



FIA WOMEN IN MOTOR SPORT
SEPTEMBER 2018 – ISSUE 15

ACCESSIBLE RACING

FIA Disability and Accessibility Commission
President Nathalie McGloin on sport for all PG10

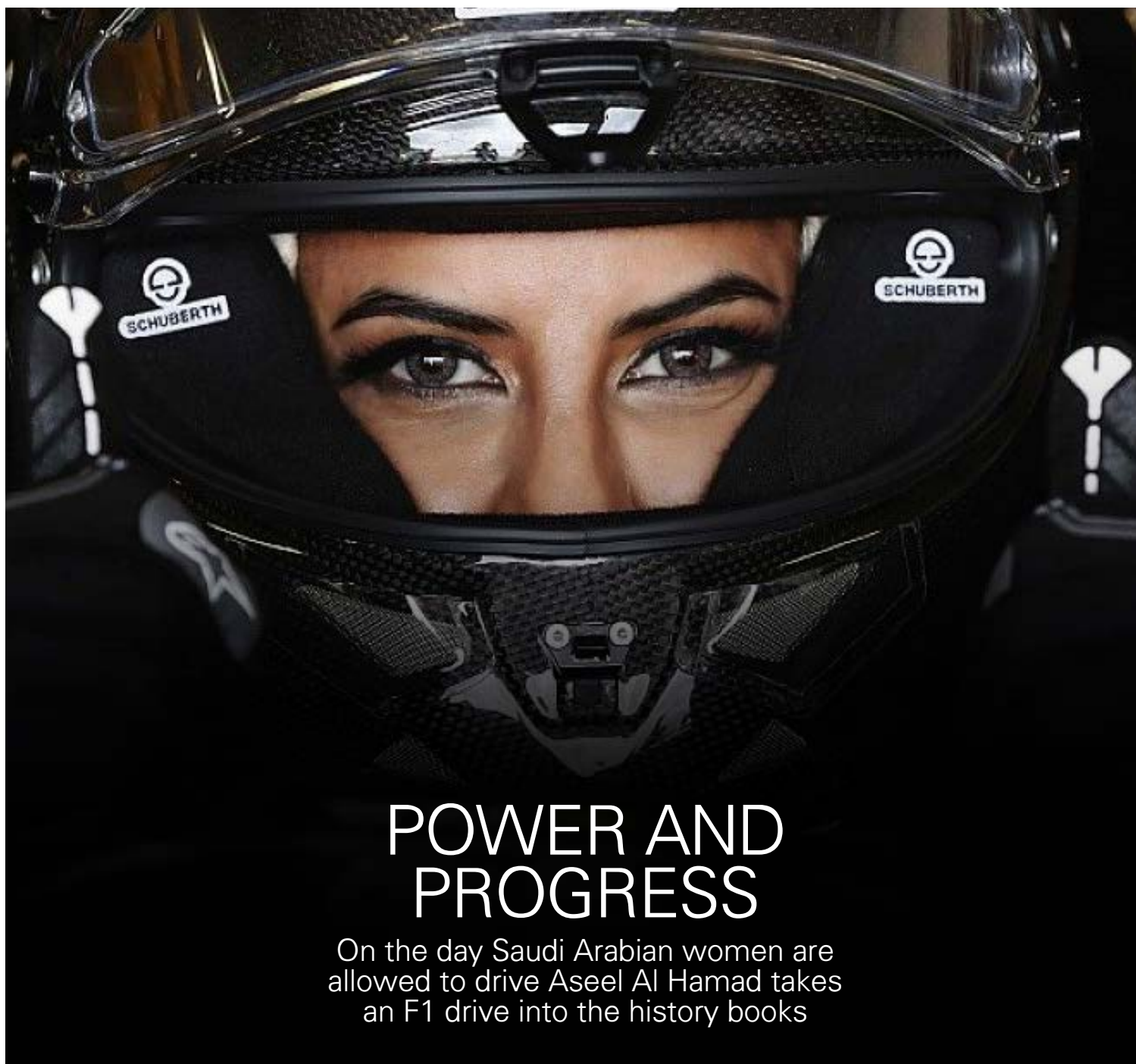
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AUTO+ WOMEN IN MOTOR SPORT



POWER AND PROGRESS

On the day Saudi Arabian women are
allowed to drive Aseel Al Hamad takes
an F1 drive into the history books



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ABOUT THIS NEWSLETTER OR
STORIES FOR THE NEXT ISSUE, WE
WOULD LOVE TO HEAR FROM YOU.
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Welcome to the latest edition of the FIA's Women in Motorsport Newsletter.

This issue's cover story features an historic motor sport moment featuring a remarkable woman - FIA Women in Motorsport Commission member Aseel Al Hamad, who in June marked the lifting of the ban on women driving in her homeland of Saudi Arabia by piloting a Renault F1 car at Le Castellet circuit on the weekend of the French GP. Her passion for cars and her drive to promote motor sport in her homeland make for a truly inspiring story. Elsewhere, we report on some similarly stirring performances on the track, including Flick Haigh's bid for British GT title glory, Jamie Chadwick becoming the first woman to win a British F3 race and Sophia Flörsch's move to the FIA F3 European Championship.

We also hear from two women in senior management roles in motor sport - Susann Hansen, Team Manager at Peugeot Team Total in the FIA World Rallycross Championship, and former F1 driver Susie Wolff who recently took on the role of Team Principal at the Venturi Formula E team.

Finally, we report on the great success of the FIA's The Girls on Track programme, as it crisscrosses Europe in search of a new generation of female racing talent. Enjoy!

Your AUTO+ team



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**SAUDI ARABIA HAS
WITNESSED THE
GROWTH OF A NEW,
STRONG GENERATION
OF WOMEN**

- ASEEL AL HAMAD -

Aseel Al Hamad's F1 drive accelerates the pace of change in Saudi Arabia

FIA Women in Motorsport Commission member Aseel Al Hamad's inspirational Formula 1 demonstration run at Le Castellet marks the beginning of a new era for Saudi women on track and on the road

Arguably the single most important lap in a Formula One car in 2018 was not driven by Lewis Hamilton, nor Sebastian Vettel, nor indeed any of the 20 Formula One drivers on the grid contesting the world championship.

Instead, it was a single, pioneering demonstration lap in a 2012 Renault F1 car by the inspirational figure of Aseel Al Hamad, entrepreneur, motor sport enthusiast and recently appointed Board Member of the Saudi Arabian Motorsport Federation.

