

WOMEN IN MOTOR SPORT

Newsletter

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Michèle hands over the reins

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Female competitors on top of the cross-country world in T3 category

Cristina Gutiérrez and Dania Akeel have made history with titles in the FIA World Cup for Cross-Country Rallies and the FIA World Cup for Cross-Country Bajas respectively

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Rally driver Rachele Somaschini suffers from cystic fibrosis, a condition she was born with, but the Italian marries her developing motor sport career with a drive to increase awareness of the disease she battles every day

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Despite growing up in a racing-mad family, Stephanie Travers wasn't sure her dream of working in Formula 1 was possible but now she's on top of the podium and her motor sport career



Michèle Mouton ends a successful tenure that resulted in positive change and shifting perceptions.



Michèle hands over the reins

AFTER 12 YEARS IN PURSUIT OF GREATER DIVERSITY AND FEMALE INCLUSION IN THE SPORT, MICHÈLE MOUTON, PRESIDENT OF THE FIA WOMEN IN MOTORSPORT COMMISSION, IS STEPPING DOWN

The leadership of the FIA Women in Motorsport Commission has been in the guiding hands of Michèle Mouton, one of the most iconic and successful women in the sport, since its formation at the end of 2009, under the Presidency of Jean Todt. Now, following more than a decade at the helm, the passionate Frenchwoman will hand over the reins after a successful tenure that has resulted in positive change and shifting perceptions, both on and off the track. The four-time FIA World Rally Championship event winner and 1982 Vice Champion talks about her leadership of the Commission, the success of key programmes and her thoughts on the changing landscape for women in the sport.

"I was honoured to be asked by Jean [Todt] to preside over this new Commission and it has been a challenging and rewarding journey, and a role I accepted for the term of his Presidency.

"I feel immensely proud of what we have collectively achieved as a Commission over the past 12 years, and especially that our vision has, and continues to be recognised and supported by some of the sport's most influential stakeholders. For me, that is real acknowledgement that we have been working in the right direction to help facilitate change.

"More so than ever, there is a global movement to increase gender equality across every industry and profession and I believe there has been a positive shift, not

only in actions but in perceptions too. Over the last few years, we have really seen how the sport's stakeholders are embracing change for the better and there are now many more organisations actively taking steps to create an environment centred around inclusivity and opportunities for all. And this is something our sport should be proud of, as we are one of only a few where men and women compete together. We need to embrace this distinctiveness and continue to demonstrate that women have their place on the track as much as they do in the workplace.

"With the support of the FIA's national sporting authorities, our Commission has grown over the years from being a lone voice within the FIA to being a more global

force which, together, can make a much bigger impact. Only together, and with like-minded partners, will the landscape continue to change in a positive way.

"Since the early days of the Commission, we have been focused on growing female participation at grass roots level, because this is where we will inspire and encourage, and where the next generation of racers and the industry workforce will ultimately come from. There have been many projects backing this vision and the CIK-FIA and Volkswagen were very early supporters of our work. Today, we still work with the CIK to provide a seat for a young female karter and, with the Scirocco Cup programme, we were able to support young Danish driver Michelle Gattling. She has since progressed to the highest level and is racing successfully with the Iron Dames in the FIA World Endurance Championship and is also the first woman to be crowned champion of the Ferrari Challenge Europe Trofeo Pirelli. This is a clear example of how with the right support and visibility, our partnerships can help young drivers realise their ambitions.

"There are so many projects and partners to mention, but I believe one of the real turning points for the Commission was embarking on our most ambitious venture, the European Young Women Programme. To receive recognition and funding from the EU Erasmus + project and the FIA Innovation Fund was a real breakthrough and marked the birth of the Girls on Track initiatives. As a whole, this programme has grown beyond our dreams and our long-term partnership with Formula E and its main sponsor ABB is taking our grass roots educational initiative around the globe. Through this, we have connected with thousands of young girls, opening their eyes and inspiring them to get involved in a really dynamic and diverse sport. It is enormously satisfying to see the fun the girls have at these events, while supporting their education and introducing them to something they may never have considered.

"Rising Stars is the pinnacle of our Girls on Track grass roots pyramid, and this provides really tangible support, with financial backing, for young racers. We talked for many years about having a driver

academy and Ferrari started to make that dream come true. With their shared vision, it launched last year and the success of the first edition attracted Deborah Mayer and her Iron Dames project, which supports the progression of women in all areas of the sport. In just two years, we have two Girls on Track – Rising Stars drivers as students at the Ferrari Driver Academy, and four of our winners and finalists now competing in international karting with the support of Ferrari, and in Formula 4, the Michelin Le Mans Cup, Ferrari Challenge Europe and GT World Challenge under the wing of the Iron Dames.

"I also have to mention our six professional drivers racing full-time in ELMS and WEC with the Iron Dames and Richard Mille Racing Team; this is something I dreamed of seeing and it is a first for any FIA World Championship competition. In rallying, this year there are also two women who have won category World titles in cross-country, including Cristina Gutierrez who was part of our cross-country selection in Qatar, and a Spanish female co-driver who claimed the outright title in the FIA European Rally Championship for Co-drivers. There is so much positivity coming from these and many other successful and motivated women in the sport.

"From humble beginnings and what seemed

like a daunting mission 12 years ago, we have evolved enormously while maintaining our original values. It is so important to encourage at a young age and provide concrete support with partners determined to create a better and more accessible pathway for young talent. I am absolutely convinced that it is the only way for a woman to climb the ladder and reach Formula One.

**"I am
immensely
proud of
what we have
achieved."**

Michèle Mouton

"I would also like to take this opportunity to sincerely thank five core members of the Commission who have worked with me since the very beginning until today. Cathy Muller, Manager of our Detection Cell, Hayley Gallagher, Manager of our Communications, Vice President

of the Commission, Tiina Lehmonen, who took over from Randa Nabulsi after 10 years in the position, and Geoffroy Theunis from the RACB. They have all given a lot of their time, knowledge and expertise and contributed to the success of the Commission's work.

"We have built a firm foundation and the Commission has more exciting programmes in the pipeline that will deliver even greater opportunities for women in the sport. Work will always continue as there is still a long road ahead, but it has been an honour and pleasure to have led this on-going journey that is crucial not only to our sport, but society as a whole."



Six full-time female drivers in the FIA WEC is a first for any World Championship.



Michèle Mouton and former FIA President Jean Todt with the first Commission ambassadors, Monisha Kaltenborn, Susie Wolff and the late Maria de Villota.



Michelle Gatting won the Women in Motorsport – VW Scirocco Junior Cup shoot out to claim a full-season drive in 2012. She currently races with the Iron Dames in multiple series.



FIA GIRLS ON TRACK – RISING STARS 2021 WINNER



SUPPORTED BY
IRON DAMES



LAURA CAMPS TORRAS
16, SPAIN – SENIOR WINNER

MARIA GERMANO
11, PORTUGAL – JUNIOR WINNER

Two FIA Girls on Track - Rising Stars drivers taken under the wing of the Ferrari Driver Academy



THE SECOND EDITION OF THE FIA WOMEN IN MOTORSPORT PROGRAMME NOT ONLY DISCOVERED A NEW SENIOR WINNER IN 16-YEAR-OLD LAURA CAMPS TORRAS, IT REWARDED A YOUNGER TALENT FOR THE FIRST TIME, WITH 11-YEAR-OLD MARIA GERMANO NETO WINNING THE JUNIOR CATEGORY



The four junior finalists on track at Fiorano, with Michèle Mouton and Marco Matassa, Head of the Ferrari Driver Academy.

The second edition of the FIA Girls on Track – Rising Stars programme came to a thrilling conclusion in and around the Maranello headquarters of programme partner, the Ferrari Driver Academy. In the senior category, 16-year-old Spanish driver Laura Camps Torras won a closely contested shoot-out at the Scuderia's Fiorano circuit, while for the first time, a younger kart driver will receive the support of the Scuderia after 11-year-old Portuguese racer Maria Germano Neto won the programme's new Junior category. Both drivers will receive the support of the Ferrari Driver Academy, and the Iron Dames, as they are nurtured towards Formula 4 racing and competition in international karting respectively.

As an FDA student, Laura will follow in Maya Weug's footsteps and benefit from an invaluable training and development programme. Laura will also join the Iron Dames, the FIA Girls on Track – Rising Stars main partner, in 2022.

At just 11 years old, Maria also impressed the jury panel and will be taken under the wing of the Ferrari Driver Academy as its first and youngest Girls on Track – Rising Stars junior driver. As well as being supported by the FDA, Maria will compete in a season of international karting with Tony Kart in the OK Junior category, with the financial backing of the FDA. In the future, when she reaches the eligible age, Maria will also be entitled to participate in the senior Girls on Track – Rising Stars selection process.

"What an unforgettable day, it's a dream come true," said Laura after her senior driver victory. "Winning the final stage of the FIA Girls on Track – Rising Stars has made me realise that I did the right thing pursuing my goal over the past years. I will give my all from day one to prove my worth to the Ferrari Driver Academy. I can't wait to start working with them to learn as much as I can and prepare as well as possible for a future in single-seaters. At such an important time, I'd like to thank my family, especially my father for encouraging me in this direction."

Junior winner Maria, who will be taken under the wing of the FDA with a season of international karting, said: "I am so happy. I cannot believe it. I have no words. Thanks to the programme, I learnt a lot on and off the track. It is an amazing opportunity. I did my best and will continue to meet the challenge."

Congratulating the second edition winners, Jean Todt said: "The FIA Girls on Track – Rising Stars Programme, created by the Women in Motorsport Commission under the strong leadership of its President Michèle Mouton, is a success again this year. I would like to congratulate all the finalists who have demonstrated their talent, in particular the winners, Maria Germano Neto in Junior and Laura Camps Torras in Senior. They will take another important step in their young careers in the challenging environment of the Ferrari Driver Academy. Thanks to partners and sponsors for their commitment and their shared vision for a more diverse and inclusive motor sport that provides opportunities for everyone."

Michèle Mouton, President of the FIA Women in Motorsport Commission, added: "Once again it is an emotional moment for the FIA Women in Motorsport Commission as we see two more young women given a chance to prove themselves, thanks to our partnership with both the Ferrari Driver Academy and Iron Dames. With their support, Laura will get everything she needs to progress and develop her race craft. For Maria, she is the youngest ever female to be coached by the Ferrari Driver Academy and this is an immense opportunity at such a young age."

"To have expanded the programme with Ferrari to support our really young racers is another great step for the programme and the young girls who will hopefully follow in Maria's footsteps in the future. We will be following her progress in karting competition very closely, in the hope she can progress to Formula 4 racing with the Iron Dames when she becomes old enough. Finally, my congratulations to all 28 drivers originally selected to participate, and to all the drivers who were successful



enough to reach this final stage."

