

WOMEN IN MOTORSPORT newsletter



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FIA Girls on Track – Rising Stars winner Maya Weug. The 16-year-old is the first female student to join the Ferrari Driver Academy.

FIA Girls on Track – Rising Star Maya Weug becomes first female to join the Ferrari Driver Academy

YEAR-LONG FIA WOMEN IN MOTORSPORT TALENT SEARCH CHOOSES DUTCH/BELGIAN TEENAGER TO JOIN SCUDERIA AND EMBARK ON FULL SEASON IN FORMULA 4

After a year of intense preparation, training, scrutiny and pressure, Dutch/Belgian teenager Maya Weug has been chosen as the winner of the FIA Girls on Track – Rising Stars programme and will become the first-ever female student of the world-famous Ferrari Driver Academy. Sixteen-year-old Maya will now embark on the most significant journey in her young racing career with a one-year contract at the Academy and a full season in a Formula 4 championship certified by the FIA.

Launched in early 2020, the Rising Stars programme involved a global talent search for the next generation of female motor sport talent, with FIA-affiliate ASNs from around the world putting forward their best female competitors aged between 12 and 16 years of age for consideration. Twenty girls were selected to take part in a two-day shoot-out at the Paul Ricard Circuit in the south of France at the end of which just 12 went forward to the first of two training camps at the Le Castellet track. After the first camp 12 became eight and finally just four girls won through

to the final phase of the competition at Ferrari's famed Driver Academy in Maranello, Italy.

And after a gruelling five-day assessment Weug was chosen as the winner and as such the first female member of an academy that has over the years propelled stars such as Felipe Massa and Charles Leclerc to Formula 1 glory.

"I have no words to express my feelings right now," said Maya of her achievement. "It's been my dream for so long – since I started karting. Being with Ferrari is amazing and actually winning is just unreal. I'm super happy and thankful to the whole Ferrari Driver Academy and FIA for all their hard work. "It's been an amazing experience, I've learned a lot but definitely COVID made it difficult to travel and to be there on time. The other girls have made it very tough to be here right now and it's been amazing."

Looking to the future Maya added: "It will be my first season in F4 so I'm looking to improve myself every single race and it's a huge honour to be

with the Ferrari Driver Academy and to represent them and FIA Women in Motorsport. I'm going to make them proud and give everything I have and I'm going to aim for a top position, of course. You can't imagine how proudly I will wear this red T-shirt with the logo, it's amazing and I'll make them all proud, I'm sure."

FIA President Jean Todt congratulated the Spanish-born, Dutch/Belgian driver on her Rising Stars success, saying: "My warmest congratulations to Maya. At just 16 years old she has already had a lot of success in national and international karting. Becoming a member of the Ferrari Driver Academy and taking this step up to Formula 4 is the next important stage in her career.

"I also congratulate the other three finalists for reaching the final selection. The FIA Girls on Track - Rising Stars programme is key to our commitment to supporting gender diversity in our sport. I would like to thank the Ferrari Driver Academy and all our partners who have joined us in embracing such an innovative and positive initiative."



The final assessment at the Ferrari Driver Academy included in-depth analysis of the girls' performance in F4 machinery.

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The final involved a five-day programme that included assessment of the finalists' driving skills at Ferrari's Fiorano test track.

The congratulatory message was echoed by Michèle Mouton, President of the FIA Women in Motorsport Commission, who added that the finale of the Rising Stars programme represented an important milestone in the history of the Commission.

"This is an emotional and historic moment for the FIA Women in Motorsport Commission and I am incredibly proud to witness the first edition of the Girls on Track - Rising Stars reach fruition," she said. "Maya is very deserving of her place in the Ferrari Driver Academy and I am sure she will demonstrate even more of the talent and determination to succeed she has shown us throughout the whole selection, training and assessment process. That she is the first female student at the Academy, detected through our programme, is quite an overwhelming feeling."

The Commission President also hailed the achievements of the three girls narrowly beaten by Weug.

"Many congratulations also go to Doriane Pin, Antonella Bassani and Julia Ayoub who have also shown real talent, potential and motivation over the past months," she added. "My sincere thanks also go to all our partners who have supported us in what I hope will be the first of many such programmes. This initiative is the pinnacle of our various Girls on Track activities and delivers concrete contractual support to a young female racer; I am really looking forward to following Maya's journey through the Ferrari Driver Academy and this forthcoming Formula 4 season."

Scuderia Ferrari Team Principal, Mattia Binotto, said: "This is an important moment in the history of Scuderia Ferrari and its Academy, the FDA, set up to shape the drivers of the future for our Formula 1 team. Now, thanks to the partnership with the FIA and its Women in Motorsport Commission in the Girls on Track - Rising Stars programme, for the first time, a female driver will join the Ferrari Driver Academy. She is Maya Weug and over the course of this year, she will progress along with



The second Training Camp gave many of the girls a first taste of single-seater racing in F4 cars.

us and also take part in one of the F4 Championship – Certified by FIA series, the category seen as the first step in single-seaters on the road to Formula 1. Maya's arrival is a clear indication of the Scuderia's commitment to making motorsport increasingly inclusive, in line with the hashtag supported by the entire Formula 1 community, #weraceasone."

For the other three finalists Ferrari has awarded each a test session in its Ferrari 488 Challenge EVO, the GT racing car eligible for the most renowned single-marque championship, the Ferrari Challenge.

The FIA Girls on Track - Rising Stars is a four-year programme and, as such, 2021 will also host a second call for talent among the FIA's ASNs and the same process will result in a second female driver potentially becoming part of the Ferrari Driver Academy in 2022.

The FIA Girls on Track - Rising Stars video series provides a unique insight into the drivers' journey through this rigorous and exhilarating programme. It is available via the FIA YouTube channel YouTube - FIA Girls on Track - Rising Stars

"This is an important moment in the history of Ferrari."

Mattia Binotto

FIA Women in Motorsport
Commission President Michèle
Mouton with Scuderia Ferrari
Team Principal Mattia Binotto.



The road to finding motor sport's rising stars

DESIGNED TO IDENTIFY THE BEST 12-16 YEAR-OLD DRIVERS FROM AROUND THE WORLD AND PUT THEM ON THE ROAD TO PROFESSIONAL MOTOR SPORT CAREERS, THE FIA GIRLS ON TRACK – RISING STARS PROGRAMME INVOLVED 20 CANDIDATES SELECTED FROM 145 INTERNATIONAL SPORTING AUTHORITIES, ONE ICONIC RACING PARTNER AND FIVE TOUGH STEPS TOWARDS THE ULTIMATE PRIZE OF A CONTRACT WITH THE FERRARI DRIVER ACADEMY.



STEP 1 – DETECTION AND SELECTION

Launched with support from the FIA Innovation Fund, and in association with its first partner, Scuderia Ferrari, the FIA Girls on Track – Rising Stars programme began in early 2020 with a worldwide detection among the FIA's 145 national sporting authorities, each of which nominated promising young drivers with national or international racing experience.

In May, the global detection phase resulted in 20 drivers being selected from across five continents and invited to a shoot-out in October hosted by the Winfield Racing School, the iconic and historic racing school based at the Circuit Paul Ricard renowned for being the nursery for most of the well-known drivers from the '70s to the '90s.

Once in Le Castellet the 20 girls selected would be whittled down to 12 who would then undergo separate karting and Formula 4-focused training camps in October and November, also hosted by Winfield Racing School along with kart partner, Praga.

The final stage would then see four selected to attend a one-week course at the Ferrari Driver Academy, also in November. Based in Maranello, Italy, the aim of the Academy is to help shape drivers across different aspects of personal preparation and driving technique, as well as introducing them to the sport's economic and media world.

