

AUTO

INTERNATIONAL JOURNAL OF THE FIA

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**SPECIAL
EDITION
/
RESPONDING
TO THE
COVID-19
CRISIS**

Thank You

/

The FIA Family would like to salute the aid efforts of its Member Clubs, the motor sport community and its partners, and to express its deep gratitude to medical personnel and essential workers around the world for their dedication and courage as they continue to battle the COVID-19 pandemic.



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THE FIA


The Fédération Internationale de l'Automobile is the governing body of world motor sport and the federation of the world's leading motoring organisations. Founded in 1904, it brings together 236 national motoring and sporting organisations from more than 135 countries, representing millions of motorists worldwide. In motor sport, it administers the rules and regulations for all international four-wheel sport, including the FIA Formula One World Championship and FIA World Rally Championship.


THE FIA FOUNDATION


The FIA Foundation is an independent UK-registered charity that supports an international programme of activities promoting road safety, the environment and sustainable mobility. It was established in 2001 with a donation of \$300 million from the FIA and is governed by a Board of Trustees. Among its activities, the Foundation participates in various UN road safety and environment-related partnerships and is a member of the UN Global Road Safety Collaboration.



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Dear reader, dear friend,

We bring you this edition of AUTO magazine in the midst of one of the greatest challenges the world has faced in modern times.

As we are living a very challenging moment that has brought grief and financial difficulty to many, and tremendous changes to our daily lives, I would like to express my solidarity to you. The COVID-19 pandemic has indeed reached into every sphere of activity, socially and economically, and the long-term repercussions will undoubtedly be serious.

However, we have seen some extraordinary responses, and in this issue we look at how the FIA, our Medical Commission chaired by PROFESSOR GÉRARD SAILLANT, our member clubs, our sporting partners and stakeholders have met the crisis head-on. From the engineering feats of motor sport teams and suppliers in turning their expertise to the development of medical equipment, to the selfless actions taken by many of our 242 member organisations in assisting healthcare services on the ground, our community is fully committed, as you will read.

Within the FIA, we are doing our part to battle the pandemic –and, in these pages, you will hear from DEPUTY PRESIDENT FOR SPORT GRAHAM STOKER and DEPUTY PRESIDENT FOR AUTOMOBILE MOBILITY AND TOURISM THIERRY WILLEMARCK about the support mechanisms we are putting in place to help our members. You will also read about the launch of our #RaceAgainstCovid initiative that, among other things, aims to provide help through the Federation's network of medical specialists and with the provision of Personal Protective Equipment wherever possible. We are also reshaping our partnership with the INTERNATIONAL FEDERATION OF RED CROSS AND RED CRESCENT SOCIETIES, in which our Clubs should play an important role. Furthermore, we examine the impact COVID-19 is having on our sporting calendars and how it is leading to a surge in demand for digital racing competition.

This crisis gives a unique light on the other topics covered in the magazine. We look at the outcomes of a very important event, the 3RD GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY, the work of JCDECAUX in promoting safety around the world, especially in the current context, as well as MISSION H24's bid to bring hydrogen power to Le Mans. Finally, we pay tribute to a legend of motor sport and an inspiring gentleman –STIRLING MOSS – who has left us after a long fight.

I trust you will find this edition of AUTO informative, and I'll be close by wishing you and your loved ones the very best during this difficult time. Together, we will tackle the disease and build a 'New Deal' for the future.

Stay safe.



JEAN TODT,
FIA President

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RENAULT MORPHOZ

CHANGE FOR

THE BETTER

Renault has unveiled its latest vision for the future of motoring in the shape of the MORPHOZ – a 100 per cent electric adaptable crossover concept car, which charges by induction as it's being driven. Fully connected and equipped with level 3 autonomous driving functions, the concept comes in two interchangeable versions: a shorter (4.4 metres, 40 kWh)

'City' model and a longer (4.8m, 90 kWh) 'Travel' one. The idea behind the concept is that the City model, with a range of 400km, is ideal for meeting suburban driving requirements. However, it can then be converted to Travel mode, with a Travel Extender pack added at a special station to increase the range to 700km for longer journeys.

A HOME FROM HOME... Renault has stated that its MORPHOZ concept car will herald a new family of electric models in the future. Besides the autonomous driving function, the car boasts a 'Share' mode that allows the front pasenger seat to swivel round and face the rear. Passengers can then make use of a cross-compartment centre console and screen 'as if they were at home in their living room'.



NEWS

In this issue: FIA and championship promoters in #RaceAgainstCovid; WEC calendar and F1 2021 rules revised in wake of pandemic; launch of new Formula E Gen2 EVO car delayed; Jaguar Land Rover unveils new mobility concept; FIA Motorsport Games to be expanded

NEWS FIA and World Championship Promoters Launch 'Race Against COVID'

The Fédération Internationale de l'Automobile (FIA) and the promoters of its world championships have teamed up to help in the fight against the COVID-19 pandemic.

Together they have launched 'Race Against COVID' (#RaceAgainstCovid), a new initiative aimed at harnessing the FIA's capabilities and strengths as the governing body of motor sport and the federation of the world's leading motoring organisations, and the collective reach of its 242 motor sport (ASNs) and motoring (ACNs) member clubs in 146 countries.

As a first step, the FIA has mobilised its network of 150 doctors and 290 federation-approved hospitals across five continents to help coordinate the despatch and provision of emergency medical equipment in the areas where it is most needed.

All available equipment such as masks, gloves, clothing or ventilators, which an FIA medical centre has at its disposal, will be sent to the medical teams that need it. The national sporting authorities that are members of the FIA will participate in the inventory and distribution of equipment.

The FIA's international network of Chief Medical Officers (CMOs) assigned to the vast array of championships have signed a manifesto to pledge

their full support to these initiatives. Among the activities they have committed to, the CMOs will take part in a regular Webinar to share insights from their day-to-day roles in hospitals around the world with the motor sport community.

They will also help maintain momentum in the FIA's drive to identify potential manufacturers of motor sport safety equipment who can retask their operations to the production of PPE. The federation has written to 318 industry suppliers to encourage new supplies of protective equipment from companies not previously involved in the manufacture of such products. Already, Stand 21, NZI and Jiingzhu Garments are reconfiguring their operations to provide masks and face shields.

Additionally, the FIA has called on its global network of ASNs and ACNs, its strategic FIA Innovation Fund (FIF) and the FIA Foundation to assist in the procurement of PPE from countries

where the COVID-19 infection rate is flattening and ship them to nations where the virus is peaking. The federation has also pledged the use of its transporters to transport medical equipment wherever needed.

The #RaceAgainstCovid hashtag will be used by the FIA and its championships to promote all initiatives to the motor sport community and encourage the fanbase to get behind this movement. Examples include the FIA World Rally Championship, which chose the platform of WHO World Health Day (April 7) to send a strong message of solidarity to all competitors, officials, personnel, volunteers and fans across the globe who are fighting the COVID-19 pandemic by publishing a variation of the WRC logo, with separated letters symbolising the concept of social distancing.

With the support of the FIA President and the President of the FIA Drivers' Commission, the FIA's promoters of its major championships are to launch a collective charitable auction of memorabilia from drivers to raise funds for the Red Cross.

The FIA has pledged the use of its transporters to take medical equipment to regions where it is most needed.

#RaceAgainstCovid

NEWS FIA unveils revised World Endurance Season 8 calendar



The World Endurance Championship will hopefully start racing again in August at Spa-Francorchamps.

The FIA World Endurance Championship has revealed its revised calendar for Season 8, and following the last round at the Circuit of the Americas in February the 2019/2020 campaign will restart on August 15 with the TOTAL 6 Hours of Spa-Francorchamps, while the traditional prelude to the Le Mans 24 Hours will now will be held on September 19-20. Replacing the cancelled 1000 Miles of Sebring will be the 8 Hours of Bahrain on November 21 as the final round.

The new schedule has been announced with the caveat that the calendar is subject to further change according to the evolution of the COVID-19 pandemic, or other calendar clashes.

The revised Season 8 schedule also means the planned September launch of Season 9 and the championship's new hypercar top class will be delayed, with the WEC stating that Season 9 will be completely re-worked and that it is "reasonable to say that it will not start before March 2021".

Gérard Neveu, WEC CEO, said: "It is today impossible to consider organising an international motor sport event before the summer, so we have rearranged the calendar accordingly while keeping the same number of events on the schedule.

"However, we must be prepared for some big changes for next season because we will have to incorporate many parameters, starting with the inevitable economic difficulties that are to come."

Pierre Fillon, President of the Automobile Club de l'Ouest, added: "An exceptional decision for an exceptional situation. In the context of what we are all going through now, the reprogramming of the WEC's Season 8 calendar required certain adjustments in concert with our different partners, competitors and host circuits."

Richard Mille, President of the FIA Endurance Commission, said the FIA had done its "utmost" to protect the original Season 8 format and that the delay to Season 9 was the best solution.

"Despite the extreme circumstances, our priority is to protect the FIA World Endurance Championship season and all parties involved. We did our utmost to guarantee the current campaign will be comprised of eight rounds. Bearing in mind the economic implications of the crisis and their impact on the industry, delaying the start of the next season until 2021 is the right thing to do, giving competitors time to regroup."

** See also Red Flag for Motor sport, page 32.*

NEWS Huge response to FIA University online initiative

More than 220 representatives of 64 FIA member organisations have registered for a new FIA University online programme designed to support clubs during the COVID-19 crisis.

With physical gatherings no longer possible due to travel restrictions and social distancing measures, the University – the training and knowledge-sharing arm of the FIA – recently launched a free-of-charge online programme to afford club executives the opportunity to boost their skill set during 'lockdown' periods.

In collaboration with the ESADE business school in Barcelona, Spain, FIA Stay Tuned has a range of modules designed to build managerial capacity within clubs and address current concerns.

FIA Stay Tuned gives users access to a first-class international training experience developed in collaboration with FIA club and ESADE Business School experts. The online programme, fostering interactions and exchange, will combine academic training and members' expertise with



FIA members have embraced remote learning thanks to project run by the FIA University.

opportunities to discuss and share best practices.

Within days of the project launch some 220 executives and managers from 64 member clubs had registered for the initiative, underlining the importance of the FIA providing its member organisations with tools to network and share experiences as they develop new solutions to serve their members and communities.

Run from April 6-May 8, the programme will be comprised of 10 online sessions dealing with key topics such as 'Innovation', 'Leading self and leading others', 'Strategic planning under harsh conditions', and 'Effective communication'.

For further information on FIA University and FIA Stay Tuned go to: fiauniversity@fia.com

NEWS Health crisis hits US cars sales

US car sales fell sharply in the first three months of 2020 as the COVID-19 pandemic took a toll on demand, with job losses increasing and a large number of states ordering sections of the population to stay home. General Motors and Fiat Chrysler America (FCA) both reported a sharp fall in first-quarter sales compared with a year earlier. US sales for GM slipped by seven per cent, while Fiat Chrysler fell by 10.4 per cent.

For the quarter, FCA's sales were 446,768 vehicles compared with 498,425 for the same period in 2019. Retail sales were 306,898 vehicles for the quarter. Fleet accounted for 31 per cent of total sales.

Ford, meanwhile, reported a Q1 sales drop of 12.5 per cent, with car sales hit particularly badly, down 36.1 per cent on the same period last year. The Blue Oval sold 516,330 vehicles overall compared with 590,249 in Q1 of 2019.

US domestic manufacturers were not the only ones to feel the impact of the health crisis. German make Audi saw a 14 per cent fall in US sales during the first quarter of this year, with the advent of the pandemic in the US in March accounting for the sharp decline. In the first two months of the year Audi had reported a sales increase of 13 per cent, but March saw a slump in demand with sales down by a whopping 52 per cent on the same period in 2019.

BMW of North America had a decrease of 15.3 per cent, with its MINI brand seeing a drop of 35.1 per cent, while Toyota North America reported March 2020 sales of 135,730 vehicles, a decrease of 36.9 per cent. For the first quarter the Japanese make saw its US sales decline overall by 8.8 per cent.

Ford is among the manufacturers to have suffered huge sales losses in the US.



UN and FIA to foster dialogue on pandemics

The FIA and United Nations are launching a collaboration to reach out to millions of people across the globe to gather their thoughts on what the world should look like in 25 years.

The UN is marking its 75th anniversary at a time of the worst global health crisis in its history, and is calling for greater solidarity and international cooperation to solve world challenges. Rather than having a traditional celebration, the UN has launched the world's largest exercise to listen to people's concerns, thoughts and ideas for the future.

The UN75 one-minute survey is available in more than 40 languages and is asking people to share their views. The campaign is particularly targeting young people, as well as more marginalised voices.

Building on existing initiatives in support of the UN's Sustainable Development Goals, the UN Decade of Action for Road Safety and the UN International Day for Sport and Peace, the FIA is supporting the UN75 project through its commitment to sharing campaign messaging and opportunities for engagement through its global organisation, members, stakeholders and fans around the world.

The UN75 survey will be disseminated and promoted through the FIA's social network, digital and other communication platforms.

Views and ideas generated through the campaign are due to be presented to world leaders at a high-profile event during the 75th Session of the General Assembly on September 21. To find out more go to: www.un.org/un75



FIA President Jean Todt with António Guterres, Secretary-General of the United Nations.

FIA defers F1 2021 rules by a year and acts to safeguard motor sport during pandemic

In light of the severe challenges to sporting competition posed by the COVID-19 pandemic, the FIA has taken a number of steps to protect motor sport in uncertain times.

In Formula One, following agreement between the FIA, F1 and all the teams, and after ratification by the World Motor Sport Council, the introduction of Technical Regulations due to take effect from 2021 has been postponed until 2022.

Due to the difficult financial situation, it has been agreed that teams will use their 2020 chassis for 2021, with the potential freezing of further components to be discussed.

The implementation of new Financial Regulations will go ahead as planned in 2021, and discussions are ongoing between the FIA, F1 and teams regarding ways to make cost savings.

The World Council also approved additional changes to the 2020 Sporting Regulations to give the FIA and F1 flexibility to react to the crisis, and organise a calendar that best safeguards the commercial value of the series and contains costs.

They include the banning of aerodynamic development for the 2022 regulations during 2020, a move that brings the development of cars for the new regulations under cost cap rules. The council permitted the FIA and F1 to alter the calendar without a vote, the addition of Article 1.3, in order to change certain articles with 60 per cent support from the teams, and changes to testing, as well as the permissible number of power units available to teams under a shortened calendar.



The council noted that further measures will be introduced for 2021 following team discussions.

In the World Rally Championship, the council appointed Compact Dynamics as the single hybrid supplier for 2022-24 for new Rally1 class vehicles. It ratified provisions for the Rally1 engine technical regulations to retain the current base engine but with measures to reduce costs and development.

With a growing number of FIA International Sporting Calendar-registered contests seeking cancellation or postponement, the council granted a delegation of authority to the FIA President to take any decisions required on international competitions for 2020. They can be made with the FIA Deputy President for Sport, the Secretary General for Sport and the president of the relevant Sporting Commission, if applicable.

F1 teams will continue to use their 2020 chassis in 2021 to help with costs following the COVID-19 crisis.

Euro NCAP rewards VW's 'Local Hazard Warning' system

New car assessment body Euro NCAP has presented Volkswagen with an 'Advanced' award for the 'Local Hazard Warning' system fitted as standard in its Golf model.

VW's car-to-x communication system becomes the first technology to be rewarded by Euro NCAP in nearly six years. The technology, which will also feature in future VW ID models, allows cars to communicate with each other and with properly equipped road infrastructure and emergency vehicles to give the driver advanced warning of local safety hazards.

Using ITS-G5 technology, cars equipped with the system can transmit a signal to others if they have broken down or stopped suddenly and present a safety risk. Other manufacturers are considering equipping their vehicles with ITS-G5 technology and, in time, it may be possible for drivers to receive advance warning of motorcycles and tractors.

Secretary General of Euro NCAP, Michiel van



VW's award-winning 'Local Hazard Warning' system, fitted to the Golf, allows vehicles to communicate problems.

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Ghanaian school infrastructure protects pupils

Life-saving school infrastructure has been built around the Oblogo cluster schools in Ghana thanks to Amend NGO, with support from the FIA Foundation.

Pupils at the schools, an hour outside Accra, were are significant risk from road traffic injury with instances of vehicles crashing directly into the schools and its play areas as there were no barriers to protect the children.

Child Health Initiative Global Ambassador Zoleka Mandela joined the Amend team while it undertook a road safety assessment around the schools, before returning to formally open the infrastructure after it had been implemented.

She called for further support from the authorities and development agencies to scale-up such work, saying: "Here in Ghana, this life-saving project proves that road traffic injury is preventable. Our work, led by the Amend NGO, will reduce injuries and save lives. We want to see every single child in Ghana given a safe journey to school – this is entirely achievable. There's absolutely no excuse for inaction. This must become a priority for our policy-makers. Ghana

can help lead the way on our continent in tackling this leading killer of young people. Let's see scaled-up action urgently."

Amend has mounted a sustained engagement campaign with relevant authorities and partners in Ghana over the past four years, advocating for low-cost and effective measures like reduced vehicle speeds and the provision of safe pedestrian infrastructure interventions, such as those implemented in the Oblogo cluster. They include footpaths, zebra crossings, speed humps, and road signs.

Zoleka Mandela helped unveil new safe infrastructure at Ghanaian schools initiated by Amend.



FIA and Formula E defer launch of Gen2 EVO car to reduce costs

The FIA and Formula E have confirmed that the championship will reduce the financial burden on its teams amid the global health crisis by cutting development costs.

As part of the plan the FIA, Formula E, its teams and manufacturers have unanimously agreed to postpone the launch of the Gen2 EVO car until the 2021/22 ABB FIA Formula E Championship. Following an e-vote, the FIA World Motor Sport Council (WMSC) ratified

a decision to extend the homologation period, with manufacturers only able to alter powertrain components once over the next two seasons.

Teams can either introduce a new car in season seven for a two-year cycle, or continue using existing technology before homologating a new car the year after for a season.

After discussions with manufacturers, changes to the technical regulations have been

made with the long-term financial stability of participants in mind, with the FIA and the series promoter stating that they have "taken a flexible and collaborative approach to decreasing spending, which will see car development costs cut by half over the next two seasons".

"In these difficult times, adapting the cost structures in motor sport is a priority to ensure its sustainability," said FIA President Jean Todt. "I encouraged the decisions regarding Formula E approved by the WMSC in this regard, which are in line with the discussions currently underway for other FIA disciplines."

Formula E Chairman Alejandro Agag added: "We listened to feedback and worked closely with the FIA to push back the launch of the Gen2 EVO and limit teams to a single homologation over the next two years. By doing so we have cut projected car development costs in half. This was necessary to contain costs, given the health crisis and economic environment."

The launch of Formula E's Gen2 EVO car has been delayed to cut costs in the series in the wake of the COVID-19 crisis.



Road assessment app launched

A new road safety mobile phone app – Star Rating for Schools (SR4S) – has been launched to support quick interventions that save lives and prevent serious injuries by measuring, managing and communicating the risk children are exposed to on a journey to school.

Developed by iRAP with support from the FIA Foundation as a major donor and FedEx as a founding sponsor, SR4S was launched at the FIA Foundation's Child Health Initiative event ahead of the 3rd Global Ministerial Conference on Road Safety in February.

The launch of the app is the culmination of seven years of research, development and pilot studies around the world, using the already-proven iRAP Star Rating methodology to assess road features and traffic conditions known to affect safety. It provides an easy-to-use, systematic way of measuring the safety of a child's journey to school from one to five stars (five being the safest) and provides an evidence base from which recommendations to improve road safety can be made.

Saul Billingsley, Executive Director of the FIA Foundation, said: "iRAP's SR4S system is a vital tool to make the case for effective infrastructure development, as well as the knowledge and expertise to support simple, easily understood and instantly impactful changes. Every day, millions of children risk their lives on the journey to school, on streets designed to prioritise traffic and speed. There is no time to waste: every child on every journey has the right to be protected and the SR4S system can support those protective measures."

The FIA's Saul Billingsley has welcomed iRAP's new SR4S system to make journeys to school safer.



NEWS

Jaguar Land Rover presents vision of future mobility

Jaguar Land Rover has unveiled a new concept vehicle, Project Vector, as part of its Destination Zero journey offering its vision of an autonomous, electric, connected future for urban mobility.

The Project Vector concept showcases an advanced, flexible, multi-use electric vehicle that is 'autonomy-ready'. The flexible vehicle concept measures just four metres in length and is designed for the city, packaging all its battery and drivetrain components into a flat floor to allow a variety of uses. The interior cabin space allows seating configurations for private or shared use and even the opportunity for commercial applications, such as last-mile deliveries.

Developed at the UK's National Automotive Innovation Centre, Project Vector is designed to address the wider landscape of mobility, from how customers connect with mobility services to the infrastructure required to enable fully-integrated, autonomous vehicles in cities.

Project Director Dr Tim Leverton said: "The mega-trends of urbanisation and digitalisation make connected urban mobility systems necessary and inevitable. Shared and private vehicles will share spaces with and be connected



to public transit networks, so you can travel on demand and autonomously. That is a complex task, best achieved by working together with partners across the spectrum of vehicles, infrastructure and the digital world.

"Future urban travel will be a composite of owned and shared vehicles, access to ride hailing and on-demand services as well as public transport. Our vision shows the vehicle as a flexible part of thane urban mobility network."

Jaguar Land Rover will collaborate with Coventry City Council and the West Midlands Combined Authority in the UK to plan a mobility service from late 2021 as a living laboratory.

JLR's Project Vector concept has been designed to work as part of a connected mobility system.

NEWS

BMW reaffirms commitment to hydrogen fuel cells

Car maker BMW has unveiled the latest version of its iHydrogen Next fuel cell powertrain, a move the German company says reaffirms its commitment to the technology in tandem with its continued development of electric mobility.

