzalez, the WBC flyweight world champion.

The man they call "El Chocolatito" was presented with a helmet and a shirt bearing the logo of the FIA Action for Road Safety campaign. He received it from FIA President Jean Todt and Alvaro Lacayo, President of CAN (Club Automovilístico de Nicaragua) at the recent FIA Sport Conference, which took place in Turin from 21 to 23 June.





Australian Automobile Association

AAA presses for Smart Cities Plan to be implemented by new government

The Australian Automobile Association (AAA) has called on the next Australian government to begin to implement the Smart Cities Plan developed by the Commonwealth and to deliver on the plan's aspirations for a "30-minute city".

The plan, launched at National Cities Summit in Melbourne earlier this year, outlines development solutions for Australian cities based on creating jobs closer to people's homes, more affordable housing, better transport connections and healthy environments.

Responding to the plan ahead of next month's general election in Australia, AAA Chief Executive Michael Bradley said: "The Smart Cities Plan includes a number of proposals that the AAA has been calling for over a period of time.

"Irrespective of which party wins the upcoming election, the next Australian Parliament must put transport infrastructure investment front and centre in its ongoing efforts to strengthen our economy."

He added that the AAA welcomes the existing government's explicit commitment to developing urban public transport projects (including rail), innovative financing models for infrastructure, rigorous project evaluation to ensure that the right projects are funded, accelerated planning and development works for major infrastructure projects, and investment in technology to ensure that Australians get maximum efficiency from transport infrastructure.

"Investment in transport systems is a critical element of the government's 30-minute city aspiration. Efficient transport is essential to the lifestyles of Australian families, the economies of our towns and cities, as well as to the national economy, with Australian government estimates showing that for every dollar spent on recent road and rail projects, a further 2.7 dollars were returned to the economy," Mr Bradley concluded.

In other AAA news, the organisation is calling on the Australian government to ensure all costs and benefits of tougher vehicle emissions standards are considered as it works to develop its new system of regulation.

The AAA is calling on the government to simultaneously

review national regulation of CO2 and noxious emissions from light vehicles and Australian fuel quality standards so that any changes to fuel prices are fully considered when assessing the costs and benefits of any regulatory standards.

"The AAA accepts the need for motorists to play their part in reducing emissions and we welcome the opportunity to consult with the government on the future of vehicle emissions regulation in Australia," Bradley said.

"In responding to the government's Vehicle Emissions Discussion Paper, it's become clear that the issues around emissions regulation are extremely complex and policy changes could potentially have unforeseen impacts on consumers. These could include significant changes to vehicle cost, fuel price, vehicle safety, and the type of cars and fuels available to the Australian market.

"Each of the regulatory areas under review has significant capacity to affect the affordability and sustainability of Australian motoring. However, the interplay between these issues makes for even greater complexity and risk of unintended consequences."

The AAA has prepared a submission that seeks to identify the issues that remain to be clarified by the government. It targets the abolition of industry protection measures such as import tariffs and the Luxury Car Tax, which it claims drive up new car costs, slow fleet renewal, and discourage the uptake of technologies that enhance safety and environmental performance.

It also calls for the enhancement of the Government's Green Vehicle Guide to provide simpler and more usable information to consumers wanting to buy environmentally friendly cars, and the abolition of regulations prohibiting the personal importation of vehicles.

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AUTOMOBILE CLUB ASSO





DEFINING FUTURE ROUTES

In a rapidly changing automotive environment, motoring clubs must shift perceptions of the services they provide, says Didier Bollecker, President of the Automobile Club Association – and the French club is taking steps to do just that



PRIORITÉ À LA MOBILITÉ

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For Didier Bollecker the future is now. In an age where many motoring organisation chiefs are nervously peering towards the horizon, wondering just when an invading fleet of hyper-connected vehicles is going to power into view, bringing with it wholesale change, the President of France's largest motoring club, the Automobile Club Association, is firm in the belief that a major shift in the business of clubs is already taking place.

Ask him to pinpoint how the motoring landscape is likely to change and the ACA President is succinct: "New mobility habits and services, new car technology (e.g. reliability, self-driving), new intermediaries and large competitors.

"The club arena is clearly changing, stressing the need for clubs to evolve," he adds. "Pay-per-use models threaten to replace traditional membership business models. There is also a need to shift from a product focus towards a customer needs focus, as consumers of mobility services. In a nutshell, an 'Automobile Club' must now become a 'Mobility Club' and certainly a 'Membership Club' after this first step."

