



HISTORY IN THE MAKING

TACI takes part in launch of Iran's Historical Vehicle Registration Certificate PG 10

HONOURING AMERICA'S FINEST

FIA American Awards are presented at gala ceremony in Panama PG 23

FORMULA 4 GOES GLOBAL

Seven new national championships set to launch in 2015 PG 18

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AUTO+ NEWS

RUSSIA RACES AHEAD

PG 12



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EHR NEWSAGENCY
Photo: Mohammad Khodabakhsh

Welcome to issue 11 of AUTO+, featuring the latest news and views from FIA family members all across the world.

In this issue we look at the huge growth in motor sport in Russia thanks to the Russian Automobile Federation, who we speak to in our Meet the Family section. With the country now playing host to F1, the WTCC and in June this year Formula E on the streets of Moscow, public awareness and interest in motor sport has never been greater.

Also going from strength to strength in 2015 is the FIA's new Formula 4 junior category, with ASNs from the UK, Japan, Australia, Spain, Germany and the North European Zone all set to follow Italy in launching national championships this year.

Elsewhere, we look at the efforts of Canada's CAA to educate the public about the perils of texting and driving, we hear from TACI about Iran's new registration certificate for historic vehicles and we get some timely advice from Germany's ADAC about driving with winter sports equipment in your car.

We hope you enjoy this latest edition of AUTO+ and, as ever, we welcome your feedback.

Your AUTO+ team

FIA CLUBS AND ASN_s PARTICIPATING IN THIS ISSUE



CONTACTS:
 IF YOU HAVE ANY COMMENTS
 ABOUT THIS NEWSLETTER OR
 STORIES FOR THE NEXT ISSUE, WE WOULD
 LOVE TO HEAR FROM YOU.
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Canadian Automobile Association

CAA encourages Canadians to drive now and text later

The Canadian Automobile Association (CAA), with funding from the FIA, has produced a new campaign to encourage drivers to put away their phones and stay focused on the road.

The video, which has already been viewed more than 60,000 times, follows Jess and Matt, a couple trying to organise dinner plans through text messaging. Even after Jess texts that she is getting in the car, Matt continues to bombard her with texts. The distracted Jess never finishes her last message. The video ends with the important slogan: 'Drive Now. Text Later'.

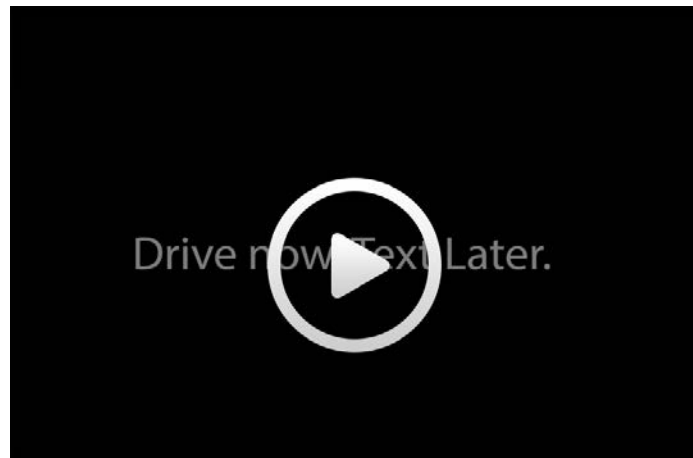
"Distracted driving is a factor in nearly a third of fatal crashes on Canadian roads. Now more than ever it is important to remind drivers of the dangers of texting while driving," says Jeff Walker, Chief executive Officer, CAA National.

On YouTube, the English search term 'texting and driving' turns up more than 200,000 results, making it hard to create a video that will stand out and resonate with viewers. CAA's goal was to create a video, as well as radio and print materials, that could reach a broad audience.

Preliminary research being conducted by CAA, part funded by the FIA, has shown that videos depicting crashes and death might impact a viewer in the moments they watch the video but does little to change their behaviour.

"CAA decided to take a more sincere approach and appeal to the viewer's common sense," says Walker.

Anyone interested in seeing the video can contact Kristine D'Arbelles at kdarbelles@national.caa.ca.



The CAA's latest anti-texting and driving campaign took "a more sincere approach and appeal to the viewer's common sense," says the club's CEO Jeff Walker.

Bosnia and Herzegovina Automobile Club



BIHAMK launches safety campaign to help with new infrastructure

With Bosnia-Herzegovina currently undergoing a number of road infrastructure upgrades, national club BIHAMK has launched a new safety campaign to help drivers with use of new motorways, tunnels, roundabouts and intersections.

A new motorway, the A1, connecting Sarajevo with other major cities, is under construction and will incorporate a number of new tunnels, as well as new intersections and roundabouts.

Designed in association with the country's Public Motorways Company and the Cantonal Road Directorate, BIHAMK's campaign involved the dissemination of the leaflets featuring basic instructions on how to drive properly on roundabouts, in tunnels, as well as how to respond correctly in emergency situations (such as accidents or fires) on such roads.

The club and its project partners also designed video spots for the campaign. The videos and 3D animated video spots can be viewed at:

<http://tinyurl.com/no9botu>, <http://tinyurl.com/qbs5e7r> and <http://tinyurl.com/kbjkhhc>



Royal Automobile Club UK

Todt visits RAC for air quality meeting

Late last year Britain's Royal Automobile Club welcomed FIA President Jean Todt to an industry lunch hosted by RAC Chairman Tom Purves, convened to discuss air quality issues in major cities.

President Todt joined with representatives of FIA Foundation, the RAC Foundation, the Royal Automobile Club and members of FIA Mobility Clubs from the UK to meet with Isabel Deding, the Deputy Mayor of London with responsibility for Transport to discuss issuing surrounding pollution and transport.

In other news from the RAC, in early November, Purves and Automobile Club de France President Robert Panhard, the heads of the two oldest Founding Members' Clubs of the FIA, competed in one of the world's oldest motoring events – the Royal Automobile Club's London to Brighton Veteran Car Run.

The two club chiefs enjoyed a few days in each other's company as they both embarked on the 100km journey from Central London to the coastal town of Brighton.



RAC Chairman Tom Purves, FIA President Jean Todt and RAC Motoring Committee Chairman Ben Cussons.



RAC Chairman Tom Purves and ACF President Robert Panhard on board Robert's 1892 Panhard et Levassor.

Sveriges Motorcyklister

SMC promotes its Motorcycle Vision 2.0

In 1997 the Swedish parliament introduced a 'Vision Zero' road traffic policy that targets zero road fatalities and serious injuries by 2020. The country's approach to road safety has been informed by the initiative since, with the Swedish Transport Administration stating that "Road safety in the spirit of Vision Zero means that roads, streets and vehicles should be more closely adapted to human needs."

The system has been the subject of criticism by the SMC, which believes that it does not adequately recognise the presence of motorcycles users on the nation's roads, with the club saying that "despite good intentions and national strategies to reduce motorcycle accidents— when designing roads, motorcyclists as road users are taken into very limited account. Sweden has the highest share of fatal accidents for motorcyclists and barriers. Poor road maintenance cause accidents with serious injuries and fatalities."

This argument is the foundation of the club's Motorcycle Vision 2.0, which features suggestions on how the number of motorcyclists killed or injured can be reduced to reach the set targets in 2020. Motorcycle Vision 2.0 can be downloaded at: www.svmc.se/smc/In-English



SMC's Motorcycle Vision 2.0 calls for biker-friendly infrastructure to be put in place.

Western India Automobile Association

The WIAA's heavy bus training simulator has been installed in the city of Nagpur with the aim of improving driving standards in the region.



WIAA to train 37,000 bus drivers

The Western India Automobile Association (WIAA) has entered into an MOU with the Maharashtra State Road Transport Corporation (MSRTC), the public bus transport operator in the state of Maharashtra to undertake training of bus drivers in the region.

The WIAA has installed a heavy bus training simulator at Nagpur, also known as 'the Orange City' to undertake the training.

The inauguration of the WIAA-MSRTC Driving Simulator Centre for training of bus drivers was conducted by Diwakar Raote, Minister for Transport.

The project uses computer simulations to give extensive training to drivers and enhance their driving skills.



Allgemeiner Deutscher Automobil-Club E. V.

ADAC offers winter sports transport tips

With the winter sports season in full swing, Germany's Allgemeiner Deutscher Automobil-Club e.V (ADAC) has offered a series of useful tips to drivers headed to ski resorts in order to help them transport equipment in the safest possible manner.

In a car crash on a skiing trip, luggage can pose a safety hazard. Skis can pierce the backrests and ski boots or collide with occupants' heads, causing serious injury. In a crash at 50kph, an unsecured suitcase weighing approximately 20kg impacts with a force corresponding to a weight of up to 1,000kg.

As such, ADAC recommends that drivers fasten holiday luggage – including ski helmets – using tie-down straps. The straps should be passed through the tie-down eyelets before loading so that they may be tied cross-wise, if necessary, over a blanket. Loose ski boots are best stowed in footwells behind the driver and the front passenger.

In an impact at 50kph, unsecured objects can reach 50 times their actual mass. Rear seats should not be folded as they may serve as a protective partition in the event of an accident.

An ADAC crash test showed the consequences of unsafe loading in an accident. In the first scenario, ADAC experts folded the rear bench and loosely placed skis, helmets, boots and suitcases in the stowage space. An impact at 50kph caused the load to be hurled forward, hitting both the driver

and the front passenger. The cabin was severely damaged. The test car's seats did not withstand the impact, with loose skis deforming the thin rubber foam padding so badly in the lumbar area that severe spinal injuries would have resulted in a real-life crash.

In a second test, suitcases and skis were tied down and ski boots stowed in the footwell behind the front seats. As a result, the luggage stayed in place. Although the suitcases were almost too much for the rear backrest to withstand, there was no danger to occupants. The advice is simple: fasten rear seatbelts, even if there are no rear passengers. This will increase backrest stability.

The club also recommends that drivers bear in mind that cars equipped with a roof box or ski rack respond sensitively to crosswinds so care should be taken with driving style.

Finally, before embarking on a trip, make sure that a ski rack or the carrier bars of a roof box are securely mounted. When loading a roof box, remember to place heavy items such as ski boots at the front end.

ADAC has prepared a video covering safe loading, in German only, which can be viewed at: www.adac.de/tv



For winter sports enthusiasts ADAC recommends that drivers fasten holiday luggage – including ski helmets – using tie-down straps. It also recommends fastening rear seatbelts, even if there are no rear passengers, as this will increase backrest stability.

Touring and Automobile Club of the Islamic Republic of Iran

Historical Vehicle Registration Certificate launched in Iran



Forty-five historic vehicles were shown at the launch of Iran's Historical Vehicle Registration Certificate including Buicks (top), BMWs (above) and vintage Jaguars (right).

The Touring and Automobile Club of the Islamic Republic of Iran (TACI) recently launched a new Historical Vehicle Registration Certificate with a ceremony held at Tehran's Niavaran Cultural and Historical Complex (Niavaran Palace Complex).

With Iran's Deputy President and President of the Iranian Cultural Heritage, Handicrafts and Tourism Organisation, Dr Massoud Soltanifar, in attendance, the ceremony saw Dr Mohammad Hasan Talebian, Deputy of Cultural Heritage to the President of Iranian Cultural Heritage, Handicrafts and Tourism Organisation and TACI President Abolghasem Irajy present an overview of the history of motoring in the country. They also outlined the initiative's objectives for the preservation of historic vehicles, as well as detailing the current activities and future plans of the Identification and Preservation of Historical Vehicles Working Group (IPHV WG).

Five private collectors of historic vehicles were granted a Historical Vehicle Collectors' License, while 50 Historical Vehicle Registration Certificates were handed out by Dr Soltanifar. Forty-five historic vehicles were exhibited at the Niavaran Complex to mark the ceremony.

According to a directive drawn up the Iranian government, historic vehicles are those which are deemed physically and

technically safe, with the vehicles being categorised in three classes: Vintage Vehicles, produced more than 50 years ago; Classic Vehicles, produced more than 25 years ago and are unique in design, structural engineering or practical usage, and Special Vehicles, which have cultural significance, such as vehicles that belong to the historical, scientific or cultural character of the country or which reflect a historic event.

Under the directive, information about the general condition of the vehicle will be delivered to the owner and any facilities granted by the Iranian Government to the vehicles, such as a Fuel Card allocation, will also be included in the certification.

A Historical Vehicle License Plate, designed and approved by the IPHV WG, has also been developed and will be installed on qualifying vehicles by the Traffic Police. Temporary export of certified vehicles, for participation in any international competitions or events, is permitted as long as national rules and regulations are observed.

Vehicles certified under the scheme will be classified as national wealth and as such will be subject to predetermined mileage restrictions. No alteration of the external view or technical specification of the vehicles will be permitted without written permission from the TACI.

The first car was brought to Iran by Mozaffar ad-Din Shah Qajar in 1900 following a trip to Europe. He ordered two Renault cars in Belgium and brought them to Iran.

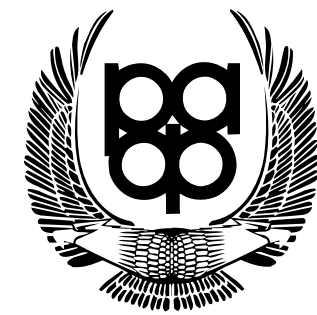
The TACI is keenly involved in the identification and preservation of historic vehicles, which are accepted as being an important part of the country's heritage. The club attempts to catalogue as many historic vehicles as possible through identification, technical inspection, registration certificate issuance and licence plate allocation, which is administered by the Technical Commissions. Until now, through an online system, some, 1,000 such vehicles have been registered, and 300 historical vehicles have fulfilled the provisional requirements.



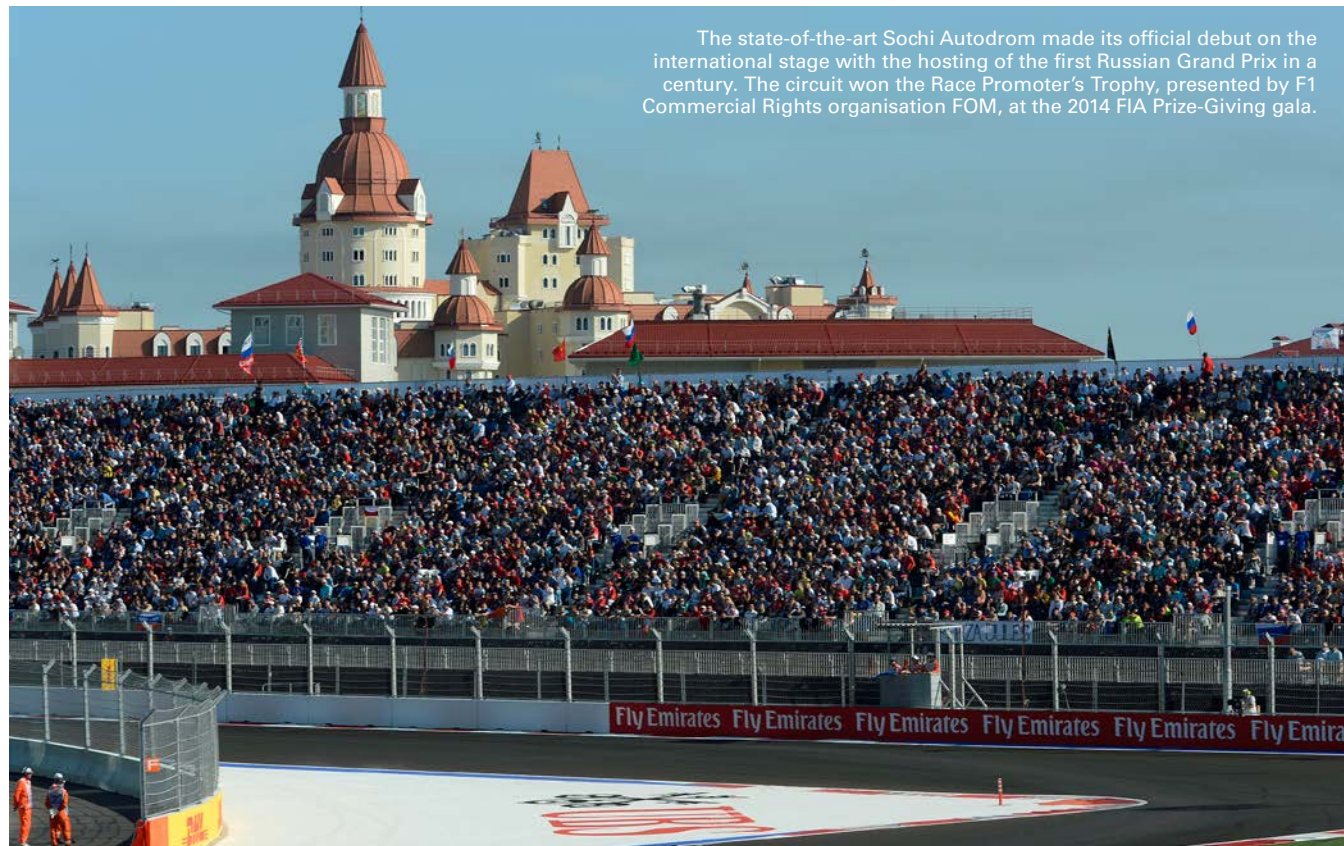


RUSSIA RACES AHEAD

Last year's inaugural Russian Grand Prix put the global spotlight on motor sport in Russia, but the nation's grand prix is just the glittering tip of a huge racing and rallying iceberg.



российская
автомобильная
федерация



The state-of-the-art Sochi Autodrom made its official debut on the international stage with the hosting of the first Russian Grand Prix in a century. The circuit won the Race Promoter's Trophy, presented by F1 Commercial Rights organisation FOM, at the 2014 FIA Prize-Giving gala.

Last October, grand prix racing's return to Russia after a century away thrust Russian back onto the world motor sport stage in spectacular style. One hundred years after German racer Willy Scholl steered his Benz 55/150hp machine to victory around a huge 30km circuit in St Petersburg, the world's top racing drivers gathered at the home of the 2014 Winter Olympics to inaugurate the new Sochi Autodrom.