"We are convinced that various alternative powertrain systems will exist alongside one another in the future, as there is no single solution that addresses the full spectrum of customers' mobility requirements worldwide," said BMW R&D chief Klaus Fröhlich. "Hydrogen fuel cell

technology could quite feasibly become the fourth pillar of our powertrain portfolio in the long term. The upper-end models in our extremely popular X family would make particularly suitable candidates here."

Hydrogen fuel cell powertrains have an advantage over battery electric equivalents in that fuel cells can provide much greater range before needing to be refuelled. Additionally, that process only takes a few minutes compared with a much longer timeframe for battery

electric vehicles. Hydrogen fuel cells are also emission-free with the only by-product of the chemical reaction between the hydrogen and oxygen being water vapour.

BMW's latest system, built in collaboration with Toyota, will be capable of generating 125kW (170hp) in order to drive the car's electric motor. The system also accommodates a pair of 700 bar tanks that can together hold six kilograms of hydrogen. "This guarantees a long range regardless of weather conditions," said Jürgen Guldner, BMW's Vice-President of Hydrogen Fuel Cell Technology.

Although BMW says it has no doubt as to the long-term potential of fuel cell powertrain systems, the company admits it will be some time before it offers customers a production car powered by the technology. "In our view, hydrogen as an energy carrier must first be produced in sufficient quantities at a competitive price using green electricity. Hydrogen will then be used primarily in applications that cannot be directly electrified, such as long-distance heavy duty transport," said Fröhlich.

Autotalks has developed an €85 hazard-warning system for cars backed by Hyundai.



NEWS

Hyundai highlights cheap and simple connected car safety system

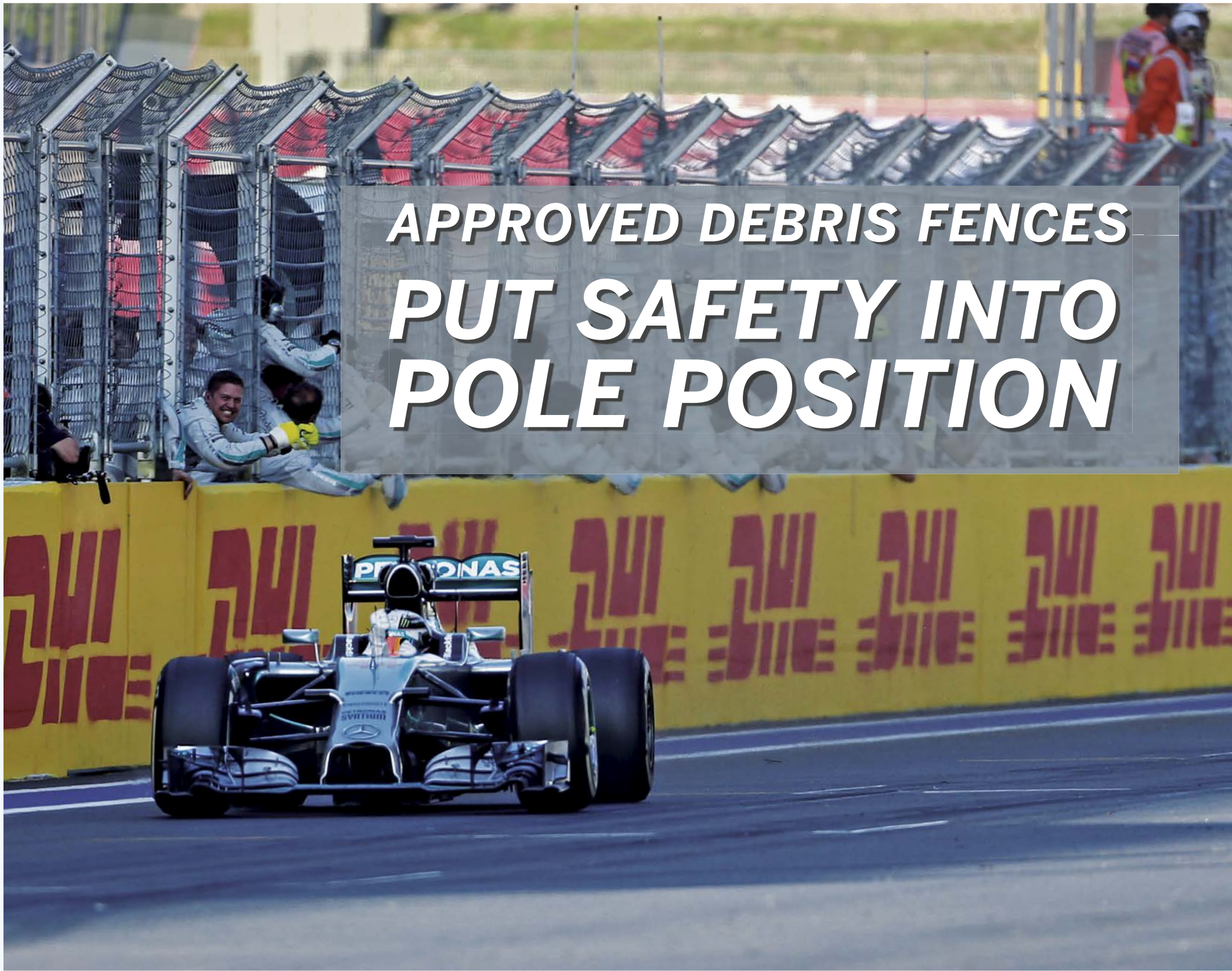
Hyundai believes that a cheap and simple €85 computer system could revolutionise road safety by allowing cars to talk to each other and warn drivers there is a hazard ahead.

Israel-based connected vehicle experts at Autotalks, which has been supported by investment from Hyundai through the Tel Aviv-based CRADLE team, have developed a chip that broadcasts a car's location, direction and speed up to 10 times per second. Known as 'vehicle to everything' (V2X), the technology employed in the chip allows a car to talk to other vehicles along with infrastructure such as traffic lights and, eventually, mobile phones to help prevent pedestrians being involved in collisions.

All other connected cars in the surrounding area receive messages and each vehicle can then estimate the risk imposed by the transmitting vehicle. If there is a potential hazard, such as a motorcyclist not slowing for a junction, a warning will show up on the car's infotainment screen.

Yaniv Sulkes, VP Business Development and Marketing at Autotalks, said: "People don't like the statistics but every day around 3,700 people lose their lives in crashes. This is an epidemic and we need to think of ways to address it. We all want to get from point A to B safely and if you get an alert ahead of a potential hazard you can avoid the accident. This is the underlying principle of what we do.

"If communication tools detect a hazard they can give you enough time to take the right course of action, in confidence."





NEWS **Second edition of FIA Motorsport Games postponed until 2021**

In light of the current COVID-19 crisis the FIA has decided, in conjunction with SRO Motorsports Group, to put back the second edition of the FIA Motorsport Games by a year, to 2021.

After the first edition was staged last year at the Vallelunga circuit near Rome, the second instalment will therefore be held on 22-24 October 2021 in the host city of Marseille and at the Circuit Paul Ricard, as initially planned.

According to an FIA statement, the postponement will "support people working in the motor sport

industry, reducing further logistical and financial pressure on them.

With all the championships providing competitors to the event needing to revise their race calendars at the end of the year, this will equally help to avoid any potential scheduling clashes. Above all, it will mean that National Sporting Authorities – who are key to this event – can concentrate on handling the inevitable difficulties related to this unprecedented crisis before contemplating taking part in the event in 2021.”

The second edition of the FIA Motorsport Games will now take place at the Circuit Paul Ricard in October 2021.

Commenting on the postponement, FIA President Jean Todt said: “This will leave the opportunity to ASNs, the teams and our promoter SRO to be better prepared. I take the opportunity to wish the best to the Circuit Paul Ricard, which celebrated its 50th anniversary recently, and to thank them for welcoming the next FIA Motorsport Games.”

SRO Motorsports Group CEO Stephane Ratel added: "The event was conceived as a late-season contest with each nation represented by its most talented competitors, but many series will now race further into the year than anticipated, meaning it would have fallen during a very busy period. To avoid this conflict, we will begin planning for 2021 and are pleased to have confirmed a revised date at Circuit Paul Ricard."

Nicolas Deschaux, President of host ASN the Fédération Française du Sport Automobile (FFSA) also said the decision was the correct one and added: "France will gladly welcome and host in 2021, the various nations represented by its best drivers, on one of its legendary circuits, the Circuit Paul Ricard."

NEWS Mexican children demand safer streets

Hundreds of students in Mexico have taken part in Walk and Bike to School events organised by the Institute for Transportation and Development Policy (ITDP) as part of its ongoing work to implement Vision Zero for Youth policies, with funding support from the FIA Foundation.

Children aged from two to 14 alongside teachers, politicians, city officials and parents participated in a range of activities focused on a modal shift to walking and biking, highlighting current infrastructure risks which act as barriers to parents and young people choosing these modes of travel.

In the city of San Pedro Garza García, to the north of the country, children were encouraged to identify key elements on the streets that caused concern or prevented use, such as small sidewalks, lack of marked crosswalks and insufficient street lighting, which the city government is now including in improvements to school zones.

Mexico City had the youngest participants, aged between two and four, undertake the journey to school with their parents alongside city officials. Parents identified issues that concerned them and, in some cases, prevented them from using active transport with their children, such as lack of visibility and high vehicle speeds, which they were able to share directly with the borough representatives.



The ITDP in Mexico is working with children, parents and teachers to make walking and cycling to school safer.



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An engine for peace and development

Each year, April 6 marks the UN International Day of Sport for Development and Peace. With this year's event held digitally to promote global solidarity during the current health crisis, FIA Deputy President for Sport *Graham Stoker* says motor sport offers huge potential for cross-border co-operation and understanding

03

While the Coronavirus crisis is casting a shadow over all our lives and the pandemic has decimated sports calendars of every kind, there is one sporting event that did hold to its traditional date – the UN's International Day of Sport for Development and Peace.

In 2014 the UN General Assembly declared April 6 as a day on which to celebrate the positive influence that sport can have on the advancement of human rights, as well as social and economic development. And over many years, and through personal experience, it has often struck me that motor sport in particular has enormous potential in this regard.

One of the sport's great strengths is its ability to bring about positive change and embody a sense of purpose. At its purest it is an agnostic pursuit, going beyond creed or colour, beyond political allegiances and beyond propaganda or spin. Motor sport is truly international and can cross boundaries, bringing together people in a way that cuts through long-standing divides.

This was first brought home to me some years ago at Rally Ireland, during the period when it was part of the FIA World Rally Championship. The inaugural rally in 2007 started at Stormont, in Belfast, home of the Northern Irish Assembly and the peace process in Ireland. Then, in 2009, the rally started in Enniskillen, a town of great significance in the history of Anglo-Irish relations as it was there in 1987 that a devastating bombing occurred.

So to stage the start of an event

that would criss-cross the border between Northern Ireland and the Republic of Ireland in such an emotive location was brave and, in the end, enormously successful. The rally was embraced by all the people from the region and it was a truly co-operative, unifying force for good.

For its efforts, the rally was awarded the prestigious 'International Peace and Sport' award by the Organisation for Peace and Sport, which exists in Monaco under the high patronage of HSH Prince Albert II.

That outcome began to highlight, in my mind, the fact that motor sport around the world has a powerful ability to bring communities together and to promote co-operation and understanding – even in circumstances where there's controversy at an international diplomatic level. And that is especially true when viewed through the lens of the FIA's membership of the Olympic family and our adherence to its statutes.

Sport must be apolitical and if it is so then I genuinely believe competitive activity transcends any kind of propaganda that an organiser, government or state might attempt to cloak it in.

I think that is especially relevant in countries where conflict exists and where motor sport is carried on in difficult or even extreme circumstances. Here, I'm thinking about a country such as Syria, where the situation is particularly dire. But we have a very active ASN there whose activity goes beyond the political. It is about trying to bring some sense of normality to an extremely abnormal situation and they are passionate about motor sport playing a part in that endeavour.

That capacity to unify was brought home last year when I attended the Cyprus Rally, a round of the FIA European Rally Championship.

Divided since 1974 due to a dispute between Greece and Turkey, the two halves of the island are separated by the 'Green Line', a buffer zone between Greek and Turkish Cypriot communities.

communities across that green zone when the barriers came down. The rally runs right through the green zone, an area normally manned by UN peacekeeping forces.

But on this occasion, there was no division, no conflict, no tension. This was people coming together to jointly organise something spectacular, a unifying event. It was a genuinely moving experience.

It brought home to me that rallying, in particular, has enormous potential to help communities. By its very nature it is run over wide distances, regularly crosses borders or territorial divides, and it requires intense and wide-ranging logistical and organisational support.

Yet it's not just rallying that has this capacity for the promotion of peace. The FIA Motorsport Games, launched last year and recently expanded to 15 disciplines, is an event with great potential to promote



Greeks and Turkish Cypriots work together in divided Nicosia as part of the Cyprus Rally.

However, since 2014 the military posts and barriers of the buffer zone in the island's capital, Nicosia, have been dismantled for the running of the rally's Nicosia Super Special Stage. This allows hundreds of Greek and Turkish Cypriots to work together as organisers and volunteer safety marshals, thus ensuring the safe and smooth running of the stage.

To me, it was truly inspirational to see the co-operation between the

good relations between nations.

ASNs have a key role to play too and I would urge our national sporting bodies to establish links with their national Olympic Committee, as well as governments, in order to define events or strategies that could help promote the kind of co-operation and social and economic development embodied by the International Day of Sport for Development and Peace.

Though it was held in difficult circumstances, this year's International Day of Sport for Development and Peace was a great success. It is my firm belief that motor sport should be a key feature of this special day and I urge all motor sport bodies to get involved ahead of April 6, 2021. ◀

'One of the sport's great strengths is its ability to bring about positive change'



Graham Stoker has been heartened by motor sport's ability to heal divisions.

Big in Japan⁰²

New Zealand’s *Nick Cassidy* is a trophy machine. The 25-year old has an affinity for bringing home the silverware in whatever he races – and he’s recently been topping the timesheets at the Formula E rookie test. What next for the current Super Formula Champion?

TEXT
/
MATT YOUSON

The end of February is a good time to be racing in Morocco. While there’s still snow on the seaward side of the Atlas Mountains, head down into the foothills and everything is warming up nicely. The bissextile 2020 Marrakesh ePrix took place under sunny skies, where António Félix da Costa took the plaudits for Techeetah with a hotly-contested victory from pole position. His pole time, however, was not the fastest lap of the weekend – that particular accolade went to Nick Cassidy, racing polymath and standout star of the Formula E Rookie Test, which took place on the following Monday morning.

It is, of course, impossible to compare like-for-like but Cassidy’s time, some seven-tenths quicker than Félix da Costa’s pole lap and nearly half a second up on second-placed rookie Sérgio Sette Câmara, shattered the lap record at the Circuit International Automobile Moulay El Hassan and set tongues wagging. At least it did in some circles: for those who have seen Cassidy beating everyone in Japan over the last few years, the admiring glances are par for the course.

Cassidy’s path through the ranks of motor sport has been more peripatetic than most. Part of a very healthy grassroots generation in his native New Zealand, the 25-year-old began karting in Auckland’s western suburbs aged six. He graduated to single-seaters in 2008 and won the Formula First Winter Series at the first time of asking, before becoming a regular winner in the main Formula First Series, Formula Ford and on the dirt in F2 Midgets – which may explain his obvious affinity with slippery street courses.

Cassidy also began taking steps into international racing, following the time-honoured path trod by many other Kiwi racers by first crossing the Tasman Sea to make occasional appearances in the Australian Formula Ford Championship, and then going long haul to race in Europe in the ADAC Formel Masters series, Formula Abarth, Eurocup Formula Renault 2.0 and the FIA Formula 3 European Championship. His appearances were sporadic and rarely did he look comfortable in the Northern hemisphere – but back home he became a leading light of

the Toyota Racing Series: second in 2011 and winning New Zealand’s premier open-wheel championship in both 2012 and 2013. This led to an appearance at the 2014 Macau Grand Prix and an unlikely podium finish in the main race, beating established Formula 3 stars such as Max Verstappen and Esteban Ocon, and earning the accolade of best-placed rookie.

PATH TO GLORY

On such moments do careers turn. Third place on the Guia Circuit raised Cassidy’s profile and led to a drive with TOM’S in the 2015 Japanese F3 Championship. In the 17-race season, Cassidy took seven pole positions, seven fastest laps and seven victories on his way to winning the title.

Alongside his single-seater experience, Cassidy began racing saloons at an early age, taking part in the 2011 V8 Supercars Series (the development series for Australian touring cars) and endurance racing events in New Zealand. After winning the Japanese F3 title, he had another go at the European F3 Championship in 2016, taking a victory at Zandvoort and seven other podiums to finish fourth in the series for Prema. But in the same season he also raced for Lexus Team TOM’S in Japanese Super GT, finishing fifth. Those experiences laid the groundwork for double Super GT/Super Formula programmes over the next three seasons.

Success in GT came first. Partnering Ryō Hirakawa, Cassidy won the 2017 Super GT title with victories at Okayama and Buriram. Super Formula took a little longer to become acclimatised to. Racing for Kondō, Cassidy learnt his trade in the powerful single-seaters during 2017, finishing tenth in the championship.

A more rounded season followed in 2018, but ended with cruel failures. Cassidy and Hirakawa finished second in Super GT, losing the title by three points and beaten by Toro Rosso test driver Naoki Yamamoto and Jenson Button. In Super Formula the margin was even tighter: Cassidy lost out to Yamamoto again by a single point after a winner-takes-all decider at Suzuka.

That was a lot to bounce back from, but bounce back Cassidy did. While he and Hirakawa were second again in Super GT last year, Cassidy turned the tables on Yamamoto to take the single-seater title with TOM’S at the final round, and with it the final stage in the unofficial triple crown of Japanese racing. For good measure, he won the Super GT/DTM crossover event at Fuji. Superstar status in Japanese racing confirmed.

The young Kiwi also begin to expand his horizons last year into international GT racing. He contested the Daytona 24 Hours in a Vasser Sullivan Lexus, and then moved over to GT3 Ferraris for the Spa 24 Hours and, partnering Heikki Kovalainen, the Suzuka 10 Hours.

“It’s the best year I’ve ever had – it’s getting better and better for me,” he reflected. Name-checking some of his fellow New Zealanders, he added: “Earl Bamber, Brendon Hartley – they’re

doing similar things between a lot of cars. It’s nice that motor sport is heading back in that direction and manufacturers are giving us more freedom to race many different things.”

Quite what ‘different things’ will entail in the future is a matter of huge interest, with the waters being muddled by Cassidy’s current status as a Red Bull-sponsored athlete. This is something anomalous, given Cassidy’s affiliation with Toyota and Red Bull’s position very firmly in the Honda camp. It has been clarified that Cassidy is not a member of the Red Bull Junior Team – the pool of talent from which the Austrian outfit selects its future F1 drivers – but nevertheless he’s frequently asked the question about a possible future in the premier single-seater category. “I’ll never discount it,” he says carefully, “but if that doesn’t happen it’s not too much of a worry and I’m pretty happy with what I’m doing.”

Nick Cassidy drew attention with a record-breaking lap in his Formula E rookie test at Marrakesh in February.



The Kiwi has achieved cross-championship success in Japan and is happy to continue his career there.

Having won all there is to win in Japan, there was speculation that Cassidy would move on for 2020. That speculation heightened when his name didn’t appear on the initial TOM’S entry list for Super Formula. This, he subsequently explained to *Autosport*, was a nicety of contract negotiations. “We had agreed a deal but things

weren’t on paper, so there was a small delay. It was nothing unusual,” he said. “It’s great to be able to have the chance to defend the championship. I’m under no illusions that it will be very tough, but we were improving at a good rate last year and we ended the season very strong, so I expect that to continue. Because of that progression at the end of last year, I wasn’t considering any team other than TOM’S within Toyota. It’s a very natural thing for me to continue.

“Again, I’m up against Kazuki [Nakajima], who is one of the fastest and most proven guys in the championship, so I’m also not expecting that to be easy. After last year he’ll be doing everything to come back strong so I’m looking forward to that challenge as well.”

EXPANDING HORIZONS

As with every other series in 2020, the shape of the Super Formula and Super GT seasons are currently a matter of debate, with the COVID-19 pandemic affecting the early rounds. When the season does get going, Cassidy’s long-term future is certain to be a talking point. He admits to being open to new challenges, but also stresses that Japanese racing is treating him very well and that an extended tenure would not be displeasing. “If that is the case, I see nothing wrong with it,” he told *motorsport.com*. “The championships here are amazing, I’m living a great life and driving amazing cars. And I have the chance every weekend to win – not many guys are in that position. So, if I could keep on doing this for the next however many years, I’d be extremely happy.

“However, I’m also wanting to push for new challenges. I like competition. Hypercar looks quite exciting, that’s hopefully going to bring back the good days at Le Mans. Formula E looks exciting as well. And I would never discount Formula One. It’s not that I’m only interested in staying here. If I do stay here, that’s great, but if the chance comes up to try something different, I’m up for that as well.”

While Toyota has suggested that Cassidy isn’t currently in their hypercar World Endurance Championship plans, the obvious affinity he showed with the Gen2 Formula E car suggests there may well be a world stage on which Cassidy can demonstrate his skills in the near future.

“It’s been great to finally step into the car and I’ve learnt a huge amount from the test today in Marrakesh,” he said after the end of the final test session. “It’s a lot different to my previous experience, but I felt we had a great test programme and I hope that I’ve managed to help the team with what they were wanting to achieve. The car had great pace and to come away with the fastest time ever at the Marrakesh circuit is an awesome feeling too.”

While giving every impression of being well-satisfied with his career to date, Cassidy admits that “you always want more”. When motor racing resumes, he’s sure to have plenty of offers to expand his horizons. ◀





03

TOP
TARGET

The FIA is leading the effort to develop a low-cost, high-standard motorcycle helmet aimed at saving lives worldwide

TEXT
/
MARC CUTLER

There are more than three hundred million motorbikes, mopeds and scooters around the world, and 80 per cent of these are in Asia. But the majority of countries in this region allow for the use of helmets that provide lower protection compared to the United Nations helmet standards, which are mandated across most of Europe and in 79 countries around the world.

