

# AUTO+ ASSEMBLY

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## GERMAN GP DATE CHANGED

Earlier July slot paves the way for extra F1 race in Europe next season

## PANAMERICAN PLANS

Region IV looks ahead to next year's Sport and Mobility conference in Montevideo

## F3 CALENDAR RATIFIED

New FIA championship gets 10-event schedule in support of WTCC and DTM

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WMSC:  
SETTING THE  
SPORTING AGENDA



## WMSC Meeting German F1 date change opens up calendar for extra race in Europe

The World Motor Sport Council yesterday agreed to move the date of next year's German Grand Prix in order to reserve a slot for an additional European race.

The change follows the recent withdrawal of the Grand Prix of America from the proposed 2013 FIA Formula One calendar.

The German Grand Prix had been scheduled for 14 July next year, but will now move back a week to pair with the British Grand Prix of 30 June. A council statement read: "The date for the 2013 Grand Prix of Germany has been moved to 7 July, and 21 July has been reserved for another F1 European event, subject to the approval of the relevant ASNs."

In other Formula One news, the council ratified a number of changes to the 2013 and 2014 Sporting and Technical regulations of the series.

Chief among the changes is that use of the Drag Reduction System designed to improve overtaking will no longer be allowed in practice sessions, except in the zone(s) designated for its use during a race. Until now drivers have been able to use the system – which provides greater speed via a flap in the rear wing – at any point on a lap in sessions prior to the race.

With regard to the 2014 regulations – when F1 will move to a 1.6 litre, V6, hybrid engine formula – the WMSC said a new draft of the technical regulations was discussed and agreed by the F1 Technical Working Group and Powertrain Working Group.

The new rules include changes to the power unit regulations, with the aim of limiting technology in some areas in order to reduce development costs, and a postponement of the requirement for cars to be driven exclusively under electric power in the pit lane until 2017.

Meanwhile, in the FIA World Rally Championship, the date for the ADAC Rallye Deutschland has been confirmed as 25 August.

In other rally news, two new titles have been created for two-wheel drive cars (drivers and teams) in the FIA European Rally Championship in order to improve the promotion and media coverage of the series. A qualifying stage will also be introduced for events run on gravel. The FIA has meanwhile issued a call for Expressions of Interest for the promotion of the 2014 Regional Rally Championships.

The FIA World Endurance Championship saw a change to its 2013 calendar with the Brazilian event in Sao Paulo now scheduled for 1 September.

The bigger news in WEC, however, is that the series will have a changed qualifying format for next year. According to the council: "The format of qualifying has been amended to make it more attractive for spectators and media. From 2013, two drivers must establish two lap times each and the average of the four lap times will be the reference time for establishing the starting grid. Warm-up has been cancelled, except specifically where required by some events."

Also, as of next year, a limitation on the number of permitted engines for the LMP2 category and tyres for LMP2 and GTE Am will be imposed in order to help reduce costs.

In 2014 new LMP1 technical regulations will come into force. Strict equivalence between diesel and gasoline engines will be applied and monitored. Gasoline and diesel fuels with more bio-content have been decided.





WMSC Meeting

## French race added to FIA Formula 3 European Championship calendar

The final round of the 2013 FIA Formula 3 European Championship will take place at France's Paul Ricard circuit, while races at Silverstone and Brands Hatch in the UK have been confirmed as part of a 10-event calendar for the new series.

The re-modelled championship, designed by the FIA with the particular input of Single Seat Commission President Gerhard Berger, aims to simplify progress for young drivers from karting towards Formula One. It issued a provisional calendar last month with a final-round slot in October still available. Yesterday's meeting of the World Motor Sport Council in Istanbul confirmed that this space will be filled by Paul Ricard. The two UK rounds, marked as 'to be confirmed' last month were also ratified.

In a revised programme, the 2013 championship, which will support WTCC and DTM events, kicks off at Monza, Italy before heading to Silverstone and Germany's Hockenheim. The fourth round at Brands Hatch will then be followed by a race at Austria's Red Bull Ring.

Those events are due to be followed by July rounds at Norisring in Germany and Zandvoort, though the exact dates of those races are subject to confirmation. The series will then head to Germany's Nürburgring and Hockenheim before finishing in France.