Al Hamad's drive at Le Castellet during the weekend of the French Grand Prix carried the heavy weight of symbolism, with the lap being turned on the very day that Saudi Arabia lifted the ban on women driving on the roads of her home nation.

In the same Renault E20 driven to victory by Kimi Räikkönen in Abu Dhabi in 2012, Al Hamad helped usher in of a new era for women in her nation and has enthusiastically embraced the responsibility of sending a positive message from her experience. A lifelong motor sport enthusiast, Al Hamad enjoyed her drive on a personal level but is even more excited about what is happening in her nation.

"It was a great honour to be invited by the Renault F1 team to participate by driving the Renault E20 Formula One car for a lap at the Le Castellet circuit," she says. "It was a thrilling experience full of energy and power, and an achievement I am proud of, as I represented Saudi Arabia and Saudi women.

"Saudi women have made many big steps forward in the past years and driving isn't just another random achievement for them," she adds. "Saudi Arabia has witnessed the growth of a new and strong generation of women who are playing

Aseel Al Hamad at the Circuit Paul Ricard: "It was a thrilling experience full of energy and power."



important roles in private and public sectors."

In particular Al Hamad points to Her Excellency Tamader Bint Youssef al Ramah who in February was appointed Saudi Arabia's first female Deputy Minister of Labour.

She adds that women's freedom to drive in the kingdom marks another important step towards greater equality.

"I'm proud that women are allowed to drive in the kingdom as part of female empowerment in Saudi Arabia. We are grateful to His Majesty King Salman bin Abdulaziz and His Highness Prince Mohammad Bin Salman, Crown Prince of Saudi Arabia, for giving Saudi women this opportunity."

Beyond the socio-political significance of her lap at Paul Ricard, the opportunity to drive a Formula 1 car was the fulfillment of a dream for lifelong motor sport fan Al Hamad who sees many parallels with her professional life.

"I'm a designer and from my perspective, I see a clear relationship between interior design and motor sport. They both need dedication, attention to detail and love for what you do – and this is the perfect equation to succeed. The engineering of cars as well as their innovative designs are the main aspects that fed my passion for motor sport."

Al Hamad is in the vanguard of women making a difference in the world of motor sport in Saudi Arabia and recently became the first female board member of the Saudi Arabian Motor Federation (SAMF).

"It had always been a challenge to drive in Saudi Arabia before June's announcement. I've been passionate about cars

my whole life and have done everything it takes to be able to do what I love most.

"As a Saudi woman, and with my role within the federation, it is my duty to support and encourage my fellow Saudi women in a bid to reach a bigger goal that is aligned with the Saudi Arabia Vision 2030 that focuses on female empowerment as a key priority."

Al Hamad is also taking a wider motor sport role as a member of the FIA Women in Motorsport Commission, a role she says will allow her to use her experience in Saudi Arabia to encourage young women "I currently represent my country as a member of the FIA Women in Motorsport Commission and being part of this helps me to inspire other Saudi females.

"We are likeminded people in the Commission and by working together and sharing ideas we all have the opportunity to support other women through their journey and help them achieve their dreams, especially in motor sport."

However, she is aware that the journey to large-scale participation in motor sport by Saudi women is a long one and is proud of the role she has had in taking the first step.

"There is definitely greater interest in motor sport from women now, and recently Saudi Arabia hosted a history-making, first-of-its kind female karting championship race. We saw 10 Saudi female finalists racing on the track, it was an exhilarating and empowering sight and an honour to

present the awards at the end of the race."

Interest should be further piqued by Saudi Arabia hosting the opening round of the 2018/2019 FIA Formula E Championship (15 December), the first time the kingdom has hosted such a major motor sport event.

"There is huge anticipation over such a major event in Saudi Arabia, especially among motor sport enthusiasts and I expect this race will have a big crowd, including many Saudi women," she says. "With the new vision the kingdom has in place there will be more major events and initiatives like this launched in Saudi Arabia in the future."

IMSA sports car and NASCAR racer Katherine Legge has been confirmed as driving in the Jaguar I-PACE E-Trophy series, which supports the FIA Formula E Championship. Subject to final confirmation of the calendar she, and possibly other women, could well race in Saudi Arabia before the end of the year.

Ex-F1 tester Susie Wolff will be there too, as the new Team Principal of the Venturi Formula E Team. It's a prospect that excites Al Hamad who knows better than most the inspirational value of Legge, Wolff and other prominent women in motor sport.

"To have such successful women in motor sport can only help inspire other women to get involved. It will be an honour to have Susie Wolff and Katherine Legge, and many other women involved in the race meeting, in our country, demonstrating that everything is achievable if you have the determination."



Saintéloc show the way

Munnings leads French team's female core in FIA European Rally Championship



The Saintéloc Junior Team continue to set a high standard in the FIA European Rally Championship and at its heart is a talented group of women.

The three-car French outfit has six female team members either competing in-car on the stages or working in the service parks of the ERC.

Briton Catie Munnings and her German navigator Anne Katharina Stein form an all-female driver pairing. Frenchwoman Cecile Marie is the team's logistics co-ordinator while her compatriot, Coralie Letellier, is one of the mechanics. Marketing and communication duties are managed by American Abigail Carr and, finally, Reeta Hämäläinen joined the team mid-season to co-drive fellow Finn Miika Hokkanen.

"I'm really glad our team not only brings together many different nationalities but six women holding key positions brings a richness and open-mindedness to the team," says Saintéloc's rally manager Vincent Ducher. "The diversity means we can count on a unique team culture."

Munnings joined Saintéloc for her European Championship debut in Belgium midway through the 2016 season which she completed as the winner of the ERC Ladies Trophy. Unsurprisingly, the 20-year-old is a big advocate of women working in motor sport.