Viewed globally, this is an important issue as there are currently over 30 national helmet standards and they vary significantly in terms of safety. The majority of helmets from the

Asian market, for instance, would be unable to meet the UN helmet regulation (UN Reg. 22.05). But helmets available in markets that meet the UN regulation are too expensive and are not specifically designed for the hot and humid climate typical for Asia.

This has created a dangerous disparity – the region of the world with the most motorbike riders accepts the use of helmets with lower safety performance. And as the usage of powered two-wheel vehicles increases, so does the fatality rate, to epidemic proportions.

Looking at this problem globally, one of

The FIA's Sport and Mobility arms have combined to drive the development of this low-cost, high-safety helmet for tropical climates.

the key objectives of the UN Decade of Action for Road Safety is to reduce motorcycle casualties by encouraging the use of safe helmets. The UN study found that up to 3.4 million deaths might result from motorcycle crashes between 2008 and 2020. As many as 1.4 million of those fatalities could be avoided with the proper use of safe helmets. A policy on wearing motorcycle helmets is, therefore, essential for promoting safety.

This is why the FIA has been working on a solution and it is an idea that has come from the very top. ▶

“We were given the challenge by President Jean Todt to make a helmet available at a wholesale price of 10 US dollars that is both UN Reg. 22.05-certified and comfortable to wear in hot and humid countries,” says FIA Head of Competitor Safety Nuno Costa, who is applying his experience of developing competition helmets to this mobility project. “So that is how the project started and with the help of our network of helmet manufacturers we identified some areas to develop an affordable helmet that would meet these two requirements – affordability and wearability.”

Before embarking on such an ambitious goal, the FIA had to reflect on an important question. Why should it devote resources to this area? The FIA has two pillars, Sport and Mobility. The Mobility mission is to ensure safe, affordable and clean systems of transport are available to all. President Todt was clear about the need to lead this effort and asked FIA Safety Director Adam Baker to personally oversee the project.

“The President asked us to identify key areas where the work of the Sport division could be exploited for the benefit of road users. The most important projects we have targeting this objective are in the area of road safety,” says Baker. “According to the UN, riders of motorcycles are 26 times more likely to die in traffic accidents than passenger car occupants, making that mode of transport a significant contributor to the 1.35 million total fatalities each year on our roads. From this UN data, we can see that the biggest potential for a reduction in fatalities for a given investment of resource is in motorcycle riders, and specifically the adoption of safe helmets. So this idea of President Todt, in terms of all the other things we do for road safety, is arguably the most important and effective way to achieve a significant reduction in the 1.35 million figure.”

Now all the FIA safety engineers had to do was develop a product that does not exist on the market and do so in record time. Clearly, not an easy task or it would have been done before.

“If you consider the various product characteristics – cost, ventilation, weight and safety performance – it’s a combination that hasn’t existed before,” says Baker. “The market forces didn’t naturally produce a product of this type because in the majority of countries where you have the UN Reg. 22.05, the price range of helmets on the market is well above the \$10 US wholesale price point, and in lower-income countries you don’t have the requirement for UN Reg. 22.05.”

To achieve this, Baker and his team started with a number of European helmets that were already lightweight with good ventilation and fine-tuned the design to make it affordable without diminishing its safety performance.

Working together with Spanish helmet manufacturer NZI, FIA safety engineers refined the design and came up with a helmet that could be produced at an affordable price and pass the

UN safety tests. This was achieved at the end of last year and the next step is to produce 3,000 of these helmets to distribute for field testing.

“We know the helmet is safe but we want to make sure it’s also fit for purpose in hot and humid climates,” says Baker. “We are going to get riders’ feedback to prove this is a suitable product.”

SAFETY TRANSFER

This is where the FIA’s twin pillars of Sport and Mobility are proving truly potent. The FIA Sport department, which is normally tasked with developing safety equipment for competitors, has used its expertise to develop a highly-efficient helmet and the Mobility side of the FIA is bringing

that design to the market.

The FIA’s Mobility department has identified three countries in which to test the first batch of helmets – India, Jamaica and Tanzania. It will work with FIA member clubs, road safety agencies and local stakeholders in each of those countries to promote higher-quality helmets to a cross-section of motorcycle riders.

“The aim is to start introducing these helmets to countries that are at different kinds of development in relation to standards,” says FIA Head of Road Safety and Global Advocacy Luca Pascotto. “Governments are under the impression that existing UN standards lead to expensive, heavy and unwearable helmets for tropical countries. This creates the conditions for

significantly low-standard helmets available in the market. And we know that the use of non-standard, cheap and low-quality motorcycle helmets has the potential to undermine efforts aimed at reducing the burden of road traffic injuries associated with motorcycle crashes.”

NZI is producing these helmets at its China factory and is aiming to ship them by the end of April, depending on whether restrictions are still in place from the Coronavirus pandemic.

Ultimately, the FIA does not want to be a helmet manufacturer or sales distributor. Rather it wants to create a situation where market forces create the need for this product.

As Pascotto says: “We need to increase community awareness of the effectiveness of the

helmet in reducing the risk of motorcycle injury and disability and, at the same time, engage with helmet producers to show that there could be a market for better quality helmets. This would generate a response from the local industries to adapt the current production and from the government to upgrade legislations.”

Part of the overall strategy is to show national

‘We know the helmet is safe but we want to make sure it is fit for purpose in hot climates’



In many hot and humid countries, low-cost helmets do not provide enough protection for the riders of two-wheeled transport.

governments that they should raise the level of standards because of the tremendous impact this measure would have on road safety.

This is where President Todt’s role as the UN Special Envoy for Road Safety is beneficial, as he can lobby national governments to raise standards while demonstrating that there are no longer any roadblocks to doing this. He can also influence road safety programmes run by private companies.

“Many companies are looking at our helmet demonstration programme with interest as they want to ensure their initiatives can deliver larger road safety gains. We are involving the private sector to help our clubs strengthen their action; facilitating helmet scrappage schemes as part of training sessions, like in Jamaica; reaching out to fleet operators, such as the BodaBoda motorcycle taxi drivers in Tanzania; and creating a motorcycle young ambassador programme in Mumbai.”

MARKET FORCES

The next step will be to sign up more manufacturers to produce their own version of the low-cost, high-safety helmet. The FIA recently made a major breakthrough in this regard by agreeing a deal with Steelbird, a helmet manufacturer based in India.

Steelbird already produces an approved helmet for the Indian market so there are a lot of riders that are used to buying that brand. They are therefore more likely to buy an even safer version of the helmet for the same price when it comes to the market.

The FIA is also discussing a similar programme with a Vietnamese helmet manufacturer. The AIP Foundation, a road safety organisation based in Vietnam, is opening a new 20,000 sqm facility in Hanoi to expand the production of low-cost tropical helmets, including UN ECE 22.05-standard helmets. These are just two of many markets that would benefit from such a development. The FIA is determined to disrupt these sub-standard markets worldwide.

As Baker puts it: “One reason these companies are interested to partner with us is they see the work of the FIA as a potentially disruptive force in the market and they want to be the first to benefit from what we are aiming to achieve in what is already quite a crowded commercial space. They recognise the enormous scope of the network of FIA mobility clubs and that the FIA President has successfully advocated at government level for additional countries to mandate the UN Reg. 22.05 in the coming years, and they’re going to be ready with the first product when these markets open up to the UN regulation. The manufacturers who can adapt quickly will reap the rewards.”

For the FIA, a reduction in road fatalities will be reward enough. ◀

Should any other manufacturers wish to collaborate with the FIA on this important programme, they can contact the FIA Safety Department at: safety@fia.com

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04

CRISIS
MANAGEMENT

In the space of a few months, the COVID-19 pandemic has caused untold damage across the world. The death toll is staggering, while the social and economic consequences are far-reaching. In this section, AUTO looks at how the FIA's Sporting and Mobility arms are dealing with the crisis, providing support to its members while joining the global effort to fight an invisible enemy



04

The greatest challenge

From the tragic effects of the global health crisis to the enormous social and economic challenges being faced around the world, the COVID-19 pandemic is touching every aspect of life. The FIA is no exception, but for President *Jean Todt*, it is in the face of such tests that the strength of the Federation shines through

Within a little over 100 days the world has been utterly transformed. On December 1, 2019 the World Health Organization was alerted to the presence of a mystery illness in China, though just a handful of people had then fallen ill as a result of infection. Four months later and following the swift spread of the novel coronavirus outbreak, the world is suffering through a pandemic the like of which has not been seen in a century, with over approximately 1.6 million cases and more than 100,000 deaths recorded worldwide.

The escalation of the novel coronavirus COVID-19 pandemic, characterised as such by the WHO on March 12, has had enormous repercussions, not just in terms of the loss of life but socially and economically as lockdowns and travel restrictions force the closure of borders, the confinement of vast swathes of the global population, the shutdown of businesses and the furloughing of workers worldwide.

No aspect of activity has been untouched by the pandemic, and that includes the worlds of sport and mobility. Motor sport competitions globally have been postponed or cancelled and calendars for almost every sporting championship are being revised. In mobility, meanwhile, bans on all but essential travel and workplace closures have hit motoring organisations hard. As the regulator of motor sport worldwide and the representative of motoring and motor sport club members in 146 countries, the FIA has in turn been deeply affected by the pandemic.

For FIA President Jean Todt the crisis represents an unprecedented challenge, on a global scale and closer to home.

“The crisis that we are living through is unprecedented, and the consequences are being felt all around the world,” he says. ▶

FIA President Jean Todt is spearheading the Federation's global response to the COVID-19 pandemic.





‘What’s needed is a complete rethink of how we go racing – a ‘New Deal’ approach, like America had after the Great Depression’

“COVID-19 is causing an unparalleled upheaval of the world as we know it. Priorities will change. Economies have come to a standstill, and so have cities. This pandemic has shaken those beliefs that we thought were unshakeable. This is not only a health crisis, but also a financial, social, political and human one. Together, we must face and resolve this immense challenge.”

The FIA has been swift to respond to the rapidly-evolving crisis and President Todt points to the launch of the Race Against COVID initiative in partnership with motor sport promoters and championships as a key component of the support being offered by the Federation.

“The strength of the FIA lies in our incredible network,” he explains. “We have 242 Member Clubs worldwide in 146 countries. That adds up to an enormous amount of capability within our family of motor sport and mobility members, and we are ready to harness that power to help in the fight against this terrible pandemic.

“As part of this new initiative, we are mobilising our network of 150 doctors and 290 federation-approved hospitals across five continents to co-ordinate the provision of emergency medical equipment in the areas that are most in need of it.”

The FIA President also paid tribute to the support initiatives already taking place across the FIA club network.

“The response by our members has been incredible and I’m very proud of the amazing work being done by clubs. Every day brings in more news of efforts to help in a wide variety of ways. From free roadside assistance programmes, to PPE provision and distribution, to local community efforts to help the most vulnerable in our society, FIA Member Clubs are making a real difference.

“The motor sport industry, too, has been swift to turn its skills to the task of providing medical equipment,” he adds. “Once again, I have been impressed by motor sport’s ability to rapidly design, prototype and develop products, such as the ventilators produced by the Formula One teams involved in the Project Pitlane initiative. What is being achieved thanks to the engineering talent that exists within our industry is remarkable.”

Beyond the immediate health crisis, the pandemic is having a severe impact on the wider areas of normal life and the effects stretch deep into the FIA’s sporting and mobility activity.

In the world of motor sport, the impact of the crisis was first felt in a global way with the news on February 12 that the F1 Chinese Grand Prix was to be postponed from its April date. Following the China announcement disruption spread

rapidly, with the first nine rounds of the 2020 F1 championship either cancelled or postponed, the FIA World Rally Championship paused until July, Season 6 of FIA Formula E suspended and the final rounds of the Season 8 FIA World Endurance Championship pushed back to the last third of the year.

“We hope to be able to reschedule as many races as possible before the end of the year, but there are still too many unknowns to make any announcements yet, and the safety of our drivers, teams and fans is our top priority.

“In F1, the World Motor Sport Council has decided the replacement of the August break by a spring one, which is already underway and now extends to 35 days, and the postponement of the implementation of the new F1 regulations from 2021 to 2022. In Formula E, we have also introduced significant measures to reduce costs, chiefly the deferral of the launch of the Gen2 EVO car to season 2021/22.

“These are just two examples of the steps we are taking across motor sport to try to alleviate pressure points and we will undoubtedly take more as the situation develops. In that regard, the WMSC has granted a delegation of authority to the FIA President to take any decisions in connection with the organisation of international competitions for the 2020 season, which may be required as a matter of urgency. Of course, any such decisions will be made in consultation with the Deputy President for Sport, the Secretary General for Sport and the President of the relevant Sporting Commission, if needed.”

THE WAY FORWARD

One of the most complex calendar’s to re-organise is that of Formula One, which this year was set to embark on its longest ever season of 22 races. However, despite the cancellations and postponements so far, President Todt feels that a sizeable F1 schedule is still possible, even if races don’t start until the latter part of the summer.

“Once we know we can start, I think we could really see two to three Grands Prix a month,” he says. “If we start in July/August and go to December, we have from five to six months, multiplied by three.”

He admits, however, that motor sport in general could face a tough re-start owing to the economic system shocks caused by the pandemic.

“I don’t think that the priority now for a manufacturer is to secure continuity in motor racing,” he says. “I’m sure some teams, suppliers and manufacturers may have to review their programmes. They might be constrained to stop. I hope team owners and sponsors will keep the motivation. We must encourage them to feel they still like it and need it. On that, we have a responsibility. That’s why we should listen to everybody. We must be humble; even if we love motor sport, it is not essential for society. So we have to ensure that we make proper choices and wise decisions.

“In fact, what’s needed is a complete rethink

of how we go motor racing. We could talk of a ‘New Deal’ approach, like America had after the Great Depression”.

The world of Mobility, too, is being greatly impacted by the crisis. Major motor manufacturers have suspended production around the world, automotive industry workforces have been furloughed and business activity has contracted massively. As with their counterparts at national sporting organisations (ASNs), the FIA’s Mobility Clubs are facing extremely tough trading conditions, as President Todt acknowledges.

“It is abundantly clear how much the FIA family has been affected by what the world is going through right now. Every one of our members is a victim, both due to the cancellation of events and the repercussions on their various activities, revenue sources and incomes, without taking into account the complexities involved in setting up home working for those whose jobs require them to be in the field. We are fully aware of the difficulties that you are encountering and are ready to help you.

“It is for this reason that, after consulting with the Leadership Team and FIA senior management, we have decided to defer the due date for all FIA membership subscription payments until the end of September. We understand that for many Member Clubs cash flow is a key concern.”

A number of support mechanisms have already been put in place to aid clubs during the fallow period and the FIA President says more are to come.

“The FIA can also provide a useful service, helping its members to stay in touch and to share experiences in response to the crisis that we all face. I am pleased to say that we have been able to respond quickly, launching the free-of-charge Stay Tuned initiative, providing an online forum for learning and exchange open to all FIA members.

“This is just one of a number of steps we are taking and, in the coming weeks and months, we will look to support our Member Clubs in a number of ways, through increased online programmes, revisions to grant application procedures and greater levels of mentoring. I also wish to evoke the strengthening of our partnership with the International Federation of the Red Cross for which our Member Clubs are called upon to play an important part.”

The FIA President concludes by admitting that the mid- and long-term future will not be easy, but he insists that better times are to follow.

“We are living through unprecedented times in terms of the all-encompassing nature of the obstacles we face – as nations, cities, communities, as neighbours and as families. It is at a difficult moments such as this that the strength of our family at the FIA is revealed and it is my hope that we will all play a part in helping to overcome this challenge and, as we emerge from the crisis, in creating a better future for us all.” ◀

Strong medicine

Professor Gérard Saillant, President of the FIA Medical Commission, outlines some of the strategies the Federation is pursuing to help healthcare services in the battle against COVID-19



Professor Saillant is using the resources of the FIA Medical Commission to support healthcare systems.

As the COVID-19 pandemic escalates, the FIA is taking a number of steps to leverage the resources that exist within its family of member organisations and in the wider community. Part of that effort involves leverage of the FIA’s medical expertise, as FIA Medical Commission President Gérard Saillant explains.

“As President of the Commission, I along with Dr Pau Mota who is the FIA Head of Medical and Rescue, proposed to create a network among all the members of the Medical Commission, all the Chief Medical Officers and deputy CMOs who are involved in FIA world championships, and with all the hospitals accredited by the FIA. “When staging motor sport events it is of course compulsory to have a hospital nearby for treatment of patients if there is an incident. So we have a lot

and provide them with our human and material resources to support them in fighting the pandemic. In addition, we will make our medical teams’ expertise available to these authorities, as well as the equipment of our medical units, in agreement with the national federations in charge”.

In addition to the pledge, Saillant says the CMOs are taking part in regular webinars in which they meet and exchange experiences and ideas.

“The first was held last week with Dr Kelvin Chew, who is our Chief Medical Officer in Singapore,” says Professor Saillant. “He explained what the situation is like in Singapore, what the strategy is there, and why it is perhaps different to what is happening in Europe or elsewhere. It’s very important this link exists and that we are able to share ideas and opinions on how the crisis is being managed around the world. We will continue to do this on a weekly basis.”

These are just two of the programmes in place and according to Professor Saillant the Commission is also exploring the co-ordinated sharing of resources and equipment. “We would like to create a resource centre but this is problematic. People do not need money, they need equipment – ventilators, masks etc. That’s not easy as of course those resources are now scarce. There is also the question of logistics. With travel bans in place, transportation is not straightforward, but we are looking into it.”

of accredited trauma centres and a tremendous network of very experienced medical professionals that we can call on for help.” Joining forces, the 150 medical officers sent a manifesto of aims to the 290 accredited hospitals on five continents committing “to liaise with the health authorities of our respective countries

Getting motor sport back on track

04 Motor sport calendars have been decimated by the pandemic and while the long-term impact of the disruption to competitions is hard to forecast, FIA Deputy President for Sport *Graham Stoker* says ASNs, promoters and stakeholders must come together with a sense of purpose to get racing back on track when the crisis eases

Stoker says the FIA will work on a rescue package for ASNs.



TEXT

JUSTIN HYNES

We've seen an almost complete shutdown of motor sport in many countries. How severe do you think the impact on motor sport will be and in particular how difficult might the coming months be for the national sporting authorities (ASNs)?

It's very difficult to forecast, as the situation is enormously volatile, but what is certain is that in economic terms it's not easy for anyone. At the top level you have OEMs and manufacturers whose factories are silent and whose sales are visibly taking an enormous hit – and for motor sport that's troubling. When they emerge from the pandemic, their priority is going to be to re-start manufacturing, to sell cars and to manage costs. That could have a range of impacts and one of those might be on motor sport. So, to my mind, we could well be looking at restarting motor sport from the grassroots up. Grassroots motor sport has always been the lifeblood of competition and we should reconnect with that, whilst demonstrating that the sport has an important place in modern society. I think it will be vital in re-establishing a sense of normality before we start trying to tap into sponsorship money and suchlike. If you go through the history of motor sport there are lessons to be learned. If you look at what happened following the world wars, the re-emergence of motor sport was driven by a grassroots desire to compete and I think that might again be the case. In that regard our ASNs are hugely important. I'm determined to do all we can to help those ASNs through this difficult period.

What kind of support structures are you thinking about?

The FIA and many ASNs work on the basis of having at least one year's reserves, but when you're talking about 145 ASNs, that's not the case for many of them. In that light, I think we've got to be flexible with the Sport Funding Commission and the Innovation Fund. We need to look at formulating a rescue package and the mechanisms that go with that sort of support so that we are able to help those in trouble.

You mentioned re-building. The scale of the shutdown means that when sporting events do start again, we could see a lot of competition for crowds and for backing. How can we smoothly manage a re-start?

It will be an enormously competitive and potentially very crowded environment – and in one way that's what we've got to hope for. We want to see the return of the enormously



The open-air nature of motor sport should aid its ability to restart safely.

help those clubs to remain vital, how do we get grassroots sport moving and restore confidence? And finally, how do we do that in such a way that we do it responsibly and with the interests and safety of the public at the core of what we do?

Are you envisaging events taking place behind closed doors?

Not necessarily. Our sport, for the most part, does not occur inside stadiums. We are an open-air activity. So, it might be perfectly possible to run motor sport in a responsible way, but having regard to the public health advice. It's just a matter of how you organise it. Having said that, we can't of course rule that option out in the early stages of transition.

Finally, we've seen some remarkable action in the fight against COVID-19 by motor sport teams, ASNs and stakeholders. How do you feel about that response?

I'm enormously proud of what the clubs are doing and motor sport in general. For example, the engineering and manufacturing response of the teams in Formula One has been remarkable. And that willingness to turn R&D and manufacturing centres towards actions to fight this disease has been mirrored throughout the industry. Motor Sport is a fabulous industry and utterly unique in its ability to engage in the sort of response we are seeing. It is a wonderful, hugely positive thing to see and I'm full of admiration for the skill and ingenuity we can bring to fighting this disease and to saving lives. ◀

'Motor sport is a fabulous industry and utterly unique in its ability to engage in the sort of response we are seeing'



Grassroots competition, such as karting, will play a vital role in rebuilding motor sport, believes Stoker.

vibrant and diverse motor sport environment we are used to. However, it will need very careful management. When we look at things such as the International Sporting Code and international sporting calendar, the approach has to be flexible.

It's crucial that we prioritise the staging of events. What would be counter-productive would be to get involved in turf wars. Let's not get involved in disputes about who has got which slot and what prior agreements might specify – that approach will not work. The main priority is get motor sport going again and if that means some 'super weekends' with multiple events happening, in co-operation and with flexibility, well, why not? Just getting grassroots events or medium-level national events up and running, so that the confidence comes back, is very important. Motor sport has got to pull together, and we've got to have flexibility in terms of events and venues and thinking outside the box in order to get things going again in a spectacular way that will obviously attract public interest. We should also demonstrate that motor sport remains relevant and a positive influence, through its messaging and actions.