There one of the drivers could be awarded a one-year contract with the Ferrari Driver Academy for an FIA Formula 4 season in 2021, with her potentially making history by becoming Ferrari's first-ever female racer.

STEP 2 – SHOOT-OUT IN LE CASTELLET

The second phase of the Rising Stars programme took the 20 girls selected from the detection phase where they underwent an intense two-day assessment designed to identify the top 12 who would go forward to the next stage of competition.

On day one the girls were split into six groups for a track walk, safety briefing and a series of workshops devised by driver performance centre 321 Perform, which has over 15 years of experience with drivers in Formula 1 and its support categories, as well as in Formula E and the FIA World Rally Championship. During the workshops the girls were given insights into the importance of mental and physical welfare and nutritive development. The day also included a media awareness and training workshop where interviews, playbacks and analysis underlined the value of effectively interacting with the media and its various audiences, and the importance of personal presentation in every aspect.

The girls also got their first taste of go-karts and, after a period of track familiarisation, were encouraged to set 'hot laps' around the 964m circuit, benefiting from the feedback of the Winfield Racing School coaches who talked them through their racing lines, acceleration and braking points. They also had the chance to evaluate Pirelli tyre performance ahead of the following day's qualifying simulation.

On day two, the girls were back out on track, again in two groups, and had the opportunity to demonstrate what they had learned from the Winfield Racing School coaches the previous day. Taking part in a full race simulation, they competed in warm-up, qualifying and a super pole shoot-out before concluding with 15 lap races in their Pirelli-shod Praga karts.

And at the end of the day's activities, the 20 candidates were reduced to the dozen lucky girls who would progress to the following day's three-day karting camp.

The 12 chosen to progress were: Julia Ayoub (15, Brazil), Antonella Bassani (14, Brazil), Jessica Edgar (15, Britain), Matilde Ferreira (14, Portugal), Esmee Kosterman (15, Netherlands), Lola Lovinfosse (15, France), Mariana Machado (16, Portugal), Toni Naudé (14, Switzerland), Doriane Pin (16, France), Ella Stevens (14, Britain), Maya Weug (16, Netherlands/Belgium), Lilly Zug (14, Germany).

The programme featured karting and F4 running as well as off-track tutorials.



STEP 3 – KARTING TRAINING

There was little time for the 12 girls who successfully graduated from the opening Rising Stars Training Camp to rest on their laurels as less than 24 hours later they were back in the classroom for the first of three even more intense days of preparation, and scrutiny.

On day one, the girls again worked through workshops focusing on body and mind with sessions designed to highlight the value of an added advantage over the competition. They were also given guidance on physical training regimes, mental and physical preparation, recuperation and stress management. Nutrition was a central focus to help the girls realise a peak level of fitness, and therefore performance. There was also a follow-up media training session.

Before taking part in any on-track sessions the girls were given an in-depth data debrief of the previous day's race simulation, a session that helped them to analyse where improvements could be made. They could then put the lessons learned into practice with further hot laps and debriefing sessions with the Winfield Racing School coaches throughout the day.

Day 2 saw the girls take to the track for their last opportunity to shine on the 1.0km layout.

The 12 girls had just eight minutes of intense track time to secure a top position in qualifying before debriefs with their coaches helped identify further areas for improvement.

The drivers then headed back out for the all-important five-lap Super Pole. The final 15-lap race rounded out the competitive action, which was scrutinised by Jury member and President of the FIA Karting Commission, Felipe Massa.

During the afternoon, the girls were once again split into groups for workshop sessions and their first taste of a Formula

4 simulator. With the following Training Camp focused on F4 racing, the opportunity to learn about the cars and experience the difference between karts and single seaters was invaluable for the youngsters who would win through to the next phase of the programme.

On the final day of the camp the girls who took part in the simulator session swapped places with those who had undertaken workshop sessions the day before and then it was down to the jury to decide which eight drivers would progress to the second, F4-oriented training camp. And in the end, the girls headed for the second camp were: Julia Ayoub, Antonella Bassani, Jessica Edgar, Esmee Kosterman, Toni Naudé, Juju Noda, Doriane Pin, and Maya Weug.

STEP 4 – FOCUSED ON FORMULA 4

After a few weeks away from the track the eight girls selected for the second Training Camp returned to the Paul Ricard Circuit where many got their first taste of single-seaters as they were introduced to Formula 4 racing cars.

The first full day proved intense for the eight drivers as they moved to a longer configuration of the track and following a recce of the 3.8 kilometre layout and a full briefing on the specifics of Formula 4 racing, the drivers took to the track for the first of four sessions in the Pirelli-equipped cars. After each session, individual video and data debriefs with the instructors gave a valuable insight into performance and areas for improvement, while also affording the jury members the opportunity to see how the young racers transferred the advice onto the track.

However, it was not all about track action and a technical workshop with Ferrari engineers underlined the importance of the driver/team relationship and the value of



The four Rising Stars finalists (l-r): Julia Ayoub, Antonella Bassani, Maya Weug and Doriane Pin.

communication and co-operation.

Later in the day FIA Girls on Track - Rising Stars partner, Pirelli, delivered another crucial element in the shape of a workshop focusing on the significance of tyre management and the role tyres play in on-track success.

The final day of the camp was almost all dedicated to track time and a full race simulation. After two 10-lap qualifying sessions the all-important six-lap Super Pole intensified the battle for pole position, as well as the honour of winning the Pirelli Award for the fastest Super Pole lap. Finally, after the 16-lap race and individual interviews with the jury, the eight drivers embarked on their final educational webinar covering safety and medical issues while the pivotal deliberations took place.

And after a nail-biting wait the four girls who would head to the fifth and final stage of the competition – a full week of assessments at the Ferrari Driver

Academy at Maranello – were revealed as, Julia Ayoub, Antonella Bassani, Doriane Pin, and Maya Weug.

STEP 5 – UNDER THE MARANELLO MICROSCOPE

After almost a year of intense preparation, training, scrutiny, pressure and performance, the FIA Girls on Track – Rising Stars journey reached its final destination, Ferrari's famous Driver Academy at the legendary marque's headquarters in Maranello.

After mandatory PCR tests prior to arrival in Italy, as well as on-site at the Academy, the drivers underwent a full medical, nutritional and physical assessment. They also took part in a media workshop and technical training.

The girls were also able to get first-hand experience of some of the unique driver improvement techniques used at the Ferrari Driver Academy including

innovative neuroscientific methodologies that allow an objective and constant analysis of potential progression. They learned about biofeedback training – a mind and body technique – that helps to make subtle changes to the body and can thereby enhance the management of sports stress and recovery, and the ability to control emotions under pressure.

Ahead of their two test days in the Formula 4 cars, the youngsters also had a session in a Formula 4 simulator, underwent seat fittings and a final assessment to judge their levels of learning and improvement. The final two days then gave the girls a final opportunity to impress the Ferrari Driver Academy experts with their on-track skills.

In the end, though, there could be only one winner and after intense deliberation in which it proved tough to separate the girls, the FIA Girls on Track – Rising Star was named, with Maya Weug taking the prestigious prize.

Special recognition given to two Rising Stars

South Africa's
Tyler Robinson.



The initial shoot-out stage of FIA Girls on Track – Rising Stars proved a tough one for the programme's judges who had to whittle down the 20 girls chosen from ASNs worldwide to just 12 to go through to the first training camp.

The process meant that a number of highly promising talents failed to progress, but two showed such promise that they were singled out for special recognition by the programme's organisers.

South Africa's Tyler Robinson, the youngest participant at just 12 years old, was awarded a seat supported by the FIA Women in Motorsport Commission in this year's CIK-FIA Karting Academy Trophy.