The WMSC also confirmed that series' existing Sporting Regulations have been modified to reflect the needs of the new championship. In particular, and to help reduce costs, a limitation on testing and tyres has been implemented. The series will also get a single tyre supplier and aerodynamic parts have been frozen. Both 2012 and 2013 specification engines will be permitted.

Elsewhere, the WMSC announced that working in collaboration with the Touring Car Commission, an FIA European Ladies' Trophy has been created within the framework of the FIA European Touring Car Cup. This has been established to encourage more women to participate in the sport and provide a strong platform for those already competing at national level. At least three women must contest the entire season for the title and prize money to be awarded by the promoter, Eurosport Events.

WMSC Meeting

## 'More spectacular' WTCC cars approved

The World Motor Sport Council yesterday gave approval in principle for FIA World Touring Car Championship vehicles to get a major makeover for the 2014 edition of the series.

According to a WMSC statement, "new Technical Regulations for 2014 Super 2000 cars were agreed in principle by the WMSC to provide for more spectacular cars with bigger aerodynamic devices and greater performance through weight reduction and power increase, while maintaining similar costs.

"More technical freedom will be allowed in order to cancel the current system of waivers and balance of performance," the statement added. "However a balance of technology between front- and rear-wheel drive cars (balance of technologies) will be maintained."

The WMSC also confirmed that the Brazilian round of the 2013 championship, originally slated for 27 July at the Autódromo Internacional de Curitiba has been removed from the calendar. It also revealed that from next season diesel cars will no longer be accepted in the championship.

In the FIA European Rallycross Championship a number of changes have been made to the 2013 regulations.

To begin with drivers will no longer be excluded from the race as a result of a false start. Instead, a driver will be required to complete two Joker laps. The Joker lap is a longer, slower section of track a driver usually has to complete once during a race. Results from each round of the Championship will now be counted towards the title.

From next year the series will also feature a 'Rookie of the Year' prize awarded to the highest-placed driver competing in his or her first FIA SuperCar season. From 2013 drivers will be permitted a maximum of three engines per season. Any additional engines used will be penalised by the deduction of 20 championship points per engine. Also, only two turbos are authorised per event. Any additional turbos will be penalised by 15-point reduction..



# Auto Feedback

You may have noticed that this week the FIA family launched its new magazine AUTO. We hope you've been able to see a copy of the new title here in Istanbul, but if not, one will surely be waiting for you when you return home. We think we have struck a good balance with the content featured in this first issue, but in order to make AUTO as good as it possibly can be, we would love to hear your thoughts on the new magazine. If you have any feedback or suggestions, please email them to: [editorial@fia.com](mailto:editorial@fia.com)



Region IV Meeting

## Preparing for Panamericana

In a wide-ranging FIA Region IV meeting, delegates from the area yesterday heard of progress on preparations for the Reunión Panamericana FIA Sport and Mobility conference in Uruguay and tackled the importance of recent developments within Latin NCAP.

The meeting began with remarks from region president Jorge Tomasi, who updated delegates on the work undertaken at the Congreso Americano held in Cancun earlier this year and how decisions taken at the conference have been implemented since.

Mr Tomasi informed delegates that the Cancun meeting had confirmed the value of broadening the scope of such gatherings through greater co-operation between Regions III and IV and via the inclusion of sporting clubs.

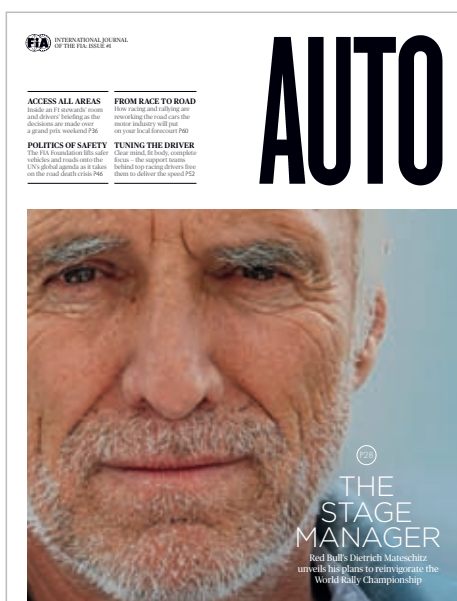
That led to discussion of plans for the next Sport and Mobility conference, to be held in Montevideo, Uruguay at the beginning of March 2013.

Jorge Rosales of the Automóvil Club Argentino suggested that in order to define a good agenda for the next conference, organisers need to address how clubs in the region can grow.