The Rising Stars programme has already achieved success, with last year's winner Maya Weug enjoying a successful first season of Formula 4 competition in Italy and Germany, and Ferrari Team Principal and Managing Director Mattia Binotto said the second edition of the programme was further confirmation of the initiative's continued positive impact.

"We are very pleased to welcome Laura to the Ferrari Driver Academy. She thus joins Maya Weug in strengthening the female presence in our Academy, confirming that Scuderia Ferrari shares the FIA's vision of making motorsport available to everyone, without any distinction. The programme is a milestone in this FIA initiative, which we wholeheartedly support and I think it is one of the most significant legacies that Jean Todt leaves to motorsport at the end of his third and final term as President of the FIA."

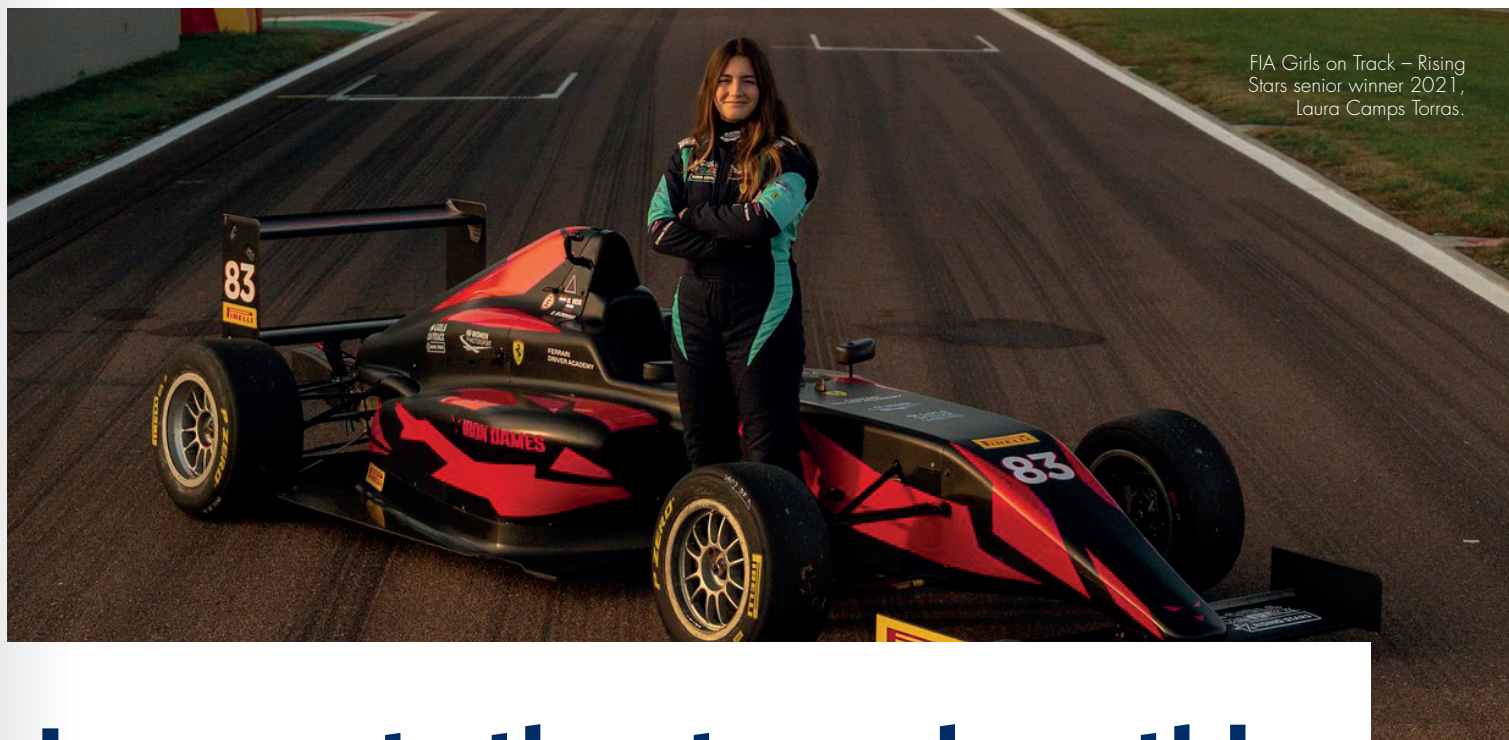
In winning the senior category, Laura went up against three other final-round qualifiers, Brazil's Julia Ayoub, Russia's Victoria Blokhina and fellow Spaniard Clarissa Dervic, but according to Marco Matassa, Head of the Ferrari Driver Academy, it was Laura's rapid progress over the final four-day camp that ultimately won out.

"What impressed us most about Laura was the speed at which she learned and her ability to put those lessons into practice. Laura started the camp quietly and ended it at the highest level," he said. "It was her ability to learn quickly, combined with the fact she had never driven a Formula 4 car before the test with the Winfield School at Le Castellet that gave her the edge over the others. We believe that at the FDA, she will make progress as a driver. We are already discussing a possible programme with her for next season and an announcement will be made shortly."

Laura will now also join the Iron Dames and after the final Rising Stars event of the year project founder Deborah Mayer said: "I am very proud that the Iron Dames Project has played an active role in this year's FIA Girls on Track - Rising Stars programme and wish to congratulate Laura and Maria on all their hard work and determination throughout the selection process. This is a great milestone for promoting female talent in motorsport and it signifies great synergy between the Iron Dames, FIA Women in Motorsport and the Ferrari Driver Academy. It is important that we promote female talent within the sport starting from a young age and provide them with valuable opportunities, both on and off track. Laura and Maria are still very young and with the right support as they continue their motorsport journey, I am convinced they will develop their skills even further. I wish them all the best!"

FIA Girls on Track - Rising Stars will open its third call for talent among the FIA's ASNs early in 2022 and the same process will result in more female drivers potentially becoming part of the Ferrari Driver Academy in 2023 and racing for the Iron Dames in F4.

FIA Girls on Track – Rising Stars senior winner 2021, Laura Camps Torras.



Journey to the stars – how this year's Girls on Track – Rising Stars programme unfolded

DESIGNED TO IDENTIFY THE WORLD'S BEST YOUNG FEMALE DRIVERS, THE SECOND EDITION OF THE FIA GIRLS ON TRACK – RISING STARS PROGRAMME TOOK A HOST OF TALENTED YOUNG RACERS ON A JOURNEY IN PURSUIT OF A CAREER IN MOTOR SPORT. AND THIS TIME, A JUNIOR CATEGORY PROVIDED A PATHWAY TO THE TOP FOR THE SPORT'S YOUNGEST COMPETITORS

STEP 1 – DETECTION AND SELECTION

The second edition of Rising Stars began with the announcement of an exciting new development, the expansion of the programme to include provision of a long-term development pathway for junior drivers in karting, in collaboration with the Ferrari Driver Academy.

The winning junior driver would be awarded a karting development programme, as well as an international karting season. Meanwhile, the winning senior driver would become the second female member of the Ferrari Driver Academy, following in the footsteps of 2020 winner Maya Weug, who recently completed her first season in Formula 4.

As with the first edition of the

programme, the FIA's 146 worldwide national sporting authorities were invited to nominate their most talented kart racers in both the junior and senior categories. And following receipt of 71 applications from 28 countries, the FIA Women in Motorsport Commission's Detection Cell whittled the applications down to 28 – 14 in both categories. The selected drivers were then invited to a three-day shoot-out at the Circuit Paul Ricard in October.

In the junior category, the drivers selected were: Chiara Bättig (CHE); Laura Bubenová (SVK); Alexia Danielsson (SWE); Maria Germano Neto (PRT); Wiktoria Kulesza (POL); Nea Kytölä (FIN); Meri Levula (FIN); Kiana Naudé (CHE); Skye Parker (GBR); Ivanna

Richards (MEX); Milla Sjöstrand (SWE); Alice Stolcermane (LAT); Yinthe De Smet (BEL) and Macie Hitter (GBR).

The senior category drivers were: Julia Ayoub (BRA); Antonella Bassani (BRA); Victoria Blokhina (RUS); Bianca Bustamante (PHI); Laura Camps Torras (ESP); Tania Cirelli (FRA); Clarissa Dervic (ESP); Jessica Edgar (GBR); Siri Hökfelt (SWE); Matilde Magalhães (PRT); Aada Turpeine (FIN); Emma Wigroth (SWE); Kinga Wójcik (POL) and Taya Van Der Laan (ZAF).

STEP 2 – SHOOT-OUTS AND TRAINING CAMPS

For this year's second phase, the 14 junior and 14 senior drivers took part in separate but simultaneous shoot-outs and

training camps hosted at the Winfield Racing School in Le Castellet, under the watchful eye of six jury members – including Cathy Muller, former French racer and Manager of the FIA Women in Motorsport Commission's Detection Cell, FDA representatives, and for the juniors as well, the inaugural winner of FIA Girls on Track – Rising Stars, Maya Weug.

In the two-day shoot-out for the juniors on 22-23 October, the drivers spent most of the first day behind the wheel of the Praga karts, running through four practice sessions and then qualifying and super pole sessions, ahead of a final race around the kart circuit. The second day focused on off-track workshops devised by 321 Perform, the internationally renowned driver performance centre. The programme also included a media awareness and training workshop.

At the end of the junior shoot-out, eight drivers were selected to progress to the weekend-closing, one-day kart training camp and, following further workshops and race simulations, four finalists were chosen to attend the Ferrari Driver Academy Kart Scouting Camp in November, in Italy.

The four junior finalists were: Chiara Bättig, Maria Germano Neto, Ivanna Richards and Milla Sjöstrand.

The senior programme drivers followed the same programme on the Friday and Saturday of the weekend of 22-23 October at Paul Ricard, and at the end of the two-day shoot-out eight girls were chosen to take part in Winfield's F4 Training Camp from 24-27 October.

The first two days of the camp featured further workshops, focused on energy training, recovery and reaction tests as well as full Formula 4 simulator sessions and debriefs. On day three the drivers got their first taste of Formula 4 machinery before the final day, which featured a full race day programme and a final interview with the jury.

At the end of the gruelling camp the four lucky girls selected to go forward to the Ferrari Driver Academy F4 Scouting Camp at the famous Maranello



The senior girls had intense testing sessions at the wheel of F4 cars in Fiorano.



The four junior finalists Chiara Bättig, Maria Germano Neto, Ivanna Richards and Milla Sjöstrand.



Former FIA President Jean Todt at the FDA camp.

headquarters in November were Julia Ayoub, Victoria Blokhina, Laura Camps Torras and Clarissa Dervic.