And, says Bollecker, that first step in the process of reinvention could be daunting, at least in the short term.

"According to the conclusions of FIA 'Vision 2030' we feel that the number of individual members of clubs is likely to decrease – especially if other players such as insurance and vehicle manufacturers will increasingly offer roadside assistance, and also because car technology developments will lower the need for breakdown services," he says.

"We have to keep it in mind and find the ways to recruit new members, e.g. through pay per use models and through new packages we could build on the basis of 'mobility as a service'."

At a time when notions of what the automobile may become over the next decades are still pulling into focus, defining the exact shape of future mobility and honing the concept of 'mobility as a service' is easier said than

“ THE CLUB ARENA IS CHANGING, STRESSING THE NEED FOR CLUBS TO EVOLVE ”



ACA President Didier Bollecker

“UPCOMING MOBILITY IS SO INNOVATIVE THAT IT MUST BE EXAMINED UNDER OTHER ASPECTS SUCH AS SOCIOLOGY, HISTORY, ENVIRONMENT, HEALTH”



FIA President Jean Todt speaks at the ACA-organised Automobile Forum in April.

done, however. The ACA, though, is taking bold steps towards a greater understanding of how the automobile might develop and earlier this year the club hosted its first ‘Automobile Forum’ in Strasbourg.

An international meeting, organised under the sponsorship of FIA President Jean Todt, the forum brought together a wide range of experts in the fields of industry, mobility, sociology and automobile services to debate the future of mobility.

Across two days, speakers such as Jean-Pierre Orfeuill, Professor Emeritus at the School of Urban University Paris Est, Mathieu Flonneau, Lecturer in Contemporary History Paris I Panthéon-Sorbonne, Jeremiah Swiderek, Deployment Manager and Development at Autolib ‘Métropole, and Sylvain Girault, Vice President of the Alliance of National Automotive Experts attempted to address the wide-ranging changes underway in mobility in debates involving such topics as ‘The Car in a Connected World’, ‘Options for Vehicles of the Future’, and ‘The New Mobility’.

“We decided to build this first edition of ‘The Automobile Forum’ because we have seen that, at French level, the future of mobility was in most cases only being considered on the technological side,” explains the ACA President. “However, upcoming mobility is so innovative that it must also be examined under its other aspects or consequences, such as sociology, urbanism, history, environment, health.



ACA President Didier Bollecker speaking at the recent Automobile Forum in Strasbourg.



The ACA's Automobile Forum looked at a range of possible mobility solutions, such as electric mobility, car-sharing and pay-per-use models

“ IN 2006 WE STARTED TO DEVELOP OUR OWN ROAD SAFETY TRAINING CENTRES ESPECIALLY FOR PROFESSIONAL AND NOVICE DRIVERS ”

“Thanks to FIA President Jean Todt, this first edition of our event was successful and helped us to build new partnerships and an open minded relationship with the City of Strasbourg-Eurométropole, Capital of Europe, in order to push our forum to become a high level mobility platform in the coming years.”

Such forward thinking is key to how the ACA, which boasts 860,000 members, has positioned itself in recent times, with Bollecker saying that in addition to its core business, the club has, over the past decade, placed much focus on road safety, both at an advocacy level and as driver for membership.

“Since 2005, we have developed partnerships in road safety activities because the club has a big legitimacy in this field. This was our best way to increase the number of members on one side and increase our road safety training courses business on the other side. In 2006 we started to develop our own road safety training centres especially for professional and novice drivers.”

The club’s activities in this regard are conducted through its subsidiary Automobile Club Prévention (ACP), which has a nationwide presence with 19 regional training and consulting centres, as well as 50 instructors and consultants.

“Training programmes are a core business for the club and its main subsidiary ACP,” says the ACA President. “On the B2C side we offer training courses to novice drivers and elderly drivers and we are France’s second largest player in the field of compulsory training courses linked to the penalty point system [60,000 drivers are trained annually through a network of 600 trainers].

“On the B2B side, across the country we offer a large range of training programmes to individual and professional drivers on tracks, the open road and indoors, raising awareness of road risk and vehicle safety hazards. We have six of our own tracks and 25 partner tracks

linked to three offices dedicated to consulting in road risk prevention.”

For the ACA and its subsidiaries the main safety concern facing French road user is that of drunk drivers.

“Drunk driving is the most important issue,” says Bollecker. “Thirty per cent of all road fatalities are linked to drunk driving and this remains the same as 30 years ago, despite higher levels of enforcement. Driving under the influence of drugs is now a cause of 23% of all road fatalities. Inadequate speeding plays a role in 25% of all accidents and it seems that driver distraction (using smartphones) is coming to the same level.

“The ACA advocates for larger drunk driving controls. Nowadays the ‘risk’ of being controlled is once in every five years for a French driver,” he adds.

“Of course, we also develop campaigns concerned with distracted driving and we have advocated for years to obtain a ‘post-licensing’ training course within two years after obtaining the driving license because we think that this is the most crucial period. We also use the ‘FIA think bikes’ campaign to focus attention on cyclists and motorcyclists.”

One area of road safety that the club is revisiting, however, is that of the use of child restraints, where Bollecker says that because of the habits of drivers further education is necessary.

“In the past the ACA was intensively involved in the battle in favour of the compulsory use of child restraint systems. Nowadays we consider that there is a frequent misuse of such systems and that’s why we will continue on this topic and take the opportunity of the FIA Child safety Toolkit to build a new campaign,” he asserts.

While the ACA is actively involved in planning for the future, there remains a core service, the definition of which Bollecker is again clear on.

“Our members are concerned about the defence and



“ CLUBS CAN TAILOR SERVICES WHILE INCREASING MEMBER ENGAGEMENT. THIS COULD BE A FIRST STEP TO BECOME A ‘MOBILITY AGGREGATOR’ ”

protection of their interests and rights as road users,” he says. “They want us to protect their mobility.

“In terms of advocacy we focus on motoring taxation,” he says. Since 1987 we have published an annual study, *Budget de l’Automobiliste*, which is considered by the media and various stakeholders as a point of reference. We also focus on motorists’ rights with the FIA Region I ‘My Car, My Data’ campaign which was launched at the European Parliament.”

Again, though, the club is thinking ahead, and while training programmes, roadside assistance and travel and tourism offerings form the large part of the ACA’s revenue stream, Bollecker concludes by referring back to his

assertion that clubs must consider further diversification, catering for the changing face of membership.

“As I said in my earlier answer, we have to consider ‘Pay-per-Use’ models as replacements for traditional membership business models,” he says. “We have to adapt our products and services to meet these new expectations. Clubs can tailor services and create new packages, while also increasing member engagement. This could be a first step to become a ‘mobility aggregator’.”

It’s a final indication of the ACA President’s automotive worldview – where future trends are both obstacle and opportunity. For the ACA, the ‘new mobility’ is not just beyond on the horizon – it’s already here.



Action now for:
No more drink-driving!
#SaveKidsLives
میں بچوں کی جان بچانے کے لیے

Action now for:
A Safe Journey to School for Every Child!
#SaveKidsLives
میں بچوں کی جان بچانے کے لیے

FIA ACTION FOR ROAD SAFETY
SPORT ON GREEN

FIA ACTION FOR ROAD SAFETY
SAFETY BELT RULES
I WANT TO BE SAFE
I WANT TO LIVE TO





MAKING MOTOR SPORT WORK ON SHIFTING SANDS

Since its inception more than two decades ago, the Fédération Algérienne des Sports Mécaniques (FASM) has taken steps to revive Algeria's great motor sport tradition, but amid tough times progress hasn't always been easy...





Fourth from left, President of FASM Baloul Chihab, Minister of youth and sports El Hadi Ould Ali, President of the FIA Jean Todt

Algeria’s relationship with motor sport is one that harks back to the most lustrous years of what might be termed the Golden Age of grand prix racing.

In the inter-war years, during which races of spectacular endurance flourished around the world, Algeria joined a growing company of grand prix hosts, with a 350km road race first staged in Staouéli near Algiers in 1928. By 1934 the race had moved to an 8km street circuit in the western Algiers suburb of Bouzaréah, where the event attracted many of the era’s legendary racers, including Giuseppe Farina, Louis Chiron and Philippe Etancelin and race winner Jean-Pierre Wimille.

The golden age was drawing to an end, however. First the Second World War and then the country’s struggle for independence put motor sport on hiatus. In the 1960s, though, motor sport once again began to draw enthusiasts together, as Chihab Baloul, President of the Fédération Algérienne des Sports Mécaniques (FASM), the country’s ASN explains.

“The birth of motor sports in Algeria came after the country became independent, with the creation of the first motor sport federation by a group of motor sport fans who loved speed,” he says. “They then started holding hill climb races and speed races within city limits of the provinces of Algiers, Blida, Sidi Bel Abbes and Oran, which are provinces known for the practice of this sport, using of course the resources available at the time.”

By the beginning of the 1990s a more formalised structure was required and in 1991, the nation’s automobile

“OUR SPORT ALMOST CEASED TO EXIST FROM 1990 TO 2000, DUE TO SAFETY CONCERNS”

and motorcycle federations joined together to form the Fédération Algérienne des Sports Mécaniques (FASM).

“Supported by an ever-changing number of volunteers, it began with around 15 cars such as the Dauphines, R8s, Alpines and BMWs,” Baloul recalls.

However, despite enthusiasm for competition, staging motor sport events in the country during the following decade was nigh on impossible.

“Our sport almost ceased to exist for a decade, from 1990 to 2000, due to safety concerns,” the FASM President admits. “It was only in 2001 that a plan to relaunch the sport was developed, through the organisation of local competitions in order to bring it back to life, a difficult challenge as habits and traditions had long been forgotten.

“The development work was not easy, particularly because there was not enough financial backing to support the development goals,” he adds. “It was also not easy to bring together those people who had participated in the sport in the past.”

While rebuilding enthusiasm for motor sport has not been easy, the club now boasts a solid membership and hosts a wide range of events each year.

“Currently the Federation has around 100 racing cars, such as Subaru cars for speed events, and 120 4X4s for off-road rallies,” Baloul says. “In addition, we have vehicles for regularity rallies and gymkhanas. The number of active drivers varies from year to year, from 700 to 1,500 drivers, including karting.”

Karting is one area that has blossomed, thanks in large part to the construction of two recreational karting arenas.

“The lack of facilities also affected the redevelopment of motor sports; it was only in the last few years that investors were able to build two karting circuits for recreational purposes,” says the FASM President. “Children were able to discover karting, however the lack of gear, such as karts and necessary equipment, even for racing drivers, had a negative impact on development.”

The availability of recreational locations does not address the core developmental issues, however, which Baloul succinctly describes as “facilities and financial support”.

“In order to attract drivers, the Federation takes care of everything, including accommodation and food,” he says. “Officials do not want to volunteer anymore. Everyone wants to be paid these days, which makes the task difficult. The FASM is often faced with equipment, financial and, in particular, facility issues. While the state pays a subsidy, it is not enough to cover the costs related to the development plans.”

Sponsorship of events does exist, the FASM President adds, but it is often “more symbolic than anything else, and comes about through personal contacts, not through a

“ THE NUMBER OF ACTIVE DRIVERS VARIES FROM YEAR TO YEAR, FROM 700 TO 1,500 DRIVERS ”

marketing strategy”.

In an attempt to raise awareness of motor sport in Algeria and to forge links with fellow ASNs, the FASM recently lobbied for and won the right to host the FIA Congress for the MENA region.

The event, held from March 29-31 this year, saw delegates from 15 nations travel to Algiers to debate the future of motor sport in the region. The Congress, attended by FIA President Jean Todt, also saw the staging of the first ever karting slalom event in the country, organised with the help of the Mégarkart Algeria company, which runs one of the country’s kart circuits in the Cheraga district of Algiers.

Baloul is certain that the hosting of the Congress will have a positive effect on motor sport in the country.

“We requested that Algeria be allowed to host the Congress in order for its Federation and our activities to be better recognised at FIA level and by national authorities; it was a success for the organisation,” he says. “All of the participating countries were pleased with the outcome. Also, President Todt was received by a number of members of the government. His visit was important in terms of our Federation’s image.”

One of the key issues to be raised at the Congress was



President of the FIA Jean Todt with current and former presidents of the ASN

the possibility of Algeria building a permanent motor sport facility. Baloul is naturally keen for such a project to be realised and says that a possible site has been identified.

“The President of the FIA urged us to build a circuit in Algeria, highlighting the various advantages of having a racing circuit which can also be used as a training circuit for young drivers to teach them how to prevent road accidents and encourage road safety,” the FASM President explains.