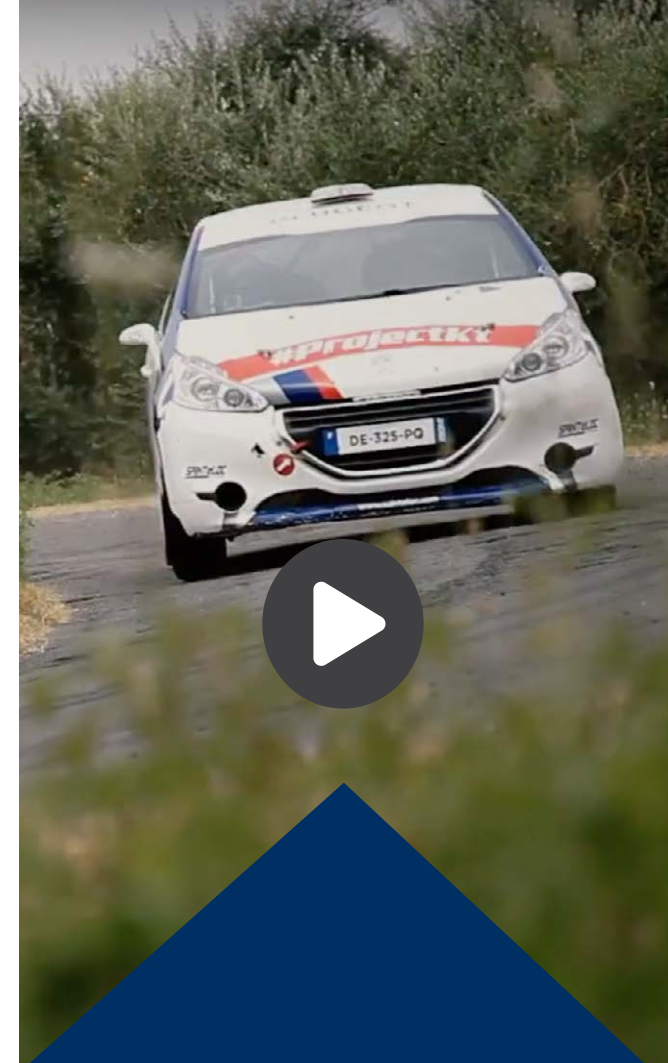
"It's really great to have more women in the team," she says. "In fact it's so good to see women in motor sport so let's continue to get those numbers up."

Co-drivers Hämäläinen and Stein are adamant that gender is not an issue when working in motor sport. "It's the same to be a boy or a girl in rallying," Hämäläinen says. "I don't think it makes a difference."

Stein agrees, saying: "It's just competition and that's what we're here for."

Carr, another of Saintéloc's mid-season recruits, says she's proud to be a woman working in motor sport. "I'm very proud because there are not many of us although there are more and more."

At the halfway point in the six-round European junior series Munnings lies seventh in the U27 standings having finished fifth in class in the Azores Airlines Rally and the Rallye di Roma Capitale. Munnings also lies second in the ERC Ladies Trophy with three of the eight rallies remaining.



WATCH THE VIDEO:
Saintéloc driver Catie Munnings introduces her team-mates at the female-focused rally outfit.



No barriers to competition

At the FIA's December 2017 Annual General Assembly in Paris the Federation approved the creation of its first Disability and Accessibility Commission. As it continues to develop its goals, Commission President and noted disabled racer Nathalie McGloin, outlines her vision for accessible racing for all and talks about her own racing ambitions

How did your appointment as President of the FIA Disability and Accessibility Commission come about?

I had been asked to speak at the FIA Women In Motorsport Seminar in Portugal in the autumn of 2016, where I was introduced to Graham Stoker, Vice President For Sport for the FIA. After hearing me speak, Graham invited me to speak at the 2017 FIA Sport Conference in Geneva. I believe Jean Todt was impressed with my attitude towards inclusivity without compromising safety in motor sport. I was then invited to the FIA offices in Paris last October and to my complete surprise, I was offered the position of President of the FIA Disability and Accessibility Commission. I accepted without hesitation!

The Commission is a new endeavour for the FIA. What do you see its remit being and what projects are you looking to develop in the short-term?

The remit of the Commission is simple: to make motor sport the most inclusive sport in the world without compromising safety. It is my personal mission to show the world that this sport is for everyone.

The Commission is also one of two new FIA Commissions that are joint Mobility and Sports Commissions. That union is really important to the success of our work, as both sides complement each other and we have a really strong and dedicated team of members.

The main pillars for the Commission this year are to create a Global Disabled Licencing Process, to work on the Back To Racing programme for existing drivers who have suffered life-changing injuries but who wish to continue in motor sport, and to work on a strategy for guidance on approved adaptations for competition vehicles.

Also, after presenting the third-place trophy at the Formula 1 British Grand Prix this summer, it's apparent to me that we need to start making circuits more accessible to people with disabilities.

I'm hoping to start the foundations this year for an 'Accessible Podiums' campaign to begin in 2019 whereby we make all GP circuits accessible for competitors, volunteers, officials and spectators with plans for this to filter down to non-FIA circuits in the years that follow.



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‘IT IS MY MISSION
TO SHOW THE
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EVERYONE’

- NATHALIE MCGLOIN -

Nathalie McGloin presents Kimi Räikkönen with the third-place trophy at this year's British Grand Prix.



Prior to your appointment you were advocating for change from the outside, so how does it feel to be in a position to advance the cause of accessibility within the governance structure of motor sport?

It makes me feel incredibly proud and humble. For the FIA and in particular, Jean Todt to put their faith in me is a massive honour. Being the only disabled Commission President and one of only two female Presidents alongside Michèle Mouton gives me an enormous amount of hope. Yes, motor sport is historically male dominated, but Michèle and I are proof that things are changing. The support I feel from other FIA members for both female and disabled drivers is significant and I honestly believe that with this support I can make a difference that will affect the future of motor sport forever.

A lot of the projects the Commission is aiming to realise represent uncharted territory for motor sport. How big a challenge do you think it will be to bring about change on a global scale?

When you talk about things on a global scale, you will always face challenges. I think there are a lot of very successful and inspirational disabled drivers competing globally that make my job a lot easier through the legacy they are creating through their own careers. Take what Billy Monger has achieved and what he continues to achieve as a perfect example that having a life changing injury doesn't have any bearing on your desire or ability to achieve incredible results in motor sport. Elsewhere, Gustav Engljählinger is winning his class or getting

on the podium in nearly every VLN Endurance Championship round he competes in at the moment, as the only tetraplegic in the series. I've also just heard news that Alex Zanardi has a new car from BMW and is coming back to the track. Therefore, when I am faced with opposition to plans that we are making with the Commission, drivers like these will serve as my evidence and proof that it can be done, that it is safe and will continue to be so, and that we deserve to be here competing on level terms.

Your disability was as a result of a road traffic accident, in which you were a passenger. That would put many people off cars altogether but you chose to race. Did you have motor sport aspirations before your accident, and do you think you would have had the same level of success?

For me, driving a racing car bears no resemblance to the car crash I was involved in. I never found it a mental challenge as I don't see being a passenger in a road car as the same thing as being a driver of a race car. I had no interest or knowledge of any sort of motor sport before my accident and didn't get into racing until my early 30s. Racing for me is parity, it's freedom; when I'm in my car I'm me without my injury and that's what made me fall in love with the sport.