Hailing from Meyerton near Johannesburg, Tyler's biggest achievement to date was winning the 2019 F400 King Price Series in the Junior F200 Class and she has also enjoyed success in Junior Midgits and has competed in Rotax class races nationally.

As well as her upcoming racing in the year's CIK-FIA Karting Academy Trophy she also hopes to win both a ROK Cup & Rotax SA National Championship over the next two to three years before graduating to single seaters.

"When I heard I was selected for the series in Europe I was just so shocked and I didn't know what to do with myself," said Tyler. "Since then I've been preparing for it, doing my workouts, practicing so so hard, learning new things, and trying to improve my overtaking and race craft. I'm just so excited and so ready to go racing overseas, it's going to be awesome and so much fun."

Thirteen-year-old Indian-born Aashi Hanspal also made an impression on the judges and as such she was awarded two paddock passes for a round of the FIA Formula One World Championship for demonstrating the most impressive level of progression during the two-day shoot-out.

Aashi, from Mumbai, is currently training at the city's Rayo Racing Academy and is also receiving training for 2-Stroke Rotax Karting with Meco Motorsports, Bangalore. In her first year of Karting Aashi has won multiple podiums in a number of championships including the 2019 FMSCI JK Tyres National Karting Championship. In all she scored a total of five podium finishes in her debut season, four of which were at national championship level.

Indian racer
Aashi Hanspal.





The finalists with FDA Head Marco Matassa, Ferrari Sporting Director Laurent Mekies, WIM Commission President Michèle Mouton and Ferrari Team Principal Mattia Binotto.

Unique Pirelli tyres presented to Doriane Pin and Ferrari

As part of the FIA Girls on Track - Rising Stars programme, the quickest driver over one lap was presented with a special award by Rising Stars partner, Pirelli. The wind tunnel tyre, an award iconic in Formula 1, commemorates securing pole position at each Grand Prix.

The recipient of the award was France's Doriane Pin who posted the fastest lap of the Super Pole competition at the second Training Camp at the Paul Ricard Circuit, where the girls focused on running in Formula 4 cars.

Speaking about her quickest Super Pole lap, Doriane said: "After working hard with the engineers, I was able to put everything in place to take the best lap and be consistent afterwards."

She also highlighted tyre management over longer stints saying: "If you start with new tyres and use them well, warm them up well, they are good for the next laps. If you are careful and have good technique, you can use them in the long term."

To commemorate the first edition of FIA Girls on Track - Rising Stars, Scuderia Ferrari Team Principal, Mattia Binotto, was also presented with a unique full size version of the Pirelli Pole Position Award, signed by Michèle Mouton and all four drivers, to mark the collaboration and commitment by the FIA, Ferrari and Pirelli to support young talent and equal opportunities.

"For Pirelli it's a great pleasure to back this initiative because it's absolutely aligned with our tradition of supporting young driver programmes, which is something we have been working on together with the FIA for

many years," said Mario Isola, Head of F1 and Car Racing at Pirelli. "With the FIA Girls on Track - Rising Stars programme, we share a common goal and mission with the FIA and Ferrari: promoting the progression of young women in motor sport, to support equal rights and opportunities on track as well as in everyday life. To celebrate the start of this ground-breaking programme, we have created a dedicated full size version of our Pirelli Pole Position Award - the wind tunnel tyre given to the Formula 1 driver setting pole position at each grand prix - which has been signed by all the girls taking part."



Doriane Pin with her quickest lap award from Pirelli.



FIA Women
Assessment
Program

28 & 29 August

Looking back at a decade of diversity

LAST YEAR THE FIA WOMEN IN MOTORSPORT COMMISSION CELEBRATED ITS 10TH ANNIVERSARY. IN THE WAKE OF THE LANDMARK, COMMISSION PRESIDENT MICHÈLE MOUTON REFLECTS ON MORE THAN A DECADE OF INTENSE EFFORT, ACTIVITY AND ENGAGEMENT AND EXPLAINS WHY THE MISSION TO MAKE MOTOR SPORT MORE INCLUSIVE MUST GO ON

Drivers ent me

st 2018

Michèle Mouton: "There has been a positive shift in perception."

It seems incredible that last year we marked the 10th anniversary of the FIA Women in Motorsport Commission and I am very proud to have been its President since the beginning.

Collectively we have come a long way in that time, not simply as a Commission but as part of a global movement to increase gender equality around the world. Across every industry and profession, we have seen positive change but there is always more progress to make and we all have a role to play in pushing for even greater diversity. Only with time and continued effort will the scales become more balanced.

In our sport, I feel there has also been a positive shift in perception and new and exciting opportunities are opening up with encouraging frequency. A great number of major stakeholders are embracing change for the better, and there are now many more organisations and initiatives supporting the progression of women in all areas of motor sport.

When the Commission was established under the Presidency of Jean Todt, the task in front of us appeared enormous but we quickly established a membership of like-minded, passionate and driven people, both male and female. As with any new venture it took time to establish objectives, goals and policies before we could even start working on improving the position of women, but over time we established a range of strategies that encouraged awareness of inclusivity and therefore participation.

A key element in growing participation was the committed engagement of the FIA's network of

national sporting authorities. From the earliest days of the Commission our ASNs have been one of our greatest assets and their unflagging support has enabled us to reach out on a truly global scale.

Today, we are working with the ASN women in motor sport representatives from over 75 countries, and an increasing number of national women's commissions are being established. This represents genuine progress, as together we are a stronger force with a much more global presence.

It is a true example of a 'think local, act global' approach. Thanks to the support of the FIA via toolkits and materials that assist with the deployment of national activities, and through the sharing of ideas and best practice among Clubs, our ASNs worldwide have been able to help open eyes to the many opportunities available to girls and women looking at the sport as a career option. It is about driving change together, one of the priorities of the FIA and its #PurposeDriven movement.

As the years have passed, we have learned so much and while our core missions and goals have remained the same, that knowledge has allowed us to refine our activities, focus our initiatives and more successfully realise our ambitions.

In competition, it is evident that too few girls and young women are being encouraged to try motor sport at an early age. Against this background it is no surprise that so few have climbed the ladder to higher levels of our sport – there simply aren't enough girls competing to achieve a truly representative throughput of talent.



The Commission held its first major regional seminar in Qatar in 2014.



Organised in partnership with the QMMF the Commission's 2015 Women's Cross Country Selection was a success.



In 2010 the Commission began a successful multi-year partnership with Volkswagen to discover new female racing talent.

Our work at the grassroots level aims to tackle this imbalance and we have invested significant resources and expertise in developing initiatives to expose young women to motor sport, presenting it not just as a genuine sporting opportunity. We are determined to inspire young girls and demonstrate that our sport is equally open to them; increasing the numbers at the base of the sport is crucial.

Of course motor sport is not just about what happens behind the wheel and we remain committed to showing youngsters that behind our sport there is a great industry in which real and exciting career opportunities exist in fields as diverse as engineering, aerodynamics, logistics, marketing and media.

In this regard, I believe that our FIA Girls on Track initiative is particularly significant. Combining a taste of competition with an array of workshops that showcase various aspects of the sport, it is a programme through which the FIA and its ASNs have connected with tens of thousands of 8-18 year olds. We continue to roll out FIA Girls on

Track in countries around the world and while it will take time for the benefits to be felt, in the coming years I am sure we will see an increase in female participation, growth in the number of young women choosing third level studies oriented towards our industry and a greater female presence in the motor sport workforce in all departments.

In these strange and unsettling times, last year was a challenge for everyone. However, we are blessed to have creative and resourceful minds and determined characters within our ranks, and we have not been deterred by the restrictions imposed by the COVID-19 pandemic. Indeed, new and different opportunities have emerged, as we look to technology as a means of reaching an even wider audience. Our FIA Girls on Track – Virtual Experiences have been a great success and we will continue to develop this area of engagement, as these experiences have shown that there is a huge online community wishing to connect with and be inspired by successful women in our sport.

Last year we also launched FIA Girls on Track – Rising Stars. Designed to support young racers at an early stage of development this has also proven hugely successful. The fact that motor sport's most celebrated team, Ferrari, has joined as our first manufacturer partner is testament to the progress the Commission has made over the past decade. Ferrari's commitment to the goals

of the Commission and enthusiasm for the Rising Stars project is a great endorsement of the work we are doing. It gives me confidence that we are working in the right way, integrating the girls with their male counterparts from an early age, putting them in an environment in which they push themselves to compete against the best regardless of gender. I know from my own experience that to reach the top you have to take on and beat everyone,

in a mixed environment, and our partnership with the Ferrari Driver Academy will put our best young female racers in that position.

Our projects over the years are too numerous to mention individually, but it is particularly pleasing

that in our 10th anniversary year we saw the world's best female racers competing successfully at the top levels of the sport. I speak of the Iron Dames and the Richard Mille Racing Team, both of which had great seasons in the European Le Mans Series, as well as at Le Mans, despite the obvious difficulties imposed by COVID-19.

The Iron Dames claimed three podium places during the year, and both crews impressed at the 24 Hours of Le Mans with ninth place finishes in the GT and LMP2 categories. For many years I dreamed of seeing front-running female crews in professional teams and at last we have achieved that with the support of Deborah Mayer and Richard Mille, determined and passionate people providing concrete support for female racers. I know there is so much more to come from these teams and their drivers in 2021.

Finally, I would like to take the opportunity to thank everyone who has, and is helping to progress our work. It would not have been possible without the hard work of some faithful members and the FIA WIM team. Hopefully over the next 10 years this will continue to accelerate and we will see many more women fighting for the top step of their chosen podium.

"We are determined to inspire young girls and show our sport is open."

Michèle Mouton



Spanish racer María García won the 2018 CIK-FIA Karting Academy Trophy.



The Commission, in partnership with the FIA Drivers' Commission, held a two-day Driver Assessment in Spain in 2018.



Richard Mille Racing Team carrying positive momentum into 2021 season

FOLLOWING STRONG PERFORMANCES IN A TOUGH 2020 EUROPEAN LE MANS SERIES CAMPAIGN AND AN IMPRESSIVE FIRST TEAM OUTING IN THE LE MANS 24 HOURS RACE, THE RICHARD MILLE RACING TEAM, TATIANA CALDERÓN, SOPHIA FLÖRSCH AND BEITSKE VISSER, ARE LOOKING FORWARD TO AN EVEN MORE REWARDING SECOND SEASON AS THEY STEP UP TO THE FIA WORLD ENDURANCE CHAMPIONSHIP



Despite a challenging year the Richard Mille Racing Team ended 2020 in fine style by claiming a top-10 finish overall in the European Le Mans Series standings.

The 13th-place finish for the crew of Tatiana Calderón, Sophia Flörsch and Beitske Visser at the 4 Hours of Portimão event in October capped an impressive first year that not only saw Richard Mille bring together the first ever all-female crew to compete in the LMP2 class of ELMS but which also saw the outfit overcome the disruption caused by the global COVID-19 pandemic and beat accidents and injury to race to an eventual 20-point haul from the season's five events. Add in a successful Le Mans 24 Hours debut in September and 2020 is a year the team will look back on, if not with fondness, then with the satisfaction that comes from landmarks being reached and goals being met.

It could have been very different, however. Soon after the announcement of the team's formation and the news that F1 test driver and F3 racer Calderón and F3 star Flörsch would be led by team captain and experienced sports car competitor Katherine Legge, the global pandemic brought racing to a halt.

Despite the disruption, Giuseppe Bizzoca, Deputy General Manager of the Signature Groupe, which runs the Richard Mille Programme through its Signatech squad, says the team managed to prepare well for the rescheduled season.

"Fortunately, we decided to start this project at the end of 2019 with a driver selection and some tests in Bahrain and at Motorland Aragón," he says. "For this reason, lockdown was not a big issue to prepare the season. Unfortunately, the Silverstone race was cancelled, reducing the ELMS season from six to five meetings. What was difficult was that the championship calendar changed and it was difficult to manage the other racing commitments of our drivers. But all of them did their best efforts to be all the time involved and ready."

While lockdowns prevented real racing the team did manage to get behind the wheel during the downtime, taking part in the virtual 24 Hours of Le Mans race held in June, alongside Digital Motor Sport regular Emily Jones. Together the crew finished in 19th place overall.

The ELMS season finally got underway with the 4 Hours of Le Castellet in July but disaster struck when Legge crashed in practice, breaking her leg. She would be sidelined for the whole season and the incident left the team urgently needing a replacement. For the Le Castellet race that came in the shape of André Negrão. The Brazilian helped Calderón to a superb recovery as the new squad claimed

"To complete Le Mans without any mistakes was really impressive."

Giuseppe Bizzoca



The Richard Mille Racing Team crew finished 13th overall at the 24 Hours of Le Mans, 9th in LMP2.

The crew's efforts at Le Mans were rewarded with an impressive P9 in LMP2.

a fifth-place finish on its debut.

"The low point, for sure, was Katherine's crash in Le Castellet at the beginning of the season. It was the first time for us to have our driver evacuated to the hospital. To start the season like this, and more over losing our captain was very sad. But the team expressed a strong spirit and

reacted very well, using its best efforts to be ready and competitive as quickly as possible," reflects Bizzoca.

Negrão remained on board for the next round at Spa-Francorchamps but the crew was then joined by GT racer Beitske Visser and once again a committed performance saw the team reap a solid reward with a sixth-place finish.

While racing commitments in Formula 3 kept Flörsch out of the team at the first two events, she returned for round three, again at Paul Ricard, with Calderón this time

sitting out the action. At the Le Castellet 240, Visser and Flörsch took the team to 11th place overall.

The full female crew was soon reunited, however, and for perhaps the biggest moment of their careers to date – the 24 Hours of Le Mans. Delayed by the pandemic until September and taking place without its customary huge crowd, the 88th running of the world's biggest endurance race was nonetheless a major landmark for the female crew and for Richard Mille Racing. The crew's efforts at the wheel of the #50 Oreca 07-Gibson were rewarded with 13th overall and a hugely impressive P9 in the LMP2 class.

"They did an outstanding job, without the slightest mistake. They have our highest praise and respect for their flawless performance," said Signatech manager Philippe Sinault.

With a stellar Le Mans debut under their belts the team returned to the ELMS in October for the penultimate round of the

series, at Italy's temple of speed, Monza. There, Tatiana, Sophia and Beitske scored their third top 10 finish of the campaign with a battling drive to 10th place. The result kept them on course for a top-10 championship finish and when they claimed 11th place at the final round in Portugal it was enough to secure them 10th place overall, just half a point ahead of the Algarve Pro Racing Team.

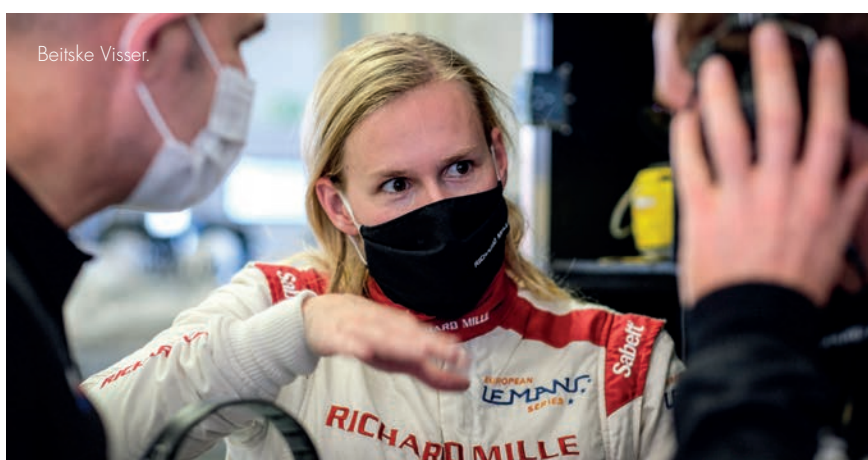
"There were a lot of highs during this first season," says Bizzoca. "One was definitely during the first test in Bahrain, where it was great to see the eyes of the drivers when they jumped out from the first stint in this LMP2 car. To feel their team spirit developing was fantastic, especially as each of the three drivers came with different experiences and with different career goals.

"Another high was to finish Le Mans for the first time with this new team," he adds. "To complete a full race with a high level of performance, without any mistakes on the track was really impressive. The girls gained a lot of respect from people in the paddock with that result."

And Bizzoca says that the team's successful first campaign provides plenty of positive momentum going into this year's competitions.

"The most difficult thing in endurance racing is to create team spirit and this for sure is now done," he asserts. "The fundamentals of endurance racing are now perfectly understood and applied and now we should improve other points such as traffic and tyre management."

This year, the team steps up its campaign and heads to the world stage, taking on a new and exciting challenge in the six-round FIA World Endurance Championship, again supported by the FIA Women in Motorsport Commission.



And ahead of this campaign, Amanda Mille is certain that the team is set to build on the success of its debut year and target even greater results.

"Last year was an extraordinary one in many regards," she says. "But the girls, and the whole team, came through it superbly, showing remarkable resilience, determination and courage. We've all learned a huge amount over the past 12 months and we will all go into this new season targeting even better results."



Racing the big rigs

TRUCK RACING MIGHT ONCE HAVE BEEN SEEN AS THE ULTIMATE BASTION OF MALE-DOMINATED MOTOR SPORT BUT THE SUCCESS OF FIA EUROPEAN TRUCK RACING RACE WINNER STEFFI HALM AND ROOKIE STAR ALIYYAH KOLOC ARE PROVING THAT WOMEN ARE IN IT FOR THE LONG HAUL

If motor sport has traditionally been a male-dominated sport then to the uninitiated racing massive machines more commonly associated with the burly world of freight haulage would obviously sit at the pinnacle of gender exclusivity. In the world of truck racing, however, nothing could be further from the truth – as regular FIA European Truck Racing Championship race winner Steffi Halm, and 16-year-old rising star Aliyyah Koloc prove.

Despite being at different stages of their career and hailing from different backgrounds, the drivers share many similarities. Both were keen on sport from an early age, with Koloc dedicating her youngest years to tennis, while Halm grew up playing handball.

Their routes to piloting the FIA ETRC's 5.3-tonne, 1,300bhp monsters have been markedly different though. Halm's journey began in the traditional manner, with the German driver starting karts at the age of five. She graduated to single-seater and later touring cars but in 2010 she received a phone call that was to alter the course of her career.

"I got a request from Markus Bauer who used to run the Tankpool24 team

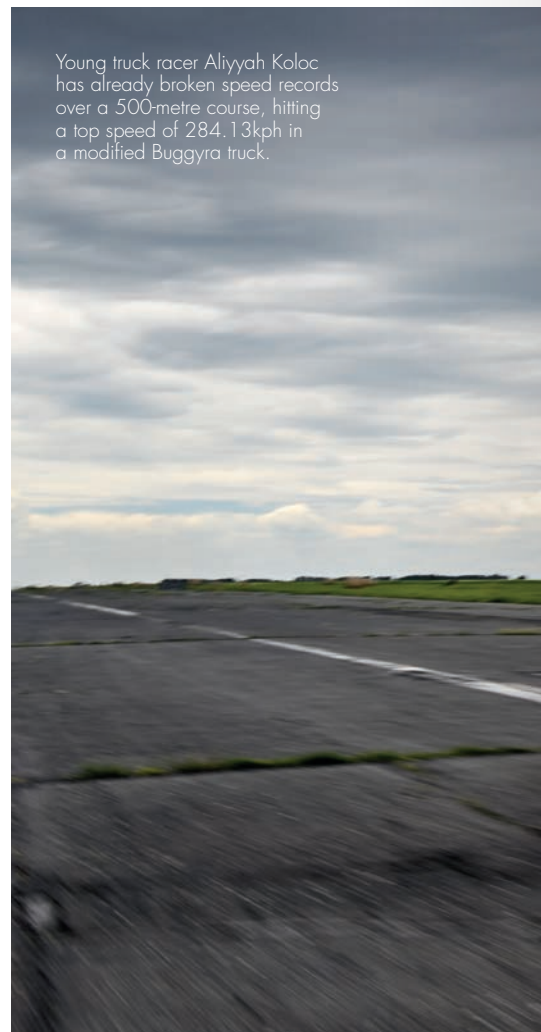
[in FIA ETRC]," she explains. "They wanted to get some publicity and tried to get Mercedes-Benz back to the championship. The idea was that a girl could help. I wasn't sure if I wanted to do it but I decided to try."

Her affinity with the category was immediate and following a partial campaign in 2011, she switched to trucks full time. Over the past decade, she has raced Mercedes-Benz, MAN and IVECO trucks, clinching two French titles en route to establishing herself as a regular race winner in the European Championship.

While Halm found her way to truck racing by good fortune, for Czech youngster Koloc, the category has been a way of life. "I've been going to races since I was nine months old and I've always enjoyed watching it," says Koloc, whose father Martin was a two-time class title winner in trucks in the 1990s.

But it wasn't until her tennis career was halted by injury that she considered getting behind the wheel. "For a short period of time I had nothing to do, so I tried the truck in winter testing, and I enjoyed it very much."

Young truck racer Aliyyah Koloc has already broken speed records over a 500-metre course, hitting a top speed of 284.13kph in a modified Buggyra truck.







Steffi Halm putting her IVECO through its paces at the Hungaroring.

"In trucks you have an air system and you feel nothing on the brakes."

Steffi Halm

Bitten by the racing bug, Koloc, along with her sister Jasmin, embarked on a swift and intense training programme, coached by the likes of FIA ETRC double titlist David Vršický and the Czech Republic's only Formula 1 racer to date, Tomáš Enge, who started a handful of grands prix for the Prost team in the early 2000s.

"I jumped straight into trucks but after a few months I started doing karts and buggies, and the Renault Clio Cup," explains Aliyyah, who has also sampled Formula 4 and GT3 machinery as part of a steep learning curve.

Despite her youth, Koloc has already earned a place in the record books, having broken two world records earlier this year. Using a modified Buggyra truck, she broke top speed records set over a 500-metre course from standing and rolling starts, hitting a top speed of 284.13kph.

Although the trucks racing in the FIA ETRC look much like their road-going counterparts, there's more to them than meets the eye.

To start with, the chassis of a race truck must withstand forces road trucks are not exposed to. Stiffness is key and therefore the main rail is reinforced. The engine is also moved as far backwards as regulations permit, to ensure better weight distribution and then there's the power – over double that of a standard unit. However, perhaps the most interesting aspect are the brakes. Pneumatic brake systems are unseen elsewhere in motor sport.

"The brakes are what took me the most time to get used to," says Halm. "In touring cars, you have a really hard brake pedal that you always get feedback from. In trucks you have an air system and you feel nothing when you're on the brakes. When the tyres lock-up, you don't feel it on the brakes, you just feel it with the steering wheel and with your bottom."

The weight of the trucks means that immense forces go through the brakes, causing them to overheat tremendously and as such they're water-cooled. Approximately 200 litres of water is carried onboard, meaning that a truck uses more water than fuel over each 30-minute race.

Add a unique seating position (in front of the front axle) and all-weather tyres an already tricky equation is made all the more complex, making truck racing a highly specialised discipline.

But despite the particular requirements of the sport, both Halm and Koloc harbour lofty ambitions.

"My goal is to get the most amount of experience, try to progress and win races," admits Koloc.

Halm, in meanwhile, will in 2021 aim for the highest prize in truck racing – the FIA ETRC crown. "The idea is not to stop until I reach that goal," she insists.

By virtue of Halm's success and Koloc's youth, the pair are the highest profile women in truck racing but according to FIA ETRC's Managing Director, Georg Fuchs, female representation in the sport is strong, in every area of the sport's activity.



Steffi Halm is aiming for FIA ETRC success in 2021.




Aliyyah Koloc: "My goal is to progress and win races."



Steffi Halm says braking is the trickiest aspect of truck racing to get used to.

"Even though Steffi and Aliyyah are in the spotlight, we have many women such as mechanic Judith Ehrmann, team manager Diana Hahn and data engineer Rosa Iębkowski," says Fuchs. "This very much reflects the spirit of the #OneTruckFamily and the FIA's #PurposeDriven campaigns - the spirit of belonging together irrespective of gender, race, ethnicity or job role."



Iron Dames power ahead in second season and eye expanded 2021 programme

THE IRON DAMES' SECOND SEASON IN THE EUROPEAN LE MANS SERIES ONCE AGAIN SHOWED THAT THE ALL-FEMALE CREW IS CAPABLE OF CHALLENGING FOR THE BIGGEST PRIZES IN THE LMGTE CLASS AND ACCORDING TO PROJECT LEADER DEBORAH MAYER THE TEAM'S CHANCES OF SUCCESS WILL EXPAND IN 2021 AS IT EYES EVEN GREATER CHALLENGES

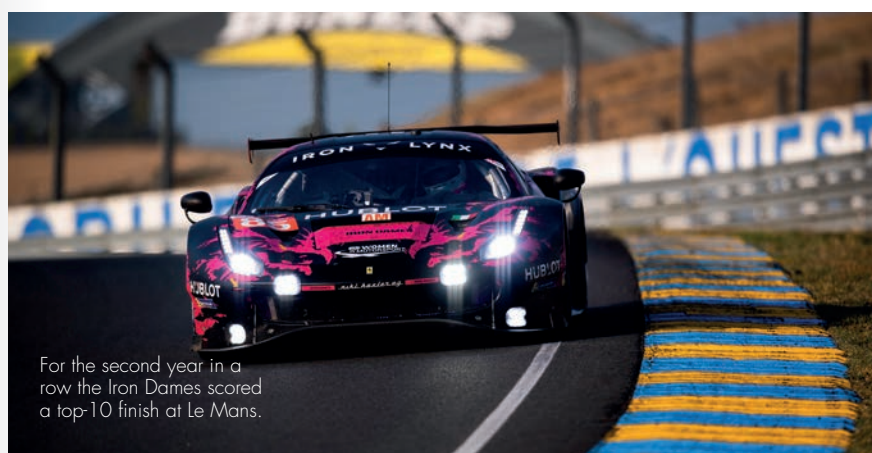
Going into the 2020 edition of the European Le Mans Series, the Iron Dames crew of Rahel Frey, Michelle Gattling and Manuela Gostner would have been forgiven for downplaying any expectations. After all, not only were the Iron Lynx Motorsport-run crew entering a season shortened by the coronavirus pandemic without the benefit of thorough testing, they were doing so with the expectation that they would match their outstanding debut campaign in which they finished fourth overall in the LMGTE category. No pressure then.

But while the lack of testing and uncertainty around restrictions across the continent made the season complex, the crew once again displayed the gritty determination and never-say-never attitude that characterised their debut season to repeat their overall championship position and edge past their season one podium tally of two with three top-three finishes in just five outings.

"It was a very complicated and challenging season because of COVID,"



The Iron Dames crew of (l-r):
Manuela Gostner, Rahel Frey
and Michelle Gatting.



For the second year in a row the Iron Dames scored a top-10 finish at Le Mans.

admits Iron Dames Project Leader Deborah Mayer. "First we were not starting as planned and second, also given the evolution of the pandemic, we couldn't test, so we had to directly jump into the competitions straight from the previous season.

"It was also complicated because we had the championship condensed into four months. Competitively and family-wise it was tough. Manuela is a mum of two children, everyone was coming from different countries – Rahel from Switzerland, Michelle from Denmark – so it was difficult for everyone.

"However, the Iron Dames had a fantastic year and I'm very proud of what they and all the Iron Lynx team achieved," she adds. "They had three amazing podiums and completed the 24 Hours of Le Mans for the second time in a row with a brilliant ninth position in the LMGT Am category. It was very important that their second season in competition constantly progressed in the best way compared to the previous season and thanks to Iron Lynx, our



The Iron Dames crew scored their third podium of 2020 at Monza.

drivers could progress and strive for the best. I'm convinced we will now see them even stronger again."

The crew's season got off to a spectacular start at the rescheduled season-opener at Le Castellet in July, with Frey bringing the team's Ferrari 488 home in third place behind the race-winning Proton Competition team and the second-placed Kessel racing crew.

Sixth place at the second event, the 4 Hours of Spa-Francorchamps, brought the team another eight points but the crew didn't have to wait long for their second champagne moment of the season as just three weeks later the trio made it to the podium with another third place, at the Le Castellet 240 event.

The P3 finish was bittersweet, however, as for a long period class victory seemed to be within the women's grasp. A strong opening stint from Gostner put the crew in contention and then, following incidents elsewhere, Frey surged to a 30-second lead. However, a late safety car erased the gap to rivals and they were edged out to third by the fuel saving Spirit of Race crew who had pitted just before the caution and the Porsche of the Proton Competition team. However, despite the disappointment,

the 15 points gained at the Circuit Paul Ricard kept the Dames in fourth place overall, 10 points off the AF Corse squad with just two rounds remaining. Before those rounds, however, the Dames had another challenge to tackle – the 24 Hours of Le Mans.

And for the second year in a row the crew secured a top 10 finish in the LMGT-E Am category, taking ninth place.

"Le Mans was a big challenge, not only logistically but with no tests and the competition being condensed into three days," explains Mayer. "It meant there was almost no time to settle into the race preparation and gather strength. Emotionally and physically it was really tough.

"There was also the whole tension of getting to Le Mans, because until the last moment it was not sure the competition could take place. There were many restrictions so even more of a burden on the team, and everyone in the paddock. But in the end it went well and our team of amazing engineers, mechanics, and management personnel did a really great job."

With the world's biggest endurance race complete, the Iron Dames returned to

ELMS and at the 4 Hours of Monza they scored their third podium of the year.

After a tricky start dropped her to seventh from fifth on the grid, Gostner recovered to P4 and after a full course yellow gave the crew a free pit stop, Frey powered through to third place with a series of fastest laps. She handed over to Gattling with 1 hour and 45 mins left on the clock and the Dane drove a faultless stint to seal the crew's third P3 finish of the season.

The Dames went into the final race of the season, the 4 Hours of Portimão, targeting third place in the championship, and when Gattling put their Ferrari 488 on P3 of the grid on Saturday, the goal looked achievable. In the race, though, problems struck and after holding third place early on, a brief on-track stoppage for Gostner dropped the crew down the field. The Dames put in a superb recovery drive but ultimately were forced to settle for sixth place and fourth place in the overall standings.