“A 60-hectare lot was kindly cleared by local authorities in the Djelfa province to build a sporting complex,” he adds. “While awaiting the required technical studies on this, we are counting on the commitment of the FIA in this matter, notably that of FIA President Jean Todt, in order to successfully develop motor sports in Algeria.”

Though circuit racing requires major investment in infrastructure, many forms of motor sport can be accessed on a more ad hoc basis and Baloul is keen that the FIA encourage the development of such competitions in order to attract more competitors to motor sport on a level that goes beyond national borders.

“Nowadays, Algerian competitors want to participate in competitions at the continental, regional and international levels, but the costs of doing so make this ambition unrealistic,” he says. “That is why I am asking the FIA to set up championships and trophies that do not require participants to pay large sums of money, which would increase young people’s participation in motor sport.”

In the meantime, the FASM President says that while developmental issues still challenge the club, motor sport continues to grow in popularity in Algeria.

“Algerian motor sports are improving greatly, with young people showing a keen interest. Our sport is present in several provinces via sporting leagues affiliated with the Federation and some 40 clubs that are overseen by approximately 100 officials.

“However, our Federation needs the facilities and teaching materials, and especially karts. The FASM organises free motor sport competitions for drivers and in order to encourage them, prizes are awarded to the winners.

“The main objectives we now have are for Algerians to have the chance to participate in international motor sport races and to provide our Federation with the appropriate facilities, particularly a racing circuit and karting circuits in different regions, as well as to be able to provide the FASM with equipment, such as for karting. To develop a sport, the facilities and financial backing need to be in place, as well as the materials and continuing education and training.”

It might seem a long way from the days of grand prix racing in Algiers but the goals being pursued by the FASM are no different to those of the clubs’ antecedents – to build a sporting tradition, to encourage competition and to see a new generation of racing enthusiasts compete at every level.

“ THE PRESIDENT OF THE FIA URGED US TO BUILD A CIRCUIT, HIGHLIGHTING THE VARIOUS ADVANTAGES OF HAVING A RACING FACILITY ”



“ OUR SPORT IS PRESENT IN SEVERAL PROVINCES VIA SPORTING LEAGUES AFFILIATED WITH THE FEDERATION AND SOME 40 CLUBS THAT ARE OVERSEEN BY APPROXIMATELY 100 OFFICIALS ”



FIA President Jean Todt is introduced to disabled kart racer Omar Megari at the FIA Sport Congress in Algiers. The Algerian racer crashed while taking part in a motocross event in 2001 and has been paraplegic since. An avid competitor, Megari returned to the track racing handikarts, vehicles specially adapted for drivers with impaired leg movement. Megari has since taken part in the FFSA's Handikart Championship and also runs the Megakart karting facility in Algeria.

Confederation of Australian Motor Sport

CAMS holds first round of 2016 Shannons Nationals

Last year the Confederation of Australian Motor Sport took ownership of one of the country’s most famous motor sport events, the Shannons Australian Motor Racing Nationals Presented by Penrite, and the ASN recently held its first round of the new season.

The opening event of the seven-round series took place at Sandown Raceway and just as in past years it featured a wide variety of categories. Eight classes were represented over three days of racing, making the Sandown weekend one of the most successful rounds since the Nationals’ inception 11 years ago.

Categories competing at the event included the first ever round of the Australian GT Trophy class, the Australian Touring Car Masters, Australian Formula 3, Porsche GT3 Cup, V8 Touring Cars, Sports Sedans, Sports Racers and Formula Ford.

After the event, CAMS was able to run its Ricciardo’s Racers Junior Drive Day programme, which allows drivers aged 12-17 to turn the wheel of a car and learn valuable skills for both on and off the track.

After the Sandown Raceway event, the Nationals moved on to the famous Phillip Island Grand Prix Circuit and then to Winton Motor Raceway and most recently the series raced at Sydney Motorsport Park. The next round will take place at Queensland Raceway from 29-31 July.

The Shannons Nationals have a live stream where you can watch online, learn more at www.thenationals.com.au.



Participants in CAMS Ricciardo’s Racers junior programme (above) and (below) and racing action from the first Shannons Nationals weekend of 2016.



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Motor Sport in the Middle East

Gulf states plan for new regional championship

The heads of the national motor sport authorities of Saudi Arabia, the UAE, Qatar and Bahrain have joined forces to develop a new regional series aimed at attracting and developing new talent.