STEP 3 – SENIOR SHOWDOWN IN MARANELLO

The decisive senior category Scouting Camp took place at the Ferrari Driver Academy (FDA) in Maranello, Italy from 9-13 November.

The four aspiring young racers took part

in a demanding five-day programme under the guidance and watchful eye of the FDA experts who analysed the girls' on and off track performance before identifying the one girl who would become the second female driver to join the renowned Ferrari Driver Academy.

The final week saw the girls undergo a relentless programme of physical and mental tests, communications, technical and simulator training ahead of two days of Pirelli-shod Formula 4 track time

at Fiorano, where 2020 winner Maya Weug was charged with setting the reference lap.

Commenting on the performance of the four young hopefuls over the five days in Italy, FIA Women in Motorsport Commission President Michèle Mouton said: "These past days will have shown the drivers the high level of commitment they need to take the next step up the racing ladder. To have reached this phase is a real achievement and I really hope we will see another young woman excel and be given an exceptional opportunity with the FDA and Iron Dames."

And following analysis of the girls' performance across the gruelling five-day programme at Maranello and Fiorano, it was 16-year-old Spanish race Laura Camps Torras who was chosen to join the Ferrari Driver Academy and the Iron Dames.

STEP 4 – SCOUTING FOR GIRLS IN ITALY

The final Karting Scouting Camp for the four junior finalists was held at the end of November at the Maranello headquarters of the FDA and at the Autodromo di Franciacorta race track.

As in the senior programme, the junior finalists were put through four days of an intense programme. Initially based at the famed Maranello headquarters,

the young drivers were put through their paces during the first two days of off-track assessments. After the camp debrief, mental evaluations were followed by media activities and workshops designed to test reaction speed, memory and levels of concentration. The girls were then given a tour of the Tony Kart factory, where they also had seat fittings.

The drivers then travelled to the Autodromo di Franciacorta race track, where they spent two days under the watchful eyes of the FDA experts. In addition to the test sessions on the circuit, the drivers received feedback during the debriefs, enabling them to demonstrate their capacity to learn and improve session by session.

The girls' performance off and on-track was then analysed by FDA engineers and a team of experts to decide if one of the young drivers was deserving of its support for an international karting season.

And at the end of the demanding week in Italy, it was 11-year-old Portuguese racer Maria Germano Neto who won out.



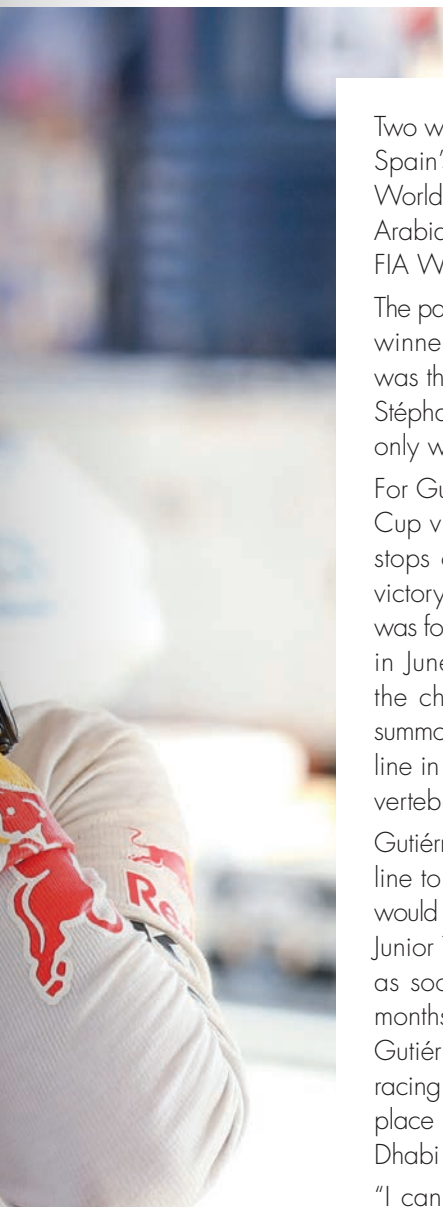
Eight girls were chosen to take part in Winfield's F4 Training Camp.

Cristina Gutiérrez
photo: dppi /
redbullcontentpool.



Female competitors on top of the cross-country world in T3 category

CRISTINA GUTIÉRREZ AND DANIA AKEEL HAVE
MADE HISTORY WITH TITLES IN THE FIA WORLD CUP
FOR CROSS-COUNTRY RALLIES AND THE FIA WORLD
CUP FOR CROSS-COUNTRY BAJAS RESPECTIVELY



Two women have won cross-country T3 titles with Spain's Cristina Gutiérrez triumphing in the FIA World Cup for Cross-Country Rallies and Saudi Arabia's Dania Akeel emerging victorious in the FIA World Cup for Cross-Country Bajas.

The pair join an elite group of female cross-country winners including Andrea Peterhansel – who was the outright winning co-driver with husband Stéphane in 2019 – and Jutta Kleinschmidt, the only woman to win the Dakar Rally.

For Gutiérrez, the foundations of her T3 World Cup victory were laid with wins at the first two stops of the season. An emotionally charged victory on home soil at May's Andalucía Rally was followed up with top spot at Rally Kazakhstan in June. Things were not straightforward for the championship leader, however, and she summoned superhuman strength to cross the finish line in Kazakhstan after sustaining three broken vertebrae during the final stage of the rally.

Gutiérrez was transferred directly from the finish line to hospital and it was unclear whether she would race again this year. The Red Bull Off-Road Junior Team driver was determined to get back as soon as possible, however, and after two months of intense recovery and physiotherapy Gutiérrez was given the green light to return to racing. She rounded the season out with seventh place in Morocco and second in T3 on the Abu Dhabi Desert Challenge, the penultimate round.

"I can't believe it, after such a hard year I've had, I can't be happier. I have no words," said Cristina, who earlier this year became the first female to win a stage of the Dakar Rally since

Jutta Kleinschmidt in 2005. "Thank you all for your love and support, thank you to my family for always sending me the best energy. Thanks to all the Red Bull Off-Road Junior Team for a great job and thank you to my co-driver François Cazalet for a great year."

Dania Akeel's winning campaign driving an RM Sport Mamba and Can-Am Maverick X3 began with victories in Saudi Arabia and Jordan, before claiming second place in Hungary and reaching the third step of the podium in Poland. And, after completing her first competitive season with a fourth-place finish in Italy, 32-year-old Akeel was crowned the T3 winner of the FIA World Cup for Cross-Country Bajas.

"I am so happy," said Akeel after taking the title in Italy. "I enjoyed the weekend a lot, but I was understandably nervous. We lost some time in the car, but I decided to just focus on finishing the race and collect the points to win the championship. That's exactly what we did, and I am absolutely delighted."

"I could not have done this without my co-driver, RM Sport and the Saudi Motor Sports Federation. They informed me and educated me about the sport and how to go about it. That was priceless knowledge. Everyone involved has contributed towards this fantastic achievement and I'm extremely grateful for the support."

The Saudi female driver will now concentrate on preparations for the world famous Dakar Rally in her native Kingdom of Saudi Arabia, which marks the start of the newly-created FIA World Rally-Raid Championship.



Dania in action.



AVL and the race for equality

ELLEN LOHR IS THE ONLY WOMAN EVER TO WIN A DTM RACE. A MOTOR SPORT PROFESSIONAL FOR OVER 30 YEARS. SINCE JANUARY SHE IS THE NEWLY APPOINTED HEAD OF MOTOR SPORT AT AVL RACING, WHERE SHE IS SPEARHEADING A VARIETY OF PROJECTS IN WHICH FEMALE ROLE MODELS SUCH AS TATIANA CALDERÓN AND ALIYYAH KOLOC PLAY A MAJOR PART

Since the beginning of 2021, Ellen Lohr has been the new Director of Motorsport at AVL List GmbH. With more than 11,000 employees, AVL is the world's largest independent company for development, simulation, testing and manufacturing in the automotive industry and in other sectors.

AVL RACING is staffed by over 100 employees around the world. The division has been working in all technical areas of the sport for more than 25 years.

The motorsport business field of AVL is currently involved with customers in over 17 racing series worldwide from Formula 1 to NASCAR and MotoGP and as Lohr explains is set to broaden its horizons even further.

"By focusing on electrification and new software products, the portfolio of AVL RACING is to be expanded significantly

in the coming years," she says. "We believe in and utilise motor sports as a platform for innovation. We transfer this know-how into road car development for future generations of mobility as well."

Ellen and her new team have a strong focus on communicating AVL RACING's activities, putting people in the focus and especially showing a strong commitment to women in the sport. "This idea is not new to me. Already in 1995 I set up a programme with, funny coincidence, the name 'Women in Motorsport'. I had a big telephone company and a German TV programme as partners for this and we had a competition to find a young woman we could support in the DKM, the German Karting Championship. The programme was worth an equivalent of 100.000 Euro at the time. Later I supported a girl within my own Formula Opel team. Both of them didn't make a big career unfortunately, but in the 90s that was

anyhow extremely hard to achieve. Actually, the girl who finished second in our event was Claudia Maur, who became the woman to manage Susie Wolff's 'Dare to be Different' campaign and is the operations manager of the FIA Girls on Track programme. And one of our top five finishers made it into motor sport as an engineer, so I am still a little proud of it.

"In 2021 it is still an important topic to me and that's why our ambassador programme at AVL RACING is as diverse as possible. With Tatiana Calderón and Aliyyah Koloc, we have two strong women in our team who will surely inspire many girls around the world," confirms Lohr.

Tatiana currently races in the Japanese Super Formula, in the World Endurance Championship (WEC) with the FIA Women in Motorsport-supported Richard Mille Racing Team and works as a development driver for the Alfa Romeo Racing Team in F1.

However, being a woman in a male-dominated sport is not easy, as the 28-year-old Colombian knows all too well: "When I was a kid, I was usually the only girl on the track. It wasn't easy because most people didn't think you could do a good job, simply because of a false image of women and driving that has surrounded us for a long time. But thankfully times are changing. We have amazing programmes like the Rising Stars, created by the FIA Women in Motorsport Commission to generate more opportunities for young girls in racing. These are incredible opportunities that I wish we had 15 years ago when I was karting.

"To make a difference, you need role models - women who push the limits and show the world that they can compete at the highest level of motor sport. To achieve this, we need to start early," Tatiana insists. "We need to teach parents and kids, so we can change the stereotypes. What is the first thought that



Aliyyah Koloc and
Tatiana Calderon

comes into your mind when someone is driving in a bad way or parking badly? You see? We need to assess that, and it comes with education. It is still a long way to go, but I'm confident we will see big changes soon!"

