

BUILDING FOR THE FUTURE

How Jean Todt and his team are working to strengthen the FIA

ANNUAL GENERAL ASSEMBLY



FIAINMOTION

ISSUE 10



distributed in 132 countries around the world



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Pictured on front cover from left to right:
 Nick Craw, President of the FIA Senate, Brian Gibbons, Deputy President
 Automobile Mobility & Tourism, Jean Todt, FIA President, Graham Stoker,
 Deputy President for Sport.

FIA PRESIDENT'S MESSAGE



Eighteen months ago in our election agenda my team and I set out the policy goals that we felt were right for the FIA, in order to enhance its role as the world's leading independent organization promoting mobility and motor sport. We said that we would pursue these goals using innovation, excellence and teamwork and you strongly supported our plans at the election.

We promised a comprehensive review of the FIA statutes and structure fully involving the leadership, World Councils and membership in the process. We aimed to enhance the FIA's Public Policy and Advocacy role, increase the value of FIA membership, creating better opportunities to share experience, knowledge and opportunities, and strengthen regional identity and participation.

In motor sport we committed to nurturing our member clubs. We promised a review of stewarding and new disciplinary procedures and to work towards creating greater affordability and stability across the sport.

This InMotion magazine is a review of the last 12 months and we will leave up to you to decide how we are doing. It contains special reports about our World Championships. They are generally healthy, despite the troubled economic times which we have lived through. There is much reason for optimism for the future.

We have made progress as well in developing our mobility campaigns, our road safety programmes and our environmental policies.

We have received positive feedback from the FIA community around the world and will continue to listen your comments and suggestions in order to best address your needs.

This is a challenge that we are enjoying and we want to continue along that path. We want to increase the membership of the federation and the member clubs within it. We want to make sport more exciting and affordable, but also sustainable; we want to work to ensure safe, sustainable mobility the world over; and through the Decade of Action on Road Safety, we want to reduce the number of people who are killed or injured each year in road accidents.



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FIA NEWS

KEEPING UP WITH THE PRESIDENT...



With members of the Royal Automobile Association of Thailand.

Being the FIA President is a hectic life, not only because one is moving backwards and forwards between the FIA offices in Paris and Geneva, but also because there are always missions that need to be accomplished, particularly now that preparations are underway for the UN Decade of Action for Road Safety.

The President cannot do it all, and his deputies Graham Stoker and Brian Gibbons are called upon to do some of the work related to their specific disciplines, but for much of the time Jean Todt is on the road, meeting member clubs, government officials and other interested parties in the FIA's mobility and road safety work. And he is constantly looking for ways to expand global motorsport and keeping an eye on the FIA's World Championships. The modern FIA involves a team of people, but Todt is the team

leader and the man in demand. It is non-stop action... and has been all year.

The first official functions were in the second week of January with visits to Hong Kong, Macau and Kuala Lumpur meeting with member clubs and then a rapid return to Europe in time to attend the Automobile Club du Grand-Duché de Luxembourg's prize giving gala, followed by a trip to Munich to learn about the ADAC Yellow Angels breakdown service. February began with the official launch of the FIA World Rally Championship at the Automobile Club de France in Paris. The series announced support for the Make Roads Safe campaign and the call for a Decade of Action for Road Safety. Then it was back to Asia for more meetings with clubs in Singapore, Malaysia, Thailand and Indonesia.

At the start of March Jean was back at the Automobile Club de France in Paris to launch the FIA GT1 World Championship, the federation's new series. He was then part of an FIA delegation to New York to attend the United Nations General Assembly for the proclamation of the Decade of Action for Road Safety from 2011 to 2020. The goal of the programme is to stabilize and eventually reduce the number of deaths and injuries on the roads.

The UN resolution was a strong endorsement of the work of the FIA and testament to the hard work of the FIA Foundation which pioneered the Commission for Global Road Safety and the Make Roads Safe campaign. The resolution requested the UN to prepare a Plan of Action for the Decade and called upon Member States to implement road safety activities. Todt said:



Meeting with the Syrian Minister of Tourism Dr. Sa'adallah Agha Al Qal'a accompanied by Vice President for Sport Mohamed Ben Sulayem

"We are now ready to work towards saving five million lives by 2020, by promoting safer roads, safer vehicles and safer road users." Jean was soon on the move again, heading a delegation visiting Qatar to discuss the development of motorsport activities in the country, where there are ambitions of holding a Formula One Grand Prix at Losail.

"We are exploring opportunities for greater cooperation between the FIA and the countries in the region," Todt said. "This region is very important for us. This part of the world is moving very strongly and the fact that I am here means that we take the Gulf very seriously when it comes to our plans for motor sport."

The delegation went on to Oman and Saudi Arabia, where Jean met HRH Prince Sultan bin Fahd bin Abdulaziz, the President General of the country's Youth Welfare organization, and visited the new Dirab race track complex, which is under construction but will soon feature a world class quarter mile drag strip, a kart circuit and a two mile racing circuit. The visit also included an inspection of the Zain Reem International Circuit, Saudi Arabia's premier motor racing circuit facility which already has a busy schedule of events. The discussions included not only

motorsport, but also mobility and road safety issues. The next stop was the World Motor Sport Council meeting in Bahrain, held for the first time outside Europe. This was followed by a series of meetings during the weekend of the Bahrain Grand Prix, the opening round of the FIA Formula One World Championship. It was back to Belgium for a meeting of the FIA Euroboard and a meeting with Jacques Barrot, Vice President of the European Commission in charge of transport matters and a quick visit to London for a meeting of the FIA Foundation board of trustees.

At the start of April Jean was back in the Middle East as part of a delegation visiting the Jordan Rally and took the opportunity to visit clubs in Israel and Cyprus before the International Club Conference in Dubai, stopping off on the way home in Beirut to attend the Lebanon Motor Show and to visit Syria, including a meeting with the Syrian Minister of Tourism Dr. Sa'adallah Agha Al Qal'a.

At the start of May Jean paid a visit to see the FIA World Touring Car Championship in action in Marrakech, also holding meetings with representatives of the Federation Royale Marocaine de Sport Automobile before joining

the WTCC drivers for a picture in support of the Make Roads Safe campaign. He stopped off in Nouakchott for a meeting with the Mauritanian Minister of Culture and Sports Mme Cissé Mint Cheikh Ould Boyde. The following day he was in Madrid with Carlos Sainz at the RACC's School of Safe Driving as part of the campaign to promote the e-SafetyAware! campaign.

In mid-May the Monaco Grand Prix was another meeting point for FIA club officials from all over the world and Jean met SAS Prince Albert II of Monaco, the Honorary President of the Automobile Club de Monaco.

There followed the annual FIA Conference Week, taking place this year in Como, Italy. This included a meeting of the World Council for Automobile Mobility, which discussed the FIA engagement in the Decade of Action for Road Safety. There were also discussions about the federation's Mobility Business Plan, which is intended to strengthen the Mobility Secretariat, execute the FIA's Mobility for All public policy agenda, foster service facilitation and knowledge exchange among member clubs, identify innovative ways to help emerging clubs to grow and prosper, and increase synergies with the sporting arm of the FIA, particularly in relations



Jean Todt and Michelle Yeoh with FIA delegates at Conference Week in Como, Italy

to safety and environmental issues. There were also discussions about the FIA's strategy related to travel and tourism, which will include a survey of member clubs and a report that will lead to a strategic and action plan in 2011. It was agreed that the next FIA Conference Week will be held in Kuala Lumpur in March 2011.

Jean's next major event was the Rally de Portugal at the end of May, where the Automovel Club de Portugal hosted a Road Safety Expo in the rally's service park, which was visited by the Portuguese Minister of Interior Dr Rui Pereira and World Rally Champion Sebastien Loeb.

Back in Paris, there was an appearance at the start of the Federation Francaise de Camping et de Caravaning's "Paris-Pekin-Paris en Camping Car" event, in which 50 teams departed from the Chateau de Vincennes to drive cross-country to Beijing – and back.

This was followed by a World Motor Sport Council meeting in Geneva and then in early July Jean joined an FIA delegation including Senate President Nick Craw and Mexico's Jose Abed attending a weekend of NASCAR action at Daytona International Speedway, as a guest of NASCAR and International Speedway Corporation. This gave him the opportunity to see at firsthand how the Americans go racing. He watched a Nationwide Series stock car race, a GrandAm Rolex Sports Car Series event and the main NASCAR Sprint Cup. "It's very interesting to see what's happening in America," he said. "I met all the France family, I met some teams, some drivers and you know, you can

learn from what is happening here." He then travelled to Ottawa, Canada with Nick Craw where productive discussions took place with the Canadian Automobile Association.

Jean raced back to Europe for the British GP the following weekend where he had the opportunity to meet with the British Minister for Sport, Hugh Robertson, Lord Astor, President of the Motorsport Industry Association and the Duke of Kent, Patron of the British Racing Drivers Club. Jean and FIA Deputy President for Sport Graham Stoker were guests of the British Racing Drivers Club which conferred on Jean an honorary membership of the celebrated club, which is headed by Damon Hill.

Not long afterwards Jean was in Croatia to meet the country's President Ivo Josipovic in Zagreb. They discussed road safety and motorsport initiatives and Josipovic was keen to add his support to FIA initiatives. During the visit Jean also launched the Make Roads Safe campaign in the region, before it was on to Finland for the FIA Road Safety Seminar in Jyväskylä, which was held in association with the World Rally Championship event. This was organised by the Finnish Motorsport club, AKK together with the Make Roads Safe campaign and featured Mauri Pekkarinen, the Finnish Minister of Economic Affairs and former Formula 1 driver, Alex Wurz. This provided another opportunity to promote the eSafetyAware! campaign.

In August Jean visited the Nürburgring to see the FIA GT1 World Championship in action. "There is a lot of enthusiasm, a lot of action, a



With BRDC President Damon Hill OBE

lot of competition and a lot of good spirit," he said. "When something is new you need to put a lot of effort into it. We have a product, there are people, competitors, organisers, promoters and I think the regulations are made in a way that allows to have cars very close to each other. Now we need to make the world aware of this championship."

It was then back to Paris for another World Motor Sport Council meeting before heading to South America with a delegation to attend the FIA American Congress in La Paz, Bolivia. En route the group visited Ecuador, Peru and Chile before the Congress, which provided the members of FIA Region IV with the opportunity to meet and exchange ideas.

While in La Paz Jean met President Evo Morales in the Presidential Palace for discussions about improving road safety education and standards in Bolivia and across the Americas. "In the course of our visit to Latin America, the FIA delegation met with FIA members and government officials in Argentina, Bolivia, Chile, Ecuador, Paraguay, Peru and Uruguay," Jean explained. "We received strong support for the Decade of Action for Road Safety activities." There were also meetings with Paraguay's Vice President Federico Franco and Peruvian Transport Minister Enrique Cornejo Ramires. Both were keen to work with the FIA to improve road safety in their countries.

During his visit to Argentina Jean presented an FIA Gold Medal for Motor Sport to



Meeting Croatian President Ivo Josipovic



FIA President Jean Todt meets Kenyan President Mwai Kibaki

José Froilán González for his contribution to international motor sport, at an event organized by the Automovil Club Argentino (ACA). Now 88, González was one of the leading Formula One racers of the 1950s and won the Le Mans 24 Hours in 1954.

Back in Europe Jean attended the 2010 Mondial de l'Automobile in Paris, launching the FIA stand at the event, before heading off a quick trip to Strasbourg for the Rallye de France-Alsace, where Sebastien Loeb won his seventh consecutive WRC title in front of his home crowd. The event featured a "Village de la Mobilite Responsable", which continued the process of informing the public about the eSafetyAware! campaign with the eSafety on Board truck.

Jean then joined an FIA delegation travelling to Africa for the FIA African Congress, which was held in Maputo, Mozambique. While in

the region Jean met with sport and mobility clubs in Zimbabwe, South Africa, Botswana and Kenya, as well as government ministers for transportation, sport and communications from various African countries, lobbying for improvements in road safety. Whilst in Kenya he met the country's President, Mwai Kibaki to discuss motor sport and mobility issues, in particular the Decade of Action for Road Safety and the importance of improving road safety standards throughout Africa. While in Kenya he discussed the possibility of reviving the Safari Rally as an international event.

With just a brief period back in Europe, Jean headed to Asia where he attended the inaugural Korean Grand Prix at Yeongam while also stopping off in Tokyo to visit a number of automobile manufacturers to discuss the progress that has been made in the research and development of high end vehicle technology. The FIA delegation



Visiting the ANETA karting school in Quito, Ecuador

met members of the Japan Automobile Federation (JAF) at its Tokyo headquarters and had constructive discussions on a number of sport and mobility issues. On his way back he stopped in Thailand to visit the Royal Automobile Association of Thailand in Bangkok.

It was back to Paris to prepare for the FIA General Assembly, attended by sport and mobility members from around the world, to discuss the progress made during his first year as FIA President.

As the General Assembly members headed home Jean was off to the Middle East for the Formula One World Championship showdown in Abu Dhabi, where there were an important series of meetings. Back in Europe, Jean visited the Touring Club Suisse before he travelled to Krakow, Poland to attend the FIA Central European Zone Prize Giving, which was hosted by the Polski Związek Motorowy (PZM). This gave him the opportunity to meet with the local officials to discuss the development of the sport with the different delegations present at the event, specifically in relation to the possibility of running longer international rallies, which pass through a number of countries, rather than being restricted to one, thus giving more nations the opportunity to be involved in a World Championship event.

The aim of all of this travel is to ensure that the FIA fully understands the demands that national clubs face and to help them to work with the federation not only on its global campaigns for road safety and the environment, but also to help them develop motorsport. ■



With members of the Automobile Et Touring Club Du Liban



With Automobile and Touring Club of Israel President Yitzhak Milstein



Visiting Rally Jordan with HRH Prince Faisal bin Al Hussein



Attending an eSafety event in Portugal



In Uruguay with members of the Automovil Club Del Uruguay



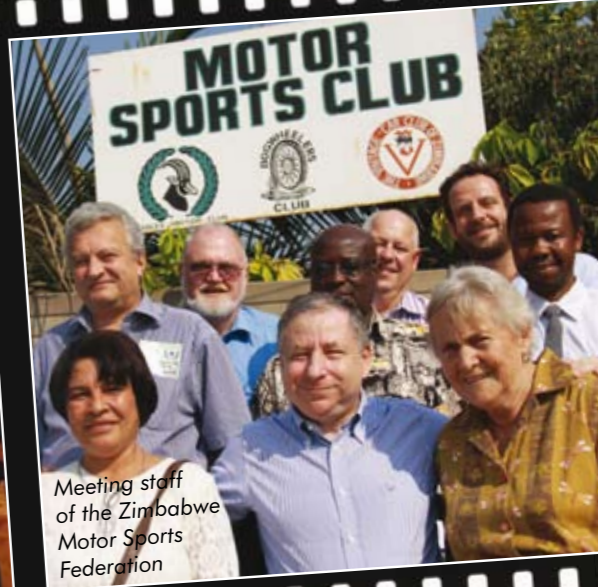
Flanked by club members from Ecuador



In Argentina presenting José Froilán González with the FIA Gold Medal for Motor Sport



Meeting the Bolivian President Evo Morales



Meeting staff of the Zimbabwe Motor Sports Federation



Attending a seminar with Emergency Assist 991 representatives in Botswana



With members of AA South Africa



At the inaugural Korean Grand Prix with Korean Automobile Racing Association President Yung-Cho Chung



At the Central European Zone Prize Giving Ceremony in Poland with Polski Związek Motorowy President Andrzej Witkowski

A GATHERING OF THE CLANS



Members of the FIA General Assembly

The FIA General Assembly took place in Paris at the start of November, to consider the first year of Jean Todt's FIA Presidency. It has been a time of much discussion and moving towards modernizing the federation.