The arrival of Formula One to Russia's shores was obviously a signal moment in the country's motor sport history but while it was Russian racing's headline-grabbing event of 2014 it was merely the star name at the top of a bill featuring a hugely diverse range of motor sport events run across a vast territory which has a rich racing history.

Much of this history stems from the activities of the Russian Automobile Federation and its antecedents.

"The history of the Russian Automobile Federation goes back more than a century," says a spokesperson for the club, which not only represents Russian motorists but is also responsible for motor sport in the world's largest country.

"In 1900, racing enthusiasts created the first club in Russia, the Moscow Automobile Club, and four years later the Russian Automobile Society was founded. Its goal was to develop motor sport in the Russian Empire, to organise and to hold racing events. In the early 1950s the Russian Federation of Motorsports was created, which subsequently joined the FIA.

"Eventually, on November 30, 1991 the all-Russian, non-governmental organisation the Russian Automobile Federation was founded. In 1992, RAF joined the FIA and gets the right to act on behalf of FIA in terms of sports authority throughout the Russian Federation.

"The past 20 years have been a difficult period, as the USSR turned into 16 different countries," adds the spokesperson. "But Russia was lucky to already have a well developed motor sport

“ THERE ARE GROWING NUMBERS OF RACERS AND COMPETITIONS ”

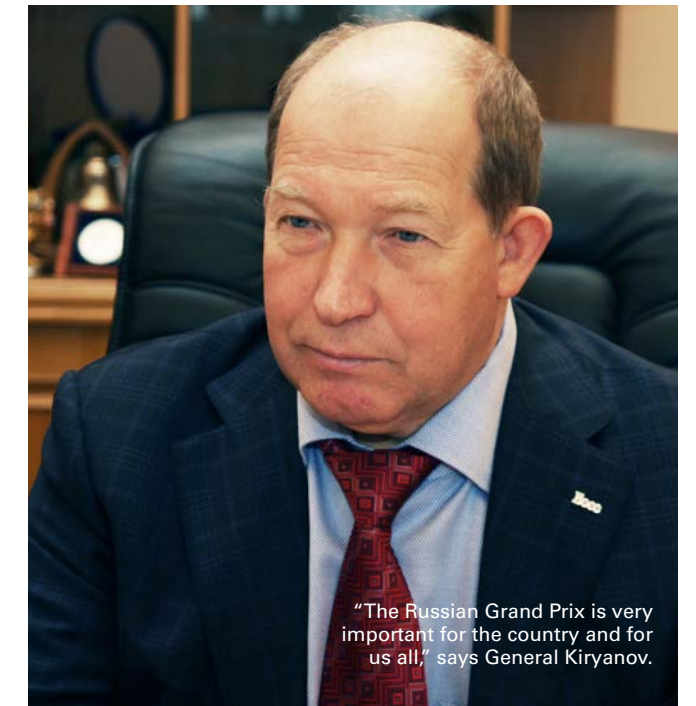
SERGEY IVANOV, EXEC DIRECTOR RAF



Officially in existence since 1991, the Russian Automobile Federation can trace its lineage, and its involvement in motor sport, back more than a century.

“ THE RUSSIAN GP CAUSED A SPLASH IN THE POPULARITY OF MOTOR SPORT ”

GEN. VICTOR KIRYANOV, RAF PRESIDENT



"The Russian Grand Prix is very important for the country and for us all," says General Kiryanov.

structure and the main goal for RAF was to provide the proper conditions for further development. The statistics show that we succeeded: the quantity of different motor sport competitions has risen from 219 in 1992 to more than 600 nowadays."

The Russian Grand Prix naturally sits at the top of that list as RAF President, General Victor Kiryanov acknowledges, but in large part due to the effect it has on popularising motor sport in the country.

"The Russian Grand Prix caused a real splash in the popularity of motor sport in Russia," says General Kiryanov. "It attracted the attention of not only the audience but also sponsors, business people and government agencies. It is very important for the country and all us.

While Formula One brought huge amounts of publicity, it is not the only international championship visiting Russia. The World Touring Championship has made the Moscow Raceway, which was opened in 2012, a regular stop on its calendar, as has the Formula Renault series and the DTM series.

"This is our goal – to bring to Russia as many series as possible, to increase public interest, to make sponsors eager to bring finances to motor sport and provoke growth," says RAF's spokesperson. "The administration of the Sochi Autodrom has plans to bring to Russia one of the endurance series, and RAF fully supports this idea. I can also say that we are also negotiating to bring more series to Moscow and to provide them with a city track around Kremlin."

That street circuit is now a reality, thanks to a deal to bring Formula E to Moscow in June of this year. The landmark race, which will take place on a track featuring on one side of the Kremlin and the banks of the Moskva River will give the country motor sport profile another huge boost but in the meantime permanent facilities are springing up right across the country. The RAF says that the proliferation of new tracks is proof of motor sport's growing popularity, though it is not without its difficulties.

"I can say that we see a general trend towards development in Russian motor sport but it is complicated by some economic nuances," explains Sergey Ivanov, executive director of RAF. "However, what is clear is that there is a growing number of racers and competitions. It's not fast growth, but it is very steady. There are also people who are willing to invest money and build new tracks and the state finally joined the process with the staging of F1 and the construction of Sochi Autodrom."

Sochi is not alone, however. "We have a number of circuits," says the RAF spokesperson. "The ADM Raceway in the Moscow region, the new Moscow raceway, the Smolensk Ring, which has hosted truck racing for the past years, the Kazan Ring in the Republic of Tatarstan, the NRing circuit in Nizhniy Novgorod [east of Moscow], the Red Ring in Krasnoyarsk in Siberia, the PrimRing in Vladivostok [in the far east of the country] and of course Sochi Autodrom. It's not enough but it is helping to develop motor sport in Russia. Not only professional, but also amateur series."

It is in the realm of national circuit racing that these tracks are providing new stimulus. The popular Russian Touring Car Championship, run by promoter and racing team SMP, with whom the RAF works closely, now races at Sochi, the NRing, the Smolensk Ring and Moscow Raceway.

Indeed, it was the touring car series that inaugurated Sochi Autodrom, with the championship racing at the new circuit, behind closed doors, in the weeks building up to the first F1 race in order to ensure that all the systems put in place for the grand prix were working.