Speaking of confidence, do you believe that demand will exist? Will people feel secure in attending large events?

I think there will be pent-up demand. People will have a huge desire to get back to normal. There will be a reaction against being artificially constrained, because the lockdowns we are seeing are an artificial restriction; the contraction of economic activity and normal life haven't been caused by a recession, though that may yet come. However, I do believe people will want to get out, they will want to go to events and they will want to get back to normal.

With 'real world' motor sport largely shut down, there has been a huge surge in digital racing competition. While the circumstances in which it is happening are obviously unfortunate, is this the moment that virtual motor sport crosses over into the mainstream?

People will become incredibly familiar with and start to really like digital racing and simulators of sporting activity. After a few months, this kind of competition will be quite familiar to us and I think a wider audience will begin to have confidence in it as a competitive pursuit. Then, beyond the confines of the pandemic, I don't feel we will drop digital racing. I think it will continue to grow as part of what we're used to as competition and as part of the way we want to run our sport. That's one of the benefits that will come out of this – we will have a real familiarity with this new technology and embrace it.

You spoke about careful management of sport's return to normality. Do you think we will still face restrictions on social gatherings even after periods of lockdown, and how might that affect motor sport events?

It's my feeling that there will a period of transition as we attempt to move back towards normality, avoiding an outbreak until immunisation starts. That period will have to be carefully managed, in concert with other international federations and their national representatives, with governments and with international and national health authorities. It will not be easy but we have to be mindful of all of the guidance being offered, because we've got to do it right. If we do that, then I think the confidence starts to grow. Those are the things in my inbox at the moment. How do we get the sport going practically with the clubs? How do we

TEXT

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JUSTIN HYNES

The COVID-19 pandemic has led to the postponement or cancellation of a vast amount of sporting events. Here, the promoters of the FIA's major championships reveal how they have been affected and how they plan to emerge from the crisis

ASSESSING THE IMPACT

04

At the highest level of motor sport, Formula One has seen almost half its 2020 calendar postponed or cancelled due to COVID-19 with Canada the latest to join races in Australia, Bahrain, Vietnam, China, the Netherlands, Spain and Monaco on the sidelines.

"We recognise there is significant potential for additional postponements in currently scheduled events, none the less we and our partners fully expect the season to start at some point this summer, with a revised calendar of between 15 to 18 races," says F1 Chairman and CEO Chase Carey.

That calendar is in part being shaped by the FIA's decision to move the traditional summer shutdown, provided for in the F1 Sporting Regulations, to March/April and May, with an initial period of 21 days further extended to 35 days.

"We're targeting a start to racing in Europe through July, August and beginning of September, with the first race taking place in Austria on 3-5 July weekend. September, October and November, would see us race in Eurasia, Asia and the Americas,

The Coronavirus
pandemic has
put the red lights
on motor sport
competition
around the world.





finishing the season in the Gulf in December with Bahrain before the traditional finale in Abu Dhabi. We will publish our finalised calendar as soon as we possibly can,” he adds.

“We expect the early races to be without fans but hope fans will be part of our events as we move further into the schedule. We still have to work out many issues like the procedures for the teams and our other partners to enter and operate in each country. The health and safety of all involved will continue to be priority one.”

The impact has been similar in the FIA World Rally Championship, though the premier off-road series was able to stage three rounds in Monte Carlo, Sweden and a shortened event in Mexico before safety concerns and travel restrictions forced WRC Promoter to halt its activities. Further events in Argentina, Portugal and Italy have been postponed.

WRC Promoter CEO and managing director Oliver Ciesla says that while the crisis is having an impact on rallying there are greater issues for the world to deal with and that, “we are all too aware that our problems pale into insignificance compared to those encountered by many families globally”.

The WRC season is now set to start with the reinvigorated Safari Rally in Kenya in mid-July, a much-anticipated event that Ciesla is still hopeful will happen.

“The return of the iconic Safari Rally in Kenya is one of the highlights of this year’s WRC calendar,” he says. “We’re in regular contact with the national authorities in Kenya to understand the development of the pandemic there and we seek to have the most accurate information available for jointly making appropriate decisions.”

He is, however, all too aware of the rapidly-changing nature of the pandemic. “One of the biggest challenges is the



All on hold:
Formula 1,
world rallying
and endurance
racing have all
suffered calendar
disruption due to
COVID-19.



‘If major events can be organised in the second half of the year, I expect a tight concentration of them’

OLIVER CIESLA, CEO, WRC PROMOTER

uncertainty about how long the crisis will continue,” he says. “Rally organisers, teams, suppliers and our media operation lack the necessary planning safety net for making viable budgets on which we can plan the resources for the coming months. Considering the lead times in our sport, a sustained interruption in 2020 could also influence investment decisions that already need to be taken for next year.

“If major events can be organised again in the second half of this year, I expect to see a tight concentration of all kinds of sports and cultural events, with their live TV programmes competing against each other on the few weekends available. Event locations and TV airtime could then become scarce.”

FLEXIBLE SOLUTIONS

Pierre Fillon, President of the Automobile Club de l'Ouest, organiser of the FIA World Endurance Championship, agrees that the pandemic will have an economic impact.

“There is no doubt that this crisis will have financial implications but our sponsors and competitors are loyal and supportive,” he says. “We are therefore working hand in hand with them to limit the repercussions. We are implementing more flexible solutions and they reassured us quickly that their investment would remain intact even if we changed the dates. But, above all, we were concerned for everyone’s health. Some of our teams and partners come from Italy, Spain and the UK – countries that are seriously affected like France. We work with professional outfits, whether they be major manufacturers or private structures. This crisis is affecting them in different ways, but we don’t want to leave anyone by the wayside.

“On a more pragmatic level in terms of the financial impact, we have plenty of data regarding ticket sales,” he adds. “We can therefore simulate the repercussions of a cancellation or postponement. However, we have had few refund applications due to the change of date for the Le Mans 24 Hours. On a wider scale, we already run a tight ship so we can plan to resume our activity without the need for drastic measures.”

The WEC has already announced a revised schedule for Season 8 of the championship and has indicated that Season 9 will likely have a March 2021 start date, but Fillon is keeping an open mind on the exact start point.

“We are in regular contact with the competitors who intend to enter Le Mans Hypercar,” he says. “Development was progressing as planned, but they have obviously fallen behind schedule since the lockdowns imposed in many countries. No-one can yet say when these lockdowns will be lifted and how business will pick up afterwards. These teams are continuing to work remotely where possible.”

The uncertainty extends to the FIA World Rallycross Championship where the opening four rounds of the series

have either been rescheduled or postponed. And in the latest move, the FIA and the series have announced that plans for the electrification of the championship are being deferred by a year, to 2021. “We support the decision to delay the introduction of electric rallycross to the world championship until 2022,” says Paul Bellamy, Senior Vice President of Motorsports Events at the championship’s promoter IMG. “At this stage, plans for the new FIA eRX Junior championship remain unaffected by this decision and work towards the electrification of this category will continue for 2021, with a complete car supply and championship organisation on an all-inclusive arrive and drive format. While together with the FIA, teams and partners we are committed to an electric future for rallycross, we believe it is prudent to focus on health and well-being during these challenging and uncertain times.”

Like the WRC and WEC, the FIA’s all-electric Formula E Championship was able to hold four rounds of Season 6 before it suspended competition on March 13 for two months, with events in Rome, Paris, Seoul and Jakarta being postponed.

For Chairman Alejandro Agag the decision to postpone racing was the right thing to do. “It’s not a decision you expect or want to take, but it was the only sensible course of action,” he explains. “We took a quick decision and it has turned out to be the right one, as pretty much all sport has since been temporarily suspended. The teams and the FIA were incredibly supportive and when it comes to the health and safety of our staff, fans and participants, that is the number one priority.”

Agag admits that the halt to activity is economically challenging, but adds that cost reduction measures agreed in partnership with the FIA (see News) will help.

“We are fortunate that we have a business model based on multiple revenue streams, which means we are well-placed both as a company and a championship,” he says. “What we have already done is take cost-saving measures to reduce the financial burden on our teams. This was a unanimous decision between teams and manufacturers and was ratified by the FIA. By postponing the launch of the Gen2 EVO car and switching to a single homologation, projected development costs have been halved over the next two seasons. I think other series will need to take a similar approach to protect competitors.”

In the meantime, Formula E has adopted a novel motor sport-inspired flag system to indicate when racing might resume, with March through June red-flagged, July in yellow to indicate possible resumption, with green an option for later on.

“We will use this time for planning purposes and continue to push out content to keep our fans engaged,” concludes Agag. “We are also committed to finding more ways to fight the global health crisis and help others affected by the spread of Coronavirus. In the meantime, we hope the entire motor sport community stays safe at home.” 4



In World Rallycross, Paul Bellamy of promoter IMG says the move to defer electrification until 2021 is the right one.



F1 plans to race during its normal summer break period to make up for lost time, says Chairman and CEO Chase Carey.



ACO President Pierre Fillon says the group is working hard to limit the financial impact on world sports car racing.



In Formula E, Chairman Alejandro Agag has led talks to cut team costs and delay the launch of the new Gen2 EVO car.



The WRC Promoter is still hoping for a resumption of competition on July’s Safari Rally in Kenya, says CEO and MD Oliver Ciesla.



Thierry Willemarck says FIA clubs are working hard to maintain their businesses during the Coronavirus outbreak.

Staying mobile

TEXT
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JUSTIN HYNES

04 The COVID-19 pandemic has almost halted all commercial activity, but while Mobility organisations are faced with extremely challenging trading conditions, FIA Deputy President for Automobile Mobility and Tourism *Thierry Willemarck* believes that by working together, FIA member clubs can successfully navigate the hard road ahead

The COVID-19 crisis has shut down many businesses for an indefinite period of time. What are FIA clubs telling you about how their business is being affected? And more specifically what has been your experience at the Touring Club Belgium (TCB)?

The response of clubs to this crisis has been phenomenal and I've been incredibly impressed by what they have achieved in supporting the efforts of their local health services. However, in terms of the economic impact of the crisis on their business, the truth is that clubs are very much dealing with crisis management on the ground for them and they are planning for that rather than reporting to the Federation. Having said that, what we have been able to observe through the contact we've had is that the majority of clubs have reacted extremely swiftly to the advent of the pandemic – adopting new ways of working, planning for changed circumstances and having call centres managed by people working from home. And at the end of this crisis I do think it will have an effect on the way clubs work in the longer term. So, despite the hardships we are all experiencing at the moment, there are lessons to be learned.

In terms of the TCB, how difficult was the response period and have you managed to maintain the normal services you provide or have you had to scale back?

By necessity we did have to scale back in some areas, but what I would say is that for us, and I'm sure for many other clubs, it was a good test of our continuity plan. Working in the areas we do, you are part of what governments classify as an assistance company and you therefore need to have what they call a continuity plan. This means that if you have a major breakdown of your systems at your central office, you need a plan-B available in order to continue your work. So, with the advent of the pandemic we had to put that continuity plan into practice and it worked well. We were able to adapt quite rapidly. In terms of the immediate impact, in the first phase we saw the total collapse of activity and that was, of course, a little bit worrying. But after a while, in Belgium at least, while road traffic was reduced by approximately 70 per cent our roadside assistance only contracted by 30 per cent. How do we explain that? Well, in some regard, cars are being used a lot less, and when they are required the battery is flat, so we saw increased activity there. Secondly, most garages are closed, and people who had been calling garages rather than clubs are now coming back to clubs, so there is an opportunity to regrow our membership base, a situation that may be the case for many clubs. However, in terms of tourism activity, there

has been a major collapse. No one is able to travel, so there is no need for travel or medical assistance. I think that sector will recover very slowly. Even if periods of confinement end it all depends on how patterns of travel bounce back. In our financial forecasts we reduced all tourist activity to zero for 2020.

Is the FIA taking steps to help clubs out – directly and indirectly? Could you elaborate on any measures being taken?

The first priority for the FIA was to adapt its working methods – to protect employees and find ways for the staff to work remotely. That happened quite rapidly and it is working well. Secondly, FIA President Jean Todt decided that the leadership team of myself as Deputy President for Mobility, Deputy President for Sport Graham Stoker, FIA Senate President Brian Gibbons, the General Secretaries for Mobility and Sport, Andrew McKellar and Peter Bayer, and the Chief Administrative Officer Jean-Baptiste Pinton should have regular meetings via video conferencing to review the latest developments with the crisis and to map out a way forward for the Federation and for members clubs. In terms of supporting clubs we have decided to postpone the subscription fee for all our member clubs, so that we can help them maintain stability. That is possible for the FIA



FIA clubs have reacted swiftly to travel advice by advising their staff to work from home. Left: The Federation is providing remote learning opportunities through its FIA University.

'There is a great sense of community within the clubs and a willingness to help'

as for the past decade the Federation has built reserves that allow it to remain sustainable for a year or more without income. That affords us the ability to plan accordingly, to establish priorities, and to properly define what the FIA needs and what member clubs need.

How does that translate into initiatives to support clubs?

One of the things that became apparent is that during the enforced shutdown of many areas of activity we could provide benefit through expanded learning opportunities. As part of that we have launched remote learning modules through the FIA University which cover a wide range of topics including strategic planning under harsh conditions, leadership techniques for self and others, effective communication, and innovation. So, in partnership with the ESADE Business School in Barcelona, we have developed a totally new programme that will be available remotely but will have the possibility to engage with members of the faculty as the ESADE school.

Working together in person at conferences, regional congresses, workshops, is central to how the FIA promotes innovation, knowledge sharing and the implementation of best practice. How much will that process be compromised?

Yes, unfortunately we have had to postpone or cancel a number of Mobility events. However, we continue to monitor the situation and we are looking at the possibility of holding some events through online platforms. For example, for Season 4 of the FIA Smart Cities Global Start-Up Contest, FIA Mobility together with MassChallenge Switzerland is launching a digital format for three regions, starting with the European edition of the contest scheduled to take place on April 16. And as part of that, FIA member clubs will have the opportunity to be part of the online jury to select the most innovative start-ups.

Going back to tourism, it's an area central to the revenue stream of many clubs. How is the FIA supporting that activity?

I think what we should understand first is that while this period is extremely challenging,

tourism has always proven to be highly resilient and it will bounce back. So what the FIA is doing to help clubs is to look beyond the crisis to see how we can build tourism services for the future. We are aiming to build the clubs' capacity in the field of data collection and analysis through a series of workshops facilitated by specialised data scientists, and these should take place in the third quarter of this year as part of phase III of the OTA revamp project. We believe access to the right data will be crucial for clubs, and to give them access to information about behavioural changes affecting club members, the FIA is also partnering with other international organisations to support the United Nation's Observatory on Border Crossings Status due to COVID-19 established by the UNECE.

We have seen a number of responses from clubs around the world, with organisations supporting their local health service or governmental aid initiatives. Have you been impressed by the responses to COVID-19 from within the FIA family?

The response isn't just about business, though. We have seen that our clubs have been enormously pro-active in supporting their local efforts to deal with the pandemic. We have seen many clubs – and this is the case in my country too – offering free assistance to medical staff, whatever they need we have to be there to help the health workers so that they can continue to provide their assistance to all of us in this difficult time. In some ways, what we see is clubs returning to their roots. I think we have seen huge growth at a great many clubs in recent decades, increasingly high levels of professionalism and perhaps clubs becoming more of a big business and moving away from the spirit of an association or a club. In the current environment that spirit has returned. There is a great sense of community within the clubs and there is a great willingness to help and to provide support for and solidarity with the people in their communities during this crisis.

How do you see the business landscape for member clubs in the wake of the pandemic?

When we do move out of confinement, what I would really like to see is that the sense of community I mentioned extends to the work we all will need to do in the wake of the crisis. Then we need to have a common approach to planning, and instead of everyone planning independently I would really like to see us, as a Federation, work together to share ideas that help us all to actively and rapidly get out of the isolation and to get back to... Well, I won't say business as usual, but perhaps a new way of business that ensures continuity and stability. ◀



Automobile Association Philippines (AAP)

To help and support the efforts of the government and the people to overcome COVID-19, the AAP is donating 20 per cent of the proceeds from online renewals of AAP Membership and Philippine International Driving Permits (PIDP) to medical institutions, as well as providing free Emergency Roadside Service to frontline workers such as doctors, nurses, care-givers, delivery personnel, quarantine law enforcers, garbage collectors, etc. who continue to risk their lives every day.

The club is also developing social media, email and text messaging programmes to disseminate useful information regarding the virus, local government updates such as quarantine checkpoints, motoring and road safety tips, and more.

Through AAP Cares, employees are voluntarily giving basic necessities such as food, face masks, etc. to frontliners and individuals in need such as the homeless and informal settlers.



AAP members distribute food to frontline workers in the Philippines.

TEXT
/
JUSTIN HYNES

05

Global assistance

The current crisis has put the delivery of key services under immense pressure around the world, but the FIA's Member Clubs have been swift to respond – by keeping the public informed, active and most of all by keeping them mobile. AUTO looks at just a handful of the many initiatives launched in recent weeks



Automobile Association Vietnam (AAV)



AA Vietnam President Greig Craft is turning part of his helmet factory into an assembly line to make face masks, with further plans for gowns and ventilators.

"The drop in business was almost immediate after COVID-19 hit," says Craft, who in 2000 established the AIP Foundation's social enterprise helmet factory Protec. "Orders were not coming in, so I thought we could set up production lines to assemble about three million masks a month.

"I've lined up the machinery," he explains. "We've got the order ready to go and we've already laid out the basic plan for what we can do with the factory. We will get the equipment either from Taiwan or China, probably within three weeks, and it could be up and running in 30 to 45 days."

The Protec factory, which was the world's first non-profit helmet-making plant, has for years been giving people with disabilities an opportunity to work, so they can feed and care for themselves and their families while doing something good for society. All profits go back into the local community for road safety education, public awareness campaigns, and advocacy and legislation.

Masks would initially be sent to Italy, Spain and the United States,



Plans are in place to produce thousands of face masks at the Protec helmet factory.

followed by other countries, says Craft. "When Italy was so badly impacted by COVID-19, it became obvious that they desperately needed help. How could we not assist people who have been so good to us? And then the meltdown in the US started. Being American, I wanted to do what I could for those back home."

Craft said Vietnam's regulations that cap medical supplies leaving the country could cause some delay in shipping surgical masks, but 100 per cent cotton reusable masks are not impacted and he may be able to obtain material to make 200,000 of them right away. "They would be a good stop-gap measure," he says. "Doctors, nurses and healthcare workers are even buying scarves to wrap around their faces."



Automobile Club d'Italia (ACI)

The ACI has strengthened its information channels and online services following the Coronavirus outbreak. For urgent car-related matters, citizens can contact the club by email or through a toll-free number. A dedicated call centre is available for car tax assistance.

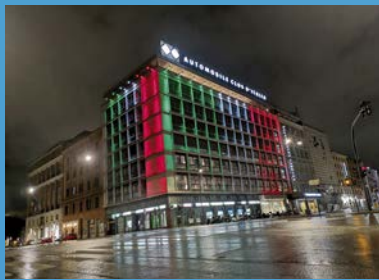
To provide real-time traffic information, ACI Infomobility has made available a toll-free number in addition to its portal and web radio Luceverde.

ACI has also intensified its cooperation with the Ministry of Transport to deliver infomobility services, and through a service called Viaggiare Sicuri – in cooperation with the Ministry of Foreign Affairs – we support Italians who need to return to Italy or travel abroad.

The club has maintained service at its call centres for Roadside Assistance and Health/Home Services. The call-outs concern mainly heavy vehicles delivering essential services. Requests for health information have increased, and medical assistance at home is still provided, but with some restrictions.

ACI has also made available the ventilators it uses for medical assistance included in club membership to health authorities.

Finally, many of ACI's local offices are fundraising and making donations to support the Civil Protection Department, the hospitals and health personnel who are fighting this battle.



The ACI is using many of its resources to help Italy in the fight against COVID-19.



Royal Dutch Touring Club (ANWB)

ANWB has been working to repatriate Dutch citizens,



As part of its response to the pandemic, the ANWB has been involved in the repatriation of travellers from all over the world. The club's travel companies – FOX, Pharos and Travelhome – needed to get 1,500 people back to the Netherlands. Almost everybody has returned home, except for 95 passengers who were unable to travel because of lockdowns in the countries they had visited.

The ANWB is also working closely with the Ministry of Foreign Affairs to get Dutch citizens back to the Netherlands who have been stranded abroad due to lockdowns and the closing of air space.

In mid-March the ANWB made the decision to close all its stores, while the club's driving school has also put driving lessons on hold until further notice.

In these difficult times Medical Air Assistance (MAA) helicopters are still operational. "There are currently two helicopters being used for the transportation of patients," says Aleid Lieshout, Communications Executive, International Relations ANWB. "Sometimes we even transfer patients to hospitals in Germany."

Patients who can be transported are flown by MAA: these flight can be up to 200 kilometres and take up to three hours – including disinfecting of the aircraft – and this means that the helicopters fly up to three times a day.

Finally, 20 employees of the 'Alarmcentrale' (Emergency Contact Center) are working for the Red Cross info line, supporting the organisation in answering questions and discussing concerns from Dutch citizens about the Coronavirus. ▶

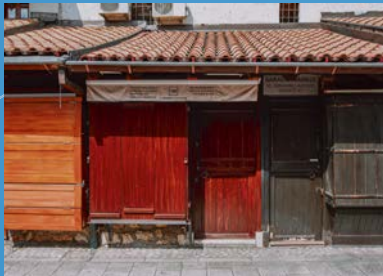


Bosnia and Herzegovina Automobile Club (BIHAMK)

Via its website, Viber messages and social networks, the Bosnia and Herzegovina Automobile Club (BIHAMK) is informing all its members with expiring membership that they can benefit from a free automatic extension, and use all their membership advantages in case of need. After the emergency situation is over, they can choose to normally renew their membership.