"The whole season went really well. The only sad thing is that, given all the work done and the motivation the Iron Dames ended just one point away from third place in the championship," says Mayer. "But it gives us a lot of satisfaction and positives to take away for this year. Within a very short period of time they managed to take several steps forward."

As well as the ELMS and Le Mans outings, the Iron Dames competed in the Michelin Le Mans Cup, with Mayer joining Gattling at the wheel of a second Ferrari 488 GT3, and in the European Ferrari Challenge Championship where Michelle gained top results including a first place in the final round of 2020 at Misano circuit.

With another strong season under their belts Mayer now says the Iron Dames are well placed to take on an even bigger challenge this year.

"Depending on the evolution of the COVID situation the plan is to contest the World Endurance Championship,

European Le Mans Series, Michelin Le Mans Cup and the Ferrari Challenge Europe, with the 24 Hours of Le Mans in the pipeline, we hope," she explains. "We are closely monitoring the evolution of government regulations, especially in Europe. We have already done some tests, but we are watching closely the situation.

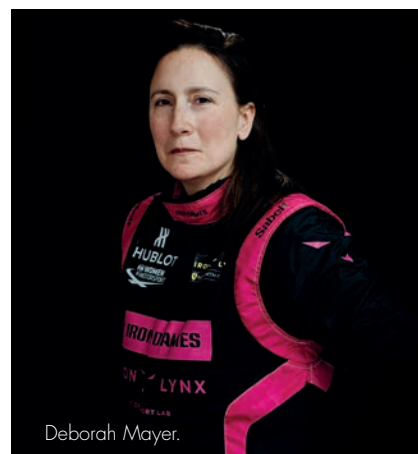
"It's a big programme to do WEC as well as the ELMS, but it's the next step from what we achieved in 2020 and it is the right time to do it," she adds. "The team is there to support the pilots, we have the perfect structure with Iron Lynx, and we are ready to jump into this new challenge."

The proposed expanded programme will also give the Iron Dames a wider platform on which to promote female involvement in motor sport, a commitment Mayer is passionate about.

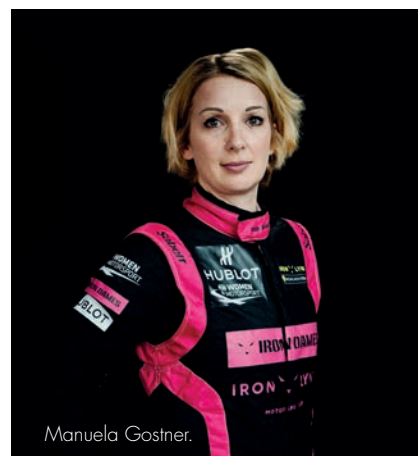
"I have immense pride in the Iron Dames programme, and I'm very happy because from the beginning we really wanted to promote women in motor sport. Working together with the FIA Women in Motorsport Commission, we are successfully doing this and helping to give females the opportunities they deserve.

"We want to develop the 'Be an Iron Dame' message," she concludes. "We want to show that no matter who you are and what you want to do, you can take a grip of your life, achieve things and be driven by dreams. We want to show women deserve a place in motor sport. The Iron Dames is one project but we want to see more females in every role with our team. We already have many women in the team at different positions and they deserve to be recognised. I'm very proud of their achievements and extremely grateful to Iron Lynx for the work done. We're all really looking forward to the months and years ahead."

The docu-series - "Racing Beyond Limits" – tells the incredible story of the Iron Dames and can be watched on YouTube: bit.ly/RacingBeyondLimits



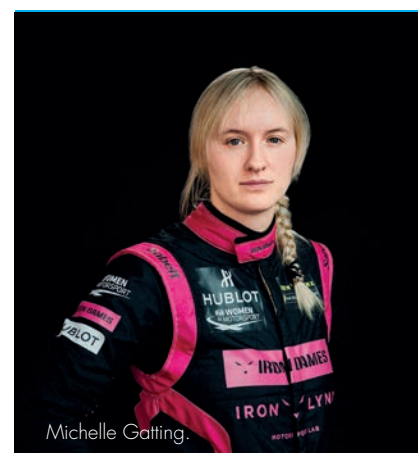
Deborah Mayer.



Manuela Gostner.



Rahel Frey.



Michelle Gattling.

Cristina Gutiérrez teams up with rally legend Sébastien Loeb at Lewis Hamilton's X44 team.

All photography: Extreme E/Charly Lopez



Extreme E line-ups take shape as more female drivers are confirmed

THE INNOVATIVE ELECTRIC OFF-ROAD SERIES HAS PUT DIVERSITY AT THE HEART OF ITS COMPETITIVE PHILOSOPHY AND A HOST OF NEW FEMALE RACING RECRUITS HAVE JOINED AS PART OF THE MANDATED MALE/FEMALE CREWS



Since its launch Extreme E has put equality at the heart of its regulations, with teams required to field a male and a female driver as part of two-driver crews, and in recent months a host of top female racing talent has been confirmed for the innovative new electric off-road series. The series is set to kick off in the Spring of this year in Saudi Arabia with FIA Women in Motorsport branding present on all cars.

The first announced was American off-road truck racing champion and X Games medallist Sara Price who will be joined by fellow off-road racer and six-time Pro 4 champion Kyle de Luc at the Chip Ganassi Racing Team. Since then a number of other high profile teams have announced their full line-ups.

At seven-time Formula One world champion Lewis Hamilton's X44 team, up and coming Spanish rally raid driver Cristina Gutiérrez partners Sébastien Loeb. In 2017 Cristina made history by becoming the first Spanish female driver to finish the Dakar Rally in the car category, finishing fifth place among the debutantes. She's since completed the rally four more times. This year, on the very first stage of the rally in Saudi Arabia, Cristina again wrote herself in the record books, posting the fastest time in the Lightweight Vehicles class to become the first woman to win a Dakar stage since Jutta Kleinschmidt in 2005.

Prior to heading for the Dakar, Cristina along with many of the newly signed female drivers took part in Extreme E's first group test in Barcelona in December.

"Testing has been brilliant and I've loved adapting to the new car and figuring out how it works,"

she said. "Each hour I've been here has been better than the one before and I've been able to learn so much already from Sébastien and the team. I can't wait to be able to start racing."

The ACCIONA | Sainz XE Team has also opted for Dakar experience for its line-up and alongside rally and cross country legend Carlos Sainz, the team has drafted in Spanish motorcycle star Laia Sanz.

A 13-time Trials World Champion and a five-time winner of the World Enduro Championship, Laia has also finished the Dakar Rally on two wheels on 11 occasions. Her participation in Extreme E represents her official move from motorcycling to sports car racing.

"Everything was new for me, but it was great fun adjusting myself to the Extreme E car," she said of her first test with the series' ODYSSEY 21 car. "My previous experience in off-road racing will definitely come in handy and I have also a great teammate to make sure we are up there when the season begins."

Over at Rosberg Xtreme Racing (RXR), the team fronted by 2016 Formula One world champion Nico Rosberg, three-time FIA World Rallycross champion Johan Kristoffersson will be partnered by Australian rally star Molly Taylor.

The 2016 Australian Rally Champion was also on hand in Barcelona for the first group test. "It's been a fantastic two days with the team and driving the RXR ODYSSEY 21 in Spain," she said. "It's mine and Johan's first time driving the car at full power and to drive it across two very different track layouts has been very useful and a lot of fun."



Catie Munnings will race for the Andretti United Extreme E team.



Christine Giampani of Hispania Suiza Xite Energy (HSXE).