"A year ago, you entrusted me and my team to introduce a programme of constructive change," Todt told the delegates. "You gave us a strong and clear mandate. We have found our first year in office to be challenging and busy - but also productive."

"There has been a different style of management, with a lower profile and less controversy, but this has worked in our favour, improving the image of the FIA, and by doing so adding to the prestige and influence of the federation."

The FIA President said that the work has only just begun but that he and his team are moving forwards "with confidence, built on our achievements thus far and with enthusiasm to push ahead with the programmes that we have started."

Todt told the delegates that the FIA needs to be careful not to allow itself to stagnate.

"In the world of motor sport nothing is ever allowed to stagnate," he said. "Every aspect of a racing car is constantly examined to see how it can be improved. New ideas are embraced and progress is never seen as being threatening. We want to adopt these same principles as we continue our programme of constructive change, looking at how things can be improved - and we look forward to working closely with each of you during the next three years to ensure that we have an efficient, popular and relevant federation, properly-equipped for the challenges of the future."

The General Assembly was asked to examine the initial findings of the 16-member Statutes Review Commission, which had worked throughout the year to look for the best solutions for the future structure of the FIA. It was decided that the process should be extended over two years to ensure that all of the membership could be involved in the debate."

The General Assembly was also able to confirm a major review of the FIA's Motor Sport Commissions. "Another important area of constructive change has been in the internal administration of the FIA," Todt told the General Assembly. "The administrative services that support all our operations have been separated from both Sport and Mobility and centralized to provide equal support to both pillars. There is a proposal in the Statutes Review Papers to appoint a Chief Administrative Officer to oversee these support services. This will free the Sport and Mobility Secretaries General so that they can concentrate more on their core businesses. We have appointed the FIA's first Marketing Director whose task will be to identify and develop alternative revenue sources for the Federation."

"To develop and grow, and importantly, to deliver improved services and support to our member clubs, we need to be like other international sporting federations. We need to generate revenue from our sporting activities. The purpose of these changes has been to



create a more responsive organization with a much stronger focus on serving our member Clubs. It is an ongoing process that will deliver progressive improvements over time."

The FIA President also looked ahead. "An area we intend to address is that of FIA membership. We want to expand that membership throughout the world so that all clubs associated with motorsport or

mobility, become valuable members of the FIA. "An important element of next year and subsequent years will be our "Decade of Action on Road Safety" activities. The Decade will be launched worldwide on May 11 and it presents an opportunity to work collectively as a federation and individually at national levels to make real change. It is a long-term 10 year programme that both Mobility and Sport can participate in.

"In motorsport we reach not only those who participate as competitors or volunteers but also the millions who participate by watching. Our Mobility clubs have 60 million members and they influence governments and industry, the media and the public in their countries. Through programs like the Decade of Action on Road Safety, our work on access to safe, sustainable mobility and our work in motorsport, we have the potential to produce positive change in our world." ■

THE FIA AT THE MONDIAL DE L'AUTOMOBILE



The FIA stand at the Mondial de l'Automobile Paris

At the end of September FIA President Jean Todt officially launched the FIA stand at the Mondial de l'Automobile, the Paris motor show which attracts 1.26 million visitors in the course of a fortnight, making it one of the largest such events in the world.

"I think that it is important for the FIA to be represented at events such as this," Todt explained. "It gives us the opportunity to show the world that the federation is more than just the policeman for Formula One and to give an indication of the many other programmes in which we are involved."

The stand highlighted the work of the FIA, the FIA Foundation and the eSafetyAware! Campaign. It also gave visitors an opportunity to get a closer look at 2009 Formula One World Champion Jenson Button's car and a crash tested consumer vehicle.

The show also provided the opportunity for Todt to meet influential players in the sport and automobile sector. In the course of his visit Jean joined Ian Robertson, member of the Board of Management of BMW AG, Responsible for Sales and Marketing, for the launch of the new Mini Countryman WRC car.

"The legend is back," he said. "As FIA president I am very grateful to BMW to have taken this challenge with David Richards's team and I am very much looking forward to seeing the Mini on the road. Let me wish you very good luck. The WRC has to become stronger and your contribution will be a great support!"

Todt also had meetings with Michèle Merli, the French Interministerial Delegate for Road Safety, and with Carlos Ghosn, the CEO and President of Renault and Nissan.

Michele Merli, French Interministerial Delegate for Road Safety, Thierry Hesse, General Commissioner Mondial de l'Automobile and Jean Todt



Jean Todt at the Mini stand with David Richards, Prodrive, Rauno Aaltonen and Ian Robertson, BMW AG

Jean Todt said: "All of us involved in motoring are aware of the current tragic road death figures. Road crashes already kill on a scale of Malaria or Tuberculosis and they are forecast to increase dramatically unless action is taken. Last year alone 1.3 million people were killed and 50 million injured. By 2030, the projected number of deaths on the world's roads will be roughly double the current level. The FIA is involved in two major initiatives, the eSafetyAware! campaign and the Decade of Action for Road Safety, both of which

we hope will lead to a marked decline in road fatalities."

"As President of eSafetyAware! I am pleased that so many vehicle manufacturers and safety technology companies are partnering with us. This involvement has led to advances in European road safety, including improvements in road and car design and driver education. However, it is essential that there is increased public awareness of eSafety technologies which have the potential to prevent many accidents and save many lives.

"The United Nations proclaimed 2011-2020 a Decade of Action for Road Safety. It is the FIA's objective to save 5 million lives and to prevent 50 million people from being injured on the world's roads over the next ten years. We are calling on all of those involved in the automobile industry to work with us in the research and development of life saving vehicle technologies, and the promotion of the Decade of Action for Road Safety. I am sure that by working together we can take a major leap forward towards achieving the goal of creating safer mobility for all and making roads safer." ■

CLUB NEWS

POLAND INCLUDED IN EUROPEAN ROAD SAFETY ATLAS



The Polish Automobile and Motorcycle Federation (Polski Związek Motorowy) has joined the countries that have contributed to create the EuroRap European Road Safety Atlas. This takes the form of a European route map with different coloured roads indicating the level of risk involved on each one. It aims to raise awareness of national and regional differences in road infrastructure, in order to stimulate debate and improve standards of road building and maintenance throughout

Europe. The programme involves 10 other European countries and is also supported by the European Commission.

The European Road Assessment Programme (EuroRAP) project was created in 2001 after the huge success of sister programme EuroNCAP, which rated car safety. Until EuroRAP, there was no internationally recognized standard for governments, consumers or engineers to measure the safety of the roads.

PZM became a EuroRAP member in 2006 and has since worked with the Gdansk University of Technology and Foundation for the Development of Civil Engineering to create the map, based on actual crash histories and traffic flows. This reveals hundreds of roads where death and serious injury are routine and predictable – and avoidable with changes to the road design and layout. Almost 60% of Poland's major roads are rated black, which indicates a High Risk, while only 1.2% are green Low Risk roads. ■

HOW TO WIN A RALLY WITHOUT DRIVING TOO FAST



The eighth annual Discover Syria Rally was bigger and better than ever this year, with 75 cars, 15 motorcycles and more than 400 people taking part.

The rally is not a contest of speed; indeed, speeding, unsafe behaviour and unsportsmanlike activities are all penalised, while competitors are rewarded for their navigational skills and time-keeping

proWess as they negotiate the rally route. There were also picture puzzles and general-knowledge quizzes along the way that contribute to the final outcome. And you don't need a special licence to take part. All you need is a road licence and a sense of adventure.

With teams of at least two people per car coming from Syria, other parts of the Middle East and a

number of countries further afield, there was a truly international flavour and friendly atmosphere to this year's rally. This began in Damascus and then headed north to the impressive 800-year-old crusader fortress of Krak des Chivaliers and then across the Jebel Ansariyya mountain range, passing the Citadel of Salah Ed-Din, to the coastal plain and the Mediterranean resort town of Latakia. From there it was back through the coastal range further to the north, en route to the ancient city of Aleppo, from where the route turned south-east to Lake Assad and the spectacular Qal'at Jabbar castle. The final leg took the contestants through the desert to the World Heritage Site at Palmyra, an oasis which contains the monumental ruins of a great city that was once one of the most important cultural centres of the ancient world.

Syrian Automobile Club Vice-President Hani Shaban says: "We started the Discover Syria Rally to attract the attention of foreign tourists and motorsports lovers, and encourage them to visit Syria, in addition to enhancing tourism in Syria; the rally presents Syria as it really is."

The next Discover Syria Rally will take place at the end of April 2011. ■

TOO OLD FOR A DRIVING LICENCE?

The Österreichischer Automobil, Motorrad und Touring Club (ÖAMTC), Austria's national automobile club, is campaigning for everyone to have the right to mobility, regardless of their age. The question of pensioners driving is an area of much debate; with some arguing that senior citizens should undergo medical examinations in order to keep a licence and others insisting that such things should only be necessary when there is evidence of a problem. This is a question of particular interest in Austria where 22% of the Austrian population is over 60, but the percentage will rise to around 30% by the year 2030.

The ÖAMTC has conducted an analysis of accident statistics in recent years which shows a slight increase in accidents involving people over the age of 60, reflecting population trends. The club recently hosted a conference with the national Ärztesclub, an association of physicians, to discuss the situation and the conclusion reached



was that there is no reason for introducing medical tests for Austrian pensioners. The club believes that more experienced drivers have a stronger sense of responsibility and a more cautious style of driving. They tend to avoid driving in dangerous conditions, such as at night, in the rain or snow

and they tend to avoid long motorway trips and periods of heavy traffic. Based on the arguments put forward by the club, the Austrian government says that there are no plans to introduce mandatory regular medical checkups for holders of a driving licence. ■

BUSY TIMES IN REGION IV

Latin America is a rapidly growing automobile market, but it also has high levels of road accident fatalities and serious injuries. The FIA, the FIA Foundation, International Consumer Research and Testing and the Gonzalo Rodriguez Memorial Foundation have joined forces with the support of the Inter-American Development Bank to establish Latin NCAP. This is the first independent programme to be established in one of the world's newly motorised regions and is a historic step forward in the availability of consumer crash test information. The launch of Latin NCAP took place in October with the new association releasing test results of nine cars, which had been subjected to the same frontal impact test that is used in Euro NCAP's test programme.



The launch of Latin NCAP

One of the priorities of Latin NCAP is to convince governments in the region to make Child Restraint Systems mandatory and to verify their technical quality, as the use of such systems is very low in Latin America.

The FIA Region IV Regional Office has also been busy, working with the International Road Assessment Programme - (iRAP) a not-for-profit organization dedicated to saving lives through safer roads - to host the first iRAP Regional Workshop for Latin America, which was held at the headquarters of the Automobile Club of Argentina (ACA), in Buenos Aires.

There were 40 representatives of Touring and Automobile Clubs of the region, governmental institutions, the World Bank, and the Inter-American

Development Bank. Presentations were made by Alberto Escobar of the Automobile Club of Chile and by Pablo Furguele, the FIA Region IV Head of Road Safety. The discussions centred on technical aspects in connection with protocols and formulas for analysis of road infrastructure data and then turned to how to share the outcomes of the local experience across Latin America and looking into the upcoming projects in the region.

The FIA Region IV Office has also developed a Road Safety Training Course, which was introduced recently in Bolivia. The training sessions were aimed at instructing and certifying professionals in the teaching of safe mobility and motorcycle riding, using the approved materials, providing the necessary information on modern techniques, good practices, and effective methodologies for road accident prevention and creating a certification system for driving schools.

Pablo Furguele, the FIA Region IV Head of Road Safety says: "Delivering all this technical knowledge to a group of instructors who are willing to continuously improve their work and thus contribute to advancing all aspects of road safety and education was an excellent experience. All of us are firmly committed to a successful Decade of Action." As part of its member support strategy, the FIA Region IV has also hosted a Marketing Training Seminar for the Automobile Club of Colombia, following on from previous seminars in at the Automobile Club of Ecuador (ANETA) and the Automobile Club of Uruguay (ACU).

Participants from all corners of Colombia discussed and examined market positioning, brand identity, service quality-driven leadership trends, and the latest tools in team management. ■

PROGRESS THROUGH COMPETITION



Contestants in the Road Patrolman Contest

The Bosnia and Herzegovina Automobile Club (BIHAMK) recently hosted the Road Patrolmen Contest for seven Eastern and Central European clubs including AMSS

(Serbia), AMSCG (Montenegro), AMSM (Macedonia), AMZS (Slovenia), BIHAMK (Bosnia-Herzegovina), HAK (Croatia), and MAK (Hungary).

The event took place in Sajajevo and was devised by instructors from the Touring Club Suisse (TCS), which developed a challenging programme, based on experience gained from previous contests and a questionnaire which was sent out to clubs asking for their input. The competitors were evaluated using theoretical tests, breakdown repair puzzles and driving skills.

MAK patrolmen Ferenc Besseney and Zoltan Szabo emerged as the winners, following up on the club's success in 2005 and 2006. The team from HAK (Croatia) finished second with AMZS (Slovenia) third. ■

MAKING ROADS SAFER IN RUGGED NEW ZEALAND



In 2006, the New Zealand Automobile Association (NZAA), the country's Ministry of Transport, NZ Police, Accident Compensation Corporation (ACC) and the NZ Transport Authority went into partnership to establish New Zealand's first road assessment programme - KiwiRAP. The word "Kiwi" refers to a flightless native New Zealand bird, but it is an expression often used around the world when referring to a New Zealander.

The establishment of KiwiRAP was the result of the NZAA observing with interest as the International Road Assessment Programme (iRAP) in Australia (AusRAP) was implemented. Impressed with the overall programme structure and its objectives, the NZAA approached government agencies proposing an introduction of a similar programme in New Zealand.

NZAA General Manager for Motoring Affairs Mike Noon said: "The enthusiasm for a New Zealand road assessment programme was apparent from the beginning. Greg Smith, now Director for iRAP Asia Pacific, and of AA Australia at the time, visited New Zealand to meet with a group of representatives from each of the organisations and outlined what iRAP was about and how it had worked for Australia."

A KiwiRAP technical working group and communications team were established and a project plan produced. From the outset KiwiRAP was an effective partnership with each partner providing the necessary funding, resources in the way of staff, access to data, mapping facilities and website design. The open discussions and sharing of information, together with the ability to pool resources, led to KiwiRAP becoming an effective road safety tool for New Zealand.

With the ongoing support from the Australian motoring clubs and AusRAP team, along with the resources already available to the NZAA and government agencies, KiwiRAP was able to access much of the necessary information to get the Risk Mapping protocol underway relatively quickly. New Zealand's comprehensive Crash Analysis System was used to determine the quantity and severity of crashes on New Zealand's roads and where the crashes were occurring. GeoSmart, NZAA's subsidiary mapping company, produced the national and regional Risk Maps and NZAA's Tourism arm built the KiwiRAP website to enable public access to the maps and information. NZAA Chief Executive Brian Gibbons says that the iRAP programme is an example of how the experience of one club can be built upon and developed further by other clubs and countries.

He explains: "The International Road Assessment Programme is a programme that has been made to fit the road requirement of many countries. KiwiRAP introduced a partnership approach to the programme and looked to the Australian clubs for advice based on their experiences having implemented AusRAP. The sharing of knowledge and information amongst clubs reflects the benefits of belonging to the FIA family."

In January 2008, the Risk Mapping protocol was launched to illustrate the safety risk of the state highway network, based on crash statistics over a five year period. With a focus on crashes where people have been killed or seriously injured, two different measures of risk were used - Collective Risk (measure of the total number of fatal and serious injury crashes per kilometre over a section of road) and Personal Risk (measure of the danger to each individual using the state highway). Unlike Collective Risk, Personal Risk takes into account

the traffic volumes on each section of state highway. In June 2010, the KiwiRAP Star Ratings were launched by Steven Joyce, the government's Minister of Transport. The Star Ratings results now provide New Zealand motorists and those responsible for the road infrastructure design with a key safety tool that reflects the safety built-in to New Zealand's state highways. Of the 10,002 kilometres of roads provided with a Star Rating, there were no 1-Star (poorest) or 5-Star (safest) roads over a five kilometre segment length. Fifty six percent of New Zealand's rural state highways fall within 3-Stars, 39 % within 2-Stars and five percent within 4-Stars. Of the 10,002 kilometres, 28 % of travel occurs on 4-Star roads, 40 % on 3-Star roads and 33 % on 2-Star roads.

Mike Noon explains: "Due to the terrain and frequency of intersections off low traffic volume roads, New Zealand will always have 2-Star and 3-Star roads. Where we hope to make the largest gains and road safety improvements is by focussing on sections of road that will save the highest number of lives. For those 2-Star and 3-Star roads that it will never be economically feasible to upgrade, we want to increase awareness and understanding of what makes these roads less safe so that drivers can recognise less safe roads and alter their driving to drive to the conditions of the road!"

Understanding the in-built safety of New Zealand roads is assisting the government in focusing safety engineering spending in the highest value areas. The next step for the KiwiRAP team is to create further public awareness around the different levels of safety on New Zealand's roads to assist drivers in recognising what road features and roadside hazards make a road less safe.

Noon adds: "The collaborative approach to New Zealand's road assessment programme is the ultimate driver of its success. Working in partnership enabled discussion between the relevant agencies, a good cross-section of expertise and knowledge, resources to complete the work and solid decisions made at meetings when all parties were sitting around the same table. KiwiRAP is now firmly embedded in New Zealand's road safety strategy Safer Journeys, which strongly supports the safe system approach to road safety. If our KiwiRAP experience can assist other RAPs and clubs, the NZAA will be only too pleased to provide assistance." ■

ROAD SAFETY AND FUEL USAGE

Research has revealed that nearly half of New Zealand's vehicles may have under-inflated tyres, compromising their safety and wasting fuel. The survey was conducted by the New Zealand Automobile Association (NZAA) that randomly inspected 150 private vehicles during a routine vehicle safety check at an AA inspection centre, 48 % had under-inflated tyres. An earlier test conducted by the NZAA found that driving with tyres 7 psi under-inflated increased fuel consumption by nearly 8 %. These findings raised concern that nearly half of New Zealand's

motorists are wasting fuel and compromising safety. The survey found that only 17% of the vehicles tested had correct tyre pressures.

New Zealand's Green Party praised the NZAA survey and the message that such a simple behavioural change could have huge benefits for the economy and the environment. Green Party Transport Spokesperson Gareth Hughes says: "We may be wasting 73 million litres of fuel or putting 170,000 tonnes of extra carbon dioxide into the air each year because of this."

NZAA General Manager of Motoring Affairs Mike Noon says that the survey came as a shock. He explains: "Although we expected a number of vehicles would have under-inflated tyres, we were surprised to discover it was nearly half of our private vehicle fleet. Under-inflated tyres use more fuel, deteriorate faster and are less safe. If motorists checked their tyre pressure once a month, they would not only save money and have less of an impact on the environment, they would also increase their safety and that of all other road users." ■

ELF PLAYS KEY ROLE IN PORTUGUESE KARTING



The Formação de Karting ACP/Elf programme is now in its 12th year and its success is growing all the time. The aim of the project, which is run by the Automóvel Club de Portugal, with support from the Federação Portuguesa de Automobilismo e Karting, aims to help youngsters discover the sport. The event is open to those between

seven and 13. The programme begins with some basic lessons about the vehicles and how they are controlled. The pupils then learned how racing is organized, notably the different classes of racing, the use of flags and the safety rules. The third step allows them to drive, beginning on a short circuit and increasing to a larger track

and finally allowing them to try an international-level facility. They are monitored throughout and corrected if they make mistakes. The key element of the course is to learn to respect the other competitors. When the students are properly prepared they move on to races, which allows them to show what they have learned and to see who is the best. The sessions last for a week and the prizes included at the end of the course include racing equipments, such as helmets, gloves and racing boots to help them with things that they need to continue their racing careers. The project was established and is organised by Pedro Abecasis, the Director of Total specialist fuels in Portugal, who has long been a fan of motorsport. The programme has support from some of the country's top racing names, notably former Formula One drivers Pedro Lamy and Tiago Monteiro. ■

A DECADE OF POSITIVE DISCUSSION

The Forum for the Automobile and Society (FAS) has celebrated 10 years of success on the European political scene. Founded in 1999, the Forum was officially launched in the European Parliament in Strasbourg in 2000.

The FAS organises periodic meetings that examine key policy issues. Participants in these meetings include all the relevant policy-makers (Commission Officials, Parliamentarians, and Council Delegations), the automotive industry, automobile clubs, trade unions, environmental NGOs, and other concerned parties. The Forum provides members the opportunity to meet and engage key policy-makers, and

drive forward the policy agenda. Over the last 10 years, the Forum has established itself as the place for informal, informed, and unbiased discussion of the issues relating to the automobile and society. This year's discussion topics have included automotive competitiveness and regulation, EU trade policies in the automotive sector; how European road transport organisations can help combat climate change, whether electrically-chargeable vehicles are the future and whether Europe has an integrated approach to road safety.

The celebration event was attended by Jerzy Buzek, President of the European Parliament

and by Commission Vice President Antonio Tajani, who addressed the participants and emphasized the importance of a reformation of the automotive industry for the added value in the European industry. MEP Bernd Lange, the co-chair of the Forum, underlined the importance of having open, controversial and frank discussions on mobility and automotive issues, while the FIA's Susan Pikrallidas underlined the importance of the Forum as a space where stakeholders in the automotive community, including motorists, car makers, trade unions, dealers and component suppliers can exchange views with the representatives of European institutions. ■

EUROTAP PUSHES FOR PROGRESS



accidents impossible to drivers entering or already in a tunnel. Missing hydrants and information displays at portals, the lack of barriers to close tunnels, dark walls and insufficient escape route signage are among the most common deficiencies. There is insufficient lighting and in-tunnel traffic radio reception in 19% of the tunnels.

This year's results show that the new Duplex Tunnel, near Paris, is at the top of the lists, the exemplary and innovative 'double-deck' tunnel featuring cross connections and additional escape and rescue routes every 200 metres. The report says that it has the full range of safety features that other operators should target.

The European Tunnel Assessment Programme produces annual reports on the state of Europe's road tunnels. This year 26 tunnels in 13 countries were inspected and the findings indicate that an alarming number of them will not comply with new EU tunnel safety rules when they come into effect in 2014. The EU Tunnel Directive setting the minimum safety requirements for tunnels in the trans-European road networks was adopted in

2004, but despite significant progress by some tunnel operators, almost 40% of the tunnels tested this year did not score top marks.

The problems highlighted include inadequate breathing equipment for fire fighters, meaning that with thick smoke it is impossible to attempt rescues in half the tunnels. Similarly, the lack of tunnel loudspeakers makes warnings about

With motorisation across Europe expected to increase, roads and tunnels will have to bear increasing daily volumes of vehicles and increased risk of accidents. To tackle the unacceptable numbers of road deaths (35,000) and road injuries (1.5 million) in 2009, the EU's Road Safety Programme 2011-2020 has specified that European funds will only be granted to infrastructure complying with road and tunnel safety directives. ■

ROMANIA MAKE CARS GREEN



The Automobil Clubul Roman (ACR) has launched the Make Cars Green international campaign in Romania, at an event in the historical medieval castle at Alba-Iulia, where the Great Union of Romania was signed.

The launch of the programme was linked to a series of events, beginning with the Green

Challenge Rally, hosted by the ACR and Honda Romania, which was aimed to spread the word about the need to reduce the impact of the automobile on the environment and to increase public understanding of the issues involved. The rally was flagged away by ASIMO, the humanoid robot created at Honda's Research & Development Wako

Research Center in Japan, which proved to be a popular attraction. A bicycle parade through the streets of the city followed with hundreds of youngsters wearing Make Cars Green clothing and carrying banners, to promote the campaign and deliver the message that it is designed to benefit the young generations.

There was also a two-day workshop bringing together scientists, researchers, academicians, inventors and representatives of alternative energy companies from all over the country. They discussed the environmental issues involved and how best they can be solved. This was accompanied by an exhibition that featured hybrid vehicles. In addition the announcement served as the perfect place to inaugurate the first School Lab for Ecological Education, the first step in raising awareness for environmental issues in schools. ■

CONSUMER PROTECTION FROM ADAC



FIA Deputy President Brian Gibbons awards the 2010 FIA Legal & Consumer Affairs award to ADAC's public policy agent Claudia May (centre) while Penny Gale, the General Manager of Public Affairs of the Royal Automobile Association of South Australia, looks on.

Automobile clubs can give a great deal more to society than just dealing with matters relating to the automobile. Germany's Allgemeiner Deutscher Automobil-Club (ADAC) has been protecting and informing car owners for more than 40 years, being a pioneer in product testing on such items as car tyres and child seats. In the 1980s ADAC led the way in establishing crash tests as a means of quantifying passive safety of cars in Europe.

In 1997, ADAC conducted the first pan-European assessment of the safety of car ferries, and followed that up with road tunnel inspections in 1999. Numerous projects have since been added to consumer tests, including law and tourism. In the latest additions to the programme, ADAC focused on winter sports. The projects include ski slope, ski helmet and ski goggle testing. Eco-technology and e-mobility are other areas of great interest to ADAC in its efforts to bring consumer input to bear on future developments.

The bottom line is that, today, ADAC is Germany's number one consumer advocate in matters relating to mobility. With its critical and unbiased testing, ADAC has triggered numerous improvements of products and services over

these past years. In 2003, ADAC received official recognition as a consumer protection organisation in Germany. The Federal Office of Administration listed ADAC as an "organisation defending consumer interests through education and information as part of its statutory objectives". Also on European level ADAC's consumer protection leaves a good impression. Then Commission Vice President Jacques Barrot applauded the ADAC ferry test: "I commend this initiative of the ADAC. Its publicised regular technical tests encourage a high quality, safe ferry service throughout Europe." And the ADAC programme continues to be very successful. The tests regularly persuade manufacturers to improve their products, from roof boxes for cars to bicycle buggies and trailers. In the bicycle trailer test for instance, seven of twelve products tested had to be downgraded for containing toxic materials.

One manufacturer reacted promptly, recalling its products and replacing the hazardous parts. ADAC is also successful at the political level. When the results of the first bridge test were published, the issue made it onto the agenda of the German legislature's transport committee in just a few weeks. The crash test of a car made in China put an end to the manufacturer's plans

to market the vehicle in Europe and launched a debate over the practice of single vehicle approvals in the EU."

Another important aspect of ADAC's consumer rights activities is public policy, ranging from opposition to manufacturer monopolies in the primary and after-sales markets to the implementation of the cross-border enforcement of traffic fines in Europe or safe shopping in Internet car portals. ADAC's activities in this area have been rewarded with special recognition: after 2007, the club won the FIA Legal & Consumer Affairs Award again in 2010.

The most important asset in ADAC's consumer protection arsenal is the club's ability to create massive media campaigns. The release of the first bridge test in 2007 generated in excess of 100 million media contacts in Germany. Annual projects such as the tunnel and school bus tests or the breakdown statistics also generate over 100 million media contacts on TV, radio and the Internet or in print media.

In total in 2009, ADAC's consumer protection projects generated much in excess of one billion media contacts. ■

AMBITION IN THE ISLANDS

The forty year old Bushy Park racing circuit in the St. Philip area of Barbados has been nominated as the country's National Home of Motor Sport. The government has acquired land from the Bushy Park Plantation with the intention of expanding the facility. The facility will be leased to the Barbados Motoring Federation (BMF). The club was granted funds from the FIA Institute for Motor Sport Safety and was helped with additional finance from the Maloney Group and Williams Industries. A design and business plan for the facility was created after consultation between the FIA Institute's Facility Advisory Partner, Apex Circuit Design, and a team from the BMF, led by its President Andrew Mallalieu. The plan is to redevelop the track to meet FIA Category 3 homologation, which means retaining the existing circuit and adding a second loop. In addition the plan will include a drag strip, a CIK Grade A kart track and areas dedicated to autocross, rallycross and drifting. The facility will be available to the automotive industry for road safety driver training programmes.

Bowen explains: "The aspiration to upgrade the Bushy Park circuit to Category 3 status opens

the prospect of bringing major international race series and additional tourism to Barbados. It is not inconceivable that the World Touring Car Championship or the SudAm Formula 3 Championship would wish to bring their events to the destination."

When it was first opened Bushy Park attracted a number of international drivers and the BARL has been trying to revive that tradition. This summer the annual Digicel Williams International race, the second round of the developing the Seaboard Marine Caribbean Motor Racing Championship, attracted a number of international racers, notably Rod Birtley, who is also a regional chairman of the British Automobile Racing Club (BARC).

Founded in 1997, the Barbados Auto Racing League (BARL) ran its first Williams Industries International in 2003, and for the past two years this has been the second round of the Seaboard Marine Caribbean Motor Racing, which includes drivers from Guyana, Jamaica and Trinidad and Tobago. Barbados Minister of Tourism Richard Sealy says: "We are extremely enthusiastic about this venture. This is a project with massive

potential. When we talk about international sports in Barbados, cricket and golf come to mind, but when the world talks about international sport, motor racing is at the top of the list - it is at the head of the pack. It will take sports tourism in Barbados to a whole new level."

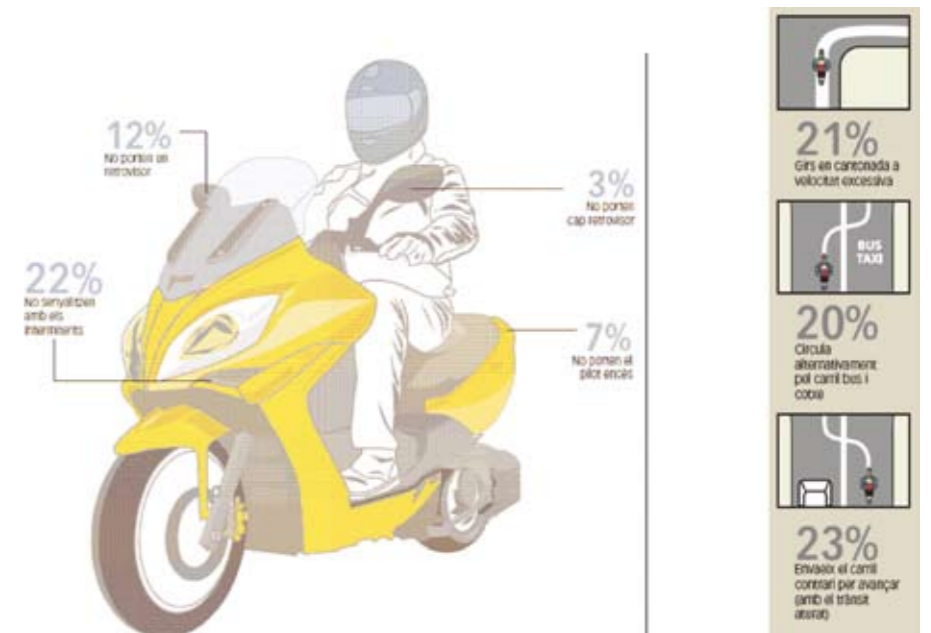
BARL Chairman Adrian Mayers notes: "BARL is at an exciting stage in its development, and hopefully also Bushy Park. The current Club management has worked hard on marketing, on innovations such as the day/night race meet, and on looking ahead: I am proud to be working with such a pro-active group, also such dedicated sponsors. Williams Industries has been on board since our first International, but a big commitment from Digicel this year meant we could raise the bar; raise the hype and really live up to the International title."

The Motorsport Association of Trinidad and Tobago (MATT) has been working with the authorities to facilitate the processing of all shipping documents in an effort to develop a Caribbean Championship Series in a number of different categories. ■

THE STREETS OF BARCELONA

The Mayor of Barcelona, Jordi Hereu and Sebastian Salvado, the President of the Automòbil Club de Catalunya (RACC) have jointly launched a campaign called Motocivismo, which aims to reduce the number of road accidents in the city involving motorcycles and to raise awareness of the number of accidents which take place each year. The campaign is supported by MotoGP World Champion Jorge Lorenzo and motorcycle racers Dani Pedrosa, Pol and Aleix Espargaro, Marc Marquez and Efrén Vazquez.

The campaign is the result of a study conducted by the RACC Foundation in collaboration with the municipal police force, the Guàrdia Urbana de Barcelona in 2008. This revealed that motorcyclists are eight times more likely to be involved in an accident than car drivers. There are 21 motorcycle accidents that involve injuries each day in Barcelona and the survey revealed that 70% of those injured are under 35. The programme aims to explain the causes of the accidents and promote a safer riding code, which encourages riders to always wear helmets, avoid drink and drugs, take care with signalling, respect



the speed limits and pay particular attention when changing lanes. The survey revealed that as many as 52% of those injured in accidents had alcohol in their system. The campaign also aims to improve infrastructure with motorcyclists in mind

and six of the city's intersections where accidents occur have had modifications to the traffic lights. The campaign includes publicity on screens and banners around the city, plus safe driving courses that are conducted on the streets themselves. ■

FIA STAFF PROFILE

Alexandre Gueschir, FIA Marketing Director

NEW TERRITORY FOR THE FIA

The FIA has recently appointed Alexandre Gueschir to be its first Marketing Director. The 36-year-old Frenchman joins the federation from North One Sport, the commercial rights holder of the FIA World Rally Championship, where he spent the last three years as Sporting and Commercial Director.



Alexandre Gueschir,
new FIA Marketing Director

North One Sport is responsible for the cross-platform media promotion of the WRC and works closely with stakeholders to develop innovative solutions to improve the product and extend its reach and appeal. Gueschir's work at North One included overseeing sponsorship, licensing and PR campaigns in addition to developing opportunities in the realm of new media.

Prior to moving to Britain, Gueschir spent 10 years with the Fédération Française du Sport Automobile (FFSA) in Paris, which he joined in 1997, after completing an MBA at the Ecole Supérieure des Sciences Economiques et Commerciales (ESSEC). He was one of a number of youngsters hired by the new FFSA President Jacques Régis, who was elected to the role at the end of 1996. The intention was to modernize the club and bring in new ideas and in the 10 years that followed Gueschir worked on a wide range of different marketing and commercial projects, which included the acquisition and development of the La Filière scheme, which had been started by Elf in 1993 in order to promote young French drivers. Renamed as La Filière FFSA this set out to train young drivers and mechanics with practical experience, while at the same time continuing their traditional schooling. This led to the establishment of a dedicated training centre at Le Mans and a rebranding for the scheme in 2007 when it became known as the Auto Sport Academy.

The FFSA went on to launch the Formula Three Euroseries, which was established in 2003, as a joint venture between the French club and Germany's Deutscher Motor Sport Bund (DMSB). This was structured to keep costs to the minimum while providing young drivers with a chance to race on European circuits. The championship developed into an important stepping stone for many of the current generation of Formula One drivers, notably Christian Klien, Nico Rosberg, Lewis Hamilton, Robert Kubica, Adrian Sutil, Sebastian Vettel, Nico Hulkenberg, Timo Glock, Sébastien Buemi and Kamui Kobayashi and continues to produce promising youngsters such as Jules Bianchi and Valtteri Bottas, who are currently making their way to Formula One.

In 2004 the FFSA took over the promotion of the Grand Prix de France after it proved impossible to find a commercial promoter for the event. Gueschir was involved and also helped with the organization

of the Rallye de France - Tour de Corse in the same period. When FFSA President Jacques Régis was given the job of trying to sort out the World Rally Championship in 2005 and 2006, Alexandre was seconded to the FIA to help him.

In 2007 Régis decided to retire and Nicolas Deschaux, one of Régis's other young recruits, took over the FFSA role and Gueschir decided to broaden his horizons and went to work in England.

The new FIA appointment is an exciting one for him. He explains: "This is a new territory for the FIA and we think it could represent a great potential of growth for its activities. The job will mainly consist of marketing the various products and assets of the FIA - across Mobility and Motorsport - to key customers groups, with the ultimate target being to generate new opportunities and resources to help the FIA to better achieve its objectives and serve its members."

The first step will involve a thorough assessment of the possibilities that exist. Gueschir explains: "Our plan is first to conduct an audit of the marketing potential of products and assets in various areas, for example the FIA brand itself, the FIA Membership, the FIA Championships and the FIA Mobility Programmes. As part of this process, we intend to benchmark ourselves against similar institutions to learn from the best practices already in place. We will then elaborate on an action plan for each of those assets to develop their "marketability" to various target groups, these being the FIA members themselves, sponsors, manufacturers, media and ultimately the consumer."

He continues: "On the Motorsport side, this will notably require working closely with our promoters to collectively identify how the synergies between the sporting and the commercial agendas can be exploited to achieve their maximum potential. On the Mobility side, one of the key challenges will be to create opportunities for companies and partners to align their own Corporate Social Responsibility agendas to some of the FIA programmes. "Obviously, the marketing potential of synergies between the Motorsport and the Mobility sides of the FIA will also be explored. This will notably require some work on the FIA Brand itself as an umbrella for all its activities, and the use of its various communication channels in a coordinated manner." ■

LEADERSHIP LINES

Graham Stoker, FIA Deputy President for Sport

DRIVING WORLD MOTORSPORT

Graham Stoker is the Deputy President of the FIA, with responsibility for global motorsport. The 58-year-old English barrister was picked to be one of Jean Todt's team in the run-up to the FIA Presidential election last year and has spent the last 12 months working with Todt to reform the FIA.



The FIA Deputy President has a close look at truck racing.

Stoker has been passionate about motorsport since his teenage years when he first started reading racing magazines. He recalls "There was no motor racing tradition in my family at all and there was no real karting at that time I would have wanted to do it, but I started going to races as a spectator. I was really passionate about sports cars and I got to know some of the teams and used to travel with them to events and test days."

He attended a course at the Ian Taylor Motor Racing School at Thruxton, but his legal career, which began when he was called to the Bar in 1977, kept him busy. He specialized in government and commercial law, but at the same time was interested in international affairs and became a member of Chatham House, the Royal Institute of International Affairs, a British non-governmental body which analyses and promotes the understanding of major international issues and current affairs. His work brought him into contact with many different government departments, while at the same time, he developed his interest in sport in general as a member of the UK's Sports Dispute Resolution Panel, an independent service which offers arbitration, mediation and tribunal services for British sports. His work included the Commonwealth Games, athletics, football, judo, skiing, motorcycle racing and swimming.

Motor racing remained his primary interest but he never did manage to start a career as a racing driver. He explains: "There was a point at which I thought that I would head off into some fairly serious historic racing, buying a Chevron and going racing, so I decided to attend the celebrated Winfield Elf Racing School at Magny-Cours, in France."

This coincided with him beginning to work with what was then known as the Royal Automobile Club Motor Sport Association (RACMSA), which was the national sporting authority in the UK, as a member of the Judicial Panel, which was tasked with adjudicating disputes in British motorsport. He would spend the next 10 years as a judge and his ambitions to become a racer had to be put to one side. He remembers: "I am bound to say that I think my natural interest was more in sprints and hillclimbs. I did not like being in a pack of cars. I was more of a purist. I liked trying to get the lines right, going through different corners."

Stoker became the chairman of the Judicial Panel in 1995 at which point he also became a member of the Motor Sports Council of the RACMSA, and one of the three permanent stewards of the British Touring Car Championship. He recalls: "The BTCC role meant I was doing full-on weekends every fortnight. That

was quite a commitment but it was very interesting. At the time permanent stewards were still very rare."

In the same period he also began to work as an Immigration Judge in the UK, dealing with applications from people seeking asylum in Britain. During this period the RACMSA transformed itself into the MSA, independent of the old Royal Automobile Club, and in 2001 Stoker became the chairman of the Motor Sports Council. That same year he joined the FIA International Court of Appeal as the titular judge for the UK.

As Chairman of the Motor Sport Council Stoker led efforts to develop the sport in Britain, encouraging grass roots motor sport and club development, securing viable and sustainable championships, encouraging volunteers and grappling with sport governmental and environmental challenges. He was also a long-standing member of the Royal Automobile Club and was a member of the Policy Committee of the RAC Foundation contributing to Mobility, Transportation and Automobile policy.

The year 2001 was a particularly difficult one for British motorsport because foot-and-mouth disease resulted in the cancellation of many events and delayed construction work on roads that were needed for the British Grand Prix. The FIA insisted that Britain prove that Silverstone was a viable venue for Formula One in the long-term. Stoker explains: "Because of my background as a sports lawyer and my work in planning and development I was a natural fit to write the report for the FIA on behalf of the MSA. I had a lot of connections in government and was able to work with experts to produce a report to deliver to the FIA World Council in Monaco in 2002. As a result of that the British GP was not dropped from the calendar. The roads were all upgraded and I got to know a lot of the people involved in the World Motor Sport Council. There was another important report in 2004 after the Wales Rally GB ran into difficulties as a result of heavy-handed policing, which resulted in hundreds of competitors and spectators being captured on speed cameras that were deployed around the rally stages."

Towards the end of 2004 John Grant stood down as the British representative on the FIA World Council and Stoker was appointed in his place. This led him to being granted a Steward's superlicence and he began to act as a steward at Grands Prix.

Chosen as one of Jean Todt's team last year he has spent the last 12 months helping Todt to implement the policy programme put forward during the election campaign. It has been a busy ►



The FIA European Truck Racing Championship visited the new Smolensk Ring.



Russian General Victor Kiryanov, President of the Russian Automobile Federation, meets Graham Stoker.

year. He explains: "Under Jean's leadership we work very much as a team. Jean's responsibilities span both the motorsport and mobility worlds and his deputies are expected to oversee their own areas. When he was elected he had the choice to chair one of the World Councils, he chose the sport, but we tend to divide up the work between us and share the role.' He is no longer chairman of the Motor Sports Council, having stepped down at the end of 2009, after 10 years, but he remains an honorary member along with Prof. Sid Watkins and is the British representative on the World Council.

"My job as Deputy President for Sport is really to have a complete overview of what is happening in motorsport and to work to develop the sport. I have been heavily involved in the restructuring of the FIA, as joint Chairman of the Statutes Review Commission, and with the planning for the new International Tribunal. I have also been tasked with overseeing disciplinary decisions and so I chaired the World Council meetings that addressed the USFI problem and the Ferrari team orders case."

"Jean travels a great deal in his role. There are always things that need to be done and so if he is busy I of course will step in." This year he has had around five such missions, often linked to big events such as a Grand Prix. He explains: "At events we have meetings going on all the time about developing the sport and visits to be made to our ASN's. This summer for example, I travelled to Russia to open the new Smolensk Ring at Dorogobuzh, which hosted the fifth round of the FIA European Truck Racing. The event included not only formalities such as the opening of the circuit, but also discussions about the development of motorsport in the region."

Stoker has also played a role in the reorganization of the corporate structure of the federation and he has also worked closely with FIA Senate President Nick Craw to define ways in which the FIA can generate new revenue streams in the future, in order to get the best possible value out of the activities, which will provide the FIA with more funds to develop the sport. Stoker explains: "The Senate is like a board of directors for the federation and Nick works closely with Jean, Brian Gibbons (the Mobility Deputy President) and myself. We are in constant contact, on a daily basis. It is very much a team, with Jean as the team leader."

The World Motor Sport Council meets five times a year and one innovation this year has been moving some of the meetings out to the regions. Stoker says: "We met in Bahrain this year and I think it is right to go out to the regions and have meetings in different places around the world. The World Council has had a major task this year of reviewing the different commissions. It is the first time they have been refreshed in 20 years and there are lots of new names. We were looking for new blood. There are two new commissions: one for volunteers, the aim being to recognise and support their work and increase the training schemes available; the other for single seaters so that we can work towards defining an elite pathway for the stars of tomorrow, making sure that there is an affordable route to FI for the promising drivers."

Stewarding is undergoing a big review as well with Formula One having successfully tried out a new system of semi-permanent stewards and former drivers being involved. The next step in the process is to roll out the same idea in the other World Championships, with the goal of raising the level of stewarding across the sport. Another project that is underway is the development of a long-term strategic motorsport plan for the FIA. This aims to have the World Council debating topics and giving guidance to the commissions, rather than examining rules and regulations much of the time.

He says: "At the moment the structure is one where the ideas come up from the Commissions, but we want to develop more strategic thinking and try to do it from the top down. We are examining all the championships aiming to try to get more excitement into them, so that they are commercially sound and sustainable. We also want them to be relevant and justifiable because we need to protect the sport so we are looking for ways to have energy-recovery technology in all the championships in an affordable way." "We also want to have more dialogue with racing in the USA. There are many interesting things that we can learn from them, particularly in relation to things like making stars more accessible and putting on a better show. Jean went to see a NASCAR race earlier this year, and it is great to have Nick Craw there."

Another part of Stoker's job is to look at the way in which the national sporting authorities work with each other and try to promote the spread of information and experience between them. He explains: "We are trying to encourage focussed seminars and workshops, dealing with such things as enlisting and training volunteers, putting on big events, and so on, so that the experiences that one club has can be shared with others. We are very keen to promote mentoring programmes, which we are doing with the FIA Institute."

"We also want to get the Vice Presidents more focussed on regional roles so that we can develop regional motorsport. I am particularly keen in the development of future centres of excellence, which we are working on in cooperation with the FIA Foundation. I would like to see one of these in all the major regions but the investment necessary will obviously require working with governments to achieve the goals. This would include a CIK-standard kart track with a certain amount of multi-use space so that there can be workshops and seminars. I think it would be a great idea for these to include some of the great corners from famous circuits around the world so that aspiring drivers can experience what it is like to drive them and be inspired by that experience. I would like to see some kind of architectural blueprint being established for these regional hubs."

One thing is certain; there is no shortage of things that need to be done by the FIA Deputy Presidents. There is a lot going and these days Stoker says that he is working almost fulltime on FIA business

He explains: "That was the commitment we gave to Jean when we agreed to work with him as a Leadership team – we want to make a difference.."

FORMULA ONE STEWARDING – A MAJOR SUCCESS

The FIA Stewards are the referees of the sport. They enforce the rules to ensure the safe and proper running of an event, and they sit in judgement on any transgressions that are brought to their attention. They hand out penalties that they feel are necessary. It is a role that inevitably can lead to controversy as the decisions can affect the outcome of races and when championships are closely-contested can even dictate who wins the title.



FIA Driver Steward
Nigel Mansell

In the course of the last 20 years the process has been redesigned on several occasions, with permanent stewards being tried and then semi-permanent stewards with an advisor. Nothing seemed to satisfy the Formula One teams. It was not an easy task to find the right balance between people who had an understanding of the legal procedures involved and yet still had the racing experience necessary to be able to analyse what was happening on the circuit. There was also a need for consistency from one race to the next, as teams were always quick to point out when one decision did not compare to one at a previous event.

Jean Todt and his team proposed a redefinition of the process create a small number of semi-permanent stewards, to ensure better consistency, and to introduce a fourth steward to each panel – a former driver of international standing.

That decision has proved to be a great success and has helped to create confidence in the process and promote good relations between the FIA and the Formula One teams and drivers. The process kicked off in Bahrain at the opening round of the World Championship with four-time World Champion Alain Prost being the first man to take on the job. He was followed in Australia by Denmark's Tom Kristensen, the only man to have won the prestigious 24 Hours of Le Mans eight times. It was clear then that the quality of the candidates was going to be high. As the season went on there were no fewer than four other Formula One World Champions who acted as stewards, in addition to Formula One race winners such as Johnny Herbert, and Heinz-Harald Frentzen, plus former F1 drivers who achieved much more success in other forms of racing, notably Alex Wurz, Derek Warwick, Danny Sullivan and Emanuele Pirro.

There were one or two fairly predictable criticisms that a driver would inevitably be supportive of his fellow countrymen. This was a charge levelled at Pirro in the days leading up to the World Championship showdown in Abu Dhabi. The theory was that because Pirro was an Italian he would inevitably support Ferrari – because all Italians support Ferrari.

Pirro responded: "Feel free to criticize the quality of my work, but do not doubt my honesty and

integrity. For me this is even more important than winning races. When I put on the FIA shirt and sit in the steward's room I feel such a responsibility that I wouldn't be biased even if my own son was racing!"

Interestingly, none of the teams argued about the choices that were made and their response at the end of the year was universally positive.

Martin Whitmarsh of McLaren says: "Having stood on the pitwall for quite a few years, my perception was that there was a fear about how racing incidents would be interpreted by the stewards. Some of the previous decisions made drivers think twice about making risky moves because in addition to the risk of having a go and trying to pass, they were also worried that they might get punished if things did not go right. I think the new system is very positive. The presence of a former driver on the panel gives the stewards an added dimension and given the process more focus. The former drivers can interpret and understand what a driver was trying to do and if they were trying to have an honest go then it is being seen as such. If they do something stupid or wrong then the drivers should still be punished but drivers and teams are now beginning to believe that you can go out and race and have more in the confidence in the decisions. It is one of the simplest and best decisions made in the last 20 years. Jean Todt made it and he deserves the credit for it. Nearly all the former drivers enjoyed the experience and I think that most want to come back and do it again. We all feel more comfortable with things this way."

Red Bull Racing's Christian Horner agrees: "From our perspective the driver steward idea has worked very well. It has added another perspective to the stewards and there had been a couple of instances where I can think of where this has made things different for us, where the driver steward read the situation correctly and the decision was thought through. Their experience has added an extra dimension and it is popular with the teams and the drivers and it is a good thing for Formula One."

Sir Frank Williams also sees the new policy as a positive one. He says: "I am not aware of any negativity at all. I think that the former drivers can bring a bit to bear on the thinking and we have

not had any really troublesome decisions this year - which is good. We have only had a couple of visits to the stewards this year so I cannot really say much more than that!"

The Formula One drivers too are happy with the way the system has developed this year and feel that they now have someone in each stewards' room who will argue the case from their angle.

The 2009 World Champion Jenson Button says: "To have a former driver on the panel is a good idea. They know what's right and what's wrong; what's safe and what's close to the limit, as they have been around for a long time themselves."

His predecessor as World Champion Lewis Hamilton agrees: "We are all pushing the boundaries and rules and rules, but I think this year it has been a lot fairer and definitely more consistent. The result has been more racing. Drivers are now not afraid to have a real battle with someone, without the worry of risking a penalty. I think that's fantastic. They are doing a fantastic job and I think that this also contributed to the great racing this season."

The concept is now going to be expanded to other FIA championships, the goal being to increase the level of stewarding across the whole sport. ■

The Driver Stewards 2010

• Bahrain	Alain Prost
• Australia	Tom Kristensen
• Malaysia	Johnny Herbert
• China	Alex Wurz
• Spain	Derek Warwick
• Monaco	Damon Hill
• Turkey	Johnny Herbert
• Canada	Emerson Fittipaldi
• Europe	Heinz-Harald Frentzen
• Britain	Nigel Mansell
• Germany	Danny Sullivan
• Hungary	Derek Warwick
• Belgium	Nigel Mansell
• Italy	Emerson Fittipaldi
• Singapore	Danny Sullivan
• Japan	Alex Wurz
• Korea	Alan Jones
• Brazil	Emerson Fittipaldi
• Abu Dhabi	Emanuele Pirro

THE FIA WORLD CHAMPIONSHIPS

SPECIAL REPORT SPORT

It has been a very successful year for the FIA World Championships, with an exciting showdown in the FIA Formula One World Championship, progress in the World Rally Championship and in the World Touring Car Championship and exciting developments in the new FIA GT1 World Championship and in the world of karting.

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THE FIA FORMULA ONE WORLD CHAMPIONSHIP

Sebastian Vettel's late charge to an unexpected victory in the 2010 FIA Formula One Drivers' World Championship in Abu Dhabi was the final highlight in a spectacular season of Grand Prix racing.

The year was free of any major controversies and the focus was firmly on the race tracks as the three top teams battled for victory. The new points-scoring system introduced this year and the fact that the star drivers all made costly mistakes kept the battle close and the season ended up with a four-way fight for the Drivers' title at the final race - for the first time in the history of the World Championship. As you can read elsewhere, the new system of having former drivers acting as FIA Stewards proved to be successful and popular, which helped to forge stronger links between the Formula One teams and the federation.

The World Championship also paid its first visit to the Republic of Korea, an important step forward and recognition of the fact that today Korea is the fifth largest automobile producer in the world, behind China, Japan, the USA and Germany. Despite poor weather in the region, the Korean Grand Prix was a great success.

In total 27 drivers from 13 different countries took part in the World Championship, with Vitaly Petrov being the first Russian Formula One driver in the history of the series.

There were important announcements for the future of the World Championship as well, with plans being revealed for Grands Prix to take place at Austin in the United States of America in 2012 and at Sochi in Russia in 2014. There is much to be done before these events are confirmed, but the trend towards globalization continues, bringing new interest to the FIA's highest profile World Championship and creating more opportunities for the federation.

The season began with much of the attention centred on the return to the sport of seven-time World Champion Michael Schumacher at the

age of 41. The German star had been out of Formula One for three seasons, after his retirement at the end of 2006, but decided to return with the World Championship-winning Brawn GP team, which was transformed during the winter months into Mercedes GP Petronas. The opportunity arose after World Champion Jenson Button made an unexpected switch to Vodafone McLaren Mercedes, where he squared up against his predecessor as World Champion, Lewis Hamilton. With Fernando Alonso and Felipe Massa at Scuderia Ferrari Marlboro and Sebastian Vettel and Mark Webber at Red Bull Racing the stage was set for an

FIA Formula One Champion Sebastian Vettel

Webber has looked like the being Alonso's main challenger in Abu Dhabi, the veteran having had a strong run all year. Often a fraction slower than Vettel in qualifying he raced more consistently and won in Spain and again in Monaco, a victory which he called "the greatest day of my life". Webber looked like scoring a hat-trick of wins in Turkey but Vettel tried to challenge for the lead and took them both off. Webber was able to limp home third but was not pleased with what had happened.

In the European Grand Prix at Valencia Mark made a poor start and dropped to the back of the field after an early pit stop. He was charging through the field when he ran into the back of Heikki Kovalainen's Lotus and somersaulted. He walked away unscathed from the accident, a very public demonstration of the effects of the safety work that has been done in Formula One in recent years. He bounced back to win in Britain and Hungary but then found it harder to hold off Vettel and after a poor qualifying in Abu Dhabi was forced to make an early pit stop, hoping to gain a strategic advantage, but found himself stuck in traffic for the rest of the race. Ferrari was concentrating on Alonso beating Webber and made the mistake of pitting Fernando early, which meant that he too was stuck in the traffic and Vettel drove away to victory ahead of Hamilton, who had been the other title contender, having won in Turkey, Canada and Belgium. Button was the only other man to win a race, taking victories in the early season races in Australia and China.

The Red Bull-Renault was usually the fastest car and the fact that the team won the Constructors' Championship was a reflection of this. It also marked an extraordinary achievement by the team's technical director Adrian Newey, who won a World Championship with his third different Formula One team, following on from his successes with Williams F1 (1990-1996) and McLaren (1997-2006).

From a strategic point of view, Formula One came through a tough test in 2010, following the loss of the BMW and Toyota factory teams at the end of last year - and the sale of the Renault F1 team into private hands.

This did little damage to the sport. There were three new teams all of which hope to move up the grid in 2011. ■

Alonso's early season was fraught with trouble. Engine problems and then a crash in practice at and a jumped-start in China left him trailing behind his rivals. This was followed by an unlucky Safety Car intervention in Valencia, which left him with a real challenge to stay in the fight. At the German Grand Prix Massa allowed Alonso to overtake him, which caused controversy over the question of team orders and whether they should be allowed. That proved to be the turning point for the Ferrari team and Alonso then stormed to the top of the World Championship standings in the final races of the year, and went into the finale in Abu Dhabi needing to finish second to Vettel, or fourth if Webber was to win the race.

interesting season. As it turned out, Schumacher did not figure strongly, his best result being fourth place.

Alonso kicked off the year with a high point for Ferrari as he led team-mate Massa to a dominant 1-2 victory in Bahrain. There were some fears expressed that new regulations, including a ban on refuelling, might create less interesting races, but as the season progressed the advantage swung backwards and forwards between Red Bull, Ferrari and McLaren.

Vettel's journey from Bahrain to Abu Dhabi was equally inconsistent. The Red Bull driver claimed 10 pole positions but often failed to turn his speed into points with mechanical failures and incidents, including a controversial crash with his team-mate Webber in Turkey. There was a drive-through penalty in Hungary and then another accident in Belgium, where he made a mistake and crashed into Button. After that the German driver seemed to calm down and won in Japan, lost out on Korea with an engine failure but then stormed to victories in Brazil and Abu Dhabi to become the youngest World Champion in the history of the sport, at 23 years and 134 days.

THE FIA WORLD RALLY CHAMPIONSHIP

Sébastien Loeb remains the dominant force in the WRC, but things could change in 2011 when new technical rules are introduced.



The 2010 FIA World Rally Championship was in many respects the end of an era. The cars used this year were the ultimate evolutions of the World Rally Car formula, which has been used since it was introduced as an evolution of the old Group A regulations back in 1997. In recent years the WRC has been completely dominated by Citroën Sport with the Citroën Xsara WRC and C4 WRC models, driven by Sébastien Loeb. He continued that domination in 2010, winning eight of the 13 WRC events, to collect his seventh consecutive Drivers' title and Citroën's sixth Manufacturers' crown in eight years. Citroën added two further victories thanks to rising star Sébastien Ogier, who lost a third win when he spun his Citroën Junior Team C4 just three corners from the finish line on the final stage of the New Zealand Rally, handing victory to Ford's Jari-Matti Latvala. Ogier was able to redeem himself later with victory on the

Rally de Portugal, which led to his promotion to become Loeb's team-mate in the Citroën Total World Rally Team and another win on the Rally Japan. This left Ford to pick up victories in Sweden, New Zealand and Finland with drivers Mikko Hirvonen and Latvala. The WRC entry consisted of the two factory teams, Citroën and the BP Ford Abu Dhabi World Rally Team, plus

three semi-factory teams: the Citroën Junior Team and the Ford offshoots Stobart M-Sport Ford and Munchi's Ford. There were additional entries for 2003 World Champion Petter Solberg, who ran his own privately-entered Citroën and occasional outings for a number of entrants, notably American Ken Block's Monster World Rally Team. In total 26 drivers from 14 countries took part in the series.

The championship broke new ground with its first visit to Bulgaria, while a great deal of new interest was created thanks to the arrival of the 2008 Formula One World Champion Kimi Räikkönen, who decided to try his hand at rallying after nine years in Formula One. It was a learning year for the Finn, his best result being fifth. Ogier's rise was also good for the sport as he proved that he was able to beat Loeb, adding an unexpected twist to the WRC story, while Solberg's performances in his private Citroën meant that he and Ogier were in the running for second in the title race with Latvala at the final event. Hirvonen, who was seen as Loeb's chief rival at the start of the year, after finishing a close second in 2009, had a disappointing season. It was clear from early on that the latest development of the Ford Focus RS WRC was no match for the C4.

The WRC adopted the same World Championship points system as Formula One so that more finishers were able to score points and the winner is rewarded more although this served to help Loeb win the title earlier than might have been the case with the old system, thanks to his consistent success. Rally organisers were given more flexibility and were allowed to run events over two, three or four days with no maximum or minimum lengths for a stage. Night stages were also permitted. The FIA continues to work to improve the WRC, with plans for a televised Special Stage on the final day of each rally, offering additional points to the drivers. Cars will also start at one minute intervals to increase the action for the spectators lining the stages.

In a further measure to increase interest there was a new Super 2000 World Rally Championship (SVRC) class for drivers using Super 2000 cars and a WRC Cup for Super 2000 Teams. This featured eight regular entrants and was a closely fought contest between Austria's Red Bull Rally Team, the Nupel Global Racing from Spain and the Czech Ford National Team. This class proved to the place for new teams to make an impression and the entrants showed that the world of rallying is becoming a more global sport with the arrival of the Shanghai FCACA Rally Team, the first Chinese team to enter the FIA World Rally

Championship. There also teams from Qatar and Poland. The title was won by Spain's Xevi Pons, who proved to be a little bit more consistent than Sweden's Patrick Sandell.

Portugal's Armindo Araújo won his second consecutive Production World Rally Championship (PWRC) title driving a Mitsubishi Lancer for Ralliart Italy. The PWRC will take on a new look in 2011 with the current cars being joined by the two wheel-drive Group R cars from manufacturers such as Citroën, Ford, Renault, Honda and Abarth.

In the Junior World Rally Championship (JWRC) there was a dramatic finish on the Rally de España, the last of the six events included in the JWRC, when Hans Weijs Jr's Citroën C2 S1600 ran into problems with an engine sensor on the final part of the rally, which allowed Germany's Aaron Burkart to win the title in his Suzuki Swift.

In association with WRC promoter North One, the FIA will establish an Academy for young drivers next season. Most importantly, however, there will be a new generation of cars, based around a four-wheel drive Super 2000-type car, powered by 1600cc turbocharged engines. Citroën Sport has developed a new Citroën DS3 WRC, while Ford will campaign the all-new Ford Fiesta S2000 and Mini will enter the championship with a limited campaign of selected events with the Prodrive-run Countryman WRC, driven by Kris Meeke. The team is aiming for a fulltime WRC programme in 2012. The return of the Mini is good news for the sport, as it revives a celebrated association from the 1960s.

There is also optimism that an increased involvement in the WRC by Ken Block and his Monster World Rally Team will increase interest in the series in America and bring a young audience to the championship. Block is celebrated in the USA where he is a star of the X Games concept which includes extreme sports such as skateboarding, snowboarding and motocross, in addition to rallying there will be one other important change for the WRC in 2011 with the return of multiple tyre suppliers, following the announcement that Pirelli is moving to become the official tyre supplier in Formula One. Michelin and China's DMACK have both announced plans to enter the WRC.

In the longer term the FIA has also indicated that it is looking into the possibility of introducing GT cars to WRC events. ■

FIA World Rally Champion Sébastien Loeb

THE FIA WORLD TOURING CAR CHAMPIONSHIP

Yvan Muller won the 2010 FIA World Touring Car Championship. It was his second title, having won in 2008 with SEAT.

With the Spanish firm reducing its involvement in the championship this year, Muller decided to switch to Chevrolet Motorsport, which is run by Britain's Ray Mallock Ltd (RML) and it proved to be the right thing to do as he was able to make the most of the Chevrolet Cruze, which was introduced last year, to win the title.

The championship suffered a decline in manufacturer involvement, which has been seen in other areas of the sport as a result of the economic downturn. SEAT withdrew but the cars were handed over to Sunred Engineering, which received factory support and took on former works drivers Gabriele Tarquini, Tiago Monteiro and Jordi Gené alongside its regular driver Tom Coronel. BMW also reduced its involvement from five works cars to two. BMW drivers Andy Priaulx and Augusto Farfus were entered by BMW's factory-supported BMW Team RBM, the Belgian operation that won three consecutive World Touring Car titles with Priaulx in 2005-2006-2007. The rest of the field were privateers.

The big three teams did most of the winning with Priaulx leading the BMW challenge, Tarquini the main SEAT runner and Muller heading the Chevrolet pack. Chevrolet racers Rob Huff and Alain Menu and SEAT's Tiago Monteiro also won races, but the only real privateer team to score a win was West Surrey Racing which inherited victory for Colin Turkington after the race in Okayama, after the factory BMWs were disqualified from the race.

There were around 20 regular drivers in the championship this year, but these included Russia's Andrei Romanov, Hong Kong's Darryl O'Young Yeuk-Hay and Moroccan Mehdi Bennani, an indication that interest in the series is gradually spreading.

The WTCC continued to have a global impact kicking off in Curitiba, Brazil in March and going on to visit Morocco, Italy, Belgium, Portugal, Britain, the Czech Republic, Germany, Spain, Japan and Macau. A race was scheduled for Puebla in Mexico but this had to be cancelled because of security fears due to the heavy

flooding in the region. The 2011 calendar featured further expansion with dates listed for Buenos Aires, Argentina and China (in addition to the traditional Macau event). Unfortunately the Argentine event had to be cancelled as no agreement could be found between the event promoter and the local government over the upgrading work necessary at the Autodromo.

The calendar will also see a switch of the Japanese event from remote Okayama to the Formula One circuit at Suzuka. WRCC Promoter Marcello Lotti explains: "WTCC is growing fast and every year we must provide more and larger spaces for hospitalities, VIP reception, commercial and promotional activities. The Suzuka Circuit will enable us to achieve this."

There is further positive news in Asia as there are plans to organise a Japanese Touring Car Championship in 2012 and to work closely to develop event with the Chinese Touring Car Championship, with the long term aim of having an Asian Touring Car Championship in 2014.

Lotti says: "We are extremely pleased with this initiative that supports our strategy to gather the national championships under the same set of rules. As soon as everything comes together, we will be happy to offer our full support to the JTCC."

The WTCC will follow the World Rally Championship and switch to new engines in 2011, with the Super 2000 cars being fitted with 1.6-litre turbocharged engines. This has led to much speculation that there will be new manufacturers in WTCC in the future. Already Volvo has begun a programme with Polestar Racing, which will enter a C30 car for Robert Dahlgren, in order to evaluate the car and the championship so that Volvo can decide whether to have an official team in 2012.

Lotti comments: "To have such an important brand backing WTCC in these difficult times for motorsport is a big boost for all of us, and I am confident that Volvo's move will have a positive impact on those car manufacturers that have showed interest in joining the championship."

Ford too seems to be intent on joining the championship. Ford's Jost Capito says: "There has been tremendous interest from the racing world about the new Focus, and it's the perfect fit for a global touring car." The company is working with teams to develop a car to conform to the new WTCC regulations.

Lotti reports: "We are delighted that another important manufacturer such as Ford chose to develop a new racing car according to the S2000 regulations. We are confident that this will result in the Ford brand being represented in WTCC in the near future. We have already been approached by a team that are working on a plan to join from 2012."

Chevrolet already has a new 1.6-litre engine running, while BMW has said that privateer teams will be able to continue using the new 1.6 litre turbocharged engine that has been developed for the Mini Countryman in the World Rally Championship. There are also stories suggesting that SEAT will develop an engine as well, in co-operation with Skoda, which built a 1.6-litre turbo engine for the Skoda Fabia WRC car.

In an effort to increase spectator interest the FIA World Motor Sport Council has recently voted through a new system for the WTCC reverse grid that will be adopted next year. In order to avoid drivers deliberately losing position during the first of the two races, to try to secure a better starting position in the second race, it has been agreed that the grid for the second race will be based on the results of the first qualifying session. The number of cars involved will also increase from eight to 10 as the new Formula One-style scoring system which was adopted this year awards points to the top 10 finishers.

As new markets open up in Eastern Europe, the Middle East and Asia, it is hoped that the World Touring Car Championship will expand into the regions, supported by local championships, where aspiring WTCC teams and drivers can gain experience before launching into the World Championship. ■

THE FIA GT1 WORLD CHAMPIONSHIP

Since the cancellation of the FIA World Sportscar Championship in 1992 sports car racing has been a very complicated business, with competing championships run by different sanctioning bodies, with different classes, many of them overlapping.

The FIA's goal has long been to develop a clearer picture so that fans can follow the sport as sportscar racing remains one of the most popular forms of competition around the world.

Grand Touring car racing, which derives from the Italian expression Gran Turismo, goes back to the earliest days of the sport when high-powered road cars were used for racing. In the 1950s the trend moved gradually towards increasingly exotic, purpose-built racing prototypes and the 1960s are remembered as being the heyday of sportscar racing, with competition between automobile companies such as Ferrari, Ford, Porsche, Alfa Romeo and Matra reaching extraordinary levels. For a period sportscar racing was as popular as Formula One, but the costs involved in developing these exotic machines was such that gradually the manufacturers turned their backs on the World Championship and it collapsed at the end of 1992. Getting everyone to work together since then has proved to be an almost impossible task and the FIA decided that the best course of action was to

concentrate its efforts on other disciplines and wait to see what emerged from the sportscar world. The Stéphane Ratel Organisation (SRO) was first involved in GT racing in the mid 1990s and from 1997 onwards began to promote the FIA GT Series and this year that success was recognised with the granting of FIA World Championship status to SRO's GT1 series.

The new World Championship was launched by FIA President Jean Todt at the Automobile Club de France, Place de la Concorde in Paris at the beginning of March, becoming the FIA's fourth fully accredited World Championship, alongside Formula One, the World Rally Championship and the World Touring Car Championship.

He said: "It's a big privilege for me to be here to share this important moment with Stéphane Ratel, whose determination and patience has brought together all the different elements to form the FIA GT1 World Championship. I like the way the 10 GT1 World Championship races are divided geographically. It is a good balance. The championship also features very

talented drivers and six great brands. I'm sure it will be very spectacular. You can be sure that me as president and my colleagues at the FIA will do everything to ensure that it succeeds."

Ratel said: "GT racing is about the iconic, prestigious brands which are filled with history. Our ambition is to regenerate GT racing and transform it from a championship which was aiming at a specialized, somewhat limited and ageing audience and bring it to a far larger and younger fan base. Sports car racing has always been a bit messy but finally, after 15 years of effort, we have 24 cars, we have two-car teams only, we have two teams per brand, two, one-hour races per weekend, and I think for the spectator it will be very easy to follow and appreciate. We now have a clear product, something which has only been achieved before by Formula One."

Ratel managed to convince an impressive range of car companies to involve themselves in the championship, and as a result the new series boasted cars such as the Aston Martin DB9, the Corvette Z06, the Ford GT, the Lamborghini

Murciélago RS-V, the Maserati MC 12 and the Nissan GT-R all fighting it out for victory.

To ensure close competition, each model of car was tested by the FIA to determine how the performance of the cars could be balanced to ensure close racing. The decisions about each car are made by the FIA's GT Committee. To add a little extra spice, the winners of events are given "success ballast" from race to race to avoid one team running away with the championship.

The teams involved were mainly graduates from Ratel's successful GT Series in Europe with Aston Martin represented by Germany's Fischer Racing (under the Young Driver AMR banner) and by France's Hexis, while Ford entries were run by Switzerland's Matech Concepts and Belgium's Marc VDS Racing Team. Nissans were prepared by the Swiss Racing Team and Britain's Sumo Power; and Maserati retained its involvement with five-time FIA GT champions Vitaphone Racing Team from Germany and Alfrid Heger's Triple H Team Hegersport. Corvette was represented by Belgium's Mad Croc Racing and Germany's Phoenix Racing

Carsport, while Lamborghinis were run by German operations Reiter Engineering and Munich Motorsport.

If the teams were somewhat Euro-centric, the venues were very definitely global with the new World Championship kicking off at the Yas Marina Circuit in Abu Dhabi in the United Arab Emirates before going to Silverstone, Brno, Paul Ricard, Spa, the Nürburgring and Portimão. There were plans for an event on the streets of Durban, South Africa, but this had to be cancelled because of track homologation problems and logistical difficulties, but there are hopes that this event will take place in 2011. As a result the venue was replaced on the calendar by the new Circuito de Navarra, near Pamplona in northern Spain. The World Championship finished off at Interlagos in Brazil and at the Lago Potrero de los Funes circuit in Argentina.

It was no surprise that the Vitaphone Racing Maseratis were strong with Michael Bartels and Andrea Berolini setting the pace by the midseason, although the early season produced

a surprising range of different winners with no fewer than eight of the 12 teams winning at least one race in the course of the season, an indication of the close nature of the racing.

While many of the teams kept the same driver line-ups in the course of the season, others had a regular driver and used different second drivers and so the championship benefited from appearances by some well known names such as former Formula One drivers Karl Wendlinger, Olivier Panis, Román Grosjean, Tomas Enge, Pedro Lamy, Mika Salo, Ricardo Zonta and Enrique Bernoldi.

The plans for 2011 are already well-developed with the same manufacturers eligible to compete if they choose to do so. In addition there is a development programme underway to create a BMW Alpina B6 entry in the series and, perhaps, the possibility of an entry from Lexus. This may result in the series switching away from the two-team requirement for each manufacturer. SRO is also keen to expand into new markets in the USA and China and is negotiating for events in these regions. ■

A YEAR IN KARTING

It has been a busy year in the karting world, culminating in the World Championship at the Circuito Internacional de Zuera, near Zaragoza, in northern Spain.

The event was held this year for KF2 karts and attracted 125 entries, the highest number in a World Championship event since 1993. The event was won by 15-year-old Dutchman Nick de Vries, already a member of the McLaren Young Driver Development Programme, driving a Zanardi-Parilla. It was a dramatic finale as de Vries took the lead from 18-year-old British driver Jordan Chamberlain on the very last lap of the race, just a few hundred metres before the chequered flag. The Danish driver Nikolaj Moller Madsen, the European F2 Champion, finished third. The KF3 World Cup, which was held in Braga, Portugal, in September was also well-supported with 84 entries from 26 nationalities. This was won by 14-year-old Englishman Alex Albon, ahead of 13-year-old Dutchman Max Verstappen, son of former Formula One driver Jos Verstappen.

There was also much interest in the outcome of the first CIK-FIA U18 World Championship and the new Academy Trophy, both of them designed to help youngsters without substantial financial backing to make their names. The U18 Championship, which is reserved for 15-18 year-olds, was decided at the French Val d'Argenton track with three 15-year-olds on the podium: Briton Jake Dennis, the first champion in the new discipline, Finland's Matias Köykkä and Adam Stirling from Northern Ireland.

The Academy Trophy, which is reserved for 13-15 year-olds, was won by Finland's Niklas Tiihonen, ahead of France's Anthoine Hubert and Greece's Filipos Kalesis, who this year became the first Greek to win a CIK-FIA race.

The federation continues to try to expand global interest in karting and in an effort to increase the growth the commission has been expanded from 28 members to 37 with a new president Sheikh Abdullah Bin Isa Al-Khalifa of Bahrain.

Sheikh Abdullah said: "I am delighted and honoured to be taking up the Presidency of the CIK-FIA. It is true recognition of the importance placed upon the regions of

the world by the FIA's World Motor Sport Council, especially with such a vital discipline which sits at the very heart of grass roots motorsport and is a testament to the diversity of the World Council.

"Karting has a unique role to play in motorsport, not only as a mature discipline in its own right, but as the very backbone of motorsport. Many of the world's leading racing drivers today kick-started their careers through karting, which still remains the critical route to the pinnacle of motor racing. We have a proud history behind us and, I believe, an exciting future ahead.

"My thanks go to outgoing CIK-FIA President Nicolas Deschaux who has worked tirelessly to develop and promote karting during his tenure and, in particular, opened a new path for the sport which has delivered robust changes. "As the International Karting Commission's new president, my aim will be to help further shape and define karting, not just in its traditional geographies, but further afield too. We have a vibrant and hugely important sport, which not only provides a highly accessible entry point for motorsport enthusiasts, it provides a spring board for racing drivers of the future, as evidenced by countless former Formula One world champions.

"Karting's continued growth, on a global basis, is essential to increasing awareness, enjoyment and participation in motorsport and is a fundamental pillar of its future development. FIA President Jean Todt is pursuing a clear vision of the sustainable development of motorsport, which includes increasing its geographic reach, as well as the continued enhancement of the structures of the FIA, along with a firm commitment to reflecting the role that individual regions have to play in the FIA's development. Karting should be an exemplar in this regard and I welcome the challenges and opportunities that lie ahead for karting globally."

As part of the restructuring of karting so that it better fulfils its role as being the school of future champions, the CIK-FIA has introduced a new theoretical and civic dimension to

complement the practical lessons that are learned on the circuits. A programme called EduKart has been introduced. This is presented in the form of a quiz, which is included in each event. A few days before each event the Drivers are sent a list of 20 questions and answers to be studied, designed to make drivers aware of safety, fair play, the respect of the environment and the anti-doping fight, while also being a playful way of creating interest in sporting and technical regulations and a little knowledge about the history and traditions of the sport. The initiative is supported by the FIA Motor Sport Safety Development Fund. On the Friday morning at each event the drivers are tested with 12 questions which have multiple choice answers on touch sensitive terminals, using software jointly developed by the FIA's IT department and the CIK. The initial trials show that the large majority of drivers had done their homework and it became a race to see who could answer the questions fastest. Russian Vsevolod Gagen managed to answer all 12 correctly within 30 seconds. EduKart is available in 12 languages.

