

AUTO

01/2010

GP

MAGAZINE

FILIPPI CLINCHES MAIDEN WIN



DOUBLE



RACE REPORT - **BRNO**

PODIUM FOR PISCOPO

NEXT STOP, IMOLA



FILIPPI AND ARABADZHIEV SHARE WINS IN BRNO



Arabadzhiev leads the group at the start of Race 2

☛ Round 01

Auto GP's maiden race saw Luca Filippi clinch a dominant win, passing from 5th to first position thanks to a superb drive and to a perfect pit strategy by his team, Euronova Racing. At the start Jonny Reid was on pole, but the kiwi driver stalled his car and the whole group had to avoid him. Fabio Onidi took the lead in front of Edoardo Piscopo and Adrian Zaugg, who was immediately passed by Filippi for P3. Another 30 seconds in the race and the Safety-Car came in for a contact between Giorgio Iaconelli and Giorgio Pantano that forced both drivers out of the race. At the restart, Filippi was the first driver to pit, and then took full advantage of his new tires and a clear track to build a wonderful comeback. Onidi kept a good pace with no mistakes, but with no new rubber to use he had to settle for third place, behind a nearly perfect Piscopo. Jan Charouz was 4th overall

despite starting from P10, thanks to a good start and a great race pace.

"We knew that a clear track was the only way to take the best from a new set of tires", said Filippi, "and we decided to pit very early. It worked and I really have to thank the team for making the right choice".

☛ Round 02

Vladimir Arabadzhiev was the second winner of the inaugural Auto GP event. Adrian Zaugg was on pole for race 2, but the Bulgarian driver managed a better start and entered the first corner in the lead, keeping P1 until the checkered flag. Zaugg tried to put pressure on him lap after lap, but this wasn't enough and the Trident Racing driver closed the race in second position, ahead of Piscopo. Edoardo's 3rd place meant two podiums in a row for him, the championship lead and a wonderful 1-3 result for DAMS. Julian Leal was 4th after a very consistent

performance and a final charge that saw him clinch the second fastest lap of the race. The best lap was posted by Filippi: thanks to that extra point, the Italian driver is now leading the championship, tied with Piscopo. In a quite uneventful race, three drivers were halted by a mix of mistakes and bad luck: Duncan Tappy, who was third in the first laps, had to serve a drive-through penalty for jumping the start while Onidi had to retire when his car stopped on track with no fuel; a problem with the refueling machine used before the race was the cause. Bad luck also for Tambay, who lost 3rd place due to a broken suspension with just two laps to go.

"Frankly, I was not sure about my chances" said Arabadzhiev "because I was racing on old tires. Anyway, I did a great start, and from then on things were easy. Adrian was gaining time in the fast section, but I was able to build up the gap in the other sectors".

WHO'S THE LEADER

ROUND 01

1. Luca Filippi (Euronova Racing) 17 laps in 32'28"658
2. Edoardo Piscopo (Dams) + 5"896
3. Fabio Onidi (Lazarus) + 9"236
4. Jan Charouz (Charouz-Gravity Racing) +14"524
5. Duncan Tappy (Dams) +16"056
6. Adrien Tambay (Charouz-Gravity Racing) +25"073
7. Vladimir Arabadzhiev (Dams) +25"426
8. Adrian Zaugg (Trident Racing) +29"133

ROUND 02

1. Vladimir Arabadzhiev (Dams) 13 laps in 22'58"445
2. Adrian Zaugg (Trident Racing) +0"486
3. Edoardo Piscopo (Dams) + 2"304
4. Julian Leal (Trident Racing) +4"365
5. Walter Grubmüller (Charouz-Gravity Racing) +5"859
6. Jan Charouz (Charouz-Gravity Racing) +8"101

DRIVERS CLASSIFICATION

1. Luca Filippi, 12 points
2. Edoardo Piscopo, 12 points
3. Vladimir Arabadzhiev, 8 points
4. Fabio Onidi, 6 points
5. Adrian Zaugg, 6 points
6. Jan Charouz, 6 points
7. Duncan Tappy, 4 points
8. Julian Leal, 3 points
9. Adrien Tambay, 3 points
10. Walter Grubmüller, 2 points
11. Jonny Reid, 1 point



All Italian
podium for
Race 1



TAKE THE MONEY AND RUN!

One of the reasons for the huge Auto GP success is the prize money. The series puts 200.000 euros up for grabs at each race weekend, to be shared between the 6 best drivers of the weekend. So, let's see who took the money: Filippi and Piscopo are sharing the top spot so they will also share the prize for 1st and 2nd place, taking home 65.000 euros each. Arabadzhiev, lone third, won 30.000 euros, while three drivers are sharing the last part of the prize. Zaugg, Onidi and Charouz are tied on points for the remaining 40k, so each one of them will get 13.333 euros. But there's one condition: to collect the money the drivers have to contest at least 4 of the six series events.

An happy Sospiri
hails Filippi's win





THE RECORD BREAKER

If anybody still had any doubts about the **Auto GP** performance, the Brno weekend made clear what the Zytec powered Lola is capable of. Auto GP came home from Brno holding the new official track record, thanks to the **1'43"260** posted by Luca Filippi in race 2. The previous record, held by A1 GP (Alex Yoong posted a **1'47"396** with Team Malaysia in 2006) was beaten by 4 full seconds. If this is a remarkable achievement itself, what makes it even bigger is that the chassis is basically the same: Auto GP uses the same Lola B05/52 monocoque that A1 GP was using in 2006, but the car was made quicker thanks to

modification and updates designed by Coloni Motorsport. Nearly every part of the car was interested by some changes, but three main areas underwent major modifications. For the tires, the series organization decided to change manufacturer, choosing Michelin as official supplier, changing also the tires dimension. Compared to A1 GP, the Auto GP tires are wider at the front and narrower on the rear, something that turned the balance of the car from understeering to slightly oversteering. To suit the new balance and increase overall downforce also aerodynamics were tweaked, with brand new front and

rear wings and a new engine hood fin that is very similar to the ones seen on the 2010 F1 cars. Besides this, **Auto GP** agreed with Zytec to increase the power output of the 3.4 litres engine from 520 to 550 bhp, a figure achieved without any worries for the unit's reliability, still optimal. It was an hard task, but judging on the pace of the cars in Brno, it was worth an impressive 7 tenths per km improvement, leaving A1 GP 4" adrift and Formula 2 far behind. Looking at the F2 2009 timesheets the best lap of the series in the Brno races was Robert Wickens' **1'49"747**, meaning a 6"5 gap!



WHAT THEY SAID

Jonny Reid

"I'm really happy of the car. Auto GP did what A1 GP should have done when it was racing this car. Now there's more power, more grip both from the tires and the aero, it's a real racