



FIA WOMEN IN MOTOR SPORT
AUGUST 2014 – ISSUE 5

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AUTO+ WOMEN IN MOTOR SPORT



ELECTRIC DREAM REALISED

Katherine Legge joins
the Formula E grid



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STORIES FOR THE NEXT ISSUE, WE
WOULD LOVE TO HEAR FROM YOU.
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Welcome to the latest edition of the FIA's Auto+ Women in Motorsport newsletter.

It's been an exceptional few months for racing women, with some historic achievements being scored across a range of categories.

In racing's premier category, Formula One, FIA Women in Motorsport Ambassador Susie Wolff made a little bit of history at the British Grand Prix by becoming the first woman in 22 years to take part in a grand prix weekend.

In the FIA World Endurance Championship, Audi race engineer and fellow Commission Ambassador Leena Gade took a remarkable third career victory at the Le Mans 24-Hour race, snatching victory with her crew in the final stages of the gruelling event.

Meanwhile, in the FIA World Rallycross Championship a record eight women took part in the Swedish round of the series.

It wasn't only in the FIA's world championships that female racers were excelling. From Auto GP to the Volkswagen Scirocco R-Cup and on to the success of two women in securing seats in the Formula E Championship, female racers have been grabbing the limelight across motor sport. In this edition we bring all those stories and more. We hope you enjoy this edition and, as always, we welcome your feedback.

Your AUTO+ team

FIA Formula E Championship

Legge gets Formula E race seat with Amlin Aguri as Cerruti signs for Trulli

Two female racers will line up on the new FIA Formula E Championship grid for the inaugural round of the electric racing series, which takes place at Beijing's 'Bird's Nest' Olympic Stadium in September.

IndyCar and United Sports Car Series racer Katherine Legge has been snapped up by the Amlin Aguri team, while Italian driver Michela Cerruti, who recently scored a first victory in the Auto GP series, has been signed to race with the team fronted by former Formula One race star Jarno Trulli.

In the last edition of the *FIA Women in Motorsport Newsletter* Legge said that having been involved with the efficiency-targeted DeltaWing project in the United Sports Car Series, Formula E resonated with her both for its sustainable focus and the quality of its entry list.

"I really want to prove myself in a global series that is well respected," she said in signing up for the Formula E Drivers Club, the group of 40 drivers who expressed a desire to race in the championship.

That wish has now been realised, thanks to the Amlin Aguri team which is being run by former Formula One team owner Aguri Suzuki.

"I am thrilled to be part of the ground-breaking Formula E championship. Being a driver in the Amlin Aguri team is a dream come true," said Katherine of her appointment to drive for the team alongside Portuguese driver António Félix da Costa, who joins the series from DTM in which he races with BMW and Formula One, where he is reserve driver with the Infiniti Red Bull Racing team.

"Everyone involved is seriously excited and serious about winning," added Legge. "We've got a really strong racing pedigree, the best technical expertise and uniquely we have [sponsor] Amlin's analytical skills. I think we've put together exactly the right tools and support that will help drivers like me to win races in this new format."

"There is incredible commitment and professionalism within our team, it's a very special place to be," she concluded. "I can't wait to bring racing to people in cities around the world, it's going to be a unique experience for everyone."

Cerruti, meanwhile, will race alongside 2004 Monaco Grand Prix winner Jarno Trulli. A veteran of 252 Formula One races with teams such as Renault, Toyota and Caterham, Trulli is fronting his own team in Formula E.

Cerruti joins the championship hot on the heels of taking her first win in the Auto GP single seater-series, which uses 3.5-litre, normally aspirated V8-powered cars, at Imola recently.

Racing for the respected Super Nova International racing team Michela soaked up intense pressure from the championship's second-placed driver Kevin Giovesi of the FMS team to become the first female winner in the series. She currently lies sixth in the standings 13 points behind fifth-placed Andrea Roda and 66 points behind leader Kimiya Sato.

"I'm very pleased to join the Trulli Formula E Team and I am very honoured to be part of the FIA Formula E Championship," she said. "I really do believe that this series can help attract people to use electric vehicles and help care for the future of the environment."

Of his new driver, Trulli said: "Michela is a very talented driver with a natural skill. I was impressed by her recent results considering the very limited time she has spent in single-seaters. I'm extremely happy to share my long Formula One experience with Michela to make our team successful. I'm convinced that she is an up and coming star, the one to watch for this season and the future."

Both drivers got their first taste of Formula E machinery across four days of testing at the championship's UK base at Donington, earlier this month.

After missing out on the first day due to technical issues, Cerruti made solid progress and on day four recorded the 16th-fastest time, 2.4s off pacesetter Sébastien Buemi, who recorded a lap of 1m31s.

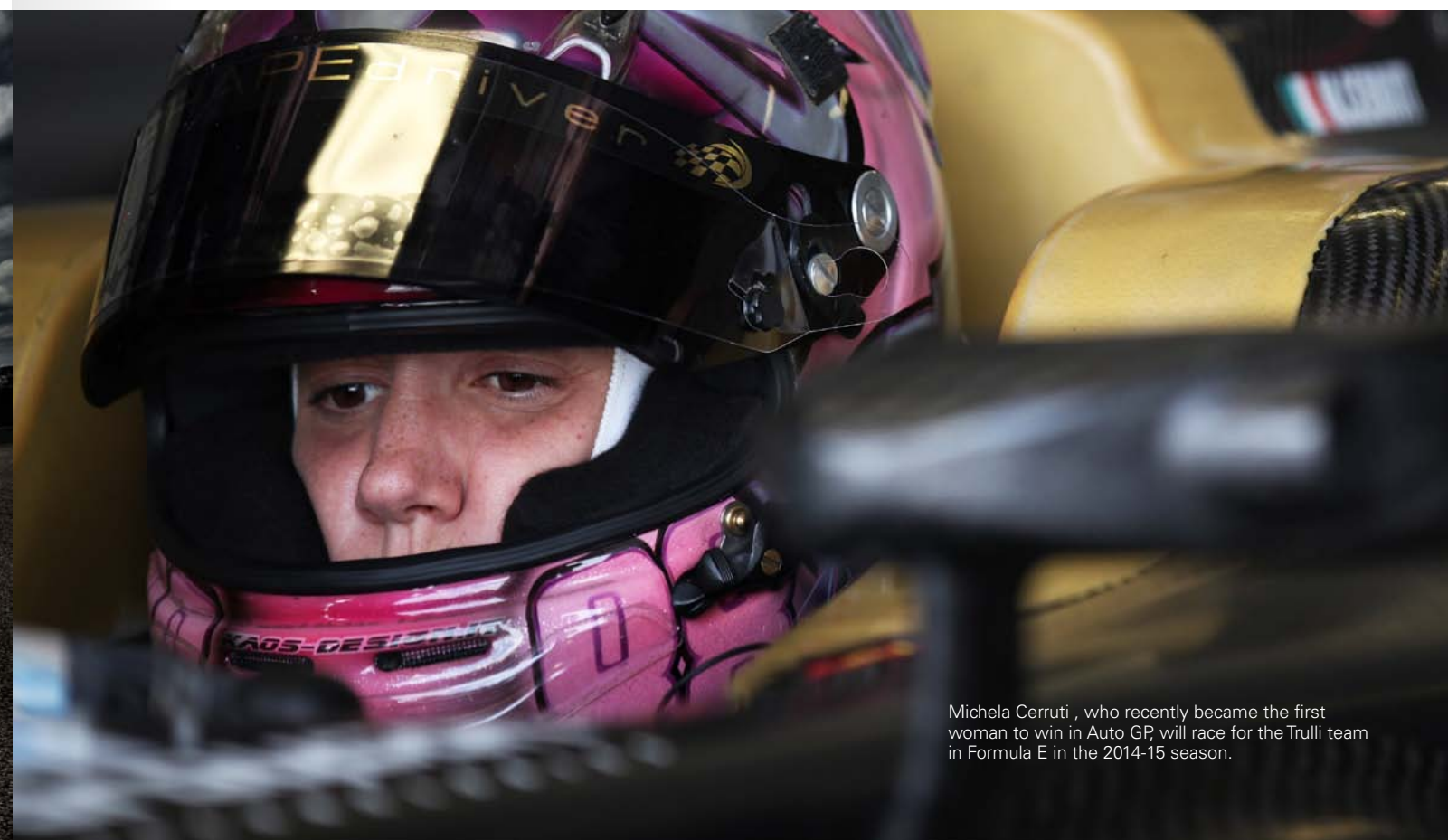
Legge, meanwhile, finished the final day in 18th place, though she was some five seconds ahead of team-mate Fabio Leimer.

"I've really started to gel with the team during testing so far and we're making strides in our endeavour to be a competitive force in the championship," said Legge afterwards. "The team boasts great technical expertise with our Team Principal Mark Preston and Technical Director Peter McCool both having had careers in F1, so the team is certainly in good hands as we build toward the first race in Beijing."

The inaugural FIA Formula E Championship kicks off in Beijing on September 13, after which it will take in nine more city races around the world, reaching its finale in London on June 27, 2015.



Amlin Aguri's Katherine Legge: I think we've put together exactly the right tools and support that will help drivers like me to win races in this new format."



Michela Cerruti, who recently became the first woman to win in Auto GP, will race for the Trulli team in Formula E in the 2014-15 season.

FIA World Rallycross Championship

Female racers out in force in World Rallycross Championship

The Swedish round of the FIA World Rallycross Championship saw the series' largest ever female entry, as eight women competed across the championship's various categories.