Just getting to compete was not without difficulty. What challenges did you face and how did you overcome them?

The main challenge I faced when I started racing was simply getting my licence. The process I had to go through didn't

make much sense to me and it's one of the reasons I'm so passionate about creating a global licencing process that is fair and safe for disabled drivers. I also struggled to find information about the types of hand controls that would be suitable and safe for me to race with and that would allow me to be competitive. Like all disabled racers, I had to think outside of the box when it came to car set up and control choice.

Were there moments when you questioned the decision to race?

Yes, last season was particularly bad for me. I had my first big crash in motor sport on the test day before my first race of the season in March of last year due to a mechanical failure. The crash made me question everything I loved about the sport and I experienced some of the lowest lows I've ever had in my sporting endeavours. After the crash it took a whole season to work out what was wrong with the car and I started to question my driving ability. Fortunately, I managed to get my form back by the end of the year and I slowly started to fall back in love with racing again. When motor sport goes wrong, the lows are pretty demoralising but in turn, the highs become much sweeter knowing how hard you've fought to get there. I achieved my first podium finishes this season and I'm so proud of myself for sticking with this to get on those steps. The third and second place finishes were so incredible, I can't wait to experience what winning feels like!!

You race a hand-controlled Porsche in the UK's Porsche Club Championship, as well as other events. Do you think young disabled drivers are likely to adapt to such controls more readily given their facility with technology such as video game controllers?

I think the youth of today in general are used to adapting to modifications due to the rate at which technology is

developing. Computers, tablets and phones change so quickly, that younger generations have to grow up constantly adapting to change and progress. I think this naturally gives disabled young people an advantage over older generations when it comes to being comfortable with finding different adaptations to drive a competition car. I think the Women In Motorsport Commission's initiative The Girls On Track is something we need to emulate within the Disability And Accessibility Commission. We need to draw inspiration from the success of that programme and appropriating it for disabled karting for young people. Once we change the mindset of young disabled people about what is possible for them in motor sport, we can start to change the future.

You also played international wheelchair rugby for Great Britain. How did that come about and what other talents are you hiding?

I was first introduced to wheelchair rugby whilst I was still an inpatient after my accident. I loved the aggressive nature of the sport and took it up when I was at University. After I'd graduated, I moved to London to play for the best team in Europe at the time. My first tournament with London was in Poland where we won gold and shortly after I earned my spot on the British national squad. I still play rugby recreationally when I have time and I had a short stint in wheelchair racing last year. Despite setting two European records at my debut tournament in Switzerland last summer, I decided I didn't enjoy the sport as much as rugby or motor sport so didn't pursue it any further. As far as hidden talents go, I don't have any that I'm aware of! Although I am about to embark on my first ever rally when the season starts and I'll be the first female with a spinal cord injury to compete in a rally so watch this space!



McGloin racing her hand-controlled Porsche Cayman S.

Sophia makes the switch

With her school year complete, German teenager makes mid-season switch to FIA F3 European Championship



German teenager Sophia Flörsch has stepped up from the ADAC Formula 4 series, where she recorded multiple podium finishes, to join Van Amersfoort Racing in a third Dallara Mercedes for the remainder of the FIA F3 European championship.

Having tested with the Dutch team during the winter, Flörsch made her debut with the team at Zandvoort in the fourth round of the series and will contest the remainder of the FIA F3 European Championship campaign as well as the end of season Macau GP.

Arriving late to the series following the completion of her school year doesn't faze Flörsch and the German driver says she is looking forward to the next part of her education in the 'university' of European F3.

"I had my first ever Formula 3 test in the beginning of this year with them and it was very positive so we kept in contact," says the Munich-born 17-year-old. "After my school graduation in June we finally signed the contract for the rest of the season."

"VAR has got a big past with F1 drivers. They know how to teach you to become a professional race driver. That's a huge motivation."

After an eight-year career in karting, Flörsch intended to move

directly into ADAC F4 until a late change of the age minimum forced a useful diversion into the popular first car racing destination of the UK Ginetta Junior Series.

Multiple race wins and podium finishes in the mini GT cars prefaced her move into ADAC F4 series and now into F3 where she has put several series regulars behind her in her first four race meetings at Zandvoort, Spa, Silverstone and Misano.

Her initial impressions of the series are overwhelmingly positive. Both team and driver are on an upward curve with VAR recovering from a difficult start to the season with their other two drivers and Flörsch quickly coming to terms with a new machine and working routine.

"I was really nervous before the weekend but it got better. The whole procedure is different to F4 so everything was new for me. With my second qualifying, being on P14 was really good for me. It is going to be interesting how the rest of the season will be."

"It's my goal to get to Formula 1. To achieve that there need to be small goals in between. That's the reason why I am just thinking from race to race. I prepare myself the best way possible for that. I am 100% focused on F3 and my training. The rest will



come...until then I'm enjoying every minute in a race car."

Flörsch has been on a trajectory to a full-time racing career since she first stepped into a kart aged five and the move to F3 is part of a clearly defined path to the top. It's a move she tackles with relish and being the only woman in the FIA F3 European Championship is clearly not intimidating.

"I am used to being the only girl on the grid so I do not really care. Of course I would be happy if more girls or women would compete in the series but I am also happy with how it is now. When I was younger it always motivated me to beat the boys and show them how to drive and that hasn't changed."

"The guys respect me as every other driver as well. You need to be fast to make them respect you, but also a boy needs to do that, too, so everything is good."

"Even with very few days in an F3 car I can already say that it is the best series I have ever driven. It's crazy cool to drive this car on the limit. So professional. So challenging. The FIA F3 European Championship is MEGA!"



The transporter

Sophia Flörsch isn't the only female driving for Van Amersfoort Racing – Sharon de Ridder is also living her dream, as a truck driver for the Dutch team

Born 34 years ago in the Dutch city of Schagen, Sharon de Ridder has been driving trucks for 16 years and working for Van Amersfoort since last year.

Inheriting a love of motor sport from her grandfather, as a teen Sharon vowed to pursue a career in motor sport and having gained her driving licence at 18, set about obtaining a commercial vehicle licence. By the time she was 21 she was driving small trucks and before long she was driving big rigs all over Europe.

Through it all, however, Sharon's motor sport dream thrived and she applied to many race and rally teams offering to drive a transporter but without success.

Then in July 2017, Dutch-based Van Amersfoort Racing (VAR) advertised for a truck driver. Team owner Frits van Amersfoort had placed the advertisement on Facebook and a friend of Sharon's copied her in on the post.

Sharon recalls reading the job description while she was on a break at a truck stop in Germany, when suddenly a dozen race team transporters pulled up on their way to Hockenheim for a race meeting.

"I thought 'this is not a coincidence', so I sent a message to Frits and said: 'you're looking for a man; good luck with your search. If you don't find anybody, and you're willing to take a step outside the box, then this is my history. Let me know if you think I am capable.'"

Initially, she heard nothing back but come October her phone rang and Frits Van Amersfoort offered her a week's trial.

The trial was a success and Sharon is now a full-time truck driver. Primarily she drives the main Formula 3 transporter to races and testing across Europe, but she also helps out occasionally with VAR's Formula 4 team.

The demands of the job are more than just being the truck driver, and it's the additional duties beside driving that have traditionally not seen women working in this role. Aside from the truck driving, there is also heavy work involved, including unloading, the build up of the pit area, mounting the race tyres, working in the pit lane, looking after the race fuel and knowing where all the spares and equipment are within the trailer unit.

"In the beginning I felt I had to do more to prove myself but now I feel I'm just one of the guys," she says. "I think I get their respect, I don't ask for it because it's just me doing what I do best. Every day feels like a vacation, it doesn't feel like work. It's perfect!"

- Extract from an original article by Grant McDonald -



Flick Haigh, who currently leads the British GT Championship.

Haigh hits a high as British GT title beckons

British GT victory gives female racer series lead ahead of final-round shootout

A second win of the season in the penultimate race of the British GT Championship has propelled Flick Haigh into the lead of the series and offered her another great opportunity to make history.

Having already etched her name in the annals of the 26-year-old British GT Championship by becoming the first woman to win a race and score a pole position in the senior category of the series, 33-year-old Haigh and her team mate Jonny Adam head to the final event in Donington Park with a narrow points lead.

The British GT series regularly attracts grids of more than 30 cars and has consistently been one of the most competitive series in the UK in recent years. Haigh, better than most, understands the scale of the challenge she has undertaken.

“To win the championship would be a dream come true and a shock, as I didn’t think we would be where we are at this point in time,” says Haigh. “It’s a new car to me this year and

a new championship. The fact we have a shot to win it really is testament that we have a great team behind us.”

The season began in perfect fashion at a wet round one at Oulton Park, with Haigh at the head of the field in her Optimum Motorsport Aston Martin Vantage GT3. Handing over in the lead at the pitstop, Adam duly converted their strong position into a victory and Haigh became the first woman to win the senior class of the series.

Consistent results through the season including a brace of podium finishes ahead of the penultimate race in Brands Hatch set the pair up for the win that moved them back into the lead of the championship.

An impressive opening stint at Brands Hatch, when Haigh charged into a 12-second lead from pole position only to see her advantage wiped out by safety car interventions, nonetheless proved the bedrock of the duo’s victory in the two-hour race.

Haigh and Adam now have a 27.5-point lead over their

nearest rivals with 37.5 points still available for victory at Donington’s deciding round on September 22/23.

A relative latecomer to motor sport, Haigh has played catch-up with impressive rapidity. She waited until her university exams were completed before her first track foray in her early 20s and went on to win the Caterham Classic Graduates series in her third season.

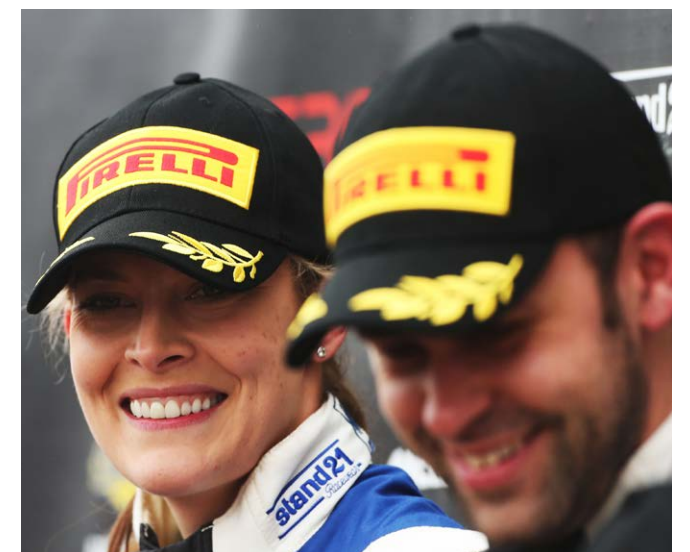
Progressing through the Caterham Superlight R300 Championship into GT3 racing with an Optimum Motorsport Audi R8 LMS in 2016, Haigh is primed for her title assault in the two-hour final race at Donington on September 23.

Beyond that, the sky is the limit for Haigh, who admits there has never been a clearly defined career path for her in motor sport.

“I haven’t ever really had a plan of how to get where I am, it’s really just happened over time. Each year new opportunities would arise and with it new challenges,” she says. “I’ve always been keen to keep challenging myself which has resulted in a natural progression.”

Le Mans looms large in the future for every up and coming GT racer and Haigh is no exception, though she’s not making any firm plans beyond the final round of this year’s British GT series.

“I’ve always wanted to race at Le Mans, but I will do what I’ve done in previous years and see where we finish this season, then think about 2019 and beyond,” she adds.



Flick Haigh on the podium at Brands Hatch, with team-mate Jonny Adam and at the wheel of her Aston Martin Vantage GT3.



Team Peugeot Total
Team Coordinator
Susann Hansen.

Hansen at the helm

Former driving star, team manager, and mother to two of Team Peugeot Total's drivers, Susann Hansen might be the most overqualified senior manager in FIA World Rallycross.

Susann Hansen is uniquely well equipped for her role as the Team Coordinator of Team Peugeot Total in the FIA World Rallycross Championship.

Alongside her husband Kenneth, the Swede not only has 30 years experience leading an outfit which has won European and national titles in abundance, but she is also the mother of two of the team's drivers, Timmy and Kevin Hansen.

An intuitive maternal understanding of her drivers' personalities would be useful enough on its own, but to it Susann can add a racer's understanding of what the drivers are going through.

Under her maiden name of Susann Bergvall, she was a star performer behind the wheel, winning a national championship and the ERA 1400 Cup (a forerunner to a full FIA European series) in 1994 in the same year her then

fiancé, Kenneth Hansen won national and European titles.

She eventually gave up racing to focus on their team, KHM, which has latterly morphed into Team Peugeot Total, and the memory of those carefree days of youth is a fond one.