Vincent Caro, CIK-FIA Executive Secretary says: "All the CIK-FIA officials have in fact been pleasantly surprised by the Drivers' level of preparation, knowledge and enthusiasm. EduKart is particularly efficient thanks to its game-like format, with the electronic terminals, and thanks to its range of languages. As a result, EduKart is an excellent supplement to the classical drivers' briefings, particularly when it comes to broaching regulations issues."

The CIK-FIA has since placed the EduKart at the disposal of any ASNs wishing to introduce it within the framework of their own national and regional events, free of charge. To help with the learning process the CIK-FIA has also introduced a new website called www.cikfia.tv on which drivers can find footage recorded by the onboard CIK-FIA cameras from all contestants, featuring each driver's fastest qualifying practice lap and some racing footage. Using multiple screen options, each driver can compare his best lap with that of the pole man in order to learn how to go faster. ■



Filipos Kalesis became the first Greek to win a CIK-FIA event

FIA FOUNDATION NEWS

ROAD SAFETY 'TAG' UNITES WORLD FOR DECADE OF ACTION



Michelle Yeoh with senior officials from the UN and multilateral development institutions

A new global symbol for road safety has been unveiled ahead of the launch next year of a UN Decade of Action to tackle the annual 1.3 million deaths on the world's roads.

The 'road safety Tag' is intended to become the road safety equivalent of the red ribbon for HIV/AIDS awareness or the white wristband worn in the fight against poverty.

Every day 3500 people are killed on the world's roads, ninety per cent of casualties

occurring in the developing world. The 'road safety Tag' has been designed by WPP plc agency The Partners in a pro-bono gesture of support for the Decade of Action for Road Safety 2011-2020.

Global roll-out and use of the Tag is being developed and coordinated by the World Health Organization and the FIA Foundation in preparation for the Decade of Action. The Tag was launched at special events in New York and London. On 22nd September

Former US President Bill Clinton and New York Mayor Michael Bloomberg introduced the Tag at a special road safety ceremony during the Clinton Global Initiative.

At a separate event senior officials from the UN and the multilateral development institutions including UNEP Executive Director Achim Steiner, Inter-American Development Bank President Alberto Moreno and World Bank Vice President Inger Andersen joined Make Roads Safe global ambassador Michelle



Tag launch, Natural History Museum, London

Yeoh and Oman's Ambassador to the UN, H.E. Fuad Al Hinai, to unveil the Tag in the UN headquarters during the Millennium Development Goals summit.

Speaking to the media following the Summit event, Michelle Yeoh said: "It is important that from almost nowhere, maybe even 10 years ago that it wasn't discussed, that today we're here at the United Nations, We're able to launch this Decade of Action symbol. We want people to wear it, to believe in it, because this will remind you that action needs to be done, every day. It should be part of our lives."

On the other side of the Atlantic, the Tag was presented on 23rd September to an international audience of more than a thousand injury prevention specialists attending the Safety 2010 world conference on injury prevention in London. Lord Robertson, Chairman of the Commission for Global Road Safety, and Etienne Krug, WHO's Director of Injury Prevention, unveiled the symbol at an event at the Natural History Museum. The Tag, and the awareness raising slogan for the Decade, 'Wear. Believe. Act.' were projected on the gothic exterior of the museum.

Speaking at the launch of the Tag, Lord Robertson, Chairman of the Commission for Global Road Safety, said:

"Tonight the Road Safety Tag is just a small piece of metal. But a red ribbon is just a ribbon, until it is imbued with the hope and energies of millions of people working against HIV/AIDS. The white plastic wristband is just a piece of plastic, until hundreds of thousands of people proudly display it as they march against poverty. Now it is up to us, all of us, to unite and make this small piece of metal a powerful symbol of our fight against the suffering, grief and injustice caused by road deaths and injuries."

Etienne Krug, Director of Injury Prevention at the World Health Organization, said:

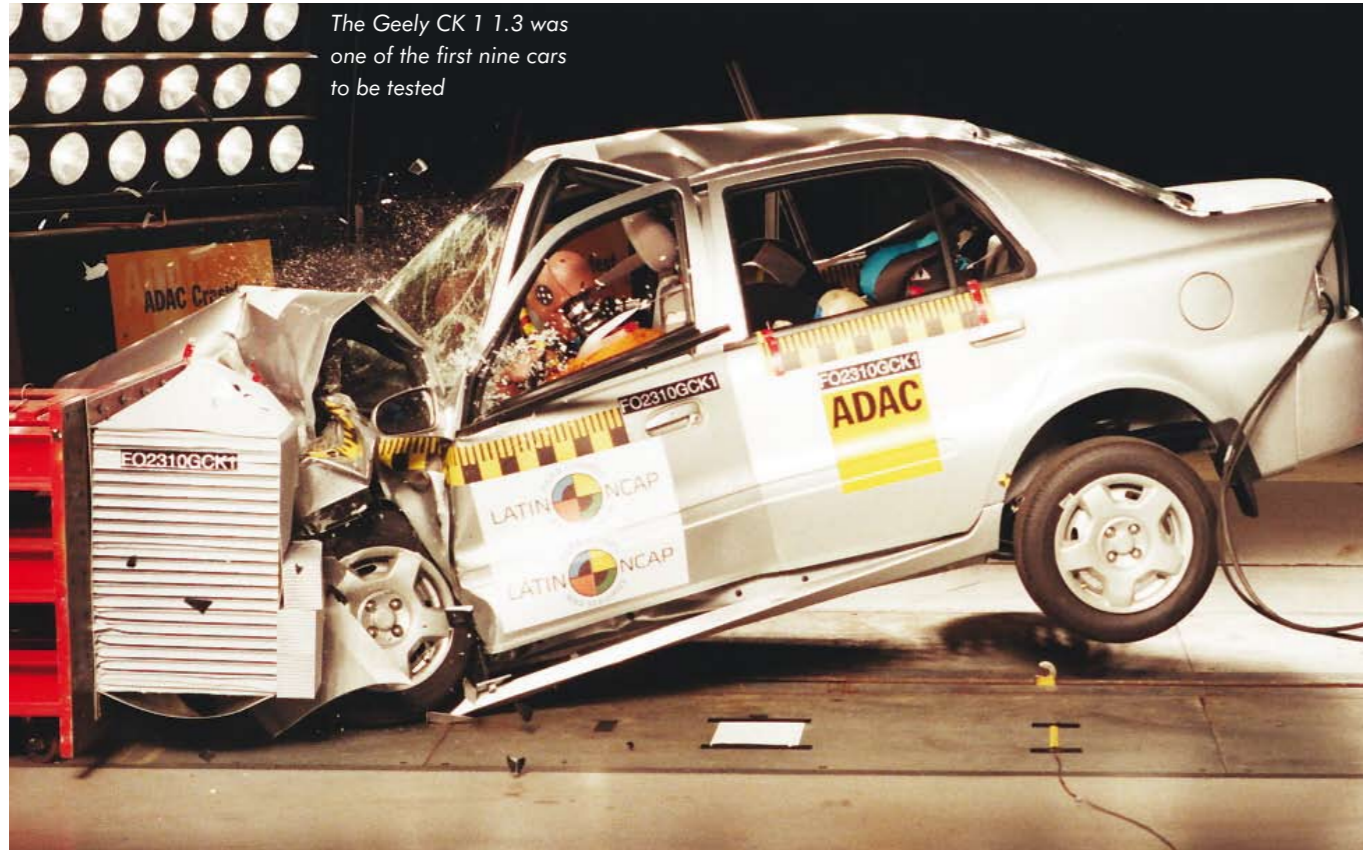
"Hospitals and morgues around the world are filled with victims of road traffic crashes. The UN Decade of Action is a unique opportunity. Symbolized by the road safety Tag, the Decade will allow many actors to join forces to put into practice the prevention programmes and trauma care services needed to avoid this unnecessary loss."

The Decade of Action will be officially launched on 11 May 2011, with events across the world. The goal of the Decade, endorsed by 100 governments in the UN General Assembly, is to 'stabilise and reduce' global road deaths by 2020. The World Health Organization and the UN regional commissions are coordinating the Decade on behalf of the United Nations. At the Clinton Global Initiative WPP plc, represented by Mark Penn, Chairman of Burson Marsteller, also committed to providing pro bono PR support for the Decade launch.

Sir Martin Sorrell, CEO of WPP plc, said:

"The global road death epidemic is one of the world's most neglected killers. Every six seconds someone dies or is seriously injured in a road crash. So there is an urgent need to raise awareness amongst policymakers and the public. The road safety Tag will be a unifying, motivating and instantly recognisable symbol for this global effort during the UN Decade of Action for Road Safety. I am delighted that WPP is able to support this important, life-saving cause." ■

FIRST CRASH TEST RESULTS PRESENTED AT LATIN NCAP LAUNCH



The Geely CK 1.3 was one of the first nine cars to be tested

Major car manufacturers have been put to the test as Latin NCAP, the first ever independent crash testing programme for Latin American and the Caribbean has revealed the safety performance of popular car models bought by consumers in the region.

The first nine cars to be tested by this groundbreaking programme, which is supported by the FIA Foundation, have been put through a rigorous assessment process. Results were presented at the launch of Latin NCAP which took place simultaneously in Montevideo, Uruguay and São Paulo, Brazil on 18 October. Brazilian consumer association Proteste hosted the São Paulo launch.

The Latin NCAP testing has been developed using knowledge and expertise from other established NCAP 'New Car Assessment Programmes' around the world.

The cars tested were among the most popular models bought by consumers in Latin America and the Caribbean. They were: TOYOTA Corolla XEI; CHEVROLET Meriva

GL Plus; FIAT Palio ELX 1.4 (with and without airbags); VW Gol Trend 1.6 (with and without airbags); Peugeot 207 Compact 5p 1.4 (with and without airbags); Geely CK 1.3.

The cars were selected on the basis of their popularity. Additionally, the Toyota and Chevrolet were tested as those models are also assessed by Euro NCAP, the European programme. The results show that the cars sold in Latin America and the Caribbean have performed worse than their counterparts tested by Euro NCAP.

They show a full range of results from four stars for adult occupant safety as the top performer, to zero stars for the car with lowest levels of safety as shown in testing. The cars were subjected to the same frontal impact test at 64km/h that is included in similar consumer test programmes in Australia, Europe and North America.

During the first phase of Latin NCAP, the nine selected vehicles were purchased and sent to certified laboratories to be assessed, tested

and inspected. Of these nine, three were tested with and without airbags. These models are sold in the region both with and without airbags and the manufacturers requested Latin NCAP to test both versions.

Carlos Macaya, Chairman of the FIA Foundation said: "The Latin NCAP independent crash testing programme is a first for Latin America and the Caribbean. It follows closely from long experience in other parts of the world where NCAPs have been established to provide authoritative data on safety for drivers, passengers and children. The challenge now is to further develop Latin NCAP so that we can save thousands of lives during the UN Decade of Action for Road Safety."

Nani Rodriguez, Executive Secretary of Latin NCAP and President of the Gonzalo Rodriguez Memorial Foundation (GRMF) said:

"We are introducing Latin NCAP to Latin America and the Caribbean because we want to see a dramatic improvement in the safety



Latin NCAP stakeholders at the Montevideo launch event

of cars across our region. Our ultimate and most important aim is to save people's lives. These results are just the start and we want manufacturers and Governments to work together to raise the standard of vehicle safety and help achieve our mission."

Michiel van Ratingen, Secretary General of Euro NCAP, said "We congratulate the partners in Latin NCAP for taking this important step for the Latin American and Caribbean region. Latin NCAP will not only contribute to raising the standards of car safety and to increasing the levels of protection given to drivers, adult passengers and children, but also help increase

much needed public awareness about the importance of safer road transport."

Latin America is a rapidly growing automobile market and source of vehicle production. It is also experiencing high levels of road fatalities and serious injuries. Latin NCAP is the first independent programme to be established in one of the world's newly motorising regions and is a historic step forward in the availability of consumer crash test information.

Currently, 'NCAP' crash testing programmes exist in the Asia, Australia, Europe, and the US, and have contributed significantly to reduced level of death

and injury on the road. It is expected that initiatives like Latin NCAP will contribute significantly to the United Nations Decade of Action for Road Safety, as part of a wider programme which could save five million lives on the world's roads if successfully implemented.

Along with the FIA Foundation major international organisations have joined forces in setting up Latin NCAP. They are the FIA, International Consumer Research and Testing (ICRT) and the Gonzalo Rodriguez Memorial Foundation. The Inter-American Development Bank (IDB) has also supported the programme. ■

FIA FOUNDATION HOLDS ANNUAL GENERAL MEETING



The FIA Foundation AGM session

The FIA Foundation has held its 2010 annual general meeting in Paris. The meeting, on November 5th, was attended by the Foundation's membership of automobile clubs from across the world.

The meeting heard progress reports on major initiatives, including the successful culmination of the global campaign for a Decade of Action for Road Safety, the new road safety 'Tag' and plans for the launch of the Decade of Action, updates on the e-Safety Aware campaign, the launch of the new Latin NCAP independent crash test programme and, in the environmental sphere, the latest developments in the Global Fuel Economy Initiative and its '50by50' campaign.

Opening the meeting, the FIA Foundation's chairman, Carlos Macaya, said:

"I am immensely proud of the strategic, innovative and successful role our Foundation has played in designing and leading global policy on both road safety and vehicle fuel efficiency. There is also real focus on delivering road safety programmes that will catalyse change and save lives."

The FIA Institute for Motor Sport Safety, which is primarily funded by the FIA Foundation, also held its annual meeting and presented the latest ground breaking research in areas such as aerodynamic stability and crashworthiness.

The FIA Foundation meeting, held at the Pavillon Gabriel in Paris, also saw the publication of the FIA Foundation's 2010 Review. ■



FIA Foundation Chairman Carlos Macaya addresses the AGM

MAPUTO SEMINAR CHARTS SAFE AND SUSTAINABLE FUTURE



Members of FIAACTA and conference participants at the Maputo event

Ministers from the Government of Mozambique and executives from African auto clubs were briefed on the FIA Foundation's environmental and road safety initiatives at an FIA African Council seminar in Maputo on 11 October.

The seminar, titled 'Safe and Sustainable Mobility for Africa' focused on three key areas: the Global Fuel Economy Initiative (GFEI), Share the Road and the Decade of Action for Road Safety 2011-2020.

From the Mozambique Government, Vice Minister of Transport Dra. Manuela Ribeiro gave an opening address and pledged her country's support to both the '50 by 50' Global Fuel Economy Initiative and the UN Decade of Action for Road Safety. Also attending was FIA President Jean Todt.

Representing the United Nations Environment Programme's Transport Unit, was Elisa Dumitrescu who gave presentations on sustainable transport and cleaner fuels and vehicles in Africa.

African club delegates from Botswana, Kenya, Tanzania, Uganda, South Africa, Zimbabwe and of course Mozambique, signed up to a joint Declaration pledging to: raise awareness

about the GFEI, to work with GFEI partners, Governments and other key stakeholders to develop improved fuel economy policies and to work together through the FIA African Council, to exchange experience, data and understanding of on fuel economy.

Dra. Manuela Ribeiro said: "We must look at both safety and sustainability in our transport policies. I am delighted that we are addressing these issues at this important conference here in Mozambique. We want to support the 50 by 50 campaign and we agree that we must improve fuel economy. Road safety has already been a priority for us and we know what an important issue it is globally following the Moscow Ministerial and UN Decade of Action for Road Safety. We support the Decade of Action and want to ensure that the Decade is a success."