Topping the bill in the Supercar category, at her home event, was Ramona Karlsson. The FIA Women in Motorsport Commission member joined the series at the start of this year following a successful career in rallying and at the Höljes circuit she powered her Per Eklund Motorsport Saab 9-3 Supercar to her first heat win.

"What a great feeling to win in front of the home audience, and with over 30,000 spectators," she said of her victory. "I had goose bumps all over when I opened the door and heard the crowd."

However, despite the win the Swede was not happy with the pace of her car in the following rounds. "I'm at least one second per lap slower than I expected and that's way too much. I'm not satisfied at all, and at the same time a bit confused. We need to analyse why I lose so much time."

The dissatisfaction and the desire to investigate the cause of her car's lack of pace led Karlsson to withdraw from the following round in Belgium in mid-July. She hopes, however, to return to action at Germany's Estering circuit in September.

"It was a big shame. I was really looking forward to race at the Circuit Jules Tacheny in Mettet [Belgium] but we need to investigate what the problem is and come back even stronger at the next competition."

Speaking of her involvement in the new championship Ramona added: "Rallycross is a good sport for women because it isn't as physically demanding as rallying because the races are short.

"Yes, women are built differently but World Rallycross is a mental sport – it's not just about physical strength. It's all about knowing when to take risks and women can make those sort of decisions just as well as men can."

Elsewhere, 20-year-old Lina Marie Holt lined up in the Super1600 class in a Peugeot 207. In her third year in rallycross, the Norwegian driver is following firmly in her family's footsteps.

"I was initially attracted to rallycross because my dad has competed in the sport for a number of years, so I followed him when I was younger," she said. "I've received a great deal of positive support from everyone since I've been racing. I strongly believe girls are just as good at motorsport."

Also racing in the Super 1600 class was Lise Marie Sandmo. The 20-year-old Norwegian, who is in her fourth year of



The eight female racers who lined up for the Swedish round of the FIA World Rallycross Championship in Höljes recently.

competition, and who two years ago won the Norgescup Rallycross junior series in her home country, races a Volkswagen Polo and she too was drawn to the sport through a family connection.

"I'm from a family of rallycross drivers – my dad (Jonny) was very successful, my grandparents competed and my brother (Christian) does too," she said.

"I think women have better reactions than men," she added. "Women also look for perfection and they can really concentrate on something they want to improve on, which I think is a skill we have more than men."

In the Touring Car category was Camilla Anderson, also from Norway, from whom motorsport is all about the passion of competition.

"I love competing amongst the men. They are very competitive but it just encourages me even more. That's what I love about motor sport – there's always a lot of passionate people who are very competitive," said the 25-year-old who races a Ford Fiesta VII. "I don't think it's any different being a woman, I guess you have to be confident to be amongst so many men but I like this competition."

The youngest female competitor to race in Höljes was 17-year-old Ada Marie Hvaal.

The Norwegian is in her second year of competition and races a Peugeot 207 in the Super 1600 class. She is also the cousin of Supercar driver Alex Hvaal, who is the team-mate of former FIA World Rally Championship winner Petter Solberg in the PSRX Team.

"My dad and both of my cousins have been competing in rallycross for many years so it just made sense that I did it too," she said.

"The attention has been very positive, I think I do get extra attention being female but it's not negative at all. My ultimate goal is to become a rallycross champion."

Also competing in Höljes were regular Volkswagen Scirocco R-Cup racer Mikaela Åhlin-Kottulinsky, who raced in the RX Lites Cup, Sandra Hultgren, who also lined up in the RX Lites Cup and Mandie August from Germany, who raced in the Super1600 class in a Skoda Fabia II.

FIA Women in Motorsport Commission

FIA signs Brighton Declaration on Women and Sport

The FIA Women in Motorsport Commission last month journeyed to Helsinki in Finland to take part in the 6th International Working Group World Conference on Women and Sport, a visit that began with the FIA signing the Brighton Declaration on Women and Sport.

The Declaration, drawn up in 1994 at the first World Conference on Women and Sport, provides principles to guide action intended to increase the involvement of women in sport at all levels and in all functions and roles and has now been signed by more than 400 organisations worldwide.

In Helsinki the declaration was signed on behalf of the FIA by Women in Motorsport Commission President Michèle Mouton who said: "The goals and missions of the FIA Women in Motorsport Commission are completely in harmony with the principles of the Brighton Declaration and while there is a lot to be achieved, we are working hard to realise our objectives. Only a small percentage of women are represented in motor sport and knowing the reason why this is the case is one of our biggest challenges. We will work with all those organisations who have signed up to the Brighton Declaration with the goal of learning from their experiences, and raising the level of involvement of women in the sport."

FIA President Jean Todt later added that the signing of the Declaration was a reconfirmation of the federation's commitment to promoting equality in motor sport.