Meeting in Riyadh, Saudi Arabia in late March, Prince Sultan Bin Bandar Al Faisal, President of the Saudi Arabian Motor Federation (SAMF), Mohammed Ben Sulayem, President of the Automobile and Touring Club of the UAE (ATCUAE), Abdul Rahman bin Abdul Latif Al Mannai, Chairman of the Qatar Motor and Motorcycle Federation (QMMF) and Sheikh Abdullah bin Isa Al-Khalifa, President of the Bahrain Motor Federation (BMF), who joined by phone, agreed to the formation of a new series that according to Ben Sulayem is crucial in the bid to foster a strong motor sport culture in the Gulf.

“The future of motor sport in this region depends on the development of a new series of events that is more affordable, and which is designed to attract and accommodate a new generation of young talents,” he said.

“The national motor sport authorities of the UAE, Saudi Arabia, Qatar and Bahrain are committed to working closely together to design a new championship that will make regional motor sport sustainable in the years ahead,” he added. “It was a very positive meeting, and I and my three counterparts were in full agreement on the course of action that now needs to be taken for the benefit of motor sport.”

The format for the new Gulf Cooperation Council (GCC) motor sport championship will be shaped over the next few months by officials from the participating ASNs and Ben Sulayem said the championship will also serve to reinforce links between the clubs.

“Prince Sultan and Sheikh Abdullah welcomed this initiative and pledged their full support to develop a series which will be attractive to both Arabic and expatriate competitors. Together, we recognise the increasingly important role that can be played by sport in reinforcing relationships between our countries,” he said.

The ATCUAE President concluded by saying that the planning of the new championship will take into account the region’s historic association with rallying, as well as the growth of circuit racing in recent years in order to give the series the broadest appeal.



(Left to right) Mohammed Ben Sulayem, Prince Sultan Bin Bandar Al Faisal and Abdul Rahman bin Abdul Latif Al Mannai.

FIA SPORT CONFERENCE 2016

Driving passions

From world champions to world class designers, engineers and entrepreneurs, FIA Sport Conference 2016 saw some of motor sport's biggest names gather in Turin for a fascinating series of discussions and debates aimed at defining just what motor sport should take from its past in defining its future.

Following the opening addresses led by President Jean Todt, who stressed the importance of making motor sport accessible to all, Angelo Sticchi Damiani, President of host club ACI and FCA and Ferrari CEO Sergio Marchionne, the process of defining motor sport's essential appeal in the past and for the future Ferrari began in superstar style with four-time Formula One world champion and current Ferrari F1 driver Sebastian Vettel detailing why for him the key attributes motor sport needs to hold on to are speed and competition.

"It's that passion – the passion for speed," he said. "From the moment I started racing it was the passion for competition – to measure yourself against others. I think that's what it's all about at the end of the day."

The discussion broadened out with former McLaren CEO Martin Whitmarsh suggesting that future regulations must play to motor sport's strength as an environment for "creative people" seeking to "innovate."

Two-time World Rallycross champion Petter Solberg and Le Mans and F1 legend Jacky Ickx meanwhile stressed the importance of fans and delivering an exciting product. "In the end, the judge of the successful event is the spectator," concluded Ickx.

The morning of Day Two saw delegates treated to a fascinating discussion centred on the spirit of innovation woven into motor sport's DNA and how that is being carried into the future, both on and off track.

Ferrari F1 Technical Director James Allison pointed to Formula One's increasing influence over road car technology thanks to the sport's hybrid power units, which he later described as "exotic and remarkable beasts," while McLaren Applied Technologies Technical Director Dr Caroline Hargrove showed how F1 technology is being rolled out to industries far beyond motor sport, leading to improved products, shorter lead times and greater efficiency across many businesses.

The afternoon session then saw the conference expand on the theme of accessibility, with FIA Deputy President for Sport Graham Stoker stressing motor sport's unique position as an exemplar or social responsibility and as potential driver of social change.

He was joined in that assessment by three-time Le Mans-winning engineer Leena Gade who said that motor sport brings the STEM subjects of science, technology, engineering and mathematics "together and promotes the great things about them."

There was a real flavour of the future during the final day's discussion as experts from the worlds of drifting, electric racing,

e-sports and internet-based sports broadcasters focused on capturing the worldwide passion for motor sport and bringing it to new and wider audiences.