Like Tatiana, 17-year-old Aliyyah Koloc is also a role model for the upcoming generations. Aliyyah was the youngest girl to set a new speed record with a 1,900 hp race truck in 2020. This year she finished in the top five in the French Truck Racing Championship in her first season and won the trophy for the best junior. In December, she was the first woman to gain the overall win in the National Saudi Arabian Hail Rally. As women were only allowed to drive cars in Saudi Arabia in 2019, this was a very special win to remember.

Supported by AVL RACING, she is preparing for a start in the legendary Dakar Rally, which in 2022 will be the flagship event of the new FIA World Rally-Raid Championship.

Equality is a top priority for Aliyyah Koloc, who has both Seychelles and Czech citizenship. Therefore, she started her own #EQUALITY campaign. "Our goal with this campaign is to encourage more women to follow their dreams.

Motor sport is tough for everyone. But for women, there are some extra hurdles – especially in some countries."

There are many young women like Tatiana and Aliyyah who have what it takes to pursue a career in motor sport and with the ambassador programme, Lohr and AVL RACING are also pursuing a diverse approach with a Young Engineer Programme, which will begin in mid-2022.

"The goal is to inspire committed, talented youngsters – especially women – to take on the many technical tasks in motor sport. Future engineers can then look forward to spectacular challenges, like the one at this year's DTM event in Spielberg: as part of the show, a driverless DTM Electric demo car was driven around the Red Bull Ring, controlled remotely from the AVL driving simulator in Graz, 82km away.

"We are facing a massive technological transformation in the racing sector and we need all engineering talent, female and male, to further accelerate innovation," Lohr concludes. "The FIA Commission is doing a great job on this already and it is also something what we at AVL RACING are 100% committed to, now and in the future."



India's Women
in Motorsport
Commission.

India's Women in Motorsport Commission gathers pace

THE COMMISSION OF THE FEDERATION OF MOTORSPORTS CLUBS OF INDIA HAS BEEN IN EXISTENCE SINCE 2017, AND IN THE FIVE YEARS SINCE ITS INCEPTION HAS HELPED THE CAREERS OF MANY TALENTED WOMEN, ON AND OFF THE TRACK

The aim of the Commission is to engage, empower, educate and support all women to increase their participation significantly. "Be it as participants behind the wheel or behind the scenes, women's motor sport has grown," says Commission Chairperson Sita Raina, a member of the FIA Women's Commission and Vice President, Calcutta Motorsports Club. "Beginning at the grassroots level and moving onto the national stage and then enabling them to step up to the world stage by providing guidelines, training and license/certification in all areas of motor sport, WIM India has been doing its job diligently.

"We now have women participating in nearly every vertical of motor sport," she adds. "We initially didn't have decent restrooms at the tracks and now we are finalising a welfare policy and have initiated sustainability programmes at our tracks. Additionally, the invitation to our friends with disability has been extended, to join us as volunteers and marshals. It

is also interesting to note that motor sport is perhaps the only sport, in the world, where people with disability and ability race together."

She adds that the Commission's development has been aided by advice and support from the FIA and the FIM. "Our learnings and guidance from the FIA and FIM have been tremendous and the experience we have gained over the past few years have given us wings to fly now," she says. "WIM has created a strong administrative backing with the

help of the council and the motor sport family."

Sita, whose father Suresh Kumar, was chairman of the Calcutta Motorsport Club and one of the founder members of the FMSCI, is the first chairperson of Indian's Women in Motorsport Commission and is aided by three other women on the commission: Celebrated Paralympian, Deepa Malik, winner of India's fourth highest civilian award Padma Shri, the country's Arjuna and Khel Ratna awards for sporting excellence, also a rallyist and biker; Anita Nanjapa, eight-time national champion as co-rider who represents India on the FIM WIM, and Renuka Kirpalani, former racer and rallyist is also an editor for video content of a well known auto magazine in India.

The Commission has worked hard to promote the careers of young competitors since its inception and Sita cites the example of Mira Erda, who started karting at the age of eight, and is now the only Indian woman who drives in Formula 4. Raina says. "WIM would like to invite all girls and women who are passionate about cars, engineering and speed to come and be a part of our community. We would like to help the careers of many more like Mira. There's Bani Yadav who tore up the rally tracks starting her career in motor sport at the age of 43 and she still holds the National championship for Autocross, as age is no bar. We also have Divya Miglani, our first woman Deputy Clerk of the Course, trained by the FIA, and she is currently training as Director Circuit Racing."

The Commission has remained active despite the pandemic. "When the Coronavirus pandemic broke out in 2020, Ashi Hanspal was chosen to represent India in the FIA Girls on Track – Rising Stars talent search, and was later singled out by the jury as the competition's 'most deserving and impressive driver'," says Sita. "Also in 2021, Dr Sweety Purushotham was selected, trained and certified by the FIA as a Chief Medical Officer and, as mentioned, Divya Miglani enhanced her training through the FIA as a Circuit Race Director.

"The Commission's efforts during the pandemic focused on training and instituting a welfare policy and sustainability programme," she adds. "The WIM continued to involve women in motor sport with webinars by experts - 'Tune in to your mind and body', 'Emotional Intelligence', 'Training for Volunteers and Officials' - and was invited by the FIM to host a global webinar on 'Yogic breathing and Meditation in Motorsport.'"

Concluding she says: "Women in motor sport is here to stay and we encourage all girls to be safe, come and race and rally with us, but not on the roads, and gain life enhancing skills which you can use throughout your journey ahead."

"We now have women participating in nearly every vertical of motor sport."

Sita Raina



Iron Dames drivers
Michelle Gatting, Sarah Bovy
and Rahel Frey.

Iron Dames show their mettle

THE IRON DAMES PROJECT, SPEARHEADED BY DEBORAH MAYER, CONTINUES TO GO FROM STRENGTH TO STRENGTH, WITH AN 'OUT OF THE BOX' PHILOSOPHY KEY TO DRIVER PROGRESSION

When Deborah Mayer's Iron Dames project was first established in 2018, the Frenchwoman was determined to establish an environment where strengths can be drawn upon across multiple disciplines. Today, the Iron Dames – in association with the multiple title-winning Iron Lynx squad – are competing in eight racing series around the world with ever-impressive results for the seven female drivers in its stable.

THE PHILOSOPHY...

... is unique. Deborah's belief that bridging the gap between categories and providing drivers and team personnel with extensive opportunities to develop is key to progression across all areas of the sport. "All our team members, including the drivers, know they are not put into a box from where they can't move," she says. "For this reason it is important we are active across different championships as we can keep motivation high and give the possibility to everyone to try something different. We try to

keep the structure as flexible as possible, while still having performance in mind. To perform you need to have a proper structure, but also the proper environment, and with our framework and resources, everyone can feel good with themselves. At the highest level is our value for the safety, security and wellbeing of everyone, they all have to feel at home and with this project which is so dear to my heart, it is my utmost priority to ensure people can blossom."

AT THE PINNACLE OF ENDURANCE RACING

The Iron Dames made history when they entered the European Le Mans Series in 2019, the first time an all-female crew lined up on the grid. Piloting a 488 GTE Ferrari, Rahel Frey, Michelle Gatting and Manuela Gostner claimed two podium to finish their debut season fourth in LMGT. After another season and more podiums in the series in 2020, the crew, joined by part-time Iron Dame, Katherine Legge, stepped up the FIA World Endurance Championship

where solid performances will put them in good stead for their second assault next season.

"The drivers had a very good rhythm, especially in the second half of the season, and a consistent and strong outing at Le Mans where they finished ninth in the category," comments Deborah. "Unfortunately they were a bit unlucky in some of the races, but we are confident for next year. What has impressed me most is their constant improvement, and with consistency in the line-up and the strength of our partnership with Iron Lynx, we have a very good structure which makes it possible for our drivers, and the professionals in the team, to evolve in a secure structure."

A MILESTONE YEAR

This year, Michelle Gattling became the first woman to win the Ferrari Challenge Europe Trofeo Pirelli with a totally dominant performance across the season. "Michelle had a phenomenal season, she really went to the next level as a professional driver and person," adds Deborah. "She is impressive and we are super happy and proud that together we won the Ferrari Challenge Europe. The whole team worked so hard to give her the possibility to win and we achieved a tremendous step."

An overwhelmed Michelle added: "I am over-the-moon, we are the champions. I am super pleased with how the car and the team have performed throughout the whole season and I am of course humbled to be the first female driver to be champion of the series. I think this is a very important step for women in motor sport."

DEVELOPING THE TALENT OF THE FUTURE

Maya Weug, the inaugural winner of the FIA Girls on Track – Rising Stars programme, not only went on to become the first female student at the Ferrari Driver Academy, but also took to the track as an Iron Dame in the most competitive Formula 4 series in the

world, the Italian F4 Championship. Finishing seventh from 29 of the rookie drivers, the 17-year-old made a positive start as she dived from the familiarity of karts to a debut season in single-seater machinery.

"It was a very big step for Maya, jumping into the most competitive F4 championship in the world. It is where all the future champions come from and to finish seventh in the rookie standings was a good and positive start," commented Deborah of one of the youngest of the Iron Dames. "It's very important not to forget there are 40-plus cars on the grid and it's super complicated for qualifying, as if you get a bad result and start in the middle or rear of the field, it is very difficult to recover. Maya's first year was positive, but there is obviously margin for improvement. For now, she has to take all the good insights from this year and work with her Ferrari Driver Academy coach and our engineers to wrap everything together for the start of next season. She has been impressive in her maturity and professionalism in addressing preparation for competition weekends, so we are happy considering the big step she has taken from karting."

Doriane Pin, also 17 years old, was a runner-up in the 2020 FIA Girls on Track – Rising Stars and the young Frenchwoman impressed sufficiently to be taken into the Iron Dames stable this year, most notably with a full season in the Michelin Le Mans Cup where she finished third overall. "We are happy to welcome more and more talented young women to our team and Doriane's motivation and determination to do well impressed us. Like Maya, she is very professional and applies

what she is taught by the coach and engineers. She had a very good year in the Michelin Le Mans Cup with some impressive podiums in the second half of the season alongside Sarah [Bovy]."

True to the team philosophy, Doriane was also given the opportunity to race in the GT World Challenge Europe as well as the Ferrari Challenge Europe, adding to her growing experience in GT racing and development across different championships. "Doriane will have more driving time to prepare for next season; like all drivers, she and Maya need this good pre-season preparation time both mentally and physically and we have scheduled a good programme for our pilots."

Both Maya and Doriane were also selected to take part in a one-off test organised by the promoter of the FIA Formula 3 Championship, which highlighted the demands and challenges of the next step up the racing ladder.

