

WMSC Agrees on Formula One Future



2008 Technical Regulations will help to promote closer racing and make it easier for cars to overtake.

In its final meeting of the year, in Monaco on December 9, the World Motor Sport Council agreed on the objectives of the 2008 Formula One technical and sporting regulations.

It decided that the new rules, which were released at the end of December, should include a number of new measures to increase competition and reduce costs. These include a standard electronic control unit, long-life engines, long-life gearboxes, a single tyre supplier, restrictions on the ability of the teams to change their aerodynamics during the season and rev-limited engines.

In view of these changes it was decided that the opening date for entries to the 2008 championship will no longer be March 1, 2006 as provided in the current sporting regulations but will be on a date to be finalised at the council's next meeting on March 22, 2006.

For the World Rally Championship it was decided that five pairs of rallies will be linked for engine and chassis in 2006. For these rallies the engine and chassis will be sealed together and it will not be possible to separate them, except under the supervision of the FIA. Each car will use the same engine and chassis for both rallies.

Three pairs of rallies will be linked for the gearbox in 2006. On the first rally

of the link, two gearbox and differential assemblies per car will be sealed. On the second rally of the link, one gearbox and differential assembly per car will be sealed. There will also be a limitation on other mechanical parts across linked events.

In karting, SRW Events, part of the Eurosport Group, was awarded media and marketing rights for the 2006 CIK-FIA Championships. Following this decision, from an open tender process, the contract will be finalised shortly.

The Council also accepted the mandatory introduction of an FIA-approved head restraint (HANS) for all drivers and co-drivers in all FIA championships, trophies, cups and challenges from January 1, 2008. From January 1, 2009 it will be mandatory for entrants in all other events entered on the FIA International Sporting Calendar.

For cars, in which for technical reasons it is considered impracticable to fit the FIA approved head restraint, it will be possible to apply for a waiver to the FIA Safety Commission.