"It was a great year, 1994, really special, for Kenneth and myself, because both of us won the Swedish and European Championships in different categories," Susann recalls. "Timmy was two years old and travelled with the family and a very small team.

"I remember the day when I won the European title in Germany. It was like I was flying; as if in a dream. I am so grateful to have been able to achieve this and I must say that Kenneth has always been my number one fan.

"Every time that I might have had doubts about my talent or my ability to achieve something, he has always been there to support me, saying: 'of course you can do it.'"

These days Susann focuses her energy and professionalism on the all-consuming task of keeping a team of 40 people organised and motivated throughout the rallycross season and beyond. Among their



The Hansen racing family: Timmy, Kenneth, Susann and Kevin.

© Paulo Maria @World

driving personnel these days is rally legend Sébastien Loeb who currently lies fourth in the WRX series with his Peugeot 308 ahead of sixth-placed Timmy.

The Loeb-Hansen axis has been harmonious and productive and the Frenchman has integrated well into the team, says Susann.

"Being the person he is, it is no problem. He is as driven to succeed as any of us in the team.

I'm happy to see how well the three drivers we have in Team Peugeot Total work together. They openly share experience and ideas without any notion of prestige. They respect each other and they can laugh together, despite being in a high-pressure situation.

"Even if Séb is one of the best drivers in the world he is humble and clever enough to understand that rallycross is a bit different and he wants to learn and he wants to do well, like all of us want to."

And in Hansen, Loeb has a team manager capable of drawing together myriad strands into a cohesive whole in order to ensure the smooth running of the team and a collective focus on the job of competing at world championship level.

Susann produces the team schedule, ensures that everything is in its place at the right moment and checks that all the team members have the necessary information at the right moment to do their job according to the rules and on time.

This entails a constant exchange of information before, during and after each race, all the while being the contact person for any request the team might have. Susann is also in charge of safety within the team, a role that is particularly close to her heart.

She therefore has to be ready to respond to a wide range of demands, from preparing a safety plan, knowing at what moment

assistance is authorised on the track during competition, or even knowing the address of the nearest dentist in case one of the mechanics is struck with toothache.

Being a parent of two of the drivers as well as their boss might seem like an extra burden but Susann loves being at the heart of her sons' working day.

"Yes, for me it is easier," she says. "Being there, by their side as a family, facing challenges and success together with the ones I love most is a blessing.

"I want to be close to the action, close to the drive the team has to move forward, to learn, to get better, feel the pulse when being on the start line. I feel it is easier to fully understand all the aspects of a race weekend when sharing it with them from the inside of the team."

As a woman at the head of a team competing at world level she remains a relative rarity and the topic of women in positions of influence in motor sport, behind the wheel or otherwise, is also one about which she is passionate.

"There are not many women in motor sport and even fewer women drivers," she says. "This is a sad fact. In fact, there were more women drivers in rallycross in the past, but this number has declined.

"I am very proud of having been able to show that being a man or a woman is of no importance if you believe in yourself. And with the support of family and friends, nothing is impossible.

"In this field it is sometimes difficult to be treated on an equal footing, but it is a struggle which is found everywhere in society. I never knew anything else; for me it's normal!" she adds, amused. "WRX has been my life since I was 25 years old. And to be able to share this passion with my children is an absolute joy."



Susann with race driver son Kevin.



Chadwick's history lesson

The first woman to win a British F3 Championship race is seeking more victories

In the race series that birthed the careers of a host of star drivers, including Ayrton Senna and Daniel Ricciardo, Britain's Jamie Chadwick has made history by becoming the first woman to score a race victory.

The 20-year-old's lights to flag success at Brands Hatch at the beginning of August marked her first win in single-seaters and serves as a considerable confidence boost following steady improvement across the season.

"It was an incredible feeling, it's something that we've been chasing for the whole year," says Chadwick. "We've come close at times, so definitely, to finally get it under our belt was a huge relief and shows that the hard work we've been putting in is starting to pay off.

"It also gives me a lot of confidence knowing that we've got that first win and that we're capable of doing it. We can now push on for more wins and start to climb up the ranks in motor sport."

Chadwick's victory is her second podium finish of her second season racing a Douglas Motorsport-run Tatuus Cosworth and is the biggest achievement of what has been a linear trajectory through racing's junior categories.

After graduating from karting to the Ginetta Junior Championship, she then raced an Aston Martin to victory in the GT4 class of the British GT Championship (another landmark for women) before moving to the British F3 series last year.

Having doubled her 2017 podium tally and scored that historic first win in the process, Chadwick now lies eighth in the championship ahead of the final two events in Donington Park and Silverstone. And the Bath, Somerset native is determined that her Brands Hatch win won't be her last.

"I'm driven by success. I'm motivated by the feeling you get when you get a good result, you just want to get it again and again. My ultimate ambition is Formula 1, as it is the pinnacle

in motor sport, and if I can keep having success in British Formula 3, I'd like to think that it's possible to eventually make it there one day."

Chadwick is proud of her history making achievement but believes that it should have happened long before she arrived in the series. Addressing the gender ratio in motor sport needs to be tackled sooner rather than later, she believes.

"It is still male dominated and we need to get more women involved," she told the BBC after her breakthrough win. "The fact I have only just broken the record shows we need to make a step forward.

"The only way to get the right person is to increase participation at grassroots levels. I just want to prove it's possible. I know when I drive my best, there is nothing stopping me from being one of the best and there is no reason why there wouldn't be the same case for girls coming through in karting to get the same opportunity in F3."

With two meetings left and six separate races, there are still opportunities to move further up the standings.

"We're pretty far through the season, so with two rounds to go I'd like to step back up on the podium, ideally the top step. For me, so far in the season, we've been a bit far away from where I've wanted to be so if I can get back into the top seven, ideally the top six in the championship. That would be the goal."



Race winner Jamie Chadwick on the Brands Hatch podium with second-placed Krish Mahadik.



FIA's girl-powered project already uncovering future racing talent

The FIA's EU-funded European Young Women programme, The Girls on Track Karting Challenge, is three-quarters of the way through its national event schedule and already its organisers believe they have discovered some impressive talents

Launched last year as part the EU's Erasmus programme and co-funded by the European Union, the FIA's The Girls on Track Karting Challenge invites young women with little or no experience of motor sport to try their hand at karting on a purpose-built temporary circuit.

Initially organised in association with eight partner ASNs – in Portugal, Finland, Sweden, Slovakia, Germany, Belgium, the Netherlands and Poland – 12 events have so far been staged, with five more to come before each ASN chooses three girls from their events to progress to an overall final to be held at Le Mans in March of next year, during which the best six will be selected for a European Team.