Additionally, BIHAMK's priority services remain operational – including breakdown services and its Road Information Centre – with employees using all necessary precaution measures, while most of the administrative staff are staying at home and performing their daily job tasks online.

BIHAMK is also urging drivers to travel only when necessary, while at the same time remaining devoted to providing valuable road information and roadside assistance to all those who must go out.



Closed shops in Bosnia and Herzegovina, where BIHAMK is helping.



Canadian Automobile Club (CAA)

CAA is lending vehicles to key workers so they can travel more safely.



The Canadian Automobile Club (CAA) wants to ensure that healthcare workers, first responders and frontline workers can get to and from work safely, and as such CAA clubs are offering free roadside service to healthcare workers and emergency responders, whether they are a CAA member or not. This service is currently available in Ontario and Manitoba, but more clubs are contemplating adding the service in their region.

In addition, the British Columbia Club (BCAA) is offering a unique service through its car share subsidiary, EVO. BCAA has lent EVO vehicles to the provincial healthcare authority, which will

in turn distribute these cars to healthcare and frontline workers for 30 days or more. This provides those who don't have their own vehicles with a safer, more convenient way to travel than via public transit.

Other CAA clubs have stepped up with innovative ideas during this period of self-isolation: CAA Niagara is delivering flowers to those who have been members for 50 years or more, and CAA North and East Ontario, the Ottawa-based club, is using its call centre to do wellness checks, which members can request for themselves or their loved ones.



Duetscher Motor Sport Bund E.v. (DMSB)

In response to the compulsory break in most motor sport activities, the DMSB has launched Germany's first national SimRacing Championship, which will now be extended through the addition of a new contest, the DSRC Spring Cup.

The DSRC Spring Cup has been initiated in order to shorten the current motor sport-free period, and competing across three individual races in April and May the winner will directly qualify for the national championship. Drivers will compete in GT3 cars on the world's most famous circuits.

To follow and support their favourite drivers, spectators can expect exciting live coverage of both events – the DSRC Spring Cup and the SimRacing series.

Further information about the DMSB SimRacing Championship and the DSRC Spring Cup can be found at: www.dmsb.de



Germany's DMSB has organised a new Esports race contest for motor sport fans.



Fédération Royale Marocaine de Sport Automobile (FRMSA)



In Morocco, the FRMSA has made a large contribution to the King's pandemic fund.

The Royal Moroccan Motor Sports Federation (FRMSA) has announced a contribution of 100,000 dirhams to the Special Fund for the Management of the COVID-19 pandemic, set up under the instructions of His Majesty King Mohammed VI. The contribution is part of the supportive actions made by national institutions in response to instructions from His Majesty the King.

The Federal office has also decided to make all its medical staff available to the Ministry of Culture, Youth and Sport, the Ministry of Interior and the Ministry of Health should they need them.

In addition, the FRMSA is maintaining availability of its rescue and governing teams to respond to any appeal for support aimed at combating this global pandemic.



Hrvatski Autoklub (HAK)

Based on the decision of the Croatian Protection Headquarters on measures to control the COVID-19 pandemic, Croatia's HAK continues to perform tasks within the scope of public authority and other supporting activities which are necessary.

HAK is continuing to inform the public about the state of road traffic in Croatia and abroad, and is still providing basic roadside assistance services to its members and other drivers. Regardless of Croatia's inter-city traffic ban, the number of inbound calls regarding road traffic is higher than last year, while the number of interventions is lower.

The club's call centre staff, who form the bulk of HAK's employees, are working from home. Activities performed in live contact are carried out with the strict application of all prescribed anti-epidemic and social distancing measures prescribed by the Croatian authorities.

Due to COVID-19, most HAK activities have been temporarily suspended including the supervision of driving schools, the operation of vehicle technical inspection stations and test sites for determining the conformity of vehicles, touring assistance and services, and educational activities to increase road safety. Due to the driving school closures, HAK has also temporarily suspended driving exams.



HAK staff are following strict healthcare measures while providing roadside assistance.



Jamaican Automobile Association (JAA)

The JAA is helping its members with valet services and public health reminders.

The Jamaican Automobile Association (JAA) has moved to retain some of its core services amid the COVID-19 crisis.

"We understand the need for people to stay at home as much as possible so as to contain the spread of the Coronavirus," says JAA Deputy General Manager Jason McNeish. "As a result, our employees are on hand to provide much-needed services for our members and customers."

Those services being offered include valet services to register vehicles at the Inland Revenue Department (Tax Offices) and to certify motor vehicle fitness at examination depots, with McNeish adding that all such services are

carried out in line with required sanitisation methods when dealing with customers and their vehicles. In addition, the JAA will maintain its 24/7 island-wide crash and emergency roadside assistance, and 24/7 access to its JAA ADVANCE Card, customer service and vendor support.

The JAA is encouraging its patrons and members of the public to sanitise vehicle door handles, steering wheels, shifter knobs and seats, among other car parts, on a daily basis, as well as washing their hands frequently for at least 20 seconds using soap and water. They should also avoid touching their face, in order to limit contraction and spread of the virus. ▶



Motorsport UK

Motorsport UK has announced a £1 million (€1.14m) funding package to help its clubs address the financial consequences of the COVID-19 pandemic.

In recognition of the considerable hardship placed on its member clubs, the Motorsport UK Board has agreed to allocate £1m of direct funding to support the community. This investment will be used to create two funds, each valued at £500,000, to provide loan and grant support to Motorsport UK clubs through this challenging period.

A Motorsport UK panel will review each application and decide the amount to be awarded and the funding mechanism. Applicants may receive funding from the Motorsport UK Club Continuity Loan Fund or the Motorsport UK Club Continuity Grant Fund.

The continuity funds have been created to support clubs that are most at risk due to the pandemic. Such clubs may be awarded funding from either stream up to a grant value of £10,000 or a maximum loan value of £25,000.

Clubs are expected to use all government guidance and support available to them before considering applying for the funds.

Additionally, Motorsport UK has created new content and launched a wide range of practical initiatives in order to ensure its members and clubs – and the wider motor sport community – have all the information they need through a central and easily accessible source.

A resource centre on Motorsport UK's website now hosts dedicated links and advice about COVID-19 including government economic support; a Q&A for clubs, volunteers and competitors; advice on personal safety, mental health and well-being; how to help in the community; and a #stayontrack page to give followers their motor sport fix while at home.

Learning and Development has also been given clear focus with a new e-learning platform, the Learning Hub, launched on March 31, initially for 3,500 officials and with further content planned for clubs and marshals during April. Online coaching webinars for its 720 clubs are soon to be launched.



Motorsport UK has launched a funding scheme to help protect its clubs.



Österreichischer Automobil Motorrad und Touring Club (ÖAMTC)

The ÖAMTC has launched a number of public information campaigns in Austria, focusing particularly on all social media channels. One of the first postings was the stay at home call by our HEMS-Service (helicopter emergency medical service).

Another very successful campaign involved instructors from the club's driving experience supporting the food supply alongside truck drivers. Last but not least, the ÖAMTC's breakdown drivers have helped colleagues from the Red Cross to get back on the road on numerous occasions.



The ÖAMTC's helicopter medical service backed a Stay at Home message.

RACC

Reial Automòbil Club de Catalunya (RACC)

As a result of COVID-19 and to help the Spanish health system, the Reial Automòbil Club de Catalunya (RACC) made available its headquarters in Barcelona to the authorities. The 16,000 m2 building it is fitted with a heliport and is located close to the city's main hospitals.

In February the club created a monitoring committee to deploy a contingency plan, and when it became necessary all employees able to telework – including central services, offices and call centres – began working from home.

The RACC has adapted to maintain operational capacity and offer a high-level service within the framework set by the authorities. The club strengthened its telephone medical service, travel assistance service for members who are stuck abroad, on-site breakdown assistance service by sending workshop cars and an urgent home repair service, in addition to legal and technical assistance services for people working from home.

RACC driving school teachers are providing free theory classes for all through the Instagram profile @RACCautoescuela. And with schools closed, the RACC has made available a free online road safety game, 'Play&Learn'. It has also extended the deadline for schools to take part in the 13th edition of its road safety 'Young People and Mobility' contest.



Staying operational and helping the healthcare system has been key to the RACC.



Royal Automobile Club of Spain (RACE)



RACE members have been receiving advice from the club on a range of matters.

The Royal Automobile Club of Spain (RACE) has activated contingency plans and focused on onsite repair interventions to fight the effects of COVID-19 in the country, which has been particularly badly affected by the pandemic.

At RACE, it is our desire to never leave members feeling alone," says a club spokesperson. "We have activated our contingency plans [teleworking and separation of staff at call centres], we continue to offer assistance services, and we place special emphasis on onsite repair interventions.

"As such, members who have to move for essential reasons can stay mobile. We have communicated this message to members, demonstrating once again that the club is always present during difficult times."

Additionally, the Spanish club launched a legal consultation service related to COVID-19 and the measures applied by the government that directly affect club members in the field of mobility, labour, professional and consumer affairs.

"This service is having a great reception and members feel much calmer after receiving personalised advice," concludes the club spokesperson.



Real Federación Española de Automovilismo (RFEDA)

The Real Federación Española de Automovilismo (RFEDA) has been working in close co-operation with the local Ministry of Sport in Spain, undertaking several actions.

The Federation, together with Cruz Roja (Red Cross), set up a charitable digital motor sport competition, which took place in mid-April. The competition, based on a hillclimb contest, was live-streamed via YouTube.

A mixture of top names from rallying and circuit racing were due to take part. The purpose of the initiative was to encourage people to donate money for sanitary protection materials. In parallel, Cruz Roja has been working on similar campaigns involving football clubs and athletes from other disciplines.

The National Sporting Authority has also launched the #VideosDesdeCasa social media campaign, involving well-known drivers from various disciplines encouraging people to stay at home.

In addition, the Medical Commission of the Spanish Federation has offered its help via email to answer questions concerning the COVID-19 crisis.



Spanish motor sport stars have backed the RFEDA's fundraising hillclimb contest.



Touring Club Belgium (TCB)



The TCB is offering a free breakdown service to medical staff in Belgium.

Like many motoring clubs around the world, Touring Club Belgium (TCB) is offering all medical staff free-of-charge breakdown assistance, whether they are TCB members or not.

"Medical staff are doing a remarkable job in trying to stem the spread of the virus and they must be helped to work in the best conditions," says a TCB spokesperson.

"However, breakdown assistance on the road has decreased by 63 per cent since the Belgian government's lockdown decision, as people stay at home and tend to not use their car. For this reason, we decided to make temporary unemployment possible for a small percentage of our staff."

TCB has also provided its members with information on the impact of Coronavirus on travel in Belgium as well as abroad with links to official sources such as the Ministry of Foreign Affairs. Moreover, the club has a dedicated website page on the consequences of the virus on travel assistance, with a FAQ section and dedicated email address where people can express their concerns.

UAMK

Ustrednu Automotoklub (UAMK)

The UAMK has launched an emergency telephone line in the Czech Republic with a unique, well-known number – 1234 – in close collaboration with the Czech multimedia group Prima.

Following the declaration of a state of emergency in the country, a team of experienced and well-trained operators are able to provide people with answers to questions about transport, health and other general areas affected by the pandemic.

Based on its experience from crisis situations in the past (such as extensive flooding in 2002 and 2012), the club has ensured the necessary technical and organisational facilities of its call centre, which is staffed by a large team of operators who are available 24/7.

In the first 24 hours after the implementation of the COVID-19-related line, more than 2,000 callers dialled the new helpline. As such, the positive response to the launch of the UAMK information hotline from the government task force and callers became a valuable reward and motivation for the whole UAMK team. ◀



In the Czech Republic, UAMK is helping people through a dedicated emergency hotline.

04

Racing against the pandemic

Motor sport teams and car makers are usually pitted against each other, but during the COVID-19 pandemic the talents that create success on track are having an impact on the fight against the virus

TEXT
/
MARC CUTLER

The COVID-19 pandemic is one of the biggest tests to modern society during peacetime. Alongside the severe effects it can have on people it threatens to overwhelm healthcare services, which is why there has been widespread bans on mass gatherings around the world to help prevent the spread of the virus.

With the motor sport calendar effectively put on hold for the foreseeable future and production facilities being closed around the world, the dramatic stock market falls have hit the value of virtually every car firm globally.

But this hasn't stopped many teams and their associated car makers from responding to the calls for aid from governments, making use of their engineering expertise usually reserved for fighting each other on track to help beat Coronavirus.

ENGINEERING EXPERTISE

Seven out of the 10 Formula One teams in the UK – Haas, McLaren, Mercedes, Racing Point, Red Bull, Renault and Williams – have joined forces in an F1-backed initiative led by F1 Chief Technical Officer Pat Symonds and supported by the FIA. Known as 'Project Pitlane' the initiative has seen the teams coordinating to find ways to manufacture and deliver respiratory devices to

support the UK's National Health Service (NHS).

The UK needs some 30,000 new ventilator units to help the NHS cope with the increase in demand, and teams are helping support the scale of producing the existing ventilator designs as part of the VentilatorChallengeUK consortium and prototyping new devices for certification and production.

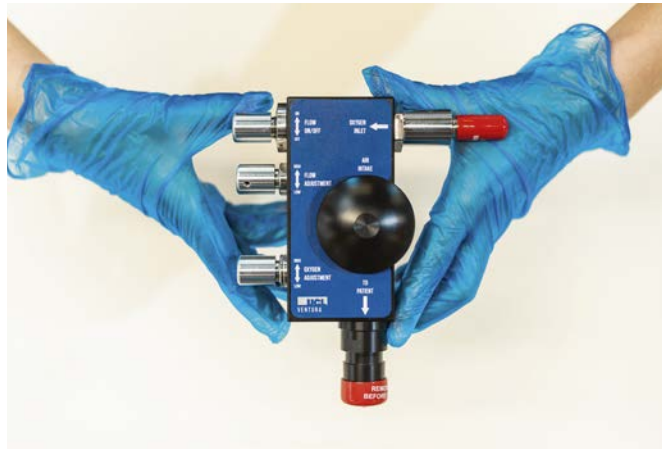
Formula One teams are uniquely positioned to take on this challenge given the short lead times involved and the tight deadlines, something they have huge experience of when it comes to improving their cars over the course of a season. ▶



PHOTOGRAPHY: JAMES TYE/UCL

Mercedes HPP teamed up with University College London to produce a ventilator (left) for COVID-19 patients.





The Mercedes F1 team has helped develop ventilators (above) at its High Performance Powertrains facility in the UK (below).

'F1's ability to problem-solve and make rapid prototype parts is second to none'

As such it didn't take long before Project Pitlane saw its first successful product, a Mercedes-produced ventilator in collaboration with University College London (UCL).

The breathing aid, which helps keep Coronavirus patients out of intensive care, was approved by the NHS and developed between Mercedes High Performance Powertrains (HPP), the company that produces its world championship-winning engines, and UCL in less than five days.

"Given the urgent need, we are thankful that we were able to reduce a process that could take years down to a matter of days," says Professor Tim Baker, UCL Mechanical Engineering. "From being given the brief, we worked all hours of the day, disassembling and analysing an off-patent device.

"Using computer simulations, we improved the device further to create a state-of-the-art version suited to mass production. We were privileged to be able to call on the capability of Formula One – a collaboration made possible by the close links between UCL Mechanical Engineering and Mercedes HPP."

McLaren is part of a consortium which is looking at designing a simple version of a ventilator that can be produced quickly, using expertise and resources from all three of its business arms to aid with all aspects of production. It is also manufacturing key

components such as equipment to test the efficiency of the new ventilators, and trolleys that can be placed in hospitals.

Red Bull has also been able to utilise its engineering skills to rapidly prototype parts that can be used in ventilator production, although the specifics of this are being kept under wraps due to it being a government-run project.

"Rob Marshall, our chief designer, has done a couple of all-nighters on this coming up with engineering solutions to issues they've encountered," says Red Bull Team Principal Christian Horner. "The key thing is getting these systems out there as quickly as possible. F1's ability to problem-solve is second to none and our ability to make rapid prototype parts is again second to none."

Other racing teams are determined to make their mark too and with Formula E being similarly affected with most of its races postponed, engineers from the Mahindra team and Nio333's technology partner QEV Technologies are also producing ventilators.

Barcelona-based electrical racing research and development company QEV is importing ventilators from China and donating them to Spanish hospitals, as well as assigning 14 engineers to design a new prototype ventilator.

They are also utilising their 3D printing machines to produce critical personal protection equipment (PPE) such as face shields, which has

PHOTOGRAPHY: JAMES TYE/UCL



seen thousands of them rolled out in Spanish hospitals, and bifurcators for use in ventilators. The latter acts as a junction and enables ventilators to have two air flows, thereby doubling the capacity of those already in use in hospitals.

In Australia, Supercars team Triple Eight Race Engineering developed a prototype ventilator during the weeks after the support race for the Australian Grand Prix was cancelled, as the team looked at ways it could repurpose resources. The ventilator can regulate tidal volume and breaths per-minute, and can run for two hours without power to put less stress on hospital resources.

"If this needs to be used, it could be a bit of a dire situation where it's not in a hospital, it's outside somewhere or in a set-up, sort of a small ICU unit, so power might not be consistent," says Triple Eight technical director Jeremy Moore. "That means we need a bit of a UPS onboard, so if power drops down it can last for at least two hours until you can get the power back up and running into the machine."

MAKING A DIFFERENCE

In addition to coming up with engineering solutions there are company-wide initiatives that teams and manufacturers are implementing to either help slow the virus, support key workers or contribute to government funding of healthcare services.

In Italy, which has been severely hit by the Coronavirus pandemic, Ferrari and Fiat Chrysler are working with Italy's biggest ventilator manufacturer, Siare Engineering, to help boost its output. Siare Engineering had been asked to increase its production of ventilators from 160 to 500 units and consulted Ferrari, Fiat and component maker Magnetti Marelli to supply parts and help with machine assembly.

The Ferrari-owned Agnelli family has also donated €10 million to Italian health authorities and provided 150 ventilators through the companies it owns, including Fiat Chrysler Automobiles and the Juventus Football Club.

Lamborghini, meanwhile, is converting departments of its sports car production plant in Sant'Agata Bolognese in order to produce surgical masks and protective plexiglass shields. The masks will be donated to the Sant'Orsola-Malpighi Hospital in Bologna to be used in the fight against the COVID-19 pandemic.

In Spain, SEAT's Martorell factory, where the Leon model is normally produced, has been transformed to manufacture automated ventilators for local healthcare authorities to help battle the pandemic. A team of engineers designed a total of 13 different prototypes before the final design was agreed upon. The team is now testing the ventilators in collaboration with the local healthcare authority to get approval for mass production.

"Taking an assembly line that manufactures subframes, a car part, and adapting it to make ventilators has been a lengthy, difficult job involving many areas of the company, and we managed to do it in the record time of one week," says Sergio Arceciado, part of SEAT's Process Engineering.

In the United States, Tesla boss Elon Musk has bought 1,255 ventilators from China and had them shipped to Los Angeles. General Motors and Ford are collaborating with medical company Ventec Life Systems to help increase its output of respiratory care products, including providing logistics, purchasing and manufacturing resources. GM has set up a production line to produce face masks and expects to be able to make 1.5 million a month once at full capacity.

Volkswagen has built up production capacity in China for protective masks, and is supporting German authorities with temperature measuring devices, masks, disinfectants and diagnostic equipment. It is also joining Daimler AG in donating more than 300,000 protective masks from existing resources to health organisations.

Even motor sport drivers are helping out. Current Formula E championship leader Alexander Sims collected PPE stock from UK-based motor sport teams and delivered them to

Helping to combat equipment shortages, Jaguar Land Rover is producing a reusable protective visor.

hospitals, including 300 pairs of gloves, a couple of hundred all-in-one suits, cleansing wipes and hand sanitiser. The idea came from Andrea Ackroyd, Sims' performance engineer at BMWi Andretti, whose sister works for the NHS.

"She was just explaining the dire situation they're in, in terms of PPE," says Sims. "She's the brains behind this – I'm just the one with a bit of time on my hands to try and organise it, send out some emails, contact people and pick it up, wearing my own gloves and trying to be safe in the process and looking at the bigger picture. It made a lot of sense to me to try and get involved and do my bit."

Jaguar Land Rover has gone one step further by beginning production of a reusable protective visor for hospitals in the UK, which should help combat equipment shortages as it is designed to be easily dismantled and cleaned so it can be used again. The company intends to make the open source CAD design files available to other manufacturers so they can print further visors.

The Ford Motor Company will match donations from employees of up to \$500,000 with the potential to raise \$1 million for groups battling the pandemic across the globe. This will be extended to Europe, where funds are being raised to support organisations in Germany, Italy, Romania, Spain, Turkey and the UK.

Elsewhere car company Škoda is helping charities and volunteers in the Czech Republic by giving them free access to more than 200 vehicles and 150 electric scooters used by its HoppyGo car sharing platform. The firm is also working with the Czech Technical University in Prague to develop a 3D-printing process to produce ventilators.

Toyota and Lexus are providing free roadside assistance to all key workers who drive their cars or vans, with Peugeot, Citroën and DS also joining in to offer their roadside assistance programme to NHS workers.

Even though there are no points on offer or champagne to be sprayed, the motor sport and motoring industries are determined to help in the fight against Coronavirus. And as various countries have shown with their lockdown measures, this is not something that is going to disappear without quick action. ◀

SEAT's Leon production facility in Spain is now manufacturing automated ventilators.





04

Connected to the grid

With real-world racing activity on hold, the motor sport community is turning to the virtual world to get its competitive kicks. AUTO looks at the surge in online racing growth, how the stars are getting involved and why this could be a watershed moment for digital racing

TEXT
/
LUKE SMITH

Digital racing has been on the rise for a number of years. Series such as Formula One and the World Endurance Championship have long established their own virtual competitions, while the FIA has been closely involved in sim racing through its certified Gran Turismo championship, as well including the discipline in the FIA Motorsport Games for 2020.

But at a time when the COVID-19 pandemic has put all on-track racing on pause, the significance of digital racing has become greater than ever. Not only is it providing a way for drivers to keep racing, but it is also helping make motor sport more accessible to fans and bring them closer to their heroes – all while staying at home and staying safe at this difficult time.

Championships were quick to turn attention to digital competition in the wake of the crisis. Within one week of the Australian Grand Prix being cancelled, F1 had already established its own ‘Virtual GP’ event that will continue to be

held on each of the original race weekends. IndyCar has also created its own event featuring the majority of its current grid.

The World Rallycross Championship is holding its first invitational event soon, while the DMSB, Germany’s ASN, is the first to have launched its own sim racing championship. Various other Esports showcase races have been set up by the likes of Veloce Esports and Motorsport Games. And the pool will only grow bigger.

Frédéric Bertrand, the FIA’s circuit championships director, has been overseeing a working group to engage with the various series on their digital racing plans during this period.

“There is a need to create events to keep the link with fans and drivers, and keep activities going on in all the championships we have,” he says. “We want to see how we can support those initiatives, harmonise it a bit, and give it purpose.

“We have all our current championships deploying a strategy on activating a digital aspect, it’s more created for purpose. We created a group between all the promoters, and through this group we want to promote some messages around how to stay home within this period.”

As the regulator of motor sport worldwide, the FIA is taking responsibility within the industry to send a wider, more significant message: that people need to stay at home, and stay safe. ▶

Since the advent of COVID-19, fans have got their racing fix through virtual series such as the FIA’s own Gran Turismo championship.

Esports such as Gran Turismo having been gaining in popularity for a while, but the growth in interest is now at an all-time high.



The most recent F1 Virtual GP event saw the launch of the hashtag #RaceAtHome, something that will be used across the digital output in the FIA's championships through this period.

"We're going with the same target of entertaining fans and avoiding clashes when we organise the races," says Bertrand.

"We just want to be play our part with some good racing for people to watch or even participate in. That's what we created around the hashtag #RaceAtHome. We will have a charter, and ask each of them to use the hashtag and promote the rules."

The FIA is still keen to maintain many of the real-world driving standards in the digital sphere, with Bertrand noting a need for "certain behaviour or rules we'd like to see on track – we don't want only a race of stock cars everywhere!" But accessibility is also key, with plans currently in the works to give beginners all the information they need to start digital racing.

"We want to support people who would like to start and have no clue on how to play," explains

Bertrand. "We will create guidelines for beginners on top of this code of conduct on how to become a sim race player, going from plugging your computer or console in to joining the right community on the game you want to play.

"This creates a unique opportunity through digital motor sport to have mass competitors and mass consumption. We can reach a lot of people."

CROSSING THE DIVIDE

Helping this reach has been the involvement of some of motor sport's biggest stars in digital racing events. The last F1 Virtual GP featured six members of the current grid, including Ferrari's victorious Charles Leclerc, Red Bull's Alexander Albon and McLaren's Lando Norris. It's not only a way for them to interact with fans and keep them entertained, but also to keep up their own racing interests.

"We as drivers have done a good job as well, trying to get together and set it all up, as well as all the competitions like F1 and 'Not the GP'," Norris explains. "There's a lot of WhatsApp groups

and so on where everyone is talking and chatting and trying to set these things up.

"Esports has grown massively in these last few weeks, and I think it's only going to continue to grow. More and more people are going to get online, more records are going to be broken in terms of how many people are online on different programmes and games and so on.

"I wouldn't say I'm surprised, but it's awesome to see how quickly things have grown just in the last two weeks, because no-one can really do anything else."

While only a third of the F1 grid may be involved in the Virtual GP events, it has created the opportunity for crossovers with big names from other industries. Cricketer Ben Stokes, golfer Ian Poulter and singer Liam Payne have been just three of the stars taking part in races, helping introduce their audiences to motor sport.

"It's a great opportunity for us to cross-pollinate within the sports media and entertainment industries," says F1's Head of Esports Julian Tan. "Certainly with Liam Payne,

who is not the traditional kind of F1 audience, he's able to cross-pollinate both audiences and introduce F1 to his audience and vice-versa. It's a fantastic opportunity, a win-win for everybody.

"Our first Virtual Bahrain GP had close to 400,000 peak concurrent viewers on our online platforms alone, and we had 3.2 million online viewers of that one event. It was our biggest Esports event since entering that world."

Veloce Esports co-founder Jamie MacLaurin believes motor sport has been leading the way in global sport with its reaction to the lack of real-world action.

"It's testament to the people who work within our industry and within motor sport that we've been able to react so quickly and put on incredible events given the circumstances, and make the best of what is a very negative situation," he says.

"I think out of any sport in the world, Formula One and Esports are the two that have been really leading the way with this kind of content. The challenge will be when the real drivers go

Ferrari's Charles Leclerc showed his virtual race skills by winning the last online Grand Prix.



McLaren's Lando Norris says drivers have been keen to help set up online competition.



'Our first Virtual Bahrain GP was our biggest Esports event since entering that world'

JULIAN TAN, F1 ESPORTS

The Virtual Bahrain GP drew an online audience of 3.2 million viewers and had close to 400,000 peak concurrent viewers.

back to competing in the real world, and a lot of attention goes back to the real sport, how many fans and viewers will still be interested in the virtual side of things.

"If we can get a percentage of those people to stay and say: 'I've given it a go and I really enjoy it', which I think a lot of people will say, then that's hugely exciting."

It feels like a watershed moment not only for digital racing, but for motor sport as a whole. Even in these uncertain times, the pragmatism shown by the FIA and its championships can help to not only to change perceptions about sim racing, but also use it as a vehicle to increase accessibility and involvement throughout motor sport.

"This step must be one of the important stones for the future of what we want to build," says Bertrand. "We hope that this will be the opportunity to convince many people that motor sport behind your screen is at least as close as possible to real feelings of motor sport.

"It is one of the only sports where the feeling you have and the skills you develop on your game are very close to the ones you need in real life. This is one of the assets we also want to strengthen, to show people you can really have the same kind of fun.

"It is one of the best opportunities to grow awareness of our sport in general, not just in digital, and can help make the sport more accessible. These small pockets of fresh air are important, and if we can provide some people with motor sport during this period, that's cool.

"It's really creating that crossroads between the real and virtual worlds, and making it all come together as a sport." ◀

A NEW APPROACH TO SAFETY

05 February's 3rd Global Ministerial Conference on Road Safety defined a new path towards reducing road traffic deaths by at least 50 per cent by 2030 – and the FIA and FIA Foundation were strongly involved at the landmark Stockholm event

TEXT
/
KATE TURNER

In the home of the Vision Zero movement that aims to eradicate road deaths and injuries, government ministers, safety specialists and NGOs gathered in Stockholm, Sweden in February. Their purpose was to consider the impact of a decade of commitments to address the worldwide road death toll at the 3rd Global Ministerial Conference on Road Safety.

More than 1,700 delegates from over 140 nations converged on Sweden's capital for the two-day conference, opened by King Carl XVI Gustaf of Sweden. Running alongside the conference were a number of side events promoting a focused, policy-driven agenda on children and youth, safer infrastructure and vehicles, and social justice. There was a gathering of the FIA's High Level Panel for Road Safety, a meeting of FIA Club representatives and the launch of the FIA Foundation and Child Health Initiative Manifesto 2030.

Global commitment for targeted action aimed at halving road deaths worldwide was crystallised at the Ministerial with the publication of the Stockholm Declaration. ▶



King Carl XVI of Sweden opened the 3rd Global Ministerial Conference on Road Safety.

Just some of the 1,700 delegates from over 140 nations at the conference.





The FIA and FIA Foundation were strongly represented at the conference, where they took part in a number of workshop sessions.

Parallel sessions covered issues such as how to promote sustainable cities and develop effective and accountable institutions. The session entitled 'Protecting Children and Adolescents' was chaired by FIA Foundation Executive Director Saul Billingsley, featuring child health specialists and legislators including Dr Margie Peden, Head of the Global Injury Programme for The George Institute for Global Health; Greig Craft, President and Founder of Asia Injury Prevention Foundation and President of AA Vietnam; and Stefan Peterson, Associate Director of UNICEF's Health Section.

FRESH INCENTIVES

Road Safety specialists from around the world also gathered for events and a number of significant funding programme announcements. Bloomberg Philanthropies announced a six-year \$240 million commitment to prevent road traffic injuries in low- and middle-income countries, with the aim to save 600,000 lives and prevent 22 million injuries.

Meanwhile, at a Ministerial lunch organised by the UN Secretary-General's Special Envoy for Road Safety Jean Todt, the UN Road Safety Fund unveiled 10 new projects that will target key gaps in the road safety systems of 12 countries. Approximately \$4m in funding will go to projects in the Lao People's Democratic Republic, Tanzania, Zambia, Brazil, Azerbaijan, Argentina, Jordan, Cameroon, Ivory Coast, Tunisia, Uganda and the Democratic Republic of Congo.

"When the Fund launched the 2019 Call for Proposals, the Advisory Board, of which I am a member, had one clear priority



**Swedish Transport
Infrastructure Minister
Tomas Eneroth received
iRAP's Innovation Award.**

FIA President's road safety book launched

'Millions of Lives to Save on the Roads' is a new road safety manifesto written by FIA President and the United Nations Secretary-General's Special Envoy for Road Safety Jean Todt, launched on the eve of the conference in Stockholm.

In his book the FIA President makes the case for a road safety revolution, one that embraces a 'Safe System' approach with the ambitious aim of eliminating fatalities altogether. President Todt calls for a global Road Safety Summit, modelled on the Earth Summits that have done so much to help focus on the future of the planet, arguing that we know the scale of the problem and what needs to be done. It's time to step up and deliver radical change.

**Millions
of lives
to save
on the
roads**

JEAN TODT

– projects must demonstrate a chain of results leading to a tangible impact on the number of fatalities and injuries on the road,” said Mr Todt. “I am convinced that these selected projects will accelerate progress in this direction.”

Elsewhere, Swedish Infrastructure Minister Tomas Eneroth received iRAP's Innovation Award for Sweden's '2+1' lanes road design. The initiative, which physically separates on-coming traffic on high-speed rural and inter-urban roads, has been credited with dramatically reducing road traffic fatalities.

During the event, iRAP also published the new 'Vaccines for Roads' research on the benefits of focusing on raising safety standards on highways and streets, while Lord Robertson pledged the FIA Foundation's continuing financial support, as iRAP's core donor, through to 2025.

FIA President Todt took part in the closing panel of the conference, during which he recognised its successful outcomes while also calling for a new approach to tackling the issue of road safety.

“Representatives of more than 140 countries have travelled to Sweden in the name of strengthening road safety, and to take stock of the work done in the past decade. Through some rich, innovative and powerful exchanges, we’ve journeyed to the future, to plan our road map for the coming years,” he said.

"Our aim is to ensure that transport systems, no matter how they are configured, are safe, sustainable, and equitable. To do this, there's one thing we can and must ensure: that we all commit to making safety the underpinning value of how we act in the interest of road safety for all. We must ensure that safety is the driving force behind the evolution of mobility and transport."

“The will to do it is there – we have heard so from ministers,” he concluded. “We garnered great interest, mobilised actors, and collected needed tools. Today, we can add the final ingredient: a commitment to make safety the core value of all we do as citizens, ministers, road safety experts, manufacturers, and consumers when it comes to our mobility systems.” ◀

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Making visible improvements

05



In 2017, in partnership with the FIA, JCDecaux, the number one outdoor advertising company worldwide, embarked on a global campaign to raise awareness of simple road safety measures that could save millions of lives. After three years of #3500LIVES messaging in 83 countries and 1,200 towns and cities worldwide, the company's Co-Chief Executive Officer *Jean-Charles Decaux* reflects on progress, the road ahead, and how the world is being challenged by an all-new threat...

The #3500LIVES campaign is an innovative method of getting the road safety message across to people in a highly visible way. How did the idea first come about and what did you feel could be achieved?

When FIA President Jean Todt first told me about his key role as UN Special Envoy for Road Safety, we quickly started talking about how JCDecaux could contribute to supporting this cause at a global level. We decided then and there to join forces and, from that point, everything came together very quickly: the input from our respective teams, the recommendations, the safety rules and underlying concept, along with the communication strategy, ambassadors, execution and subsequent deployment.

The #3500LIVES campaign has been in operation since 2017 and has now been displayed in 83 countries and 1,200 towns and cities around the world. Are you satisfied with the progress made so far?

JCDecaux supports a whole range of local and regional causes worldwide, but this is the only truly global, recurring campaign in which we are involved. We know that bringing about a significant change in driving practices cannot happen overnight. It will take time and demand long-term commitment. The impact study conducted by the FIA in France and Mexico shows that people understand the campaign and view it positively, and that it is encouraging them to change the way they drive. So we have no doubt that our initiative will save lives and play a role in protecting each and every one of us. We must never consider the tragedies caused by our behaviour on the roads every day to be inevitable.

The campaign continues to innovate and now includes messaging on non-traditional advertising spaces. How important is it to develop these new ways of raising awareness?

Anything that can raise awareness of the need for immediate action is valuable. Unlike other unavoidable tragedies, we know that it is in our power to drastically reduce road accidents. This is our responsibility both individually and collectively. Many countries have achieved results through an active policy with a long-term view. We must do everything we can to bring best practices into use the world over.

Has JCDecaux conducted research into the levels of visibility for the campaign? Do you have any idea of the number of people reached by #3500LIVES?

This will be our fourth consecutive year working alongside Jean Todt and the FIA. Over the course of 2020, we will be establishing several billion contacts with hundreds of millions of people in the 83 countries where we are present. Your level of contact with the campaign will naturally vary, depending on your place of residence, your mobility, and your personal or professional activities. The current global situation will naturally have an impact on this year's campaign, but the ongoing battle to combat road deaths will of course resume as soon as possible.

You are also a member of the FIA's High Level Panel for Road Safety, which has prioritised innovative thinking to address the ongoing issue of road fatalities. Is the panel's mix of public and private enterprises – in which NGOs, government and diplomatic representatives are paired with major business

organisations – the key to achieving targeted solutions to social issues?

Yes, I believe that we will only achieve our goals by working together. We need to overcome barriers and obstacles to focus on a single indicator: a reduction in the number of road deaths and injuries around the world. A coherent and coordinated approach is essential for all of our actions. If any one of the stakeholders were to end their participation, this would weaken the overall impact of everything we're trying to do.

Coming back to #3500LIVES, how do you see the immediate future of the campaign?

Having entered the fourth year of our campaign one thing is clear to all of us: we need to further raise the profile of this important issue and extend its reach through new initiatives. It is important to involve even more contributors in order to develop more momentum and ensure that safety rules are constantly in the front of road users' minds. If you're a road user in the broadest sense of the term (pedestrian, cyclist, biker, motorist, etc.), all you have to do is look around you to see that your environment is almost exclusively made up of technical signs relating to the highway code. You rarely see messages about, for example, staying sober, protecting our children, seeing clearly, texting or checking your phone at the wheel... I believe that we need to see a new visual environment alongside road signs to support us when we're on the move. Our collective protection and safety depends on this.

#3500LIVES is urging the public to follow confinement guidelines during the health crisis.



AS #3500LIVES ROAD SAFETY CAMPAIGN AMBASSADORS, TO SAVE LIVES, WE FOLLOW THE RULES ON THE ROAD AND NOW IN OUR HOMES.

STAY SAFE. STAY HOME. STAY COMMITTED.

#STAYHOME
#RACEAGAINSTCOVID



'This is a challenge for humanity'

Jean-Charles Decaux reflects on the impact of the global health crisis

We are currently experiencing an unprecedented global health crisis. How is that affecting businesses such as yours and how is JCDecaux meeting the economic challenge?

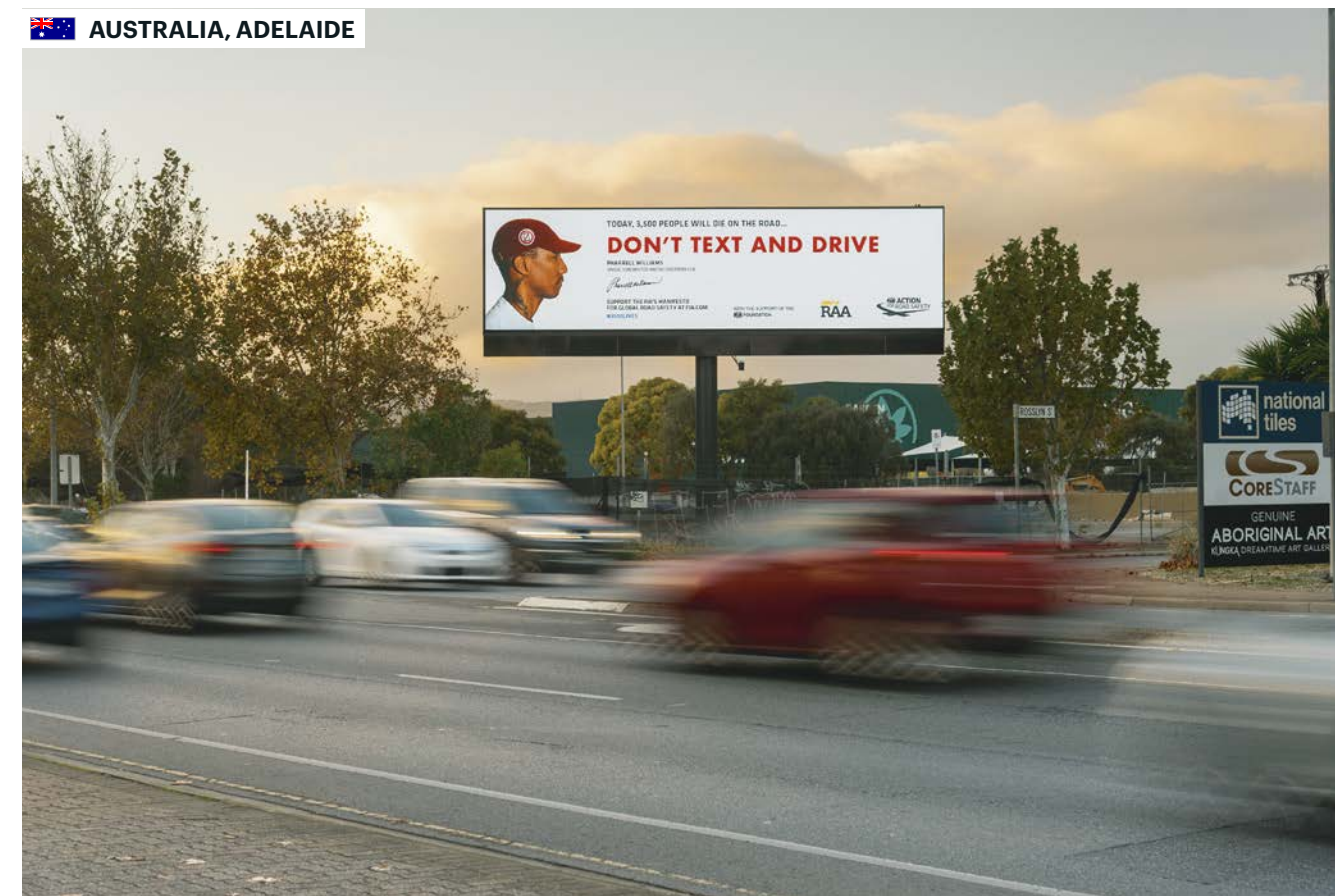
As a company whose business model depends on our ability to provide the advertisers who are our clients with access to huge audiences, a sudden ban on all travel across many regions is bound to have a major impact on our activities. Like many other companies, we immediately put in place an action plan to manage the crisis day by day, provide support for our staff, and to get ready to relaunch. We are managing the emergency while trying to plan ahead wherever possible, taking account of the huge level of uncertainty surrounding this global health crisis, which would have been unthinkable only a short while ago.

In terms of the human challenge ahead, how is JCDecaux responding?

Our absolute priority is to protect our employees and to demonstrate the solidarity required by a situation of this magnitude. We all know that the only possible response is a collective one, whether we're talking about healthcare personnel, business or government. This is a challenge for humanity in the truest sense of the term and, when this crisis is behind us, we will no doubt need to think, reflect and act on the future that we want for humanity.



SCAN AND DISCOVER
Download the free Unitag app at unitag.io/app and scan the code to discover more about #3500LIVES



05

Highly-charged performance

For more than 70 years Porsche’s enviable reputation has been built on power, passion and superb engineering. And as the era of electrification dawns nothing is changing, as CEO *Oliver Blume* maps a new road towards sustainable high performance

TEXT
/
EDOARDO NASTRI

The major changes and upheaval that the motor industry has been going through in recent times has involved every area of business. It encompasses nascent start-ups whose aim is to look to the future, as well as established companies that have written the pages of history, not just in the car business but also for the industrial world as a whole.

For some of those historic marques, the adaptation has been more acute than others. While the brand and model portfolios of the largest manufacturers are broad enough to absorb change readily, for others the brand focus is narrower, and as such integrating the wholesale changes occurring in the mobility sphere has been both more complex and crucial to continued success. Porsche is one such brand.

The more than 70-year history of the German marque has been built on legendary models such as the 911 and through development of parallel models like the 928, 924 and 944 in the 1970s and '80s, and latterly via the Boxster, Cayman and luxury SUVs such as the Cayenne and Macan. The German company has become one of the automotive world's most sought-after brands, synonymous with high-performance vehicles renowned for their quality and excellence. But in an era when performance is taking a back seat to sustainability, the qualities that made Porsche a motoring icon have had to be reinvented.

In 2015, Oliver Blume was appointed Porsche

CEO knowing he would have to deal with that transition to the new technologies taking over the car industry, and in the knowledge that with other luxury car makers similarly investing in electrification and autonomy, the work needed to be started as swiftly as possible.

The strategy Blume decided on has followed several paths to diversify the product range, from abandoning diesel to fitting some petrol engines with an electric motor fed from a battery pack.

“We intend to differentiate our future models in this way: we will have electric cars with two motors, high-powered cars that will deliver plenty of excitement running petrol engines, and others that will definitely be fun and exclusive but 100 per cent electric,” explained Blume during an event at Stuttgart’s Porsche museum to celebrate the 70th anniversary of the 356, the first sports car built by the German company.

DRIVE TO ELECTRIC

Blume’s career has always been characterised by the pursuit of innovation. Having graduated with a degree in mechanical engineering from the Braunschweig Technical University, Blume’s first job in 1994 was with Audi, following an international apprenticeship programme. In 1996 he worked in the department that designed, built and painted the bodywork, and three years later was promoted to head of bodywork build for the A3, one of Audi’s most important models. In 2000 he gained a further qualification, studying vehicle engineering at Shanghai’s Tongii University, and in 2001 he was made assistant executive for Audi’s production department. ▶

‘Electrical mobility and Porsche go together perfectly. Thanks to high-performance batteries, we can deliver exceptional performance’



Porsche’s reputation has been built on legendary sports cars such as the 911, but CEO Oliver Blume recognises the need to diversify.



After various roles in this area, Blume moved to Spain, joining Seat in 2004 where, five years later, he was put in charge of production planning for Volkswagen. His life at Porsche began in 2013, working on production and logistics, and in 2015 he was appointed CEO. In 2018, he joined the VW board, in charge of production.

Under Blume's leadership, Porsche began development of the Taycan, its first electric vehicle. A four-door saloon in the mould of the successful Panamera model, the Taycan – a basic version of which boasts a range of 412 kilometres, a top speed of 260km/h and a zero to 100km/h time of 3.2 seconds – was launched against a backdrop of solar panels dotted around an old airfield perimeter road, not far from the border with Poland.

The car features renewable energy and zero emissions, in line with the brand's new message that it too believes in sustainability for the future. "Today marks the start of a new initiative," said Blume. "We will invest €6 billion on electric cars from now until 2022 and our plan is that by 2025, one in two Porsche cars sold will be electric."

When deliveries of the Taycan began at the start of the year, it was available in two versions, the Turbo and Turbo S, just as the company had done with some of its most powerful models in recent years. But this is just the start as Porsche has announced that, by the end of the year, it will launch a third version of the zero-emissions car, a hybrid of a station wagon and a sports saloon, called the Taycan Cross Turismo.

A PERFECT BLEND

When asked if a company known for its sports cars can face a conflict of interest with electric power, given that the collective opinion might miss the absence of engine noise, Blume has no doubts: "Electrical mobility and Porsche go together perfectly. Thanks to high-performance batteries, we can deliver truly exceptional performance. Our marque is also very aware of the need to meet the demands imposed by ambitious climate targets, which is another reason why developing cars that meet these new demands and are 100 per cent electric is now absolutely essential.

"We have been thinking along these lines for quite some time now and we began studying the electrification of our power units several years ago," he added. "We were the first manufacturer to offer hybrid plug-in models in three premium segments at the same time, and now over 60 per cent of customers in Europe choose the hybrid version of the Panamera. This shows our customers are very receptive to electrification, while continuing to enjoy driving our cars."

The success of the zero-emissions power unit can also be seen in the Taycan, which is already proving successful having come third in the Car of the Year 2020 competition with 222 points – unusual for a car costing over €100,000.

"Demand for this model is already so high that we've upped its production capacity," said Blume.

Production of the Porsche Taycan has led to the creation of 1500 new jobs at the firm's Zuffenhausen HQ and Porsche has also implemented a training programme to educate all its employees about this new form of mobility. The German marque has invested a total of €700 million in nine new production areas, rising to €1 billion if one includes a new bodywork department, which will also be used for the current generation of Porsche 911.

"We have a high level of responsibility towards the environment and society," explained Blume. "Taycan production is already carbon neutral. This zero-emissions car is a new Porsche icon.

The Taycan, Porsche's first electric vehicle, has already won its first award and is proving popular with customers.

It is different to all the models that came before it, but it has kept all the values of our marque: sports innovation and the ability to generate plenty of excitement."

According to the Volkswagen group, of which Porsche is a part, more than 15,000 people have pre-ordered this first-ever all-electric Porsche. This year, the sales estimate is for approximately 20,000 cars.

"The number doesn't surprise me, because there are already 30,000 people who have paid a €2,500 deposit to confirm their pre-order. The start of any new production run requires technology, manufacturing, teamwork and

new suppliers, and that's a great challenge."

Porsche's portfolio of zero-emission models is not restricted to the Taycan, with the next-generation Macan SUV also being produced in an all-electric version. The first Porsche of this type to have zero emissions will roll off the assembly line in Leipzig in the coming years. Just like the Taycan, the compact SUV features 800 Volt technology and is based on the PPE (Premium Platform Electric) architecture, which Porsche developed in conjunction with Audi. However, it will take time for the electrification strategy to be completed, and for now a hybrid 911 is a long way off from being a reality.

'The zero-emissions Taycan is a new Porsche icon. It is different to the models that came before, but has kept all the values of our marque'

The German company's engineers have tested various prototypes but have not yet come up with a solution. The platform is ready, but the weight of the battery is currently too high to produce the required performance level.

Porsche's commitment to sustainability extends beyond the purely electric, and last year the company revealed it had reduced CO2 emissions per vehicle by more than 75 per cent since 2014. Over the same period it has reduced the corresponding energy consumption by around 31 per cent. At the same time, the number of vehicles produced in Zuffenhausen and Leipzig increased by 82 per cent: from 101,449 in 2014 to 184,791 units in 2018.

While the development of the Taycan heralds a new era for Porsche, it doesn't mean that the firm is abandoning its combustion engine-powered roots, as Blume explained.

"Around 50 per cent of all Porsche vehicles could be sold with an electric or hybrid drive by 2025," he reiterated. "However, Porsche will always offer combustion engines, particularly in the 911. But we can't stop the onward march of electro-mobility.

The firm's commitment to high-tech, old-school performance reached its apogee with last month's launch of the top model in the current 911 range – the Turbo S. Powered by a new 3.8-litre boxer engine with two VTG turbochargers, the Turbo-S' eight-speed Porsche Doppelkupplung (PDK) cuts the sprint from zero to 100km/h to 2.7 seconds (0.2sec faster), while its top speed is 330km/h.

However, while Porsche has succeeded in the first steps towards new forms of mobility, perhaps the toughest challenge is the one it, and every other motor manufacturer, now faces – the Coronavirus crisis.

On March 18th, Porsche announced it would suspend production for a period of two weeks. "In addition to the primary protection of the workforce, bottlenecks in global supply chains no longer allow orderly production. At the same time, Porsche is preparing for a decline in demand and securing its financial strength with the decisions made," read a company statement revealing the closure of its parent plant in Zuffenhausen and the production location in Leipzig.

"With these measures, our company contributes to protect the workforce and reduce the spread of the Coronavirus," said Blume of the move. "The actual consequences are not yet predictable. It is therefore too early for forecasts. What is clear is that 2020 will be a very challenging year. We can only overcome the pandemic together and by taking rigorous measures."

Porsche's decision echoes those made by manufacturers the world over. It is an unprecedented development and while the protection of the well-being of people around the globes must come first, it remains to be seen how the economic landscape will look once the crisis abates. ◀





TEXT
/
JUSTIN HYNES

Tranquility after motion

One of the last true legends of motor sport’s golden age, *Sir Stirling Moss* was a masterful driver whose achievements stretched far beyond his characterisation as ‘the greatest driver never to win the world championship’

06 For most sportsmen and women time in the spotlight is short, shaped by intensely bright moments of glory before their achievements fade into entries in the annals of their discipline. The mark of a true legend is in transcending sport to become a cultural reference point. For the man who was undoubtedly Britain’s most famous racing driver, that crossover was achieved when, in the 1960s, policemen would stop speeding drivers with a simple question: “Who do you think you are, Stirling Moss?”

Moss, who passed away in early April, was undoubtedly one of motor sport’s finest drivers, a competitor whose skills stretched far beyond the descriptor most commonly applied to him as the ‘greatest driver never to win the world championship’. For not only was he a gifted Formula 1 racer he, like many of his contemporaries, was equally comfortable in sports cars or saloons, on race circuits or the occasional rally stage. Unlike many of his fellow drivers, however, Moss mastered them all.

Moss’s racing career began in the late 1940s at the wheel of inexpensive 500cc cars that proved popular in the immediate aftermath of the Second World War. After numerous national and international successes in the class, including an appearance on the undercard of the 1948 British Grand Prix run to the new F1 rules at Silverstone, Moss’s first major breakthrough came in sports cars when, aged 21, he won the 1950 RAC Tourist Trophy at Dundrod in Northern Ireland. ▶

The legend of Stirling Moss lasted well beyond his professional career – and he enjoyed driving into his later years.

“Dundrod was an incredible circuit,” he told this author in 2015. “Most of the events in England were usually hillclimbs and we had a few circuits on old airfields, but this was a genuine road circuit. It was terrific. Driving a car [Jaguar XK120] like that on that circuit was wonderful, although it took a bit of effort.

“I managed to win it and that night [Jaguar founder] William Lyons signed me up to lead the team the following year. It was a big step forward for me.”

Moss’ Jaguar seat took him to Le Mans. In 1951 he retired after 92 laps, although he did set the fastest lap, and in 1952 an engine issue forced him out of the race after three hours. In 1953, however, Moss and Peter Walker arrived with a C-Type Jaguar sporting the radical new racing development – disc brakes. Jaguar utilised the technology to march to victory with Tony Rolt and Duncan Hamilton, with Moss and Walker taking second place.

The peripatetic existence of the committed racing driver in the early 1950s saw Moss vault between a huge variety of series and disciplines over the following few years.

As well as sports cars, in 1952 he came second in the Monte Carlo Rally driving a Sunbeam-Talbot 90 with Desmond Scannell and *Autocar* magazine editor John Cooper as co-drivers.

“There was no real preparation. We’d take the car out to a track like Goodwood, drive it round and make any alterations we felt necessary, change the roll bar or whatever, and then off we went and did the event,” he said. “I didn’t approach it any differently. Driving is driving. That car would understeer and oversteer... It behaved like a car, so you adjusted to it.”

In 1954 Moss journeyed to the United States where he became the first non-American to win the Sebring 12 Hours, sharing the Cunningham team’s 1.5-litre OSCA MT4 with local Bill Lloyd.

It was during this period that Moss graduated to F1, his 500cc class wins having brought him to the notice of Britain’s HWM (Hersham and

Walton Motors) team. Moss’ FIA Formula One World Championship debut would come at the 1951 Swiss Grand Prix, the season opener in the absence of Monaco.

“[Bremgarten] was a great, great circuit but the HWM was terribly outclassed,” Moss recalled. “We had about 120hp, running on alcohol. I think the regulations were for 1500cc cars with a supercharger or 4.5 litres normally aspirated and we only had 2 litres. But, once you’re out on your own, you just have a go, which is what I did. On the first practice day it was wet and I qualified up with the really fast cars, so that did me a lot of good. It was another big stepping stone for me.”

FAME AND GLORY

Moss’s F1 career took off, however, when he joined the powerful Mercedes team for the 1955 season, alongside Juan Manuel Fangio. And on home soil, at Aintree, Moss beat the then two-time world champion to take his first F1 win.

“[Fangio] had a better start but I caught him up. We’re going into the last corner of the last lap, which was a right angle, and I remember braking as late as possible, scraping round the corner and being just in front as we came out. I kept my foot flat in and waved him past, knowing he couldn’t pass, obviously because the cars were similar. ▶



Moss beat Mercedes team-mate Fangio (right) for his first F1 win at Aintree (below). Far right: his 1955 Mille Miglia victory has gone down in history.





So I won it and I said to him, ‘Did you gift it to me?’ And he said, ‘No, no, it was your day.’ So I still don’t know. Fangio was the sort of man whose philosophy would be, ‘Well, Christ, I’ve won all the other ones and it means more to Stirling than it does to me so let him win it.’ I don’t know, but the only thing it shows me is he was such a gentleman that he certainly could have well done that.”

The year 1955 was to prove something of a high watermark for Moss, and allied to his first F1 victory he also scored perhaps one of the most famous motor sport wins of all, at the fearsome Mille Miglia in Italy.

There the 25-year-old took a brand-new Mercedes, the 300SLR, a diminutive co-driving journalist, Denis Jenkinson, and a rough, ready and revolutionary set of pace notes to a stunning victory. Moss’s skill and stamina, coupled with Jenkinson’s guide to the route – communicated to Moss only by hand signals – meant that the pair

covered the 1,000 miles at an incredible average speed of 97.9mph. The performance remains one of motor sport’s greatest ever, a superhuman effort in a car that proved almost supernaturally fast and reliable.

“The first cars went at nine o’clock at night at half-minute intervals, then at midnight they went to one-minute intervals and I was 722, I was in the last car, so you’ve got hundreds of cars out there, with probably only about 40 or 50 drivers who were competent! I still think the performance was staggering, amazing and you needed a car like the Mercedes to win it. I mean that car was so solid, so strong,” Moss said of the victory.

Back in Formula 1, Moss came closest to taking the title in 1958, though the Briton’s scrupulous attention to fairness was ultimately to cost him dearly.

Going into the Portuguese Grand Prix, round nine of 11, Moss – now driving for Vanwall – trailed

‘You race for pride and pleasure. What happens at the end of the championship is irrelevant really’

Ferrari’s Mike Hawthorn by six points. Moss won on the streets of Oporto, taking eight points, while Hawthorn faced disqualification for allegedly driving in the wrong direction after restarting his car during the race.

Having witnessed the event, Moss marched to race officials and told them Hawthorn had been on the pavement when he was spotted and so had not broken the rules. Moss’s evidence swung the decision and no action was taken. Hawthorn would go on to win the title by a point.

“I just felt [the stewards] were wrong in their decision and they reversed it,” he insisted.

Moss outshone rivals in superior machinery to take his Lotus 18 to pole and a famous win at the 1961 Monaco Grand Prix.

“The point is you race for pride and you race for the enjoyment and pleasure, and you’re trying to beat the other guy to show that you’re a better driver than he is. What happens a couple of months down the road or at the end of the championship is irrelevant really.”

CLASS OF THE FIELD

Moss would never come as close to ultimate glory again, but in 1961 he did deliver one of Formula 1’s greatest-ever drives – at the Monaco Grand Prix.

Up against superior cars Moss qualified his largely obsolete, privateer Lotus 18 on pole. He then drove away from his rivals to open a 10-second gap. In the closing stages he came under pressure from Ferrari’s Richie Ginther, but when Ginther set the fastest lap on the 85th tour, Moss simply matched it next time round. “It was absolutely as quick as I could go – and he was able to instantly respond,” said Ginther. “You just felt, ‘Jeez, what can you do about this guy?’ And the answer, of course, was nothing...”

In the end, the only thing that could stop Moss was Moss himself. In 1962 on April 23, Easter Monday, he was involved in a horrific crash at Goodwood. Driving a Lotus in the Formula One Glover Trophy, Moss crashed at over 100mph while not wearing a seatbelt. Rescuers spent some 45 minutes freeing him from the wreckage of the car. He spent the next month in hospital in a coma and with the left-hand side of his body partially paralysed for six more. It was a year before Moss tried a comeback but in a private test session, also at Goodwood, he discovered that while he could still produce the lap times, his concentration had gone and he announced his retirement.

Moss said that loss of concentration meant it was necessary to end his racing career. But later in life he revised his opinion.

“My biggest mistake, thinking back with the benefit of hindsight, was that I think if I had waited one more year, I could have gone back to it,” he said in 2015. “The pressure in the press – ‘When are you going to race? Will you be driving the best car?’ – all of that was forcing me to make a decision. I think I was forced to say, ‘I will do it or I won’t,’ and I decided.”

It brought a shuddering halt to a stunning career. However, despite the fact that Moss would never compete again at the highest level, his legend remained untarnished.

Moss entered 527 races during his 14-year professional career, finished 375 of them and won 212 – a remarkable tally. But for the man whose self-penned motto was ‘tranquility in motion’ it was only through competition, and victory, that his restless spirit would be calmed.

“Driving fast isn’t fun but being quicker than other people is and that’s what one had to do,” he said. “You had to say: ‘Right I’ve got to beat them.’ That is the challenge and I’m just a man who picked up that idea and ran with it.” ◀

Motor sport salutes Moss

Following his death at the age of 90, the world of motor sport was quick to pay tribute to Sir Stirling Moss, with FIA President Jean Todt describing it as a “very sad day”.

“Stirling Moss has left us after a long fight,” he said. “He was a true legend in motor sport and he will remain so forever. My thoughts go out to his wife Susie, his family, his friends.”

Six-time F1 champion Lewis Hamilton, who was well acquainted with Moss through numerous appearances together, said: “Two people from massively different times and backgrounds, but we clicked and ultimately found that the love for racing we both shared made us comrades. I am truly grateful to have had these special moments with him.”

Damon Hill, the 1996 F1 champion, added: “He launched all the other careers of British racing drivers who went on to become world champion of which he was sadly denied.”

Mario Andretti, who won the world championship in 1978, described Moss as his hero. “Such a kind man, beloved by everyone. He was a true giant in our sport and will be missed forever.”

Three-time F1 world champion Sir Jackie Stewart, who came into the sport shortly after Moss’s retirement in 1962, told BBC Radio: “He walked like a racing driver should walk, he talked like a racing driver,

he looked like a racing driver and he set a standard that I think has been unmatched since he retired.”

Ferrari Vice-Chairman Piero Ferrari said: “Stirling Moss symbolised motor sport. He was a true personality who left an indelible impression on the history of racing. His and Ferrari’s paths were about to merge when he had the accident at Goodwood that effectively ended his racing career, at least at a high level. At the time in Maranello we were preparing a 250 SWB for him in British Racing Green, along with a contract to drive for us, but fate decreed otherwise. My father said that Stirling reminded him of Tazio Nuvolari, because of his love of racing in any type of car, something which stayed with him right to the end of his career.”

The British Racing Drivers’ Club (BRDC) meanwhile said in a statement: “In

‘Stirling Moss set a standard that I think has been unmatched since he retired’

the history of motor racing – not just in his home country but wherever he raced around the world – Sir Stirling held a unique status, which continued throughout his life long after he retired from his front-line racing career. His versatility and competitive instincts made him a formidable competitor in any race.”



Generations apart, but Stirling Moss and Lewis Hamilton bonded over a shared love of racing.

06

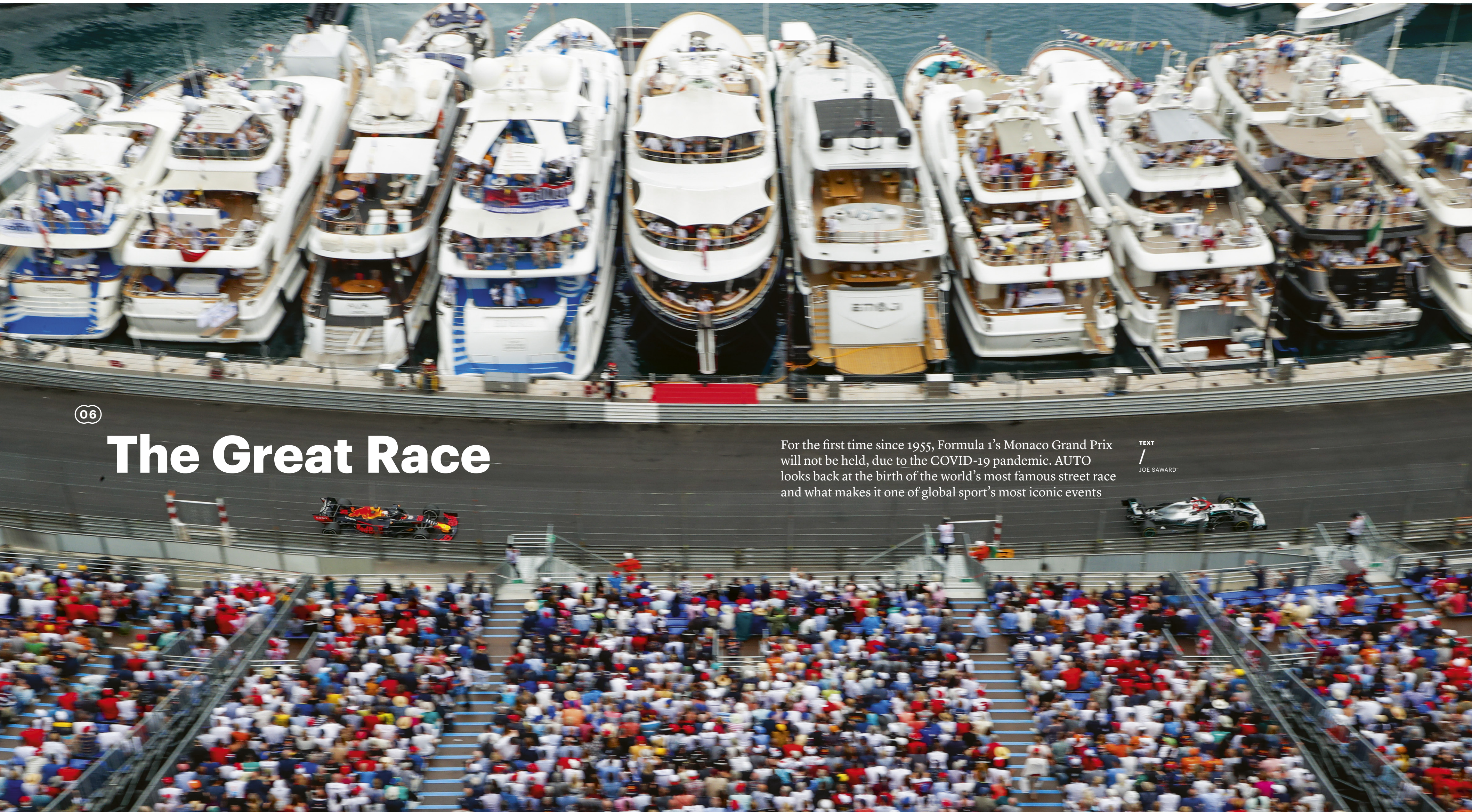
The Great Race

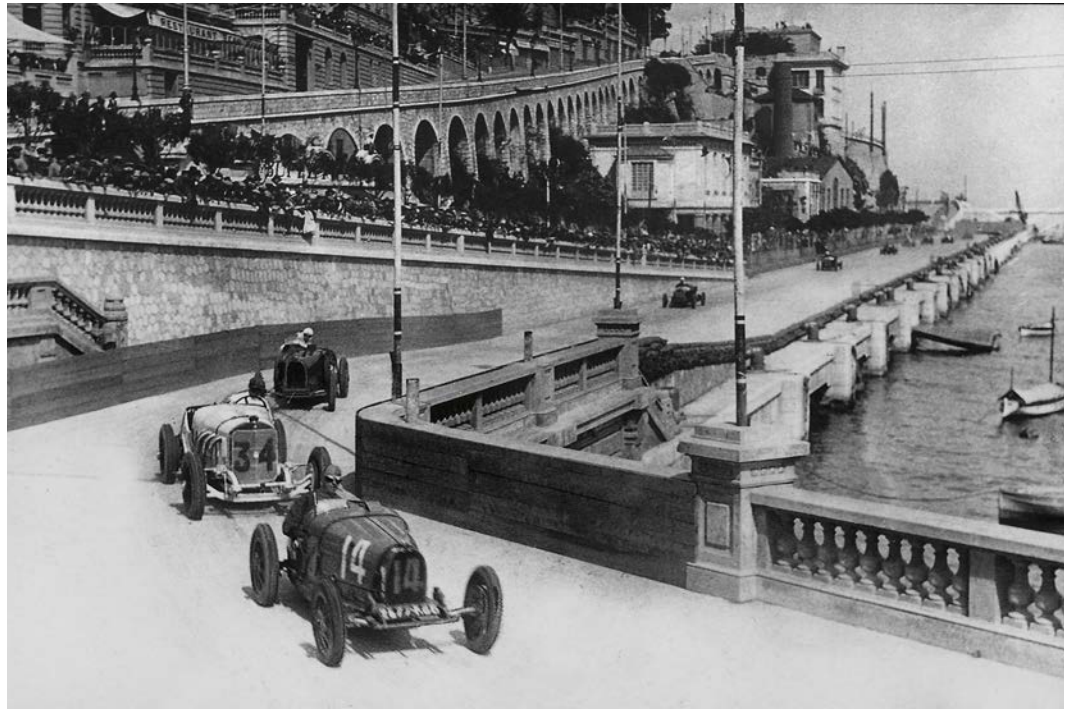
For the first time since 1955, Formula 1's Monaco Grand Prix will not be held, due to the COVID-19 pandemic. AUTO looks back at the birth of the world's most famous street race and what makes it one of global sport's most iconic events

TEXT

/

JOE SAWARD





During the 1955 race Alberto Ascari survived a trip into the Monaco harbour aboard his Lancia.