"Today we continue to face a challenge to encourage more women to participate in motor sport," he said. "Changing this is a question of making the sport more accessible from an early age and creating new opportunities to get involved at all levels. As a recognised member of the IOC, the FIA is committed to supporting equality and today we reconfirm that commitment as one of the signatories of the Brighton Declaration."



FIA Women in Motorsport Commission President Michèle Mouton signs the Brighton Declaration.

FIA Formula One World Championship



Peak Performer

There are few jobs in motor sport as highly pressured or as instantly measurable as being responsible for boosting an F1 driver's lap time, but McLaren's Bernadette Collins, Performance Engineer to Jenson Button, wouldn't have it any other way...

How did you get involved in motor sport?

When I was younger I was unsure of what I wanted to do, so I went through GCSEs and 'A' levels [in the UK] choosing subjects I enjoyed more than with a final goal in mind. So that was maths, physics and technology. Then I ended up doing mechanical engineering at

Queen's University [Belfast], because it had a broad scope.

During my time in Queen's I did Formula Student and it was during that time that I began to think 'Well, this is quite interesting – this is something I'd like to do'.

From there I applied for a job with McLaren, which was advertising a graduate careers position. I had applied for some other automotive industry positions, but with McLaren it got to the next stage and then the next stage and so on. We did an assessment day, for which 10 of us got called to the McLaren Technology Centre, and I think that was the point where I began to think 'I'll be really disappointed if I don't get this now'. But I did get it. So motorsport just sort of happened for me.

So motor sport, indeed engineering, weren't things that were promoted as future career choices at your school?

I went to an all girls school in Ireland and there wasn't a big push for engineering. A lot of the people who were teaching careers didn't really know about engineering and it was very much viewed as not a girl's career. You end up trying to find out about it yourself. Luckily for me at that time, the government was trying to push engineering, particularly women in engineering, so there were a few day placements at school and that sort of at least gave me the idea that, potentially, there was a job in it.

How did the job at McLaren develop?

I started an undergraduate year, which was quite interesting, in that you move around the departments. That was good, in that it helped me to get to know different people and it helped me learn how motor sport works.

After that I joined design where I worked on some suspension parts and then I moved to the transmission department, where I spent two years. That was really interesting because the precision in those components is immense. I learned a lot there – there's a lot of interesting materials, a lot of interesting developments in that area.

However, I was quite keen to do some trackside stuff, and the company was keen to support that, so during my time in the transmission department, I was given the opportunity to work for some of our GT3 customer teams. I did a year when we were developing the MP4 12C GT3 car, and then two years with two different customer teams. The first year was as a data engineer, which sort of mirrors the role I do now for the F1 team, and then in the second year I race-engineered a car.

What's the difference between working trackside and being based in the factory? Is there more of an edge to it?

It's quite intense. Everything is about the result on race day. And at the end of the race you just feel shattered. You've just planned to that point and then once that point is crossed, you're done.

It's exciting to try and get the best out of the car, to get the best out of the driver and then bring all those elements together. And afterwards you go back and you look through some data and figure out the things you might have done differently and you try to improve on that.

It's interesting in GT3, because in F1 we've got a big pyramid of people underneath the race engineer providing support, while in GT3

you don't have that support, so I think McLaren were keen for me to learn and keen for me to work predominantly off driver feedback and not off data. It was an interesting experience.

And then you moved to the F1 team?

Yeah. Last year Tom [Stallard], who used to do my role, went on paternity leave, so through the year, in the run-up to that, I would sit in mission control at the factory and listen in to radio comms. I attended a few events, to shadow him really, and then I did India and Abu Dhabi last year. Tom then progressed in his career and I took on the role at the start of this year. [Tom Stallard recently returned to the McLaren race team as Jenson Button's race engineer.]

So how would you describe the role of performance engineer?

It's been explained to me as trying to help Jenson get the best out of the car he's given. So Jenson's race engineer decides everything to do with the physical side of the car, and I try to help Jenson through different electronics set-up options. It's all about working closely with Jenson to try and get the best from the car we end up with on race day.

What sort of things are you looking for?

This morning, for example, [at the Austrian Grand Prix] I spent a bit of time looking at pit entries, to see if there's a particular entry he does better, because there's time to be gained there – there's time to be gained everywhere. Anywhere you can find the tiniest bit of time is something you'll recommend to the driver.

One of the biggest things this year is fuel restriction [100kg for the race, with a flow limit of 100kg/h] and it's one of my responsibilities to make sure we don't use over 100 kg by the end of the race. So I monitor that and recommend the best use of it.

It's a close working relationship with Jenson then?

Massively so. I think we all know each other well enough to get any hidden meaning in something we say on the radio, and I think that's very important. And it's also equally important if I say something or Dave says something, that the urgency in our voice is picked up on straight away, if it is something urgent. So things like that, I think, are quite important to know who you're working with quite well.