And according to FIA Sport Co-Ordinator Nicolas Klinger the results across the first dozen events have been impressive.

"There have been some good surprises and I am very happy with what I have seen everywhere," he says. "Many of the girls have been highly motivated, with one even getting her father to drive her 650 kilometres across the country just to attend.

"A lot of the girls have also been training at local kart circuits beforehand to give them the biggest chance," he added. "The level has been high and I can see some of the countries are going to have to arrange national finals as well, because it is going to be very difficult to select just three girls."

Cross-country rally legend and fellow FIA Sport Co-ordinator Jutta Kleinschmidt was equally impressed by the standard of driving on show.

"More than half of the planned events have taken place and the participants have been very enthusiastic," she said. "We have been very impressed by the passion and driving skills of the young girls and have seen some really good drivers. I am anticipating the level to be high at the European Final, and for it to be very competitive among the drivers."

Feedback from the girls taking part has been uniformly positive, with many participants excited by the opportunity to try a sport that has traditionally been the preserve of boys. "It was a really nice experience as I wanted to do karting for a long time.

My mother told me that she found something on the Internet and for me it was the ultimate chance to do it," said one, with another adding that "The Girls On Track Karting Challenge will change a lot in the lives of many women."

The driver talent search has also won over new partners and following the success of a first German event at the Norisring circuit in June, the country's second event, at the Nürburgring last month, was held in partnership with the Dare To Be Different organisation started by former Formula 1 test driver Susie Wolff to increase female participation in motor sport, not just on the track but in all aspects of the sport.

The event not only featured karting action but also a range of motor sport related activities, including a STEM competition, media training and fitness and reaction workshops.

The success of The Girls on Track has also prompted a new partner to join the initiative, with Britain's MSA set to host a national selection event at Silverstone next month, again in partnership with Dare To Be Different. As with the Nürburgring event the MSA's selection event will feature a karting slalom, STEM-based challenges supported by a local university and PerkinElmer life sciences, as well as a motor sport themed activity led by the Renault Formula 1 team. Cars from the Nio Formula E team and a WRC Mini from Prodrive will also be on show. The girls attending the event will also have the opportunity to meet D2BD Ambassadors including FIA Disability and Accessibility Commission President Nathalie McGloin who will bring her Porsche race car along.

Additionally the UK event will also feature a road safety element with the girls set to be shown eye tracking technology to see the effects of texting on a smart phone whilst walking.

"Currently only five per cent of MSA competition licence holders are female but we're committed to redressing the balance, and The Girls on Track offers a great opportunity to introduce over 100 young women to the sport," said MSA Chairman David Richards CBE. "We're pleased to be working with Dare to be Different to remove barriers to entry and inspire the next

generation, whether that's on track or within surrounding STEM activities."

The Girls on Track initiative not only acts as a method of giving young women access to a sport they might otherwise not be exposed to, it also has at its core a sociological study designed to assess and review the project in light of the participants' experience of it with a view to delivering recommendations to the sport's stakeholders and public institutions on how to increase the level of female participation and help fight gender stereotypes in motor sport.

And the initial findings of the survey, which is being conducted by the project's academic partner CDES-PROGESPORT at the University of Limoges (the Centre for the Law and Economics of Sport), make for interesting reading.

The majority of girls attending became aware of its existence via social media and word of mouth. Many were encouraged to attend by their father, but 31% attended of their own volition. Some 50% of participants admit to watching motor sport regularly with enthusiasm for the sport being a motivating factor in their attendance.

The success of the programme as a means of attracting female competitors was revealed in 95% of participants reporting that they wished to continue in the sport.

Five events now remain on the calendar – in Slovakia, Sweden, Portugal, Belgium and the UK – and once all national selections have taken place, each ASN will select their three best participants to attend the final in Le Mans next March, with the full list of finalists to be revealed in November.

The Le Mans final won't be the end of the road for the competition winners, however, and in May and August of 2019, training camps to further hone their motor sport skills will be held. Finally, a closing event will be held in Brussels at the end of 2019, at which reports on the outcomes of the programme will be presented to European Institution officials in Brussels, and where the European Team will put on a special karting demonstration.

In action at The Girls on Track event in Lelystad in the Netherlands.





The 15 drivers chosen for the FIA Women Drivers Assessment Programme with the assessment team at the Circuito de Navarra

FIA Commissions come together to deliver successful first Women Drivers Assessment Programme

The FIA Women in Motorsport Commission and the FIA Drivers' Commission have joined forces to bring together a host of top female racers for a two-day assessment at Spain's Circuito de Navarra

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THIS WAS IMPORTANT TO PUT US IN A STRONGER POSITION WITH TEAMS

- MICHÈLE MOUTON -

WOMEN DRIVERS ASSESSMENT PROGRAMME - PARTICIPANTS

Driver	Current activity
Amna Al Qubaisi (ARE)	FIA Italian F4 Championship
Beitske Visser (NLD)	GT4 European Series
Carmen Jordá (ESP)	Former Development Driver, Renault Sport F1 Team
Christina Nielsen (DNK)	2018 24h Le Mans P6 GTE AM/IMSAA - Porsche Motorsport North America
Gosia Rdest (POL)	GT4 European Series
Jamie Chadwick (GBR)	British Formula 3 Championship
Laura Kraihamer (AUT)	GT4 European Series/VLN1 and VLN2 + 24h Nürburgring race
Lilou Wadoux (FRA)	Rencontres Peugeot Sport/208 Racing Cup
Marta García (ESP)	Karting
Michelle Gating (DNK)	DST Danish Super Tourisme/Euro Nascar Series
Mikaela Åhlin-Kottulinsky (SWE)	STCC Sweden
Natalie Decker (USA)	ARCA Racing Series
Rahel Frey (CHE)	ADAC GT
Sophia Flörsch (DEU)	FIA Formula 3 European Championship
Tatiana Calderón (COL)	GP3 Series

Fifteen female drivers competing in a variety of different categories took part in the first Women Drivers Assessment Programme on 28-29 August, which is a joint initiative by the two Commissions, presided over by Michèle Mouton and Tom Kristensen respectively.

As part of the FIA's commitment to boosting female participation in motor sport, the assessment was designed to deliver a clear overview of the potential of drivers from different international disciplines.

Twenty five women drivers from around the world have been identified by the Commissions' detection activities and 15 seats were available for the first assessment. In all, 13 different nationalities from four continents were represented and each driver was provided with equal track time over the two days, in both a Formula Renault 2.0 car and a GT4 Porsche Cayman.