FIA Foundation Deputy Director General Saul Billingsley addressed delegates following the Minister's opening remarks: "We know that for Africa, this next decade is absolutely crucial both from an environmental and road safety point of view. With the 50 by 50 campaign, we can make important progress in addressing issues of CO2 emissions, fuel economy and energy security. Our Share the Road initiative is vital for Africa to have a sustainable road network in place for all road

users. And we must start now to take concrete steps to save lives on Africa's roads during the Decade of Action for Road Safety.'

Delegates were updated on plans for the May 11 global launch of the UN Decade of Action for Road Safety and discussed possible launch activities which they could hold in their own countries. They were also briefed on the road safety Tag for the Decade of Action.

FIA President Jean Todt said: "It is encouraging to see the work that African FIA clubs are carrying out with their Governments to improve road safety. Here in Africa, our clubs have a very important role to play in ensuring that lives are saved during the Decade of Action for Road Safety and we support them in their efforts."

Individual countries presented case studies to the seminar. Guest speaker Stuart Rayner - Chairman, Fuels and Emissions Technical Committee, National Association of Automobile Manufacturers of South Africa (NAAMSA) spoke on his country's experience with fuel economy testing and labelling. There were also country presentations on the Ugandan Helmet Vaccine Initiative and Kenya's plans for the Decade of Action for Road Safety. ■

FIA INSTITUTE NEWS

FIA INSTITUTE GENERAL ASSEMBLY WEEK

National Sporting Authorities from around the world gathered in Paris in early November for the Motor Sport Development Workshop and FIA Institute General Assembly.



Alex Wurz addresses the FIA Institute General Assembly

The FIA Institute recently held a week of meetings and workshops culminating in the Annual General Assembly on 5 November.

The week included a Motor Sport Development Workshop, where experts and stakeholders from across the motor sport industry presented and discussed their views on the work of the Institute and Motor Sport Development Fund.

The workshop was hosted by Institute Executive Committee member Garry Connelly, who chaired an expert panel of senior figures including Sean O'Connor (Director of Strategy, Automobile and Touring Club of the UAE), Quentin Crombie (Director of Programmes, FIA Institute), Allan Dean Lewis (Head of External Affairs, UK Motor Sports Association), Robert Reid (Director, Elite Sports Performance), John

Symes (Technical Director, Motor Sport Association), and Peter Wright (Research Consultant, FIA Institute).

The panel examined and debated three topics: officials training, the new young driver academy, and environmental sustainability in motor sport. Participants in the workshop were also given the opportunity to air their own views and experience.

Sean O'Connor started the discussions on the officials programme with a short presentation on the experience of the ATCUAE in volunteer management. The club recently faced the need to rapidly increase its number of officials in preparation for hosting of the Abu Dhabi F1 Grand Prix. Until 2009 it principally worked on the management of regional rallies, smaller in scale and sufficient on a small number of European marshals.

In the short term the ATCUAE drafted external support for the 2009 event and combined this with a strategy to become wholly self-sufficient within five years. The programme has meant that the ATCUAE is now sharing its experience with other ASNs in the region focusing on the training of local volunteers.

The ATCUAE also conducted research into volunteering and the results have proved useful not only for the club but for other ASNs. The survey highlighted that recruitment and retention are important factors and overall volunteer levels were suffering. The exercise has also been used to develop an FIA Regional strategy, with one of the outputs being the first Regional Steward meeting in conjunction with the Rally of Lebanon.

Delegates commented on a number of subjects in this area. In some countries marshals are now being paid, whilst other clubs use incentives such as gifts and loyalty programmes, and some provide licenses to officials.

Many ASNs requested more guidance on training, and were encouraged to use the existing FIA Institute best practice framework

and engage with Regional Training Providers. It was further highlighted that volunteering initiatives provided positive social return and could attract government support. It was noted that a survey on the state of marshalling across the world's ASNs would be a useful resource.

Robert Reid started the discussions on the Driver programme with a short presentation on the new Institute Drivers Academy. Reid will work alongside former F1 star Alex Wurz in heading the training programme for the Academy, which forms part of the FIA Institute Education Programme.

The Academy is aimed at providing benefits to both drivers and ASNs. For drivers this means access to the pinnacle of the sport, increased skill in driver and road safety, increased off-track social responsibility, and increased credibility and media exposure. For the ASN it provides an aspirational programme that underpins their national schemes, creates ambassadors, and opens the opportunity to become a Regional Training Provider.

Members of the panel commented that a driver's skills needed to extend beyond simply driving and that future champions needed to become well-rounded athletes. They should also be able to promote social initiatives, promote the sport at national level, and be a value to the team and sponsors.

Delegates remarked that the presence of national heroes was directly linked to interest in motor sport, allowing small countries at times to be disproportionately successful compared to their population base. A strong motor sport infrastructure is a further benefit.

Peter Wright started the discussions on the Sustainability Programme with a short presentation on the challenges to make motor sport sustainable. Motor Sport faces a number of sustainability challenges, notably in the development of new technologies, addressing noise pollution, ensuring facilities are built and managed sustainably, and in carbon offsetting to make motor sport carbon neutral. These challenges however offer an opportunity for ASNs, to showcase their own experience and best practice, acquire funding for sustainability projects, and obtain environmental certifications for their work.

According to delegates the main sustainability issues for their clubs are noise pollution, fossil fuel dependency, and the need of motor sport to help drive change in the industry.

These discussions were backed up with a number of presentations the following day as part of the Institute General Assembly. FIA Institute Director of Research Andy Mellor presented updates from the latest research projects, Alex Wurz gave further details about the new Institute Driver Academy, Allan Dean-Lewis discussed training development, and Quentin Crombie talked about the Institute's education programmes.

The Institute also launched its latest global activities report at the General Assembly. Entitled 'Formula for Safety and Sustainability', the publication gives an overview of the Institute's work, including a look at its various safety, medical and sustainability programmes. This report, along with presentations, photos, interviews and articles from the events of the week are available to view and download on the Institute website: www.fia-institute.com. ■

INSTITUTE SHAPES SUSTAINABILITY AGENDA

Following the recent FIA Institute Seminar on Motor Sport Sustainability, the FIA Institute will increase the profile and activities of its sustainability programme during 2011.



Sébastien Loeb, Rally Australia

During the course of 2011 the Institute will develop and expand its growing Sustainability Programme.

Sustainability issues were added to the Institute's competences during the 2009 General Assembly and the Programme work plan was further elaborated recently through a Seminar on Sustainability in Motor Sport hosted by the Institute in its Paris headquarters.

The seminar, chaired by Institute President Professor Sid Watkins and moderated by FIA Institute Research Consultant Peter Wright, formally concluded the work of the FIA's Environmentally Sustainable Motor Sport Commission and saw the Institute adopt the sustainable motor sport policies that had been developed by the Commission.

The results and work of the Commission and its various working groups were then presented to the delegates by a series of high-level speakers.

Jean-Jacques His, Ferrari's Head of Power Train, who chaired the Power Train Working Group, presented the results of the group's work which had been tasked with developing solutions to the carbon emission of race cars. He then presented a working paper on Hybrids, with a set of proposals and thoughts on their potential use in motor racing. The presentations stressed the need for motor sport engine developments to not only concentrate on direct emissions from motor sport but also to help develop technologies that are road relevant.

John Symes, Technical Director for the UK Motor Sport Association, presented the work of the Noise Working Group. He explained that whilst some noise at events was desirable, motor sport needed to live with its neighbours. Symes reviewed the existing regulations, showing a lack of

consistency in the current status quo. The various limits that are currently applied to circuits were further discussed, as were the variety of noise testing methods and existing noise management systems.

Lenalinn Hausen, General Secretary of the International Permanent Circuits Association, presented the work of the Facilities Working Group, explaining the distinctly different perspective of facilities on sustainability, focusing on the experience of the Nürburgring, which is considered to be one of the leaders in the environmental management of motor sport facilities.

The FIA Institute will now take a leading role in dealing with these issues. FIA Institute Director General Richard Woods said: "This seminar has brought together some of the most important representatives in motor sport for sustainability, to whom we have presented and set out the Institute's policy and goals for the coming years. It is our intention to ensure that our work in this domain becomes as important in motor sport as our current work in safety."

The Seminar has helped define the strategy for the Institute's 2011 work plan, where initially four key areas of work will be addressed.

In relation to noise, the Institute will support the development and testing of a single-type drive-by noise monitoring system, and develop a measuring methodology. By using a single and fixed noise measurement system with established measuring methods, the option for motor sport to self regulate in regards to noise will exist thereby providing a possible solution to the continued pressures faced by motor sport, notably from local authorities.

In relation to facilities, the Institute will work to define best practice in the field of environmental management, looking towards established global best practice

frameworks for motor sport based on existing standards such as EMAS. On the built environment, the Institute intends to work with the Building Research Establishment (BRE) to create a BRE Environmental Assessment Method standard and with the corresponding assessment tools.

The Institute will also develop a carbon-offset project identifying best practice and developing a motor sport specific framework for offsetting. It is intended to allow National Sporting Authorities (ASNs) and stakeholders to align themselves and be certified against the framework, and Institute funding will be available to facilitate this.

The Institute is working in conjunction with the FIA Foundation and FIA to amend the criteria for funding from the Motor Sport Development Fund to allow applications for specific sustainability projects, thereby further supporting the ASN network in achieving sustainability objectives in their own countries.

These projects and future projects will be overseen by the Institute's Sustainability Advisory Panel, a high-level panel composed of ASN, promoter, FIA, and facility representatives, and chaired by Peter Wright. To support this, the Institute will be recruiting an environmental expert to oversee and manage the day-to-day activities of the programme.

With the environment playing such an important role in policy making decisions by governments it remains an issue that motor sport must address seriously and is an area where motor sport can bring a number of positive solutions. In developing the Sustainability Programme the Institute is showing that it is committed to supporting the Motor Sport's sustainability agenda, and aims to be delivering on this commitment throughout 2011. ■

A LANDMARK YEAR

In 2010, the FIA Institute accelerated its work across all areas of motor sport safety and sustainability.

At the end of 2009 the FIA Institute expanded its remit to cover sustainability issues in motor sport as well as safety. With these projects running alongside programmes in research, education, medicine, industry and excellence, 2010 has proved to be a landmark year for the organisation.

Major progress has been made in all areas of the FIA Institute's work over the last 12 months, from the development of new safety packages in Formula One and World Rally to the launch of the Regional Training Provider programme and the announcement of the groundbreaking Young Driver Academy.

Richard Woods, FIA Institute Director General, said: "The FIA Institute has developed into a leading motor sport safety research and development centre, managing the progress of ground-breaking technologies and taking a lead on the continued advancement of motor sport-specific medicine and sustainability. Our work continues to create new FIA standards, further increasing the overall safety and development of motor sport around the world."

The FIA Institute's Research Programme, which includes the open-cockpit, closed-cockpit and karting research groups, has made steady progress at all levels of motor sport in 2010. Led by Head of Research Andy Mellor, a number of projects have progressed in recent months.

Further testing on the FIA Institute's award-winning high-speed barrier has focused on the different approaches to avoid cars penetrating or going under the surface of the barrier. New materials have been found to help this and will be developed in the next year.

A miniature ear accelerometer system, small enough to fit in the driver's earplug, is in development and will feature a tiny micro electro-mechanical system transducer. The development of the hardware was an important step for the Institute, which will

now test and review the model with a view to integrating new ear accelerometers into Formula One.

Over the past year the Institute facilitated the development of the first frontal head restraint system that provides the same protection as the Head and Neck Support (HANS) device. The Hutchens-Hybrid device from Safety Solutions will give drivers more choice and comfort options whilst offering the same high-levels of protection. This standard was approved for use in all major championships by the FIA World Motor Sport Council on 23 June 2010.

Other research projects progressed this year include the development of a world accident database, accident data recorders for lower-level championships, new high-strength visors for top-level driver helmets and improved construction for rollover protection systems in rally and circuit cars. These projects and others are reinforced by the work of the Industry Liaison Group which has continued to offer an interface between the Institute's research and the manufacturers who put the results of that research into the market.

The Education Programme, which includes officials safety training, young driver safety and facility improvement, has launched a number of new projects in 2010. These projects are underpinned by the provision of grants from the FIA Foundation's Motor Sport Safety Development Fund, which is administered by the Institute.

The Officials Safety Training Programme aims to increase the competency levels of officials from around the world and the selection of Regional Training Providers (RTPs) has been central to this. In 2010, two ASNs – Australia's CAMS and the UK MSA – achieved RTP status and have already taken on a leading role with the training of officials around the world.

Now the Institute is encouraging the development of several RTPs within each

of its five geographical funding areas. It is expected that ASN-to-ASN activity will increase significantly in 2011 once a number of RTPs have been established, and this will be reflected in the type of grant applications received in subsequent rounds of funding.

The Young Driver Safety Programme promotes driver safety among young motor sport competitors as well as facilitating the development of young drivers globally. This year the Institute announced the formation of a new Driver Academy, which will launch in 2011 and form the cornerstone of this programme.

The participation and support of ASNs is helping to ensure that the most talented drivers across the world have access to this initiative. In its first year the academy is selecting 10 drivers to take part, with at least one driver chosen from each of five regions: North, Central and South America; Western and Northern Europe; Central and Eastern Europe; Middle East and Africa; Asia and Oceania.

The Institute is teaming up with former Formula One star and two-time Le Mans winner Alex Wurz as well as former World Rally Champion Robert Reid to lead the Academy training programme.

The Facility Improvement Programme advances the safety standards and economic and environmental sustainability of motor sport facilities, notably in developing motor sport regions. In 2010, the Institute set up the provision of specialist advice to ASNs in relation to the development of safe and sustainable motor sport facilities. The programme provides tools to help maximise each project's potential for generating the necessary capital to fund construction.

A great amount of progress has also been made in the new Sustainability Programme in 2010, with a number of projects being developed (see article on p50). ■

DECEMBER

- 9 Women & Motor Sport Commission - Monaco
FI Commission - Monaco
Land Speed Records Commission - Monaco
- 10 ICA Congress - Monaco
World Motor Sport Council - Monaco
FIA Gala - Monaco

JANUARY

- 8 Off Road Commission - Strasbourg
- 14 GTT CIK - Paris
AIT/FIA/FICC Liaison Committee - Stuttgart
- 19 Historic Technical Working Group - Paris
Eurotest - Brussels
- 20 EuroTAP - Brussels
- 21 FI Technical Working Group - Heathrow (TBC)
- 22 FI Sporting Working Group - Heathrow (TBC)
- 26 Truck Racing Commission - Paris
- 27 Hill Climb Commission - Geneva
Alternative Energies Commission - Paris
Cross Country TWG - Paris
Touring TWG - Paris
- 28 Touring Car Committee - Paris
- 29 GTTWG - Paris
Medical Commission - Paris

FEBRUARY

- 1 FI Commission - Paris
Medical Commission - Paris
- 8 Touring Car Commission - Paris
GT Commission - Paris
- 9 Circuits Commission - Paris
Commission CIK - Paris
- 12-14 Historic Motor Sport commission / Seminar & Historic Prize Giving Ceremony - London
- 15 Cross Country Rally Commission - Paris
- 18 Environmentally Sustainable Motor Sport Commission - Paris

MARCH

- 18 EUROBOARD - Brussels
- 21-25 Conference Week - Kuala Lumpur, Malaysia
- 26 Alternative Energies Commission - Monaco
- 29 EuroRAP Board Planning Day - Basingstoke (UK)



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