It's been very good for me to work with Jenson in my first year, because he's a massively intelligent driver. As much as I can look at data and advise him, he's very good at explaining how he feels in the car and teaching me, and I've learned a lot from him. It's made my integration into the team an awful lot easier.

To sum up, what's the attraction of the job you do. Why should a 15-year-old girl thinking about her choice of subjects in school be attracted towards technical subjects?

There's a few elements to the job that I enjoy. The pressure for one. I enjoy the drive to improve, to do something better, and, if that works, the enjoyment of finding the improvement. The thrill of saying 'I've made a difference – me, just me – to that car', is quite a big thing. And if you get a good result at race day or in qualifying, then that's really quite good!

FIA Formula One World Championship

Wolff impresses in F1 practice sessions

It might have lasted just four laps but Susie Wolff's brief outing in the first practice session of the British Grand Prix was a landmark Formula One moment, with the Williams development driver becoming the first woman since Giovanna Amati in 1992 to take part in a grand prix weekend.

Although the FIA Women in Motorsport Ambassador's debut grand prix weekend session outing ended in disappointment when a power unit problem on her Williams FW36 halted her running, the 31-year-old would get another chance to demonstrate her skills at the following event – the recent German Grand Prix.

And this time Wolff made a big impression. After an early scare on her installation lap, when a technical issue forced her to return to the pit lane for repairs, she was able to complete 22 laps of the Hockenheim circuit and finished the session in 15th position, just 0.227 of a second behind team-mate and 11-time grand prix winner Felipe Massa.

Afterwards, she was understandably pleased with her efforts. "The car felt really good today and so I was able to

get a good number of laps in," she said. "I was able to improve lap on lap and make use of the new set of tyres on the car. I was well prepared and the guys have done a good job for us all to be ready.

"I knew today was going to be our day and so when we had issues early on I stayed calm and got the car back to the garage."

Williams F1 Head of Performance Engineering Rob Smedley later said that the Scot had "done a really good job" during her session at Hockenheim.

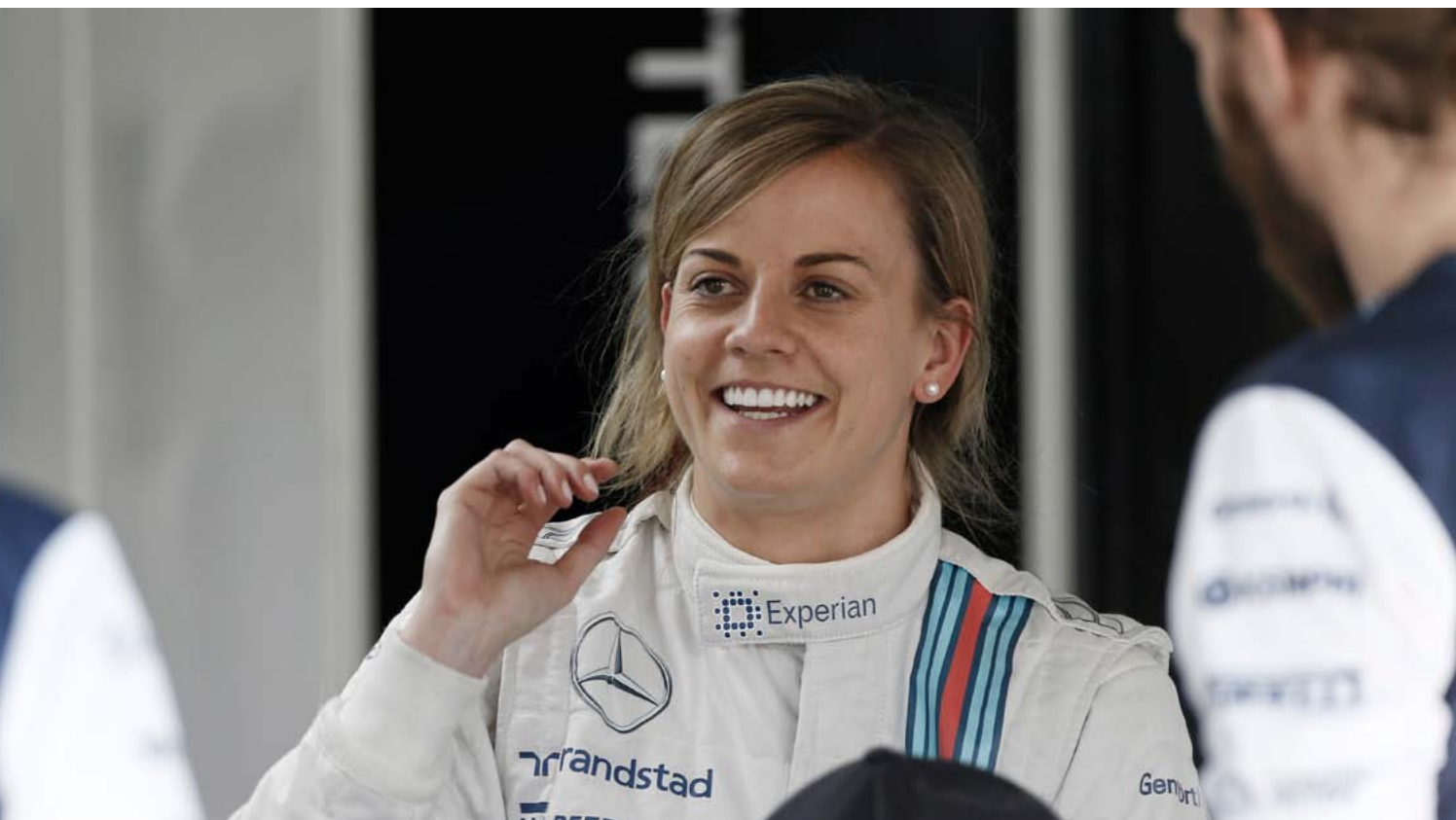
"[She] worked well and drove sensibly," he said. "The feedback we got helped us get used to the car without our interconnected suspension which was valuable."