Mikhail Grachev receives his trophy at last year's round of the Russian Touring Car Championship at the Kazan Ring.

Drivers such as Daniil Kvyat, who races for Red Bull Racing in Formula One, and DTM star Vitaly Petrov, who was also the country's first Formula One racer in 2010, have raised the profile of motor sport in Russia to new levels.



“ THE GOAL FOR THE FUTURE IS TO ATTRACT ORDINARY PEOPLE TO MOTOR SPORT, AS PARTICIPANTS, ORGANISERS AND OFFICIALS ”

RAF PRESIDENT GENERAL VICTOR KIRYANOV

“The [Touring Car] championship has brought many new names to motor sport, such as Vitaly Petrov [Russia's first F1 driver],” says the RAF spokesperson. “Thanks to financial support from SMP Racing, this championship took the next step in its development. Despite the fact that Russian national broadcasters (TV-broadcasters) are not very interested in motor sports, Internet broadcasting attracts more viewers, and each stage of the championship gathers more than 50 different media.”

SMP is helping the RAF with the development of the next generation of racing drivers as well, with the two bodies working together to bring the FIA's new entry-level single-seater category Formula 4 to the country.

“When in 2013 the FIA announced a new concept for the development of single-seater categories from national competitions right up to Formula One, we started to find different ways to implement Formula 4 in Russia, which is the first step between karting and international series such as Formula 3, Formula Renault and others,” says the RAF spokesperson.

“Currently, RAF has an active preparation in a regional series of Formula 4 with the participation of national federations under the sponsorship of the SMP Racing.”

The series, to be known as FIA Formula 4 NEZ (North European Zone) will see a new championship, established between Finland, Estonia and Russia, with four rounds in Russia.

The launch of a new Formula 4 championship will go some way to filling the gaps in Russian junior single seater racing, which have gone through a lean period in recent years.

“Until the early 2000s Russia cultivated several single-seater categories,” confirms RAF's spokesperson. “We had a National

Formula 1600 series with cars produced in the Soviet Union on the international Formula 3 chassis with a Lada engine. We also had the Formula Rus series [a single make starter class, which ran from 2002 to 2007]. But a lack of national manufacturers of racing cars, a lack of racing tracks which were capable to providing safe racing and some adverse economic conditions led to a reduction of single-seater categories in the late '90s.”

That could all be about to change, however, thanks to the exploits of one young man – Daniil Kvyat. Hailing from the city of Ufa, about 1400km east of Moscow, Kvyat began karting at a local track aged nine before moving, with his family, to Italy to compete seriously in go-karting. Spotted by Red Bull's junior programme he has risen through the racing ranks with great rapidity and after last year becoming F1's youngest ever points scorer, he this year replaces four-time world champion at Red Bull Racing.

The rise of drivers like Kvyat and Petrov before him, as well as the success of home-grown teams such as Lada in the FIA World Touring Car Championship is, RAF believes, a testament to the efforts it and the country have made to grow motor sport and a sign of a bright future for young racers in Russia.

“This success is the result of a consistent and systematic development of motor sport and the automotive industry in Russia,” says the club's spokesperson. “These achievements are very, very important: both for the revival of motor sport in Russia and also a national consciousness in regard to motor sport. We also have more success coming, considering the participation of Russian teams and sportsmen in different championships and competition in Europe and America – in Indycar, GP2, WSR, WEC and karting.”

Karting is an area the RAF is particularly keen to see develop more.

“Several years ago we had a real problem with the construction of a karting scene: no one wanted to invest in ‘small’ motor racing,” says the club spokesperson. “Recently, however, the attitude to youth sport seriously changed. In the last two years Russia has opened new modern karting scenes in Belgorod and Rostov, and we are ready to submit documents for homologation to get an FIA license.”

Away from circuit racing, perhaps Russia's most publicly well-known form of motor sport has been cross-country rallying, with the country regularly hosting gruelling events, such as the Silk Way Rally and the Baja Russia Northern Forest events on the FIA's World Cup for Cross Country Rallies calendar. It's a form of motor sport with a long history in Russia.

“In the 1950s and the '60s one of the most popular disciplines of motor sport was autocross in trucks and four-wheel drive vehicles. Moreover, the competition took place on rugged terrain, over distances of up to 100km,” says the RAF spokesperson. “Large expanses of Russia, which have different climatic and road conditions are the ideal venue for cross-country. In 2014 we organised a winter FIA World Cross Country Cup, and until this year the Silk Road event was held for five years.”

With single-seater racing and karting on the rise, circuit multiplying, rallying and cross-country events continuing to maintain popularity, Russian motor sport would appear to be in good health. It must, however, be difficult to quantify, and to regulate, across such a large territory?

“There is no difficulty because we have regional offices of the Federation,” says the club spokesperson. “Some of them have very powerful structures and do a really good job: Omsk, Chelyabinsk, Rostov, Krasnoyarsk, Primorsky Krai, Archangelsk, St Petersburg, Krasnodar, Kazan. The regional structures of the RAF operate motor sport within their territory under the control of the RAF, and in collaboration with the regional Ministry of Sports.

“Of course in the European part of Russia we have more competitions than in the Urals or in the Asian part of Russia. However, we can call a lot of regions as a motor sport centre –

even the Far East and Primorye Territory [the Maritime Province in the far east of the country].”

The future then looks bright.

“We are very optimistic,” says the RAF representative. “We are witnessing the rise of another generation, related to the first grand prix and the construction of the Sochi Autodrom. At the moment the main disciplines attracting new participants are karting, off-road and circuit, as well as the developed disciplines of rally and cross-country. RAF has also taken a lot of efforts to attract ‘street racers’ to engage in legal motor sport, including participation in the new discipline for Russia – drag racing, which gains more and more fans.

“Finally, this year we got a great new partner – SMP Racing, which became a promoter of several series including circuit and drag racing, supports karting, the program on road safety, as well as young sportsmen in international series.”

RAF Executive Director Ivanov agrees. “Our plans for the future are to develop motor sport,” he says. “It's easy to say but difficult to do, because we need to organise not only the events, but also to create a normal chart for the promotion and financing of competitions, to organise media and TV coverage – it's not so easy, if we talk about a serious level.