The first Monaco Grand Prix in 1929 proved an instant success despite initial doubts about the venue's suitability.

Monaco is the most important and prestigious automobile race in the world. Only the Le Mans 24 Hours and the Indianapolis 500 are in the same league. Today, it is the absolute epitome of glamour and excitement. The fact that the 2020 race has been cancelled tells you all you need to know about this extraordinary year of the Coronavirus pandemic. If Monaco is called off, then there is a major problem...

But how did it happen? How did Monaco become such a vital part of Formula 1? People who haven't been to the race complain that there is not enough overtaking, but those who have seen the race live have a different view. Monaco reminds everybody of the amazing skills of F1 drivers as they thread cars through the narrow streets at mind-bending speeds.

A playground for the rich and adventurous for nearly 200 years, motor sport in Monaco dates back to the end of the 19th Century. In 1897, Monaco was the destination for a road race from Marseille, and in the same year the Nice-La Turbie hillclimb was held for the first time. During that period, the Monaco cycling club added the word 'automobile' to its name and became the Sport Automobile et Velocipedique de Monaco (SAVM). The club elected Alexandre Noghes as its president and he argued that the Principality would really benefit from an international motoring event. He created the Monte Carlo Rally, an event that started in various cities around Europe with the cars converging on Monte Carlo and the winner decided based on the elegance of his car and the state in which it arrived. The rally caught the public imagination.

Sport began to play an important role in the Principality with the opening of the Monte-Carlo Golf Club in 1911, and two years later the town hosted the Schneider Trophy for seaplanes. The trend continued after the First World War when those who'd lived through the conflict celebrated life to the full. The Roaring Twenties was a time of

excess and frivolity, and those who could afford it became the 'Lost Generation' enjoying sunshine and the high life. Sport continued to be important with the founding of Monaco's football club in 1924 and an international tennis competition at the newly-opened Country Club.

Monaco launched plans to attract summer visitors and a new road was laid out around the bay to the north of the casino and the Monte Carlo Beach Hotel, where several other hotels had opened. Then, in 1925, SAVM decided to rename itself the Automobile Club of Monaco (ACM) and applied to join the forerunner of the FIA. Noghes's son Anthony was sent to Paris to try to convince the Federation that this was a good idea. The application was refused because the ACM did not host any motor racing event on its



'Mr Monaco', Graham Hill, took the first of five wins in 1963, and the final one in '69 as defending world champion...



territory. There was only one way around that problem... and the younger Noghes proposed it. A Grand Prix on the streets.

The reaction to Noghes' idea was one of complete astonishment. "They have the most astounding audacity in some parts of Europe," wrote *The Autocar*. "The Principality does not possess a single open road of any length, but has only ledges on the face of a cliff."

In France, *La Vie Automobile* accepted it was a novel idea, but added that: "it goes without saying that the track is made up entirely of bends, steep uphill climbs and fast downhill runs. Any respectable traffic system would have covered the track with 'Danger' signs."

WORD ON THE STREET

Noghes was persuasive, however, and talked the casino into underwriting the cost of the race. At the time, Monaco had a Grand Prix driver in Louis Chiron, but he had a contract to race at the Indianapolis 500 and so could not take part in the first event, scheduled for April 14, 1929. Some of the major factory teams also turned down the opportunity to compete, but Mercedes sent a huge and powerful white SSK to be driven by its lead driver, Rudolf Caracciola. The opposition was made up of a lot of privately-entered Bugatti. The French cars were nimble and fuel-efficient and 'Williams', the enigmatic, pseudonymous Englishman, who had entered a British racing green-painted Bugatti, emerged as the primary challenger although Caracciola had the faster car. By virtue of some demonic driving and a better strategy, 'Williams' won the day, his bravura performance around the streets capping a hugely successful event that quickly marked Monaco's race out as a unique spectacle.

Other cities began to emulate what the Principality had achieved and almost overnight, Monaco became a key part of Grand Prix racing, with the event gaining notoriety around the world – among spectators and competitors alike.

In 1933 it hosted an extraordinary battle between two of the greatest racers of the decade: Tazio Nuvolari and Achille Varzi, the pair swapping the lead time after time, and the race only being settled on the penultimate lap when Nuvolari's Alfa Romeo, run by Enzo Ferrari, overheated and caught fire, leaving Varzi's Bugatti to win.

Grand Prix racing in the late 1930s was dominated by the Mercedes and Auto Union teams from Germany, while French interest



But the record for Monaco wins stands at six for Ayrton Senna – this was the first in 1987.

centred on the exploits of Bugatti in the Le Mans 24 Hours, so in 1938-39 the Monaco Grand Prix did not take place. However, its fame as a racing venue was illustrated in August 1945 when officers of the 36th American Infantry Division decided to hold a regularity trial on the streets of Monaco to improve troop morale. The war was over and the GIs wanted to go home but they had to stay for a while longer. They competed in Jeeps and GMC trucks.

The Principality was keen to revive the race, but plans for an event in 1949 had to be cancelled when Prince Louis died. His son Prince Rainier took over and organised what would be the second round of the new Formula One World Championship, just a week after the very first race had taken place at Silverstone in 1950.

Money was a problem in the austere years after World War II and so the races in 1951 and '52 were held for sports cars, but Grand Prix racing returned in May 1955.

The Grand Prix became an integral part of Monaco culture and the annual sporting calendar. It is the place where F1 does many of its biggest sponsorship deals. It's the one event that everyone wants to see and every driver wants to win.

The track has changed little since the 1920s,

'The Principality does not possess a single open road of any length, but has only ledges on the face of a cliff'

Michael Schumacher matched Hill's tally of five victories, the first scored with Benetton in 1994...



even if the city around it is barely recognisable as a result of development. The Casino and hotels remain the same, but everything else is different. The tramlines of the 1930s were taken up but only minor changes were made to the track until 1973, when a new section of road had to be built to skirt around the new Swimming Pool and an extra loop of track was added around the Rascasse restaurant, replacing the old Gasworks hairpin.

There were some spectacular accidents along the way, not least in 1955 when Alberto Ascari crashed into the harbour at the chicane while leading the race, though he came bobbing to the surface after a few anxious seconds. It happened again in '65 when Australian Paul Hawkins went over the side in a Lotus. He too emerged unscathed. Two years later, however, Lorenzo Bandini crashed his Ferrari in the same place and was killed when his car caught fire.

Monaco often threw up unusual results, with unexpected victories for Maurice Trintignant in 1955 and '58, and for Jean-Pierre Beltoise in the wet in 1971. The great Jim Clark never won the Monaco Grand Prix, but Graham Hill won an astonishing five times, gaining the nickname 'Mr Monaco' with his victories in 1963-65, 1968 and 1969. This beat Stirling Moss's record of three



Fernando Alonso took the first of back-to-back wins in 2006 and considers the circuit as a “special place to go racing”.

victories in 1956, 1960 and 1961. Alain Prost won four Monaco GPs in the 1980s, including a wet event in 1984 when the race was stopped early as a young Ayrton Senna was catching Prost (and behind Stefan Bellof was catching them both). Senna became the dominant force in Monaco, winning six times between 1987 and 1993, while Michael Schumacher carved a place in the record books with five wins between 1994 and 2001. In modern times, both Lewis Hamilton and Nico Rosberg have claimed three victories, joining Moss and Jackie Stewart.

THE BIG ONE

For most drivers Monaco remains one of Grand Prix racing's great challenges.

“Monaco is a really special place to go racing, and it's easy to see why it's such a famous venue for a Grand Prix,” says Fernando Alonso. “It's one of the most technically challenging circuits of the year simply because of the level of skill and concentration you need to get around lap after lap 78 times, as well as negotiating the traffic, strategy, weather and everything else this crazy race throws at you.”

For Daniel Ricciardo, who suffered heartache in 2016 when a bungled pit-stop robbed him of victory, and delight when two years later he scored a memorable win in a failing car, it is the race that gives him the biggest buzz.

“It creates the most adrenaline and excitement,” he says. “The circuit is insane; I don't want to say that we shouldn't race cars on it because we should and it's the best thing ever, but it's crazy to think we race around the streets so close to the walls like we do. I just love the whole atmosphere, there's a lot of intensity, and the risk and reward is the best of the year.”

But with the advent of the COVID-19 pandemic the race has had to stop. And no one has been immune to its impact, even Prince Albert II of Monaco, who after recovering from COVID-19 spoke about the need for unity.

“We are enduring a major health crisis that is breaking into our hectic daily lives and that can sometimes distance ourselves from the real objectives of our existence,” he said. “Every crisis is also an opportunity. We must hope that the current global health emergency will help humankind realise the importance of global unity. During this confinement period we must envision the future and choose to travel down a path of worldwide solidarity, dialogue and co-operation.”

But despite the impact of the pandemic, Monaco will be back. It remains one of the great success stories of motor racing. It was an audacious plan, but it worked out in spectacular fashion. Others have sought to emulate that success ever since. Indeed, there is a reason that Singapore and Abu Dhabi both adopted the idea of racing around a harbour. ◀



Prince Albert II of Monaco and Princess Charlene of Monaco with FIA President Jean Todt and Ferrari F1 driver Charles Leclerc.

‘We must hope that the current health emergency will help humankind realise the importance of global unity’

PRINCE ALBERT II OF MONACO

‘Everything was in place, but it became impossible’

Michel Boeri, President of the Automobile Club de Monaco explains why the complexities of staging a grand prix in the Principality meant cancellation of this year’s event due to COVID-19 was unavoidable



ACM President Michel Boeri sympathises with other ASNs facing calendar disruption.

How saddened are you personally that the Monaco Grand Prix will not be held for the first time since 1955?

Everything was in place, the construction of the circuit had started and we had already sold more than 80% of the tickets. Unfortunately, it became impossible to fight against an epidemic that was gaining ground, and with the FIA and Formula 1 announcing that the events of the month of May could not be held, we had no other choice. Such a decision was not taken lightly and after careful consideration as to the gravity of this crisis worldwide, it was with great sadness that the ACM Board of Directors took the decision to cancel the 78th Formula 1 Grand Prix de Monaco and the 12th Grand Prix de Monaco Historique.

When the announcement was made, the Automobile Club de Monaco was very quick to confirm

that it was not a postponement but a cancellation. Can you explain why the F1 grand prix and the Grand Prix de Monaco Historique could not rescheduled?

It is not realistic. To ask the 1500 volunteers to switch their availability from May to August, or companies, some of which are far from here, to come back and build the circuit later? It was impossible. We were stuck.



Michel Boeri (back right) applauds 2018 race winner Daniel Ricciardo as he receives his trophy from Prince Albert II.

In addition, we are not the only ones in the Principality of Monaco: there are so many events between August and October, we cannot overlap, especially when we know that it takes us 45 days to build the circuit and 25 to deconstruct.

A Formula 1 season without a Monaco Grand Prix is hard to imagine. Why does the race continue to capture the imagination?

We are a strong team, working together since 1972, with a certain knowledge and experience. Here in Monaco, we know how to entertain in a unique setting. Each grand prix has its specificity, and in this area we are trying to do well. Jean Todt, the President of the FIA, knows this and I'm sure he is fully according us his confidence. For the moment, however, we are thinking of all our friends, organisers, promoters, ASNs, clubs, teams, and all other persons involved in motor sport who now have to face to the same difficulties we resolved two months ago.

‘Such a decision was not taken lightly and after careful consideration as to the gravity of this crisis’

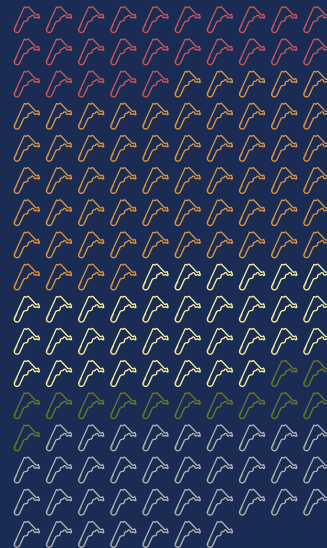
07 GLOBAL CIRCUIT MAP 2020

There are more FIA Grade race circuits than ever before with 315 currently worldwide compared to 200 just five years ago. Of these, over half (53 per cent) are in Europe but the rest of the world is catching up. There are now 46 circuits (15 per cent) in Asia and 40 (13 per cent) in North and Central America. And with new projects underway in places as far afield as Hawaii and Perth, this number is set to continue to rise.



40

NORTH & CENTRAL
AMERICA



167

EUROPE



9

SOUTH AMERICA

- FIA Grade 1 circuits
- FIA Grade 2 circuits
- FIA Grade 3 circuits
- FIA Grade 4 circuits
- FIA Grade 5 circuits
- FIA Grade 6 circuits

23

MIDDLE EAST & AFRICA

30

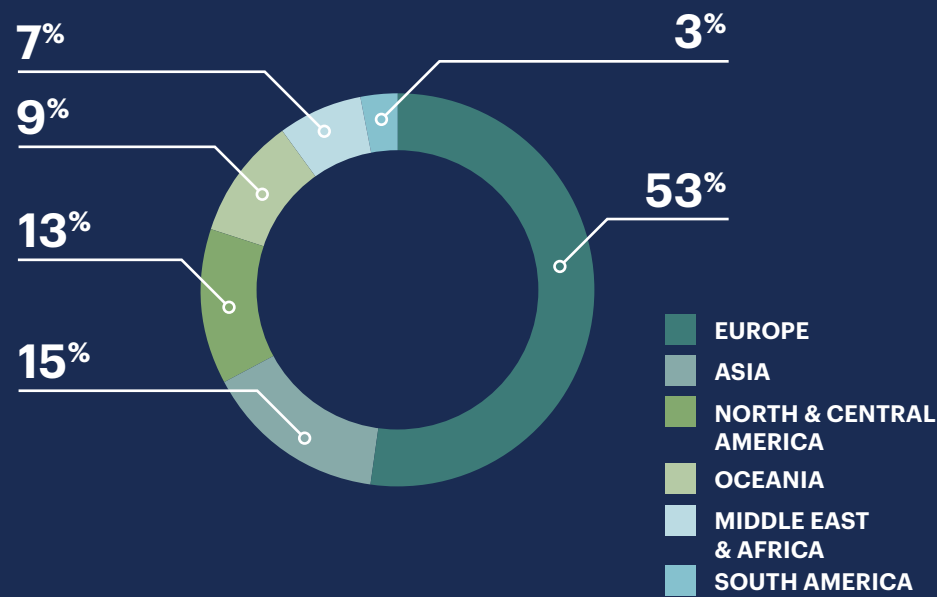
OCEANIA

46

ASIA

CIRCUITS BY CONTINENT %

The number of FIA Grade circuits in each continent by percentage. Europe has over three times as many circuits as the next region on the list.



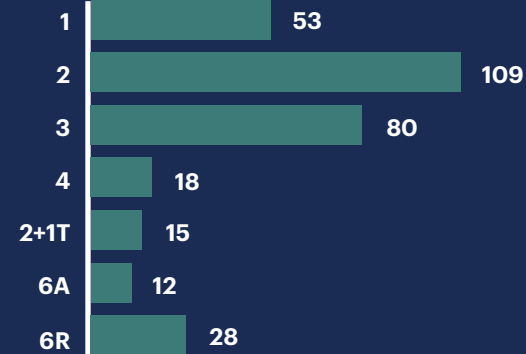
CIRCUIT GROWTH 2015-2020

200
2015

315
2020

WORLD CIRCUITS BY GRADE

Circuits are graded by category from 1-6, with the top grade for F1 events. Although there are only 22 circuits on the F1 calendar there are currently 53 eligible Grade 1 circuits worldwide with another 15 approved for F1 testing as 2 + 1T.



CIRCUIT LICENCE GRADES

The FIA licence grade is dependant on the type of cars that could be raced on the circuit in terms of safety and performance.

GRADE	CHAMPIONSHIP	WEIGHT/POWER RATIO	WEIGHT	POWER
1	F1	<1 kg/hp	733 kg	1000 hp
2	F2 / WEC	1-2 kg/hp	730 kg	620 hp
3	FE / F3 / WTCR	2-3 kg/hp	700 kg	350 hp
4	F4	>3 kg/hp	580 kg	160 hp
5	Electric & New Energy	Alternative energy vehicles		
6	EAC / WRC / Andros	All off-road competitions		
Other	EDC	Drag strips, Land Speed Record attempts		



The other Hamilton

08

One hundred years ago at the end of last month one of motor sport's most colourful characters was born – *Duncan Hamilton*

In an era of adventure, high risk and often astounding feats, Duncan Hamilton's story remains one of motor sport's most fascinating.

Born 100 years ago on April 30 in Cork, Ireland, James Duncan Hamilton's introduction to the world of motor sport came at the famous Brooklands circuit in the UK, where he would gain access to the pits through a mixture of charm and fake overalls.

Brooklands also opened Hamilton's eyes to aviation, and his eventful war years were spent in the Fleet Air Arm, where he was most frequently seen at the controls of Supermarine Seafires. He found post-war life boring by comparison,

and it was then that the motor racing bug really bit.

Works Ferrari driver Froilán González described him as 'the world's fastest wet weather driver'. However, Hamilton was no slouch in the dry either, and his many achievements behind the wheel included outright victory with Tony Rolt in the 1953 Le Mans 24 Hours and in the 1956 Reims 12 Hours with Ivor Bueb – both of which were achieved aboard works Jaguars.

In 11 seasons of top-class motor sport, Hamilton competed against such all-time greats as Fangio, Ascari, Villorresi, Castellotti, Moss and close personal friends Collins and Hawthorn, and gained a

Duncan Hamilton held his own against some of motor racing's best during the 1950s and won at Le Mans.

reputation as one of the sport's great characters. Dicing for the lead in the 1953 Oporto Grand Prix, he was forced off-track at 125mph, causing him to demolish a steel pylon and eliminate the city's electricity supply; not to mention break nine of his ribs, neck, jaw and a collarbone.

Even his famous Le Mans win was not achieved without pain, as he suffered a bird strike on the Mulsanne Straight that smashed both his Jaguar's aero-screen and his nose. Hamilton also managed to get himself fired for winning the Reims 12 Hours (he was deemed to have breached Jaguar team orders), only to promptly join Ferrari as a team-mate to none other than Juan Manuel Fangio.

Following the death of close friend Mike Hawthorn, Hamilton announced his retirement from motor sport in April 1959. Thereafter he focused on building a car dealership until his death in 1994.

**FINAL
LAP**
*the last
word*

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SINCE 1973

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Racing

With another double world title by its prestigious partners, OMP crowned another fantastic season as a world leader in the field of design and manufacture of safety equipment for race cars. Founded in Genoa, Italy, in 1973, OMP is controlled by Genoa-based SAYE group since 2008. Today OMP products are in all world racing championships, among which Formula 1; World Rally Championship - WRC; Rally Cross World Championship - WRX; Formula E; World Endurance Championship - WEC, Indycar Series; Nascar. OMP is one of the very few companies in the world which are able to offer a complete range of items dedicated to racecars and to drivers' safety, with over 2,000 products in its catalogue.



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A RACING MACHINE ON THE WRIST



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WORLD TIMER - JEAN TODT