Former Toyota F1 driver and three-time Le Mans winner Allan McNish, who watched the session for Britain's BBC was also impressed by Wolff's efforts. "To be that close to Massa was a very, very strong performance," he said.

Questioned about the possibility of another outing, Wolff was unsure.

"That's the million dollar question, the next," she said. "As soon as you come into the pit lane and finish the session, the next question is 'OK, when do you get back in the car?' That's one of the toughest things in Formula 1: getting more opportunities.

"The team are happy with my performance, so that was an important step in the right direction, and now I have to see what else is possible," she concluded. "I will be continuing my work in the simulator for the remainder of the season, but I will be looking for the next opportunity to get behind the wheel as I really want to do more."



FIA World Rally Championship

Lady of the Lakes



As the FIA World Rally Championship heads for Neste Oil Rally Finland, promoter Tiina Lehmonen of ASN AKK-Motorsport explains how she got involved with the event that will always be known as the 1000 Lakes and how the rally is meeting the challenges ahead

How did you get involved in motor sport?

More or less by accident! I was studying in Jyväskylä, working on my master's thesis and I saw a note at the university looking for people who spoke French, Spanish and Italian to work at the media centre. I thought it might be fun and something different.

After the first rally I was asked to work a summer job the following year and a few years later (when I was already working at the French Embassy in Helsinki) I was asked to work full time for the rally. I had been there every summer so it was quite easy to stay. Then the ASN [AKK] started to organise the rally and I was hired by the ASN. My background has nothing to do with motor sport. However, I was born close to Jyväskylä where the rally was based so it has always been a part of my life.

There aren't too many women involved in the event promotion side of motor sport. Have you found it a tough environment to work in?

I've never thought or felt I wasn't accepted or underestimated. On the contrary, I have been fortunate to have the possibility to work with very wise and professional people. From the

beginning I've always felt welcome and have been given all the support I can imagine.

Maybe the thing was that I have always been able to ask for help and advice. The first phone call I answered in the media centre was a journalist asking for results for Group A. At the time, I had no idea what he was talking about, but I managed to find out. A few years later I was writing the regulations of the event, explaining turbo changes and chassis regs!

What are you most proud of in your organisation of the event?

There are many things I'm proud of. What I'm most proud of is the team I work with. I'm so lucky to be surrounded by the best people in the world.

Someone once said you need to be strong enough to hire people who are better than you in order to create the best team. And we definitely have one. Sometimes I listen to them in a meeting and think how good they are!

Our rally has a great history and it has been chosen as the best in the championship several times in the past and I'm proud to be able to continue this path. We work really hard to create the best conditions for our spectators, participants and partners so that they come back year after year.

You were also involved in the organisation of the Finnish round of the new FIA World Rallycross Championship this year. How was that?

To organise a new event was a big challenge for us. Of course the WRC knowledge helped a lot and at the end of the day, you still need to think about the same things, although maybe in a smaller context.

Staging a Rallycross event is a bit like running a super special stage of a rally. It is very exciting and we like it very much, but in a stadium event you have maybe two entrances and a track of no more than approximately 1.1 kilometres. In a rally you have the total length of approximately 1500 kilometres and quite a lot of entrances – often in the middle of forests!

It is a totally different sport – both are fascinating and exciting. We are very happy to organise both and I think that's a benefit for both events, a good way of doing promotion and campaigns of attracting new fans – I think Rallycross is a way of finding new fans for WRC and vice versa. The hard thing is to go step by step, to have the patience to create the base for Rallycross culture that we already have for rallying.

What are challenges of running Rally Finland for the future?

Finns are great fans of motor sport but on the other hand we are spoiled by the success we've had and we need to be the best, so meeting expectations is difficult. Also people's behaviour and the way of consumption are changing; people want more choices.