THE CHALLENGES OF 2022

While the programmes for the seven Iron Dames has yet to be revealed, Deborah hints there is more to come from her drivers. "You could see anyone racing anywhere in any car," she comments. "We are extremely happy and proud of this season and looking forward to the next one which will bring many new challenges in different categories all around the world. Unfortunately, I am sure COVID will continue to play a part in logistics and organisation, but one of our strengths is our ability to be extremely flexible and adapt quickly. It will be an intense year, but one we are ready for."



Michelle Gattling won the Ferrari Challenge Europe Trofeo Pirelli.

Maya Weug completes successful debut season in Formula 4

FERRARI DRIVER ACADEMY ROOKIE AND GIRLS ON TRACK - RISING STARS WINNER MAYA WEUG HAS MADE SOLID PROGRESS IN HER FIRST YEAR IN SINGLE-SEATERS

A little over a year ago, along with a host of young women from across the globe, Maya Weug climbed into a go-kart at Paul Ricard Circuit in the south of France and opened the throttle on a remarkable journey that saw her win the inaugural FIA Girls on Track – Rising Stars and, as a result, become the first female member of the world famous Ferrari Driver Academy.

The success also earned her a full season of single-seater competition in the highly competitive Italian Formula 4 Championship and select rounds of Germany's ADAC Formula 4 Championship, supported by the Iron Dames projects founded by French racer Deborah Mayer. And at the end of her first season the Dutch/Belgian has been branded a model student by Ferrari Driver Academy engineer Alessandro Vantini, who worked with her throughout the year.

"She's performed well," he says. "She has always been professional, precise, punctual and attentive. She has always put every effort into all the activities in which she took part. I'd say she was a model student."

Maya's Italian campaign saw her finish seventh in the rookie's class, taking three class top-three finishes in a 16-race

season that saw her claim 11 top-10 rookie finishes. In Germany, her results were even better, with the young Belgian finishing on the rookie podium in five of the six races in which she competed.

"It's not a bad result but, as engineers, we look at outright performance rather than a comparison with other drivers," says Vantini. "Therefore seventh best rookie does not mean that much. We are more interested to see progress and improvements in this phase of a driver's career."

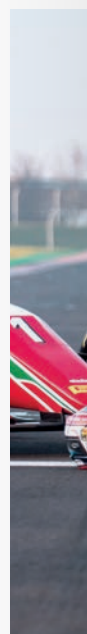
And in that regard, the Ferrari engineer is pleased with the steps taken by the 17-year-old.

"In terms of performance on track she improved pretty much in line with our expectations in the first half of the season," Vantini says. "After the summer break, that tailed off a little bit and the results were less exciting. The areas in which we can see there's margin to improve are mainly in medium-to high-speed corners, on getting on the pace quickly during a session and in adapting to changing grip levels on track. For the rest all the basic driving techniques are correct."

Maya's 2021 season also presented an opportunity to test a Formula 3 car at Magny Cours in November as part

of a wider diversity initiative by the FIA Formula 3 promoter to allow more female drivers to join their championship in the near future. Maya joined the test alongside fellow Iron Dames racer and FIA Girls on Track – Rising Stars alumnus Doriane Pin.

"This experience was important in demonstrating to Maya and Doriane what is involved in the next level of racing, and I'd like to thank FIA F3 for offering this amazing opportunity to both drivers," said Deborah Mayer of the girls' experience.

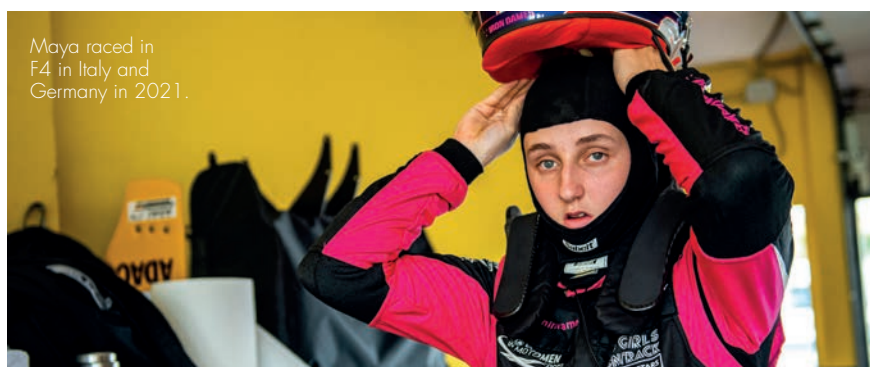




Maya Weug enjoyed a successful season with the Iron Dames in F4.



Maya Weug and Doriane Pin tested F3 cars with the Iron Dames in 2021.



Maya raced in F4 in Italy and Germany in 2021.



In F4 in Germany Maya finished on the rookie podium five times.



Mikaela Åhlin-Kottulinsky races to runners-up spot in STCC drivers' championship

IN HER FIFTH CAMPAIGN IN THE SCANDINAVIAN
TOURING CAR CHAMPIONSHIP, THE SWEDISH
STAR CLAIMED HER BEST OVERALL FINISH YET
WITH A HARD-WON SECOND PLACE

A superb second race win of the season in the first race, and her 11th podium finish of the campaign at Race 2 at the Ring Knutsorp in October, helped Mikaela Åhlin-Kottulinsky to her best overall finish in the Scandinavian Touring Car Championship, with the Swedish racer taking second place in the championship behind title-winning PWR Racing team-mate Robert Dahlgren.

Mikaela has been racing in the STCC since 2017 and claimed her first win in the series at Gelleråsen Arena in 2018, but this year has seen the 29-year-old driver reach new heights with two race wins and those 11 top-three finishes as she

helped PWR claim the team's title.

"I think we really headed into the season with different goals," she says of her achievements in 2021. "While it's always the goal to have a good championship and take as many points as possible, we always said take it slow, with no stress, take our time, and always focus on the points, because what was new this season was that it was really close between the points, so sometimes it wasn't worth to take a risk overtaking and then losing that position and have a DNF. So everything I did all season was to focus on keeping cool and think of the championship points, and I

think that there was a great atmosphere in the whole team, and especially in the group around my car, and I would say that was the key to success this year."

And the reward for the hard work is her new status as vice-champion.

"To finish the first female in the top three in the championship, I'm really happy about that, but I also have to say, from my point of view, I've always known I've been quick in racing but I haven't had a season like this where I've been consistent throughout," she says. "Now that I know I can be consistent, I can see I can be much closer to win the whole championship, which is my goal and dream."

She adds that helping PWR Racing, the team she has raced with since joining the championship in 2017, to this year's title is just as rewarding as her own achievements.

"It's really pleasing and it seems like I've been part of the dream team," she says. "We had two wins, 11 podiums, it's crazy actually, so yes, I'm definitely very proud of what we did together."

"You have to take into account what we did in 2020 [due to the pandemic]. It was quite late with the cars, it was pretty stressful, so it was good to have a whole winter ahead of season 2021 to prepare and learn what we did wrong during 2020 and make it right in 2021. So definitely it's the dream team and everyone has been working really hard and stayed according to the plan: to stay cool and take as many points as possible."

Åhlin-Kottulinsky's progress to second place in the drivers' standings wasn't without its moments of tension, however, and she was involved in a

tough tussle with Tobias Brink for the runners-up place, with the female racer beating her fellow Swede by just seven points.

"It was a really close fight with Tobias towards the end of the season, and I'm happy and proud to have kept him behind me and be the first woman to run into a top three finish in STCC in its 25 year history."

With the 2021 STCC season complete, Mikaela's focus now turn to another series, Extreme E, in which she races alongside 2009 Formula 1 champion Jenson Button in the Briton's JBXE Team.

"I have another race in Extreme E [The Jurassic X Prix in Dorset, UK in December] and we've had podiums in the last event so we've shown good pace. The win is the goal there, but with a new championship there are so many things to take into account to get a win, but that's of course our dream."

"For next season I want to continue in Extreme E, but it's definitely a goal for me is to win the Swedish Championship because now I feel much closer to do that. I don't have anything signed or fixed yet for 2022 but I want to continue with Extreme E and a dream of mine is to win the STCC."



Mikaela scored 11 top-three finishes as she helped PWR claim the team's title.



Rallying for the cause

RALLY DRIVER RACHELE SOMASCHINI SUFFERS FROM CYSTIC FIBROSIS, A CONDITION SHE WAS BORN WITH, BUT THE ITALIAN MARRIES HER DEVELOPING MOTOR SPORT CAREER WITH A DRIVE TO INCREASE AWARENESS OF THE DISEASE SHE BATTLES AGAINST EVERY DAY



Rachele Somaschini

Rachele has been involved in motor sport since 2014 and in 2018 made her debut in the Italian Rally Championship. She took the next step to a higher category at the end of 2020 and despite being unable to fulfil her dream of a maiden season in the FIA European Rally Championship that year, she has used her two 2021 largely national programmes in Italy as a platform to continue raising funds for her #CorrerePerUnRespiro (Racing for a Breath) campaign in support of the Fondazione Ricercare Fibrosi Cistica - the Italian Cystic Fibrosis Research Foundation.

The Foundation promotes, selects and finances advanced research projects to improve the duration and quality of life of cystic fibrosis patients and to definitively defeat the disease. Rachele has already raised almost €300,000 through her own campaign, and earlier this year won the Young Patient Advocate Award at the EURORDIS Black Pearl Awards, an accolade bestowed on individuals, organisations and

companies who dedicate their lives to making a difference for the rare disease community.

Rachele's popularity, both on and off the stages, is further testament to her commitment to spreading the word through social media. With more than 100,000 followers, the dedication of the Italian Championship's 2021 female winner to her own personal and professional branding not only supports and helps her develop her motor sport career, but has opened up a world of new sponsors beyond the rallying environment as well as bringing her to the forefront of motivational speaking and coaching.

The 27-year-old Italian remains optimistic about securing the budget for a full FIA European Rally Championship campaign in 2022 with a strong message, that "my disease doesn't win".

**"My
disease
doesn't
win."**

*Rachele
Somaschini*

Rachele is using her racing to raise funds for the Fondazione Ricercare Fibrosi Cistica.





Sara Fernández makes history in the FIA ERC

SPANISH CO-DRIVER SARA FERNÁNDEZ CLAIMED A HISTORIC VICTORY IN THE FIA EUROPEAN RALLY CHAMPIONSHIP TO BECOME THE FIRST WOMAN TO WIN THE CO-DRIVERS' TITLE IN MORE THAN 60 YEARS

The FIA European Rally Championship has historically featured a number of female drivers and co-drivers battling for honours across all of the series' seven categories. This year was no different, save in one crucial area. Sara Fernández, in the co-driver's seat of a Škoda Fabia Rally2 Evo alongside Spanish driver, Efrén Llarena, reigned supreme to become the first woman to win the outright title for co-drivers since the series' inception in 1953.

Consistent results across the eight-round season reaped rich rewards for the Rallye Team Spain crew, who were never outside the top six in any of the events they finished. Their first podium placing – third overall – came at Round Five, the Azores Rallye, though a retirement at the following event, the Rally Serras de Fafe e Felgeiras, nearly derailed their campaign.

Fourth on Rally Hungary put the duo back on track and when the title fight went to the wire at the final round, the Rally Islas Canarias, second overall was enough for

Sara to win the co-driver title by a mere two points over her male counterpart, Poland's Szymon Gospodarczyk.

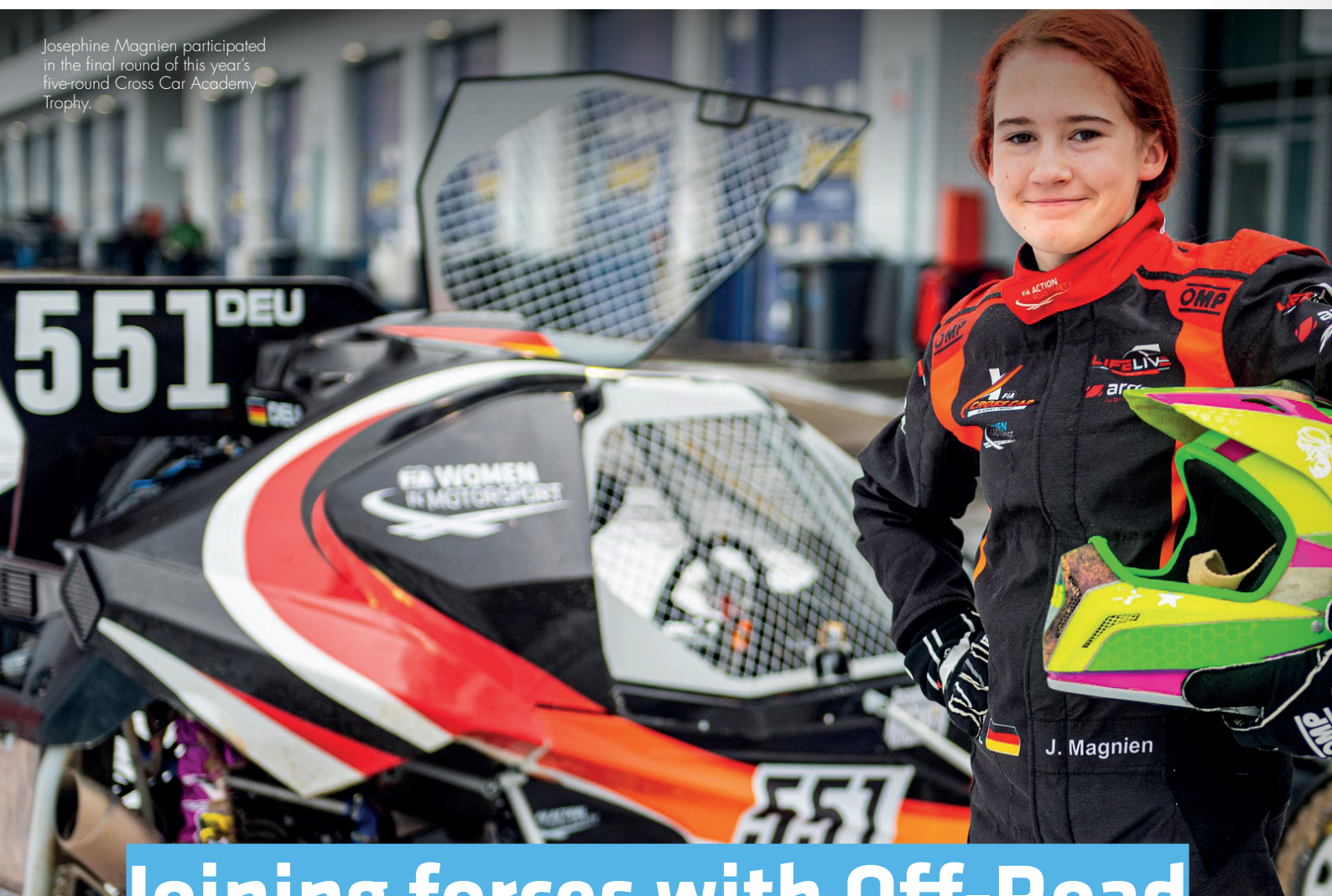
"I feel very happy and I want to say thank you to all my team, all the mechanics and engineers and Rallye Team Spain for all their support," said Sara after winning the title. "It's the prize for everything, not only for me, and I want to say thank you Efrén because he is very young and very fast. For me I have to learn more to improve but this is big step for me."

Rallye Team Spain is a talent development programme run by Spanish ASN, Real Federación Española de Automovilismo (RFEDA).



Sara was never outside the top six in any of the events she finished.

Josephine Magnien participated in the final round of this year's five-round Cross Car Academy Trophy.



Joining forces with Off-Road

IN ITS ON-GOING MISSION TO PROMOTE GRASS ROOTS MOTOR SPORT TO YOUNG FEMALE DRIVERS, THE WOMEN IN MOTORSPORT COMMISSION HAS JOINED FORCES WITH THE OFF-ROAD COMMISSION TO INSPIRE PARTICIPATION IN THE NEW FIA CROSS CAR ACADEMY TROPHY

In the latest of initiatives to bring young women into the world of motor sport, the Women in Motorsport Commission and the Off-Road Commission have teamed up to find the best female driver to participate in the FIA XC Academy Trophy. Designed for young drivers between 13 and 16 years old, this international series intends to bring to the world of dirt racing a new starting point for aspiring young talents, and therefore more opportunities to develop themselves with a clearer path for advancing their careers.

Just 20 seats are available in the 75-horsepower off-road vehicle series and, in 2022, one will be reserved for a female driver proposed by their National Sporting Authority. After a call for candidates and a whittling down of applications, nine drivers will be invited to a rigorous two-day assessment early next year, after which the most talented young female

driver will be invited to join the series for a full season in the 'TN5'. The TN5 has been developed by the series operator, Life Live, which is run by Yannick Neuville with the support of his brother, multiple World Rally Championship vice champion, Thierry Neuville, and is the ideal cross car for beginners. This base level 'buggy' also potentially marks the beginning of a pathway for youngsters to reach the top of the FIA World Rallycross Championship or the FIA World Rally Championship.

Michèle Mouton, President of the FIA Women in Motorsport Commission, was keen to stress that off-road presents a different route for females to climb the motor sport ladder. "The FIA Cross Car Academy Trophy is another excellent means of encouraging female talent to the sport and growing their participation at grassroots level. The Women in Motorsport



Commission is delighted to have joined forces with our Off-Road Commission to provide this opportunity and we hope it will inspire more young women to take up the rallying discipline."

As part of the initiative to offer opportunities to female competitors across junior motor sport disciplines, the Women in Motorsport and Off-Road Commission invited 13-year-old Josephine Magnien to participate in the final round of this year's five-round Cross Car Academy Trophy, the support race to last month's World RallyCross Championship at the Nürburgring. Josephine who has been

competing in karting since 2019, a year in which she won the Championship of the German Motorsport Association DMV, has also competed in the ADAC Rookies Cup where her record in 2021 included wins and podium appearances. The young German acquitted herself well, despite no previous experience of vehicles with a clutch and gear lever, and "was proud to be chosen by the FIA Women in Motorsport Commission to compete in the final round of FIA Cross Car Academy Trophy in Nürburgring. This was a big step for my future," she said.



Josephine said her Cross Car Academy Trophy experience was "a big step" for her future.



Sophia Flörsch makes ELMS history with Portimão podium

GERMAN RACER CLOSES OUT SECOND SUCCESSFUL ENDURANCE SEASON WITH THIRD PLACE IN 4-HOUR RACE IN PORTUGAL

Sophia Flörsch carved her name into the European Le Mans Series record books in October, becoming the first woman to claim an overall podium finish in the series history when she finished the 4-Hour season-closer in Portugal in third place alongside team-mates Ferdinand Habsburg and Richard Bradley.

The 20-year-old German racer ran at the sharp end of the race during her stint in the Algarve Pro Racing LMP2 Oreca 07, battling for second place and eventually taking third, her first podium since 2017.

And afterwards Sophia was delighted with her performance,

which also helped to claim Algarve Pro Racing's first ELMS podium.

"I was really happy that I actually did the season final for Algarve Pro Racing. It was a fun weekend, a lot of driving in the heat of Portugal and it was cool to be part of the team," she said. "I did a double stint in the middle of the race; I jumped out of the car and the team was really happy with me. So, I was proud of myself, but in general, it was just good for me to see and to compare myself with different drivers and to see where I am at pace wise. So, it was an interesting weekend with a lot of cool driving."

Flörsch was a late addition to the squad but says she wasn't daunted by the prospect of racing in the same crew as Le Mans LMP2 winners Habsburg and Bradley.

"It was kind of cool to share a car with two Le Mans winners. I've known Ferdi (Habsburg) for some years and we've always got along really well," she says. "It was fun working with him as a team-mate, which was actually the first time. I didn't know Richard but he's been in endurance racing a long time and he has a lot of experience, which he also shared. Both of them were really open from the beginning, and there was a really good atmosphere inside the team. "I think it all came together and we actually scored the podium. Also, we have the success for Algarve Pro Racing as well, which was the first podium for them."

Sophia's history-making podium also marks a special place in her career, being her first in four years.

"My last podium was actually in F4 in

2017. So obviously, it was cool to get a podium in ELMS on such a high level racing against really good drivers and really good teams. So, it was nice to kind of know where I stand and also, I think, for other teams to know where I stand in comparison with Le Mans winners. So, I enjoyed that one, we'll see and take it from there for next year."

The German driver's Portimão performance brings the curtain down on her second successful season in endurance racing, most notably as part of the Richard Mille Racing Team in the ELMS and the FIA World Endurance Championship, and Sophia is quick to acknowledge the positive impact that experience and the backing of the FIA Women in Motorsport Commission has had on her progress.

"I've spent two years in endurance racing already with Richard Mille Racing, which has given me a lot of experience in general, with traffic management, fuel management, and in general the driving you need for endurance racing to be good. So, it

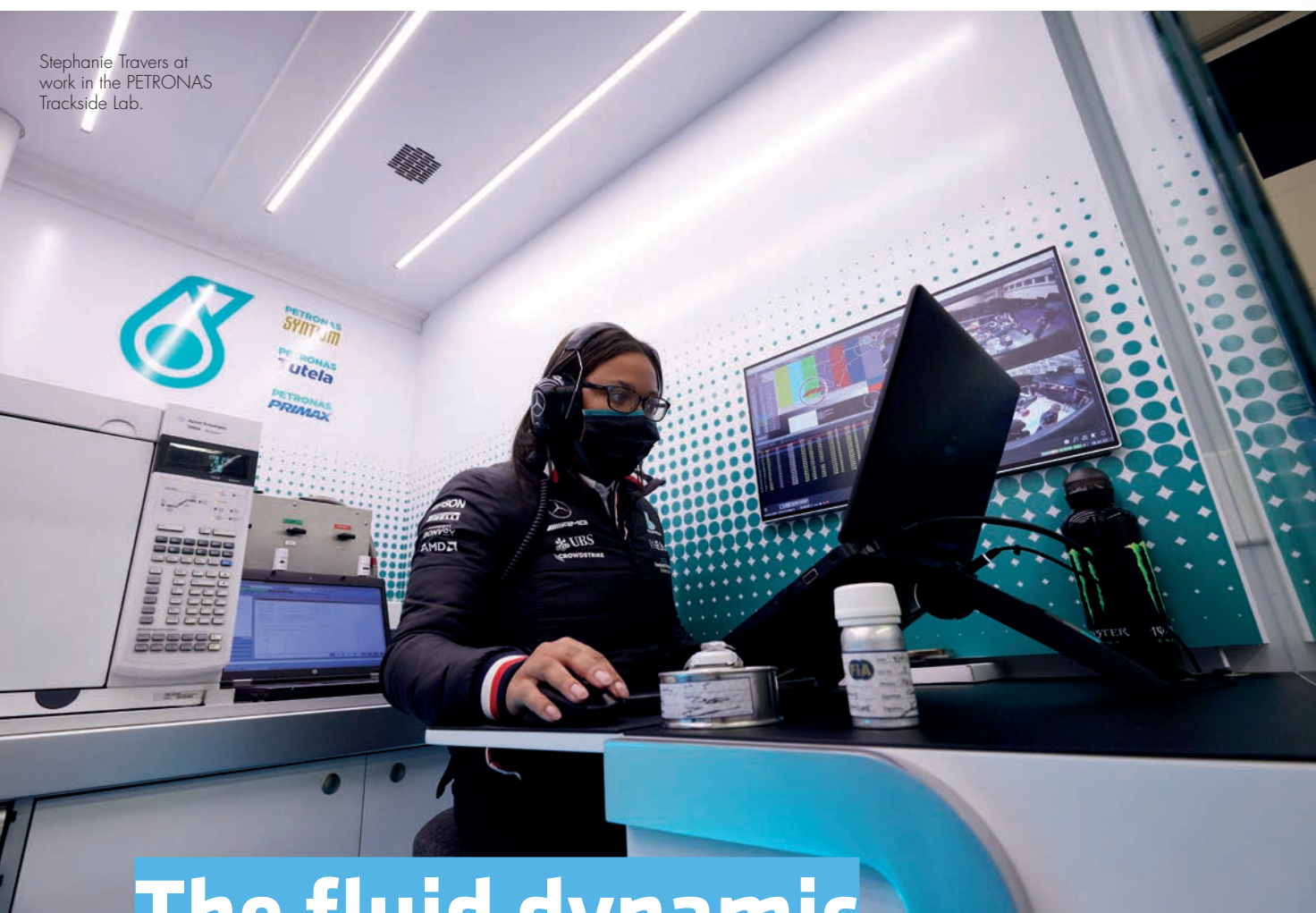
has helped me a lot as I've learned a lot. I wasn't a newcomer, let's say, this weekend to the ELMS. So, it's been many important kilometres for me in my career, and obviously I am really thankful for the programme, which the FIA Women in Motorsport Commission and Richard Mille made two years ago." And she is sure that her presence and that of her team-mates and Richard Mille Team in general is helping to change perceptions in motor sport.

"I think most important is to prove that you don't have to change, you can still be a girl and woman with long blonde hair and still do what you love and race quick cars," she concludes. "In general, I think it's kind of changing and most important is that I think you always believe in yourself, enjoy what you do and do what you want to do. So that will be my actual message: to keep believing in yourself and keep on fighting."



Sophia finished the 4-Hour season-closer in Portugal in third place.

Stephanie Travers at work in the PETRONAS Trackside Lab.



The fluid dynamic

DESPITE GROWING UP IN A MOTOR SPORT-MAD FAMILY, STEPHANIE TRAVERS WASN'T SURE HER DREAM OF WORKING IN FORMULA 1 WAS POSSIBLE. BUT WITH A RELATABLE ROLE MODEL IN LEWIS HAMILTON AND HAVING BECOME A PETRONAS TRACKSIDE FLUIDS ENGINEER SHE'S REALISED HER GOALS WITH THE MERCEDES-AMG PETRONAS FORMULA 1 TEAM AND EVEN CELEBRATED ON THE PODIUM...

WHAT DREW YOU TO MOTOR SPORT?

My parents used to watch Formula 1 and there are stories from my brother of them watching in '94, the year that Schumacher won his first title and that was the year that I was born. They've always been super passionate about it. As a young kid we'd watch races and I just took a liking to it. As I grew older, it just continued to grow. I was super excited and planned my weekends around when the races were and began traveling to races with friends when I went on my placement year in university.

I think having a relatable role model in Lewis Hamilton in the sport, said to me that it's possible for you to get there. When I went through school and I was deciding what degree I wanted to do, I knew it was super important for me to select something I was passionate about but I also did

research whether that passion would get me into Formula 1. Fortunately, they fitted together and I knew that there were places within the fluid engineering side, but the roles were very rare. I knew it would be extremely competitive.

YOU MENTION LEWIS HAMILTON AS A ROLE MODEL. HOW DIFFICULT WAS IT FOR YOU TO ENVISAGE A CAREER IN F1? DID YOU NOT THINK THAT THERE WAS A SPACE FOR YOU IN MOTOR SPORT BECAUSE OF GENDER, BECAUSE OF RACE? WERE YOU CONCERNED ABOUT THAT?

Growing up you always look for people that look like you or represent you as a person, so when I saw him in the sport, it made it feel real, much more, I don't know what the right word is, but much more comfortable about going into that environment. I knew that there was someone there that was

paving the way for the rest of us to follow. It wasn't just him, though. Seeing the lack of females in that environment was also another thing that made me determined to get there, to show to young people and young females especially that it is possible if you really put your mind to it. I was really, really determined to get that.

HOW IMPORTANT IS IT TO ENCOURAGE YOUNG GIRLS THAT ENGINEERING, AND MOTOR SPORT, ARE REAL POSSIBILITIES?

It's so important. I was extremely, extremely fortunate to have a grandfather and a father that were involved in the engineering industry and I was always encouraged from a very young age.

I would say there's a wider aspect that a lot of parents aren't very educated about what engineering entails. Some kids don't even get to know about engineering by the time that they go to university.

Fortunately, I was exposed from very young

to all of these things and that led me down that path. I think that since initiatives such as Why Not Commend have come there's been a big push to show young people what engineering is. Doing Formula 1 in Schools opens the eyes of young girls and young boys and shows them that there are roots into Formula 1 within the engineering industry. I think that in the future we're going to see a much more diverse sport and you're going to see a lot more young people coming into the sport, and a lot more young people studying engineering in general, based on the exposure that they're now getting in school from a young age.

HOW DID YOU GET YOUR 'BIG BREAK' INTO FORMULA 1?

When I graduated I applied for various roles from all sorts of different companies. I ended up going back to the company that I did my placement year at, BASF, because I thrived so much there. One of the guys I worked with on placement

Stephanie was invited onto the podium to celebrate victory with Lewis Hamilton at the 2020 Styrian Grand Prix.



year was working for Mercedes High Performance Powertrains at the time, and he sent me a link to a global search by PETRONAS for engineers. My initial response after speaking to my parents was, do I really go for this? I'm going up against the whole world. My dad and my mum just looked at me and they said: "This is what you've been talking about from your teens. It's something that you've always dreamed of doing and the team that you've dreamt of working with. What have you got to lose?"

That really resonated with me and I applied in 2018. I went through every single stage, passed all the exams, did a one-minute video answering questions from Valtteri Bottas and the team and that was sent worldwide for voting. It was quite overwhelming at times, knowing that I had gone up against 7,000 candidates. But I put the best version of myself and I started working with the team in Barcelona testing of 2019.

SO, WHAT'S IT LIKE WORKING IN FORMULA 1?

It has been amazing, so surreal. From when I first started, I could not believe it. Walking into the garage

and seeing the cars in front of me for the first time and I'm physically going to be involved in making them run on track and taking samples from them and providing data to the team that helps the team progress every single race weekend. It's just been such a thrilling feeling for me and the whole paddock community and the team.

WHAT'S YOUR WORKING WEEKEND LIKE AT A RACE?

We arrive on a Tuesday in the PETRONAS Trackside Lab, we will set up all the equipment. The reason why we help the lab trackside is to ensure that we're compliant with FIA regulations and also to monitor the fluids that we send trackside. And we do analysis throughout the weekend, before and after a session to monitor the amount



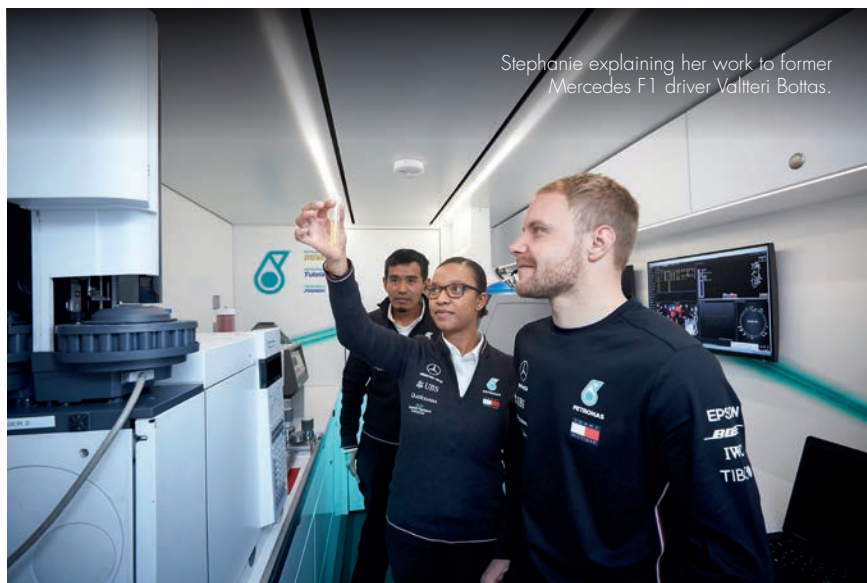
Stephanie Travers started working with the Mercedes F1 team in 2019.

of wear that the team may have had on the engine and the gearbox.

Based on historical data and all the data that's been collected in the partnership with Mercedes and PETRONAS we have limits that have been set. We know what a normal amount of wear is and we know what an excessive amount of wear is. We see after every session where we are on that scale. As the mileage goes up, you get to see the trend of that particular engine or gearbox and see how much wear you've had cumulatively, but not only going to be also for that session.

A LITTLE OVER A YEAR AFTER YOU STARTED WITH PETRONAS AND MERCEDES YOU GOT FAMILIAR WITH A DIFFERENT TYPE OF FLUID TO THE ONES YOU NORMALLY WORK WITH WHEN YOU GOT DRENCHED IN SPARKLING WINE WITH LEWIS AT THE 2020 STYRIAN GRAND PRIX. THAT MUST HAVE BEEN A THRILL?

It was a momentous occasion for myself, my family and the sport. It definitely meant a lot to Lewis and to me. The response I received from all over the entire world really touched me. I had girls reach out to me on social media saying how inspired they are by me and knowing that Lewis did that for me and I'm now doing that for other young people, it was a great feeling and I really hope to continue to do that



Stephanie explaining her work to former Mercedes F1 driver Valtteri Bottas.

throughout my journey in motorsport. I hope to see some more young people in the sport, young females especially in the sport. It's definitely becoming more diverse as we go race to race even, so it's great seeing that.

WHAT WOULD YOU SAY TO GIRLS WHO ARE MAYBE 13 OR 14-YEARS-OLD AND HAVE AN INTEREST IN ENGINEERING BUT MEET RESISTANCE IN PURSUING THAT GOAL?

I would say, just pursue it. Be inquisitive, ask questions. Even if you get pushback from one person, there are so many other people that you can ask and eventually, you will get to the right person.

I believed I would be able to become an engineer and that I would succeed as an engineer. I believe that any pushback you get, just see that as a little mountain, and you're climbing that mountain, and once you get over that hill, you've passed that pushback and you're on to the next thing.



ROYCE ROLLS BACK THE YEARS

"A VAST MAJORITY OF PEOPLE ENJOY WATCHING THE RACING, BUT SCRUTINEERS ENJOY LOOKING AT THE CARS," SAYS SUZANNE ROYCE, WHO WAS THE FIRST WOMAN TO BE GRANTED AN FIA INTERNATIONAL CHIEF SCRUTINEER LICENSE

After emigrating from the UK to America with her husband and young daughter in 1970, Suzanne Royce's passion for all things technical is a journey that has taken her from the grassroots level to being the only female Chief Scrutineer for Formula One in the United States.

"One must have an interest and a passion for the technical side of motor sport, and a willingness to learn," she says. "Each series will have its own set of rules and regulations regarding the vehicle preparations, and these must be understood. As a scrutineer you need to understand the basics regarding safety of how a vehicle is put together, but the technical aspects of each series/class will differ."

A long-time member of the Sports Car Club of America, Royce served as a Chief Scrutineer for her first regional event in the mid '70s, but when Formula One hit Detroit in 1982, she volunteered as a member of the scrutineering team. She quickly flourished in the role, becoming co-Chief Scrutineer three years later before taking over the reins in 1986 to become the first woman in the world to be granted an FIA International Chief Scrutineer License. After the US Grand Prix moved to the Circuit of the Americas in 2012, Suzanne served as Chief Scrutineer for many other international motor sport events at COTA, including the FIA's WEC and World Rallycross events, in addition to overseeing the scrutineering teams in the US rounds of FIA Formula E.

"For the 2021 US GP I had a total of 30 scrutineers on my team," adds Royce. "Each international event will have different requirements regarding scrutineering support because of the number of entries and the duties that the scrutineers will be required to fulfil. Before each event it is important to fully understand both the Technical Regulations and the



Sporting Regulations for that series."

It is not just at the circuit where Royce has ruled the regulations, however, as she also committed her time to the Formula Student initiative, where the engineers of the future design and build small scale racing cars that must meet exacting standards in all areas, including safety.

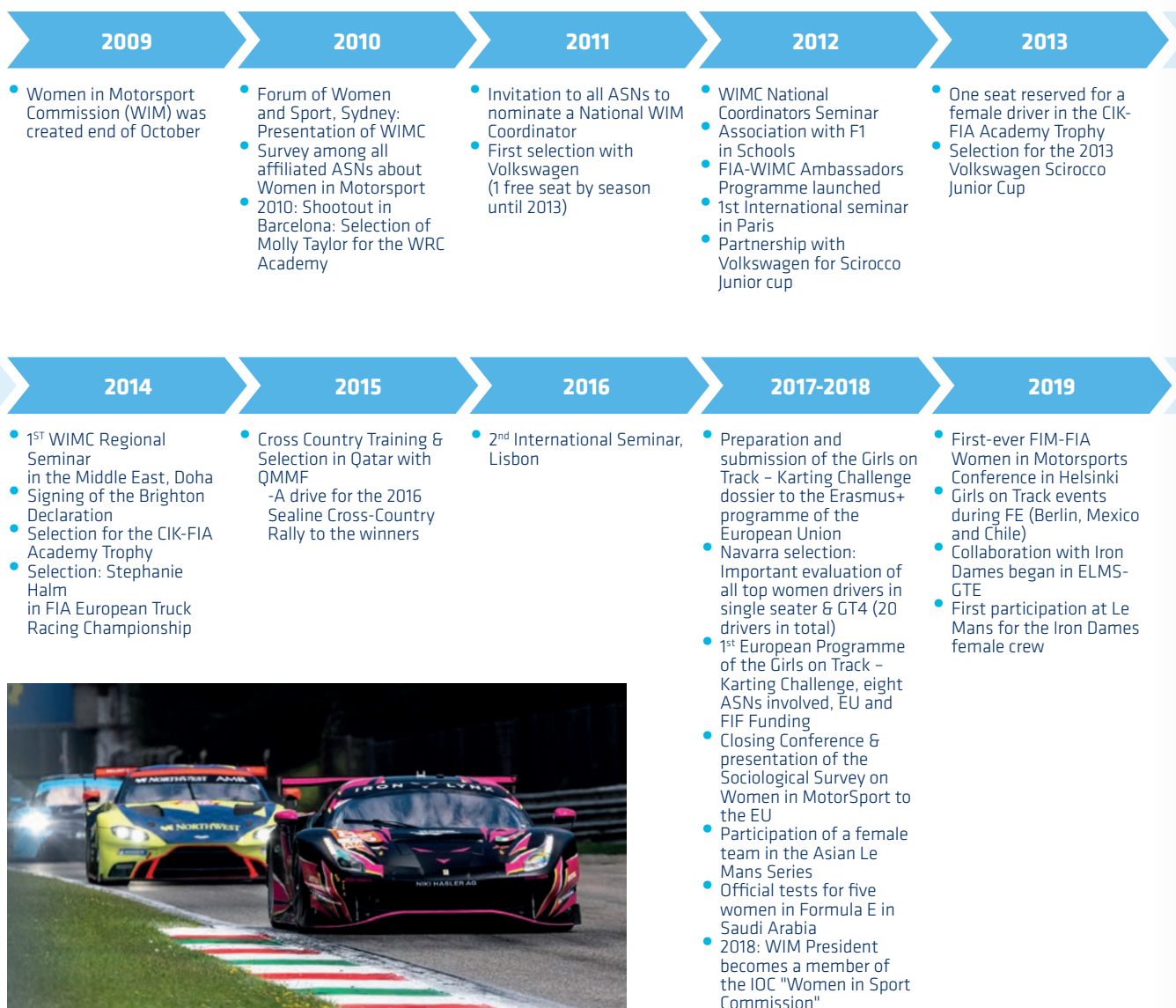
"It does not matter what type of event I will be working as a scrutineer, the same principles must be applied and safety must come first," she says. "You cannot expect a Formula Student car to be built to the specifications of a Formula One car, the competitions are totally different. However, welding can be checked on a student built car, and it is great to see how the quality of both the designs and the builds of the students' cars has improved over the years."

After half a century dedicating her life to motor sport safety, Royce was recognised by the FIA during the 2020 Volunteers & Officials Weekend for her essential role in assuring motor sport safety and received the Best Chief Scrutineer award in a sport where, without these unsung heroes, it simply would not happen.

After an illustrious career, the 2021 US Grand Prix marked Royce's final race as Chief Scrutineer as she retires from a role crucial to the safe running of motor sport. "There will always be accidents that happen in any speed event, but it is to be hoped that it was not caused by something that was not caught at Inspection," she says. "The most rewarding part of the job is having a safe event. No matter what level the competition is, that is the number one priority."



WIM Roadmap 2009 - 2022



2020

- FIA Girls on Track – Rising Stars 1st Edition: Collaboration with the Ferrari Driver Academy
- FIA Girls on Track – Virtual Experiences launched
- Collaboration with Richard Mille Racing Team began in LMP2
- Two female crews at Le Mans in GTE & LMP2
- WIMC gets involved in an increasing number of disciplines: Extreme E is launched with nine female drivers (each team is composed of one female and one male driver)
- Published “Your Career in Motor Sport” booklet on the FIA website
- Published the “Engineer Your Career” on the FIA website in English, French and Spanish

2021

- FIA Girls on Track – Rising Stars 2nd Edition: Collaboration with FDA continues, and Iron Dames become a partner
- Expansion to Junior and Senior categories (Karting & F4)
- FIA Girls on Track – Formula E (Berlin, London)
- 3rd International Seminar (Monaco)
- FIA Girls on Track & FE announce a six-year Partnership
- FIA Rally Star is launched with a seat reserved for a female driver
- WTCR first female driver
- Two female crews at Le Mans in WEC (Iron Dames & Richard Mille Racing)
- Historic participation of six female drivers in WEC
- Cristina Gutierrez wins T3 Drivers title in the FIA World Cup for Cross- Countries Rallies
- Cross Car project development (one event in Germany)
- Sophia Floersch claimed a first outright podium for a woman in ELMS
- Michelle Gatting claimed a first title for a woman in The Ferrari Challenge Europe
- Michaela Kottulinsky claimed 2nd overall in the STCC TCR
- Published “Women in the WTCR” booklet on the FIA website
- Published “Your Career as a Motor Sport Official” booklet on the FIA website

2022

- Cross Car Driver selection
- FIA Girls on Track Rising Stars 3rd Edition
- Formula E & FIA Girls on Track (4 events)
- Formula 1 & FIA Girls on Track (Saudi Arabia TBC)
- WEC & FIA Girls on Track TBC (4 events)