“It is necessary to continue the construction of circuits and the karting scene, to improve the quality of refereeing, to create a training system for young pilots from karting to F1. We have to enhance the contribution of the RAF in improving traffic safety, participating in projects that help improve road safety and save lives.”

RAF President Victory Kiryanov concludes by saying: “Analysis of the development of motor sport in Russia shows that the direction selected 20 years ago, for the active involvement of people in motor sports, is completely correct. We now participate in global motor sport and adopt the world experience in order to improve the quality of national competitions.

“The main goal for the near future is to attract ordinary people to motor sport disciplines, both as participants and as organisers or officials and raise their interest in motor sport. It is also to provide road safety.”



RAF President General Victor Kiryanov with FIA President Jean Todt at the 2014 Russian Grand Prix in Sochi.



FORMULA FOR THE FUTURE

The FIA's Formula 4 series is going global with seven new national championships set to launch this year.



“FORMULA 4 CREATES A SYNERGY BETWEEN THE FIA AND ALL ASNS”

JEAN TODT, FIA PRESIDENT



Several years ago the FIA began an ambitious project – to redefine the junior racing ladder through the construction of a clear, simple and affordable path to the top level of motor sport, including Formula One.

For young drivers trying to navigate a route to the top the existing landscape is confusing, with a complex ecosystem of series all competing for drivers and all of them having a ‘feeder series’ status of one shape or form.

The plan, then, was to change that landscape by developing a straightforward path to which teams and drivers could migrate. The concept was simple: Formula One would be preceded by Formula 2 and Formula 3 and so on down the racing ladder.

The FIA Formula 3 European Championships was the first to be launched and having proved successful in its inaugural season of 2013, plans were put in place to launch F4.

“We saw with Formula 3 that the level of skill is quite demanding and, while there are always exceptions, for most young drivers it’s not really possible to go from karting to F3,” says Frédéric Bertrand, Director of the FIA’s Circuit Championships Department. “So we started to think of a concept of a car and of championships where we can offer drivers a platform in which they can compare themselves in similar, safe cars at a national level.”

The result is Formula 4. Unlike the FIA’s F3 project, this more junior series is focused on single territories and regions, with national sporting authorities organising a championship via a number of models, including working with a promoter and with teams dealing directly with manufacturers, working with a central owner of a stable of cars, or with ASNS managing the series themselves if funds or sponsorship deals allow.

The regulations have been designed in such a way that the specification of the cars is defined, using a carbon fibre monocoque chassis built to current F3 safety standards and an engine producing 140-160bhp. Making the category affordable was also key and F4 targets a car cost of 40,000 euros, with a full racing season costing around 100,000 euros.

“FIA Formula 4 is a great initiative,” said FIA President Jean Todt at the launch of the category, “Firstly, because this discipline represents the missing step which exists between Karting and Formula 3. Secondly, because Formula 4 creates a synergy between the FIA and all ASNs through the training of the talent of tomorrow in a championship which matches both control of costs with the highest levels of safety.”

The honour of being the inaugural championship went to Italy, where respected promoter WSK Promotions, which also looks after the World and European Karting Championships joined forces with Italian ASN the Automobile Club d’Italia (ACI) to build a seven-round championship with cars featuring chassis by Taatus and engines by Abarth. The series was eventually won by Ferrari Driver Academy racer Lance Stroll from Canada.

After a successful debut season F4 is now set to go global with the launch of seven new national championships this year. The first of the new championships, in the UK and in Japan, will start in April.

Britain’s MSA Formula championship, organised by the UK’s national sporting authority, the Motor Sports Association, and promoters Ford Racing, will be hosted on the BTCC platform and contested over 10 triple-header rounds, beginning at Brands Hatch on April 4-5.

Utilising a 1.6-litre DI turbocharged Ford EcoBoost engine and a Mygale chassis, the championship will take in rounds at some of the country’s most famous circuits, including Donington Park, Rockingham and Silverstone, the home of F1’s British



Grand Prix, before concluding with a return to Brands Hatch on the weekend of 10-11 October.

The championship has already attracted some of the biggest team names in UK motor sport, including Arden and Carlin and the new championship will also give a single-seater debut to one of the UK’s most exciting talents, Lando Norris, who last year became the youngest ever winner of the World Karting Championship at just 14 years of age.

“The launch of MSA Formula is a really exciting development for UK motor racing, and for young drivers looking to establish themselves in the sport. The objective is to provide young drivers with a clearly defined career path, offer global recognition and a solid foundation in racing. I firmly believe that the MSA’s adoption of the FIA’s F4 concept makes this the clear choice for young career drivers,” said MSA Chief Executive Rob Jones at the launch of the new championship.

“We believe this to be the most remarkable initiative in junior single-seater racing since the launch of the original Formula Ford in 1967, a concept which helped develop and mould the track careers of so many of motor racing’s great names,” added Gerard Quinn, Head of Ford Racing in Europe.

Also launching on the weekend of 4-5 April, on the other side of the globe, will be the Japanese F4 Championship, organised by the Japanese Automobile Federation (JAF) and promoter GTA Co Ltd.

The Japanese series will be contested over seven weekends, with the first round taking place at the Okayama International Circuit. The championship will then move on to the Fuji Circuit before taking in double-headers at Autopolis, Sugo, a second round at Fuji, the legendary Suzuka circuit and Twin Ring Motegi, home of the Japanese round of motorcycling’s top racing category MotoGP.

These two championships will be followed in May by the launch of Spain’s seven-round contest, which will race at circuits

such as the Circuit de Catalunya in Barcelona and the Circuito de Jerez, both of which are used by Formula One for grand prix racing and testing. The championship is being organised under the auspices of Spanish FIA ASN the Real Federación Española de Automovilismo.

The Confederation of Australian Motorsport will join the expanding category in July with a seven-round championship based on the east coast at circuits such as Sydney’s Motorsport Park, Sandown Raceway and Phillip Island.