Over the course of the event, FIA-nominated Technical and Engineering specialists benchmarked the drivers' performance relative to reference laps set by two professional drivers, evaluating against various criteria including overall speed, technical feedback and approach, response to set-up changes, consistency and progression.

Commenting on the assessment programme, which is set to continue within the context of the Women in Motorsport Commission's long-term strategy, FIA Women in Motorsport Commission President, Michèle Mouton said: "The Women in Motorsport Commission is continually pushing to create new opportunities for women in our Championships and this assessment was important to put us in a stronger position with teams and manufacturers in the future."

"It was interesting that the drivers didn't all know about each other, and also for them to see there is a pool of women at a very good level. The assessment was significant for many different reasons and the positive results were greeted with great optimism in the meeting of the FIA Women in Motorsport Commission at the beginning of September. I hope we have also further



The women were given equal track time in a Formula Renault 2.0 car (left) and a GT4 Porsche Cayman, and (right) enjoying some downtime in the pit lane.



encouraged the drivers to be ambassadors for our cause, proudly wear our logo and communicate our values and mission, not just for themselves but as role models for the next generations too."

FIA Drivers' Commission President, Tom Kristensen, also an Ambassador for The Girls on Track Karting Challenge, added: "The first Women Drivers Assessment Programme has been invaluable in providing us with the hard data to support what our detection activities have already revealed: there is a burgeoning pool of quality female drivers performing at a very high level and well prepared for progressing to major championships."

"We continue to evaluate the detailed results from the first

assessment, but our technical and engineering experts were very impressed across the range of evaluation criteria and it was extremely rewarding to discuss the initial findings in the recent FIA Drivers' Commission Meeting.

"This collaborative initiative with the FIA Women in Motorsport Commission will better inform the long-term strategy for developing opportunities for women in motor sport, for those already performing at an advanced level, but also in tailoring detection initiatives such as The Girls on Track Karting Challenge, through which we seek to inspire the next generation of young female drivers."



Susie Wolff charging into the future as Venturi Team Principal

The former F1 test driver and Dare To Be Different founder is stepping up to motor sport management as the newly appointed Team Principal of the Venturi Formula E team

Ask Susie Wolff about her decision to take on the huge challenge of running a young race team trying to build competitiveness in a cutting-edge series about to undergo a major step change in technology that could disrupt the established pecking order and the response is alarmingly straightforward. “I’m someone who thrives on a challenge,” she smiles.

In June, Wolff was appointed Team Principal in the Venturi Formula E team and became a shareholder in the Monegasque team. Within weeks she was poring over the team’s preparations for the final round of the 2017-’18 season in New York, embracing a sport quite different to the Formula 1 world she previously worked in and revelling in the challenges awaiting in season five, when the series will introduce its radical new Gen2 cars.

She admits that the series status as a motor sport game-changer influenced her involvement with Venturi.

“It was definitely a factor,” she says. “Formula E is packed full of potential, the series is now at a really exciting stage of development and it’s breaking new ground in terms of innovation and sustainability. Formula E is a hugely demanding and dynamic environment and I welcome that – it’s the perfect place for me to start my team management career.”

And while she was impressed with the team’s potential in New York, saying that “the team’s performance on Saturday was very encouraging”, she is under no illusion about what lies ahead in the run-up to season five’s launch in Saudi Arabia in December.

“My main priorities ahead of next season are making sure that we have the best team possible in place to deliver the best possible performance,” she says. “I’m a big believer in creating the right energy within a team environment and when you’re mixing established and new team members together, getting the team dynamic right so that everyone works together seamlessly is like alchemy, so I’m working hard on the personnel side of things.

“We want to ensure that our drivers have the optimum car to work with and we’re exploring multiple technical solutions at the moment to produce this. I have no doubt that there will be many challenges ahead.”

That challenge must dovetail with competing demands elsewhere in Wolff’s life, as the driving force behind the Dare to be Different initiative aimed at inspiring and boosting female participation in motor sport and as a mother to an almost 18-month-old son. She is comfortable with the breadth of the task, however.



Venturi CEO Gildo Pastor, Team Principal Susie Wolff and Venturi Formula E driver Felipe Massa.

“I deal with it in the same way that millions of working mums and dads all over the world do every single day. For me, it’s all about prioritising, compromising and communication,” she insists. “Yes it’s tough but I have an incredibly supportive husband and a family network that can step in when I need to travel without my son.

“I have always worked and intend on doing so for a long time yet to come, but my number one priority will always be my family,” she continues. “I am simply a better version of myself when I have a challenge and a goal to focus on, and working in an environment where I thrive and I can put my experience and passion for motor sport to good use gives me great satisfaction.”

The task of building competitiveness at the team is likely to be made easier by the presence of an old ally, Felipe Massa, who has signed to race for Venturi next season. The pair worked alongside each other at Williams when Massa was a race driver at the Grove squad and Wolff a test and reserve driver, but the Venturi Team Principal says there will be no awkwardness now that their roles have changed.

“Felipe and I have always enjoyed a great relationship, there’s a huge amount of mutual respect there and we’ve both moved on since our days of driving together, so there were no issues transitioning,” she says. “He’s a really strong addition to the team, Gildo [Pastor, Venturi CEO] chose very wisely. What Felipe brings in terms of experience will benefit the team enormously.”

The Venturi Formula E project also features a junior driver programme, the VENTURI NEXT GEN motor sport academy, and

Wolff says that she will be looking at possibilities for young female racers within the programme.

“Gildo created the VENTURI NEXT GEN Motorsport Academy as a grassroots platform for electric motor sport, I think it’s fantastic and it will prove absolutely crucial when it comes to discovering the future talent within the sport,” she says.

“With regards to it being of interest to young women, definitely, and it’s very much in line with my Dare to be Different initiative which I launched in 2016. Anything that inspires the next generation and ultimately increases female participation in all levels and aspects of motor sport is a very good thing as far as I’m concerned. My initiative is fully committed to undertaking strong grassroots work globally to ensure that girls and women of all ages and walks of life are aware of the opportunities available to them.”

Wolff is not the only female amongst the senior personnel at the team, either, with the Team Manager role at Venturi being handed to former team engineer Delphine Biscaye. And Susie is sure that more women will join the Formula E ranks as the series grows.

“There will be many more to come throughout the series I’m sure,” she concludes. “While pushing to level the playing field and open up motor sport generally for women is a cause very close to my heart, our approach to recruitment at Venturi is completely meritocratic. We are building a team of the best talents regardless of gender, and we have a very strong group of women and men in place.”