Elsewhere, Carlos Macaya of the Automóvil Club de Costa Rica outlined progress in Latin NCAP. He said that round three of the programme had delivered some hard-hitting results but added that clubs should not be concerned about adverse reaction from car manufacturers and that clubs need to always prioritise the needs and safety of their members.

He also said that the tests being carried out by Latin NCAP had received much positive coverage and that clubs could benefit from this by promoting the findings and their association with the programme through local media.

During the meeting Ortrud Birk, the FIA's Director of Operations and Strategy, delivered a briefing on the FIA Foundation grants programme, while Agustí Milà, the FIA's Membership Services and Business Development manager, took delegates through last year's news in Mobility, including the establishment of the Policy and Services Commission, the Programme Committee and the FIA University Emerging Leaders programme. He also encouraged delegates to attend the Membership Benefits Forum, which takes place today at 1.30pm.







F1 Stewards' Meeting

## F1 officials praise new tools for race adjudication

Formula One's stewards yesterday explained how technical improvements and the presence of ex-drivers on the adjudicating panels at races have made the decision-making process in the sport easier.

At a meeting chaired by F1 Race Director Charlie Whiting, the stewards praised the recent introduction of readily available real-time telemetry and added that the presence of former and current racing drivers on the stewarding panels has been a benefit.

The stewards noted that while some former drivers may not have a thorough knowledge of Formula One's Sporting and Technical Regulations, their ability to immediately understand how and why on-track actions may have been taken is invaluable.

A recent introduction to the process has been the delivery of a set of race to all stewards on the FIA panel following each grand prix, including stewards who did not officiate at the race in question. The stewards present at yesterday's meeting all acknowledged the value of these notes in achieving consistency in their decisions.

Consistency was a particular theme of Jean Todt's remarks to the meeting. The FIA President told the stewards that "rather than always applying penalties you must analyse the consequences of the penalties. Consistency, for me, is crucial".

He added: "You have a very difficult job but you are now better supported by all the electronic facilities which help in analysing incidents. The only thing you should now concentrate on, other than the good job you are doing, is how to do it better. It would be good to speak to your partners, the teams and the drivers, who can give you good input."

Finally, the stewards were supportive of a proposal to introduce a penalty points system on F1 superlicences. This would work in the same way as the road licence systems in operation in many countries and breaches of regulations would lead to the accrual of points until a certain threshold was reached, at which point a driver would receive a race ban.

AIT AGA

## Njoroge bows out at AIT Assembly

The Annual General Assembly of the Alliance Internationale de Tourisme yesterday saw David Njoroge of the Kenya Automobile Association announce his retirement from the AIT/FIA and from active involvement in the Kenyan club.

First AIT President Werner Kraus informed delegates attending the meeting of the current state of the organisation's finances and revealed that the next AIT general assembly will be in Paris. He also mentioned the AIT-UECT International Cycle Touring Rally held in Spain this year and said that next year's event will be held in Switzerland. At the close of the meeting he handed the floor to Mr Njoroge who spoke of his time with the organisation.

"This is my last appearance in the AIT/FIA, after 30 years of belonging to these organisations," he said. "I joined the organisations around 1980, as a very young man, and as a slightly scared one, because I was the only African at that time. However, the time has come for me to retire from the AIT/FIA and also from the club.

"My appeal now is to keep this body as one unit, especially as things are now expanding. When I joined we were very few clubs in Africa but now we're focusing on the western African countries – I'm hoping Nigeria is going to join us soon – and also on southern African countries such as Zimbabwe, Zambia and Malawi."





**GOLDEN RULES**  
**I WANT TO BE SAFE**  
**I PROMISE TO:**

**BELT UP**

all passengers are my responsibility

**RESPECT THE HIGHWAY CODE**

rules are there to protect us all

**OBEY THE SPEED LIMIT**

my car is made of metal, pedestrians and children are not

**CHECK MY TYRES**

both for wear and for correct inflation, including the spare

**DRIVE SOBER**

when I am drunk or on drugs, I am a danger on the road

**PROTECT MY CHILDREN**

keep them safe in car seats

**PAY ATTENTION**

calling and texting make me dangerous

**STOP WHEN I'M TIRED**

getting there late is better than not at all

**WEAR A HELMET**

motorbikes and bicycles don't protect my head

**BE COURTEOUS AND CONSIDERATE**

respect other drivers