“We looked closely at the proposed framework and believe that it is in the best interests of both Australian motor sport and young Australian drivers to embrace the opportunity provided by a tightly controlled entry level championship endorsed by the FIA and in line with similar championships in other countries.” Said CAMS President Andrew Papadopoulos.

“We believe that the Formula 4 Championship will provide a compelling new format of racing and offer the best possible learning experience for young drivers in this country,” he concluded.

With further 2015 championships set to launch in Germany, through the Deutscher Motor Sport Bund e.V (DMSB) – using Taatus chassis and Abarth engines – in the FIA’s North European Zone through Finland’s AKK Motorsport, Russia, RAF and promoters Koiranen GP and SMP Racing and in China through the Federation of Automobile Sports of the People’s Republic of China (FASC) which will work with Chinese motor manufacturer Geely, FIA Formula 4 is set to become a new global standard for drivers looking to make the step up to single-seater racing.

As many as 300 young drivers will make the step up to the FIA’s new entry-level single-seater category this season, taking the first step on a ladder that ideally would see them graduate to the international Formula 3 class, Formula 2 and at last the top categories of motor sport.

Automóvil Club Argentino

Todt becomes first FIA President to attend Codasur's annual Assembly

The 2015 Assembly of the Confederación Deportiva Automovilística Sudamericana (Codasur) at the Automóvil Club Argentino in Buenos Aires saw a small piece of history being made as Jean Todt became the first FIA President in the history of Codasur to attend the event.

The Assembly, hosted by Codasur President Eng Carlos Garcia Remohi, brought together club presidents and representatives from across the region, including Argentina, Bolivia, Brasil, Chile, Paraguay and Uruguay and also saw the participation of the FIA Vice President and NACAM President, José Abed, FIA Region IV President Jorge Tomasi and Honorary FIA Vice President Rafael Sierra. President Remohi thanked President Todt for making the journey to Argentina to assist with the future plans for motor sport in South America.

A number of issues were discussed at the meeting, most notably how to encourage clubs to work together to create joint championships in the region. The operation of a number of existing championships in the area was also examined.

Following the meeting, President Todt and the members of Codasur and of the Automóvil Club Argentino attended a gala dinner at the invitation of the organisers of the Formula E e-Prix taking place that weekend in the city.

The following day President Todt and members of Codasur attended the fourth round of the new electric championship in the centre of Buenos Aires, where they were treated to an incident-packed race eventually won by Portuguese driver Antonio Felix da Costa of the Amlin Aguri team.



FIA President Jean Todt addresses members of the Confederación Deportiva Automovilística Sudamericana (Codasur) at the regional sporting body's annual meeting in Buenos Aires in January.

Organización Mexicana del Deporte Automovilístico Internacional

US race driver Bryan Herta (right) accepts his prize at the FIA America Awards ceremony held in Panama in January. Herta was honoured for his outstanding lifetime achievements in IndyCar racing.



Celebrating motor sport achievement in the Americas

Motor sport stars from across North and South America came out in force in Panama City on January 17 as, for the fifth year in a row, the city played host to the 2014 FIA Americas Awards Ceremony.

The annual awards represent an opportunity to reward the previous season's best in motor sport and mobility throughout the Americas, with the regions FIA clubs honouring the continent's best drivers in senior and junior categories and recognising the achievements of individuals and institutions that have excelled in creating and implementing road safety initiatives.

This year, the awards ceremony was divided into two parts, with the first honouring 'National Heroes' – each nominated by their country – and with the night ending with the presentation of awards to 'Heroes of the Americas'.

The event, hosted by FIA Vice Presidents José Abed and Hugo Mersan along with FIA Mobility Vice Presidents, Jorge Tomasi and Tim Shearman, saw a host of winners being presented with precious bronze, silver and gold sport steering wheels and mobility belts.

The Golden Wheel prize was awarded to Argentina's Jose Maria Lopez, the FIA World Touring Car (WTCC) champion, while the Golden Belt went to the Government of the Mexican State of Jalisco, for the creation of a new Road Safety Law in the region.

American race driver, Bryan Herta, who won the 2012 Indianapolis 500 as a team owner, was also honored for his outstanding lifetime achievements in IndyCar.

By the end of the gala evening, a total of 34 sport and nine mobility awards were handed out in front of an audience that included representatives from 22 clubs.

Two special awards, the Volunteers and Officials' Golden Award and the Institutions Golden Award were presented to reward the dedication and work of volunteers, officials and institutions contributing to the development of motor sport in the region.

The officials' award was presented to Gilles Spitalier director of Rally Mexico, while the Institutions award was won by the Universidad Nacional Autónoma de México.



Confederation of Australian Motor Sport

CAMS officials at the 2014 Australian Grand Prix. Over the past year CAMS witnessed a 21 per cent increase in the number of officials, with 1,647 new volunteers obtaining a CAMS Officials Licence in 2014. The overall membership now totals 9,374.



CAMS salutes efforts of volunteer motor sport officials over past season

The Confederation of Australian Motor Sport (CAMS) has paid tribute to the many thousands of volunteer officials who made 2014 a milestone year for motor sport in the country.

Over the year CAMS witnessed a 21 per cent increase in the number of officials, with a remarkable 1,647 new volunteers obtaining a CAMS Officials Licence in 2014. The overall membership now totals 9,374.

General Manager of Motor Sport for CAMS, Michael Smith, said it was a source of great pride for the clubs to see more people involved in officiating at motor sport events.

“We are delighted to be able to say 2014 has been a great year for motor sport and for officials,” he said. “They deserve reward and recognition, not only for the jobs they have volunteered for this year, but in helping to spread the word of how great it is to be a motor sport official.”

Essentially, I think that’s what has seen to this increased involvement this year.

“It’s not long now until the FIA Formula One Australian Grand Prix in March and that’s when we bring together approximately 1,000 officials to assist in running the jewel in the crown of Australian motor sport in Melbourne. I look forward to seeing them all at Albert Park in their CAMS Officials overalls, again representing CAMS with pride and integrity.”

The percentage of women in official’s roles increased from 13 to 16 per cent and the number of junior officials has also increased to 300.