The event also saw delegates take part in two intensive interactive sessions, the first revolving around the challenges of creating and developing motor sport facilities and the second focusing on the latest developments within the FIA's Sport Grant Programme and how ASNs can best benefit from assistance.

The conference also saw the FIA President Jean Todt and Pirelli CEO Marco Tronchetti Provera sign a four-year Action for Road Safety agreement.

It would not have been an FIA conference without an all-important social element and across day one's welcome cocktail at the Museo Nazionale dell'Automobile, the glittering gala dinner at the palatial Reggia di Venaria and the final Italian Night at the Borgo Medievale in Turin's famous Parco del Valentino, delegates had great opportunities to catch up with old friends, make new contacts and network in the pursuit of the growth of motor sport worldwide.



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FIA Institute

FIA Institute launches second Watkins Scholarship

The FIA Institute has launched the second Sid Watkins Scholarship to find an engineering or medical researcher who can contribute to important motor sport safety studies.

The successful candidate, who can be a recent graduate or a student about to complete their studies, will take up a fully-funded position with the Global Institute for Motor Sport Safety, the FIA Institute's research partner based in Switzerland.

Former FIA Institute President Professor Sid Watkins OBE, who passed away in September 2012, was one of the leading pioneers of safety in motor racing. His efforts to implement higher standards saved multiple lives and have had a lasting impact at all levels of the sport. The scholarship was established in 2015 to pay tribute to his vision and philosophy.

The inaugural scholarship winner was Sameer Patel, who attained a first class honours degree in mechanical engineering from Aston University last year, and he has since worked on a number of high profile projects, including safety developments in Formula One, World Rally and Formula E. As a result of his hard work, he was recently rewarded with an extension to his contract.

Speaking about the benefits of the scholarship and his own work, Patel said: "This scholarship has been an incredible opportunity for me to work at the highest levels of motor sport and to contribute to one of its most important areas, safety. I would recommend it to any engineering graduate with a passion for motor sport."

Professor Gérard Saillant, the current FIA Institute President, explained how the first Watkins Scholarship had been considered a "great success" and is a fitting tribute to his predecessor.

He said: "The first year of the Watkins Scholarship has been a great success and we are delighted to open the process again this year. We hope the successful candidate will help to continue the important work of Professor Watkins in the field of motor sport safety."

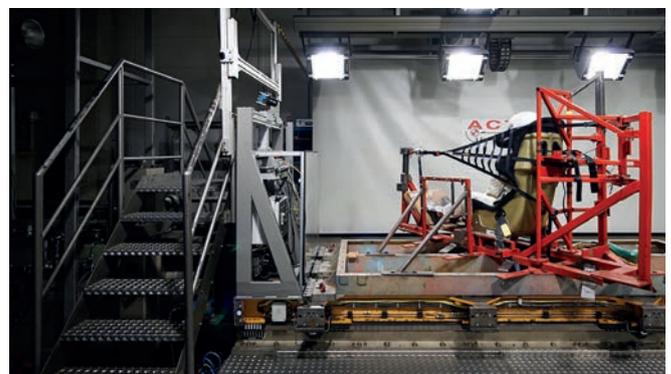
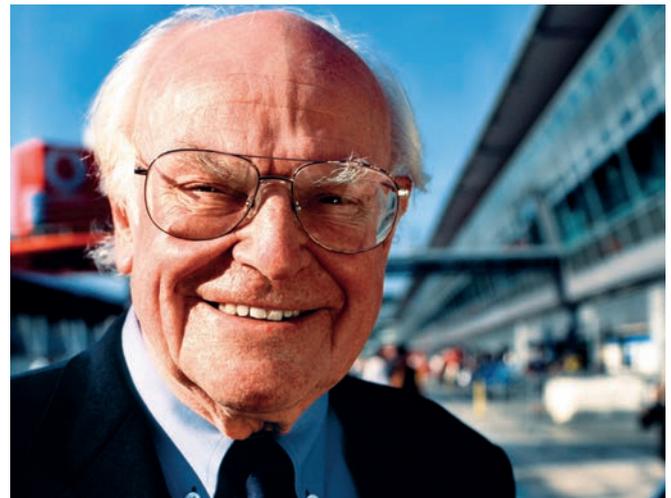
Applicants entering the second Watkins Scholarship will be expected to have recently completed an advanced tertiary qualification (e.g. a Masters Degree or PhD), and be able to demonstrate a high level of academic success. They must also be highly motivated with a strong interest in motor sport safety, either in the medical or engineering fields, as demonstrated by previous academic work, professional engagements or extra-curricular pursuits.

