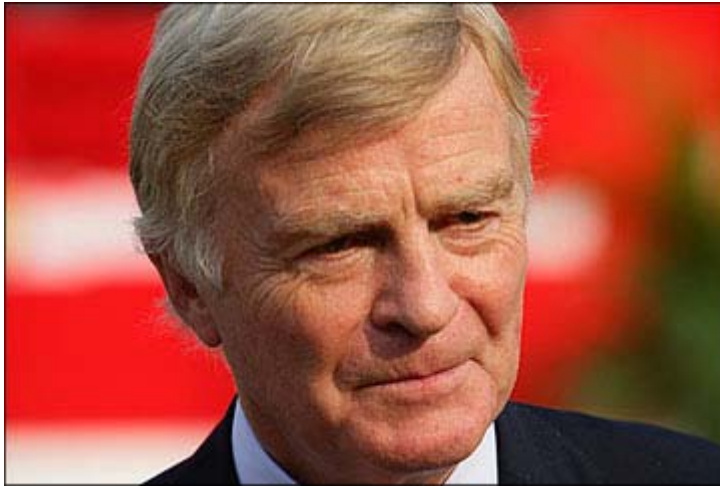


Mosley writes for F1Racing



FIA President Max Mosley will comment on Formula One's major issues in the pages of F1 Racing magazine.

F1 Racing, the world's best-selling Formula One magazine, has asked FIA President Max Mosley to write a monthly column. Entitled 'Grip and Spin', the column will offer Mosley the chance to give his personal views on the major issues in Formula One.

The first article, which appeared in the March edition of F1 Racing, focussed on cost-cutting, an issue Mosley calls 'one of the most serious and pressing that has faced Formula One for a generation'.

Mosley writes: "The FIA can't stop F1 people spending money – we know that – but we can reduce their need to spend. The new engine regulations do just that. Indeed, they make it possible for independent commercial engine suppliers such as Cosworth and/or Mecachrome to remain fully competitive while spending a mere fraction of the manufacturers' budgets."

Mosley similarly condemned the amount of money spent on chassis innovations that fans cannot see. As he put it: "Its fascinating to the dozen-or-so aerodynamicists who understand it – but of no interest whatever to the millions of spectators who indirectly pay for it."

As such the FIA's approach to the chassis regulations has been the same as with the engines. That is, to reduce the scope for spending, while improving the racing. Mosley believes that all of the changes will make the FIA Formula One Championship closer and more exciting over the coming seasons.

It is often easy to forget that Formula One is primarily a sport and the business is the by-product of that. Mosley believes it should never be the other way round. Independent teams and racing enthusiasts are the lifeblood of the sport.

This is a point often missed in other racing championships, quite often with disastrous consequences. As Mosley commented: "In the end, you see, we at the FIA are trying to save the teams, but particularly the manufacturers, from themselves. And if you want to know what happens when you listen too closely to the manufacturers, have a long, hard look at IRL. It's not a pretty sight."

F1 Racing is published in 22 languages and over 110 countries, with three million readers every month worldwide.

To read the column in full click [here](#).