Laia Sanz has signed for the ACCIONA | Sainz XE Team.

"We seem to be learning a thousand things every kilometre which is super useful at this point in our development programme. The car is mega - really fun to drive - and I can't wait to get it sideways at all the amazing locations we'll be visiting in 2021."

While the Rosberg team has opted for a rally champion, the Andretti United Extreme E team has chosen a possible future champion of the discipline in the shape of up and coming rally star Catie Munnings.

In 2016 and at just 18 years of age, she won the European Rally Championship Ladies trophy. In 2017 and 2018, she claimed a series of stage class victories. Now part of the Red Bull driver programme Munnings made her debut in the World Rally Championship in 2020. She'll partner 2019 FIA World Rallycross champion Timmy Hansen.

"It's been awesome to finally have a full test with the team, it feels like it's all coming together now and having the car at full power was super useful, not just for the drivers, but also the engineers to understand all the different mappings, which has been really important as this is very different to the world of combustion engines. I'm just really excited now to start the season."

The ABT CUPRA XE team, meanwhile, has gone for touring and sports car experience with its choice of Claudia Hürtgen as partner to 2004



Molly Taylor has joined Rosberg Xtreme Racing

"The car is mega – really fun to drive – I can't wait to get it sideways."

Molly Taylor

and 2007 DTM champion and 2016 FIA World Rallycross Champion Mattias Ekström.

With successes in various touring car and sports car championships, several endurance races and other events under her belt, Hürtgen is amongst Europe's most successful female racing drivers. Notably, in 2005 she won the VLN Endurance Championship, making her the first female to do so since 1998.

"It was great to meet the entire Extreme E family for the first time," she said at the group test. "The atmosphere and mood in the paddock are unique: Everyone is very relaxed but excited at the same time about starting this new adventure. We had a lot of time to get to know the car even better."

Spanish outfit Hispano Suiza Xite Energy (HSXE) has chosen Italian-Canary rally driver Christine Giampaoli as its female team-mate to Oliver Bennett.

In 2014, in her full-time debut in competition, she achieved her first victory in a gravel rally, and that same year she was proclaimed regional champion of the Canary Islands in front-wheel drive vehicles, as well as in group B4.

In 2016 she made her debut in the World Rally Championship (WRC) at Rally de Catalunya, as a member of the first all-female rally team, and won the women's category of the Spanish Gravel Rally Championship.

Since 2017, Giampaoli's career has been focused on participating in off-road races, in the United States and Mexico, where she achieved seventh place in the famous Baja 1000, within

the Pro UTV Turbo category. In 2020 she became the main driver of Avatel Racing Team, achieving 3rd place in the T2 category in the Andalucía Road to Dakar Rally.

"These two days have been great fun! Finally, I had the opportunity to drive "the Beast" and I'm really looking forward to racing next year! So grateful for the awesome job the whole team of HSXE has done to keep the car perfect and all the support given."

Finally, the Veloce Racing team has opted for circuit racing talent in its line-up, with Jamie Chadwick announced as its first driver.

"It's been a great couple of days being able to drive the Extreme E car at full power for the first time," said current Williams F1 development driver Chadwick. "Unfortunately, the fog meant we didn't get as many laps as we would have liked but either way I'm always smiling when I drive this car. Lots to take in and to work on going into the season start."

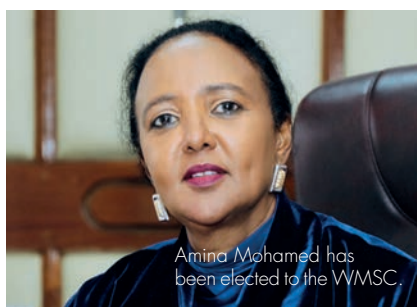
Just one team's full line-up remains unannounced, with Team TECHEETAH due to reveal their drivers shortly.

With testing now complete the cars have returned to their respective team workshops for final adjustments before being loaded onto the championship's floating centrepiece St. Helena, which will depart in mid-February for its voyage around the world.

Extreme E's five-event calendar starts in Saudi Arabia in April, followed by Senegal in May, Greenland in August, Brazil in October and Patagonia in December.

FIA to increase diversity on World Motor Sport Council and in Senate

AT LAST MONTH'S ANNUAL GENERAL ASSEMBLY IT WAS AGREED TO BOOST EQUALITY AND INCLUSION AT THE HIGHEST LEVELS OF DECISION-MAKING WITHIN THE FIA, AND THE CHANGES ARE ALREADY BEING FELT



Last December's FIA General Assembly resulted in a landmark decision for gender equality within the Federation with the approval of a recommendation to redefine the composition of the FIA World Motor Sport Council (WMSC) and the FIA Senate in order to increase diversity among the two bodies.

The Assembly agreed to modify composition of the World Motor Sport Council by stipulating that it includes at least three members of each gender from among the Vice-Presidents for Sport and the members elected under Article 9.5 ii of the FIA Statutes.

It was further agreed to modify the internal regulations of the FIA Women in Motorsport Commission to provide for a woman to chair it. The President of the Commission is by right a member of the World Motor Sport Council.

The results of the decision are already being felt, with the Assembly also electing Amina Mohamed of the Kenya Motor Sports Federation to the WMSC in place of Juhani Pakari of AKK Finland who has stepped down from the Council.

Ms Mohamed, who is Kenya's Minister for Sport, Culture and Heritage, is also chairperson of the WRC Safari Rally Project Steering Committee and a member of the Ethics Commission of the International Olympic Committee.

FIA President Jean Todt praised her appointment to the WMSC, describing Mohamed as "a great asset for the FIA in advancing gender equality and diversity".

Mohamed said her position in the WMSC is important in the context of Africa's ambition to get more involved in the management of global sports events in the continent.

"This recognition is not an individual one, but collectively represents Kenya's and Africa's ambition to get more involved in the management of global sport which will, in turn, translate to the development of sport on the continent in general," she said.

"I would like to thank His Excellency President Uhuru Kenyatta for the support he has accorded sport, and his particular interest in ensuring the successful return of the iconic Safari Rally into the World Rally Championship calendar."

With regard to the Senate, the Assembly approved modification of its composition to include at least one member of each gender among the four members elected by the WCAMT, the four members elected by the WMSC, and the four members proposed by the FIA President.

Elise Racette appointed President of Canadian GP organising club ACIND

"My objective for the coming year is to strengthen the club."

Elise Racette

Canada's Automobile Club de l'Île Notre-Dame (ACIND) has appointed Elise Racette as its new President. Founded in 1991, ACIND is the designated Club in charge of organising the Canadian round of the FIA Formula One World

Championship. The club manages the planning and the coordination of all volunteers working at the event and ensures the success of the Grand Prix and its supporting races.

"As president, I am there to support our different teams in their roles and inspire them to deliver their greatest self for our event," she says. "My objective for the coming year is to strengthen the club structure and solidify our foundation."

Prior to taking on her new role Elise led the Technical Service team in the pit lane during the Grand Prix.

"This group ensures that accesses are respected based on the schedule and helps support all other pit lane activities to ensure it runs smoothly and on time," she explains. "These activities include support races and podiums, paddock club visits of the pit lane, Pirelli Hot Laps start and end of sessions, end of qualifying, start and end of drivers parade, end of race and parc fermé."

She began working as part of the paddock security team in 2001 before becoming involved with the pit lane

marshal group and eventually with the Technical Service team.

Away from the Canadian Grand Prix, Elise is a rally co-driver, a rally-raid navigator, and managed a rally team in the North American rally championship in 2008 and 2009. Away from motor sport she works as an analyst/project manager and as the mother of an eight-year-old boy with learning disabilities.



Elise Racette, newly elected President of ACIND.