The successful candidate will be offered a paid temporary position, which will last for 12-18 months, and will be expected to

devote a minimum of four days per week to their work with the Global Institute. The direction of these studies will be decided by the research priorities established by the FIA and FIA Institute.

Applicants for the 2016 Scholarship will need to submit a curriculum vitae, a summary of previous or current research, as well as three ideas for future motorsport safety studies and all relevant contact details.

The deadline for applications closes on Thursday 30 June and further details can be found [here](#).



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FIA Foundation

Former FIA Foundation chairman dies



It was with great sadness that the FIA family learned of the recent passing of former Chairman of the FIA Foundation Carlos Macaya, at the age of 72.

A successful businessman, Mr Macaya was President of the Automobile Club of Costa Rica (ACCR). He served on the board of the FIA Foundation from 2001-2014 and acted as its Chairman from 2008-2011. He played a key role in supporting new seat belt legislation in Costa Rica in 2003-4, working alongside the country's then transport minister Karla Gonzalez.

As Chairman of the FIA Foundation, in 2009, Mr Macaya played a major role in supporting the establishment of the Latin New Car Assessment Programme (Latin NCAP). The independent crash test programme is now established as a legal entity and is instrumental in improving vehicle safety in the region. He also served as a patron for the Ibero-American Federation of Road Traffic Victims and championed the cause of victims' rights.

FIA Foundation director, Saul Billingsley, said: "Carlos led his automobile club, the FIA Foundation and Latin NCAP with grace and distinction. His gentle good humour, utter lack of ego, wise advice and his consideration for others will be missed by all who knew him."

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Austria

Clinton Global Initiative

19-23 September

New York City, USA

SPORT EVENTS:

FIA Sport Regional Congress, AMERICA

1-3 August

Asunción, Paraguay

FIA Sport Regional Congress, AFRICA

26-27 August

Addis Abeba, Ethiopia

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A NEW DAWN FOR SCOTTISH MOTORSPORT

<https://www.msauk.org/A-new-dawn-for-Scottish-motorsport>

TESLA CUSTOMERS HAVE DRIVEN 100 MILLION MILES WITH AUTOPILOT ACTIVE

<http://www.theverge.com/2016/5/24/11761098/tesla-autopilot-self-driving-cars-100-million-miles>

110TH ANNIVERSARY OF THE HRVATSKI AUTOKLUB (HAK)

<http://www.fia.com/news/110th-anniversary-hrvatski-autoklub-hak>

ROYAL AUTOMOBILE CLUB CELEBRATES WOMEN IN MOTOR SPORT

<https://www.thecheckeredflag.co.uk/2016/05/royal-automobile-club-celebrates-women-motor-sport/>

HOW GRAN TURISMO PLANS TO TURN EVEN MORE GAMERS INTO RACERS

<http://www.motorsport.com/general/news/how-gran-turismo-plans-to-turn-even-more-gamers-into-racers-781953/>

LARGEST EVER GFEI GLOBAL TRAINING EVENT HELD IN PARIS

<http://www.fiafoundation.org/blog/2016/june/largest-ever-gfei-global-training-event-held-in-paris>

MEDICAL JOURNAL DISCUSSES LATEST SAFETY PROJECTS

<http://www.fiainstitute.com/medical-journal-discusses-latest-safety-projects/#.V2fh6pOLSRs>

JEAN TODT AND A LIFE AT THE RACES

http://www.nytimes.com/2016/06/17/sports/autoracing/jean-todt-and-a-life-at-the-races.html?_r=0

WATCH THE LE MANS AUDI R8 SAFETY CAR DRIFT DURING RED FLAG

<http://www.autoblog.com/2016/06/17/le-mans-audi-r8-safety-car-drift-video/>

LA FIA LUTTE ACTIVEMENT POUR PRÉVENIR LE DOPAGE CHEZ LES PILOTES

<http://fr.motorsport.com/f1/news/la-fia-lutte-activement-pour-prevenir-le-dopage-chez-les-pilotes-743255/>

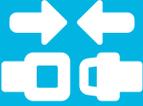
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