The challenges today are the diversity of different sports and also the big question is how to keep the hardcore fans happy while at the same time trying to attract new customers. We do a lot of research and surveys every year to try to know what our customers expect from us and we try to deliver that. Customers are changing and so must we, but we must also respect our traditions.



FIA European Truck Racing Championship

Halm's switch to ETRC reaps rewards

Following back-to-back French Truck Racing Cup titles in 2012/'13, Steffi Halm has made a successful step up to a full FIA European Truck Racing Championship campaign, with the German racer currently ninth in the drivers' standings.

The Lion Truck Racing driver's campaign began in fine style at Misano in Italy where she was on pole position for the reverse grid second race, having finished eighth (her first top-10 ETRC finish) in the first race on Saturday. The second race, however, was not kind as she was eventually forced to retire with a technical issue.

On Sunday she made it to the Superpole and staged a great comeback to claim 10th from 20th and then seventh from 14th position in the weekend's final race.

Round two, at Spain's Circuito de Navarro, saw Halm debut an all-new MAN race truck. It was an eventful start for the new machine as well, as Halm recovered from a crash in one race and a restart in another to take two sixth places and one ninth-place finish.

Round three took place in Nogaro, France, where Steffi finished race two in ninth place and then on Sunday she took ninth and 10th places to add to her overall points tally.

After that it was on to Austria's Red Bull Ring, where race one saw Halm suffer a scary moment when she lost control and ran off track into the barriers.

Her team managed to get her truck repaired in time for the day's second race, in which she finished 16th. Sunday saw her take two 10th-place finishes.

"The truck is working well without any problems," says Steffi of her season so far. "Right now we are working hard to find the ideal set-up depending on each circuit. The aim for this year is to finish the season in the top 10, but with strong motivation to move up step by step and to shorten the time distance to the top drivers."

"The major highlight so far was definitely the pole position in Misano, which was followed by some spectacular overtaking moves in the race. That got us a lot of attention from spectators. The first race weekend with the new truck was also memorable. We finished the truck on Friday and on the following race days we had no technical problems and took two sixth places. That was good."

At the most recent round at the Nürburgring, in front of almost 100,000 fans, Steffi finished the first race in eighth position, which meant that with the grid reversed for the following race, she was once again in pole position. She held her lead in the opening laps of the race before dropping back to finish a useful sixth.

She was classified in Sunday morning's Superpole but had a tough race to finish 13th. Her weekend ended brightly, however, with ninth in the final race, which brought her two more championship points.

The results leave Halm in ninth place in the championship standings with 38 points, 10 clear of her nearest rival, Frankie Vojtisek from the Czech Republic and just 11 adrift of eighth-placed Benedek Major from Hungary.

Volkswagen Scirocco R-Cup

Åhlin-Kottulinsky becomes first woman to win in Scirocco R-Cup

Swedish driver Mikaela Åhlin-Kottulinsky became the first woman to win a race in the Volkswagen Scirocco R-Cup with a determined drive to victory in a tough, wet race at Germany's formidable Norisring street circuit.

The 21-year-old began the race from second on the grid, with heavy rain falling across the circuit. She quickly passed pole position man and championship leader Jordan Lee Pepper but then the race was stopped following a collision involving Denmark's Frederik Schandorff and Frenchman Yann Ehrlacher that sent both drivers careering into the crash barriers at the start of the home straight.

Following a half-hour stoppage to repair the barriers, the race resumed behind the safety car – with a good 17 minutes of race time left on the clock. Åhlin-Kottulinsky managed to defend her lead at the restart and then comfortably held off Germany's Moritz Oberheim, who had moved up from his sixth-place starting position, to secure her historic win.

"I never thought I would win the race here," said a delighted Åhlin-Kottulinsky afterwards. "I'm still asking myself whether that really just happened! I did manage to come second in one of the Volkswagen Scirocco R-Cup races last year, and I knew a woman had never won a race in this series. So now I have achieved this historic win. And it feels fantastic."

"The track conditions were very difficult and you had to keep adjusting to them – that was especially the case after the long interruption," she added. "I'm absolutely delighted to have won."

The Swedish racer not only took the win but also scored the fastest lap of the race with a time of 1:04.728, achieved at an average speed of 127.920 km/h, which was an impressive performance in the difficult conditions. The victory puts Åhlin-Kottulinsky ninth in the overall standings with 84 points.

She wasn't the only female to finish in the top 10 in the race, however. FIA Women in Motorsport-supported driver Lucile Cypriano powered her way to eighth place. The result leaves the French driver third in the Junior Cup standings with 123 points, just 28 points behind leader Nicolaj Møller Madsen of Denmark.





Audi Sport
Team Joest

Marcel Fässler

André Lotterer

Benoît Tréluyer

FIA World Endurance Championship

Treble joy for Leena at Le Mans

In guiding the Audi Sport Team Joest R18 e-tron quattro of Marcel Fässler, André Lotterer and Benoît Tréluyer to victory at the Le Mans 24-Hour race in June, FIA Women in Motorsport Ambassador Leena Gade scored a remarkable hat-trick of wins at the Le Sarthe circuit.

Race Engineer Leena's first win (and the first victory for a woman) came in 2011 and she repeated the feat the following year. In 2013 it was the sister car crew of Allan McNish, Tom Kristensen and Lööc Duval that took the honours but Leena re-established her control of the top step of the podium with a late charge to a resounding victory when the team's major rivals, Toyota and Porsche, fell by the wayside.

"It's brilliant," said Leena of her third Le Mans win. "I have to say that when it was announced that Porsche would be coming back, this was one win I really wanted to take."

"For a few minutes after the race, I couldn't really see what the big deal with winning the race was, but after being stopped by countless fans for autographs and to hear how good the race was from their perspective, I started to realise just what it meant this year," she added. "It will still take a bit of time, but I am so proud of my whole car crew for what they all did. It was a true team effort."

Audi Sport Team Joest Race Engineer Leena Gade and drivers Marcel Fässler, André Lotterer and Benoît Tréluyer celebrate following their third Le Mans 24 Hours race win in June.

Peugeot RCZ Racing Cup

Prudent happy with switch to saloon car racing



FIA Women in Motorsport Commission-supported driver Adeline Prudent has made a successful switch from karting to saloon car racing, taking on the Peugeot RCZ Racing Cup with the Team GPA Racing squad.

After ending her 2013 karting campaign with the Woman of the Year prize at the CIK-FIA's annual prize-giving in Milan, Prudent chose not to step up to the next stage in karting, the KZ International class, but instead switched to car racing.

"The decision was not easy," she says. "We decided to opt for the flagship formula from Peugeot. With karting, I think I proved my worth. To go higher would have demanded an equivalent investment to car racing. And Single Seaters? Despite all the driving sensations it provides, it seemed unaffordable and pretty random in terms of opportunities. Saloon cars are a little more accessible, there's a great grid and plenty of opportunities to move on to GT or endurance racing. You only have to look at where Hugo Valente is in the World Touring Car Championship.

"So we tried to stay true to the philosophy we always had in karting: go where the best are. So we opted for the RCZ Racing Cup. There are 30 cars, some great drivers (some of whom are twice my age and have 10 years more experience than I do). If I have made a mistake then only time will tell. In the meantime, I'm working very hard to succeed in this new challenge."

At her first round at Le Mans recently, Adeline finished a creditable 18th from 29 starters in the first race and in the second event was 21st. She believes the results are encouraging. "I enjoy the challenge because the car is quite different from a kart to drive but racing in the series is too expensive for me to do all the races, so this was my first," she said. "I was happy [with the results at Le Mans] but a little stressed because it was my first race in a car and it was wet. I hadn't raced a car before and I had to do my best with the clutch. I really didn't want to break the car. However, I had to do my first race and it was successful."

FIA Institute Young Driver Excellence Academy

Gatting's completes Academy course with a double win

Danish racer Michelle Gatting ended the 2014 FIA Institute Young Driver Excellence Academy on a high, scoring back-to-back karting victories against her fellow Academy drivers.

Held at the Paul Ricard circuit in Le Castellet, France, the final Academy workshop focused on advanced driving skills and gave the drivers the chance to demonstrate their progress. The driving activities included two kart races, both of which Gatting won, despite having to start the second from last position in a reversed grid.

"I felt really confident about winning the kart races," she said. "Each race was 30 laps and the first race was really close. The guys were pushing hard and nobody was being gentle with me, which is how I like to race. They did everything to get rid of me, but in the end I won the race."

"The second race was a reverse grid, so I had to start last, which made everything a little more competitive," she added. "Lap after lap I kept overtaking and I passed the first three guys to win the second race. It was clear that the guys didn't expect it, and that's what made me smile even more."

Branding the Academy a good learning experience, Gatting added that the experience had confirmed to her that it is possible for women to compete on the same track as men and win.

"This last workshop was really about driving style and there I could finally show my talent. I won five out of the eight competitions, which was a great feeling. I think I showed that women can compete at exactly the same level as guys."

"The Academy has been a great school for me, and I enjoyed every single moment," she added. "It improved me as a driver and as a person. Getting all the feedback from the professional coaches has been very useful for all of us, so a big thanks to all the drivers for a competitive journey and to all the coaches who showed us what it takes to become the best of the best."

The Academy's overall prize of Driver of the Year went to South African racer Kelvin van der Linde. The 18-year old was presented with the trophy at the graduation ceremony at Paul Ricard.

"Selecting a winner is never easy, however Kelvin's performance across the entire range of the Academy was outstanding and makes him a well-deserved winner," said Academy Performance Manager and former F1 driver Alex Wurzel.