Fédération Française du Sport Automobile

FFSA lauds 2014 prize winners

Last December, major figures of French and international motor sport were brought together by Fédération Française du Sport Automobile President Nicolas Deschaux and the FFSA’s Steering Committee at the prestigious Folies Bergère in the heart of Paris for the presentation of the federation’s Motor Sport Trophies, highlighting the performances of drivers and teams who left their mark on the 2014 season.

Nearly 150 winners from France’s motor sport series were presented with awards, with 35 international winners also receiving prizes.

The Federation also awarded Volant d’Or (Golden Steering Wheel) awards to 11-time Dakar Rally winner Stéphane Peterhansel, FIA Formula 3 European Champion Esteban Ocon, the Citroën Racing team that won the 2014 FIA World Touring Car Championship and Sébastien Ogier for his second consecutive FIA WRC World title.

“The FFSA Steering Committee and I are delighted to

welcome every year all our champions, all the participants and all the volunteers who work at our side to this prize giving,” said Deschaux of the awards presentation.

“The Motor Sport Trophies are a not-to-be-missed rendezvous as proved by the fact that we’ve welcomed almost 1000 people who have come to celebrate French motor sport in the presence of the President of the FIA,” he added.

The FFSA President also sent a short message to the major absentee of the evening. “I’d like us all to spare a thought for Jules Bianchi and send him our support in the battle he’s fighting,” said Deschaux asking for a round of applause from the audience for the young French driver who suffered serious injuries in a crash at last year’s Japanese Grand Prix.



FFSA President Nicolas Deschaux (far right) and FIA President Jean Todt (second right) with some of the FFSA’s 2014 Motor Sport Trophy winners.

FIA Institute

FIA Institute Academy programme gets underway with first two workshops



The first two workshops of the 2014/15 FIA Institute Young Driver Excellence Academy have taken place in Edinburgh in the UK and Chamonix, France.

Fitness and nutrition formed the focus of the opening workshop, with drivers learning the importance of these two areas in becoming a success in top-level motor sport. Led by FIA Institute Performance Managers Alex Wurz and Robert Reid, working with Elite Sports Performance at Edinburgh University, Academy members had their fitness levels measured and tested along with an assessment of their nutritional knowledge and mental aptitude.

Drivers were pushed to their limits through a number of physical tests before classroom tuition gave an insight into sports psychology and behavioural psychometrics. Edinburgh University's heat chamber was also put to good use as the Academy members were tested physically on bikes and rowing machines in 40-degree heat. The drivers were made aware of the need to properly rehydrate as a series of cognitive ability tests highlighted the deterioration in their



FIA Institute

Members of the FIA Institute's Academy were put through a series of gruelling physical and mental challenges at the first two workshops.



performance abilities following an intensive hour in the chamber.

To conclude the workshop, each Academy participant produced a detailed fitness programme and personal goals tailored to their specific needs and abilities. These will be referenced as the Academy progresses to use as a chart of developmental progress and to motivate each driver.

Tim Novak, representing the Auto Sport Federation of Slovenia, said: "I really like the way everything is personalised to our needs, whether it's fitness programs or personal profiles. The heat chamber work was something I have never experienced before and that was fantastic."

Confederation of Australian Motorsport's (CAMS) representative Aidan Wright added: "Edinburgh has been very informative and lots of fun. It's been great to take full advantage of the location, especially running up Arthur's Seat, the highest peak in the city, in the morning."

The Academy then moved on to a week in Chamonix and focused on the importance of preparation and teamwork.

Facing extreme winter conditions in the mountainous terrain of the French Alps, the drivers were put to the test with numerous orienteering and climbing challenges aimed at providing key safety and team-building lessons.

Participants benefited from the tuition and expertise of 2011 Academy graduate and ex-Formula One test driver Alexander Rossi, who was on hand to offer his advice and

coaching to all of the 12 drivers involved in the Academy programme.

Renowned sports psychologist Hugh Richards and sports scientist Dr Tony Turner also joined the workshop and gave expert guidance to the drivers on the issues they had faced.

To conclude the week, the competitors were faced with an arduous race up the 2,000m Prarion Mountain, one of the largest and most daunting peaks in the Chamonix area, with a number of tasks to complete along the way. Competing in two-man teams, the drivers had to plan potential routes up the mountain while their teamwork and coaching skills were utilised in other challenges involving survival and safety techniques.

Panikos Polykarpou, representing the Cyprus Automobile Association, said: "I have been really impressed by how we have all explored our limits in each activity and the opportunity to get direct feedback from others in the group has helped to give me a greater understanding of how others see me."

Anton De Pasquale, representing CAMS, added: "The workshop in Chamonix has allowed me to explore new environments and really expand my learning. Working in various different groups throughout has helped me develop and learn skills from others which will only benefit me in the future, both personally and in my career."

FIA Institute

Finland makes environmental progress

AKK Sports, Finland's National Sporting Authority, has become the latest motor sport stakeholder to gain accreditation in the FIA Institute's Sustainability Programme.

AKK has been accredited at the Progress Towards Excellence level, the second of three possible levels, as judged against the FIA Institute's Environmental Certification Framework.

AKK was praised for its positive commitment to tackling environmental issues, which includes forming an Environmental Working Group together with the development of an environmental policy and the nomination of an environmental champion.

The ASN received a synopsis of its strengths and areas for improvement in its audit and will now be able to update its relevant routines and procedures. Once this is done, they may apply for a second audit to reach the Achievement of Excellence level, evaluated according to the accreditation guidelines.

Goose Communications, a specialist events company based in the UK, also achieve accreditation at Progress

level. The company, which organises events such as the Silverstone Classic motor racing festival, was praised in its audit for its clear environmental policy and support from the company's senior management. It also highlighted its commitment to developing and strengthening environmental performance across all the company's events and a sound awareness of relevant legislative requirements in terms of environmental management.

FIA Institute President Gérard Saillant said: "It is fantastic to see another FIA National Sporting Authority being accredited, as well as a promoter running a broad range of motor events. We look forward to watching both aim for the highest level of excellence and seeing more organisations engage with the programme, to add to the number that have done so already."

The Environmental Programme, created by the FIA and FIA Institute, aims to improve sustainability across motor sport worldwide. Organisations that sign up for Environmental Accreditation are rated against three levels of performance, so measuring their achievement and providing a benchmark against which to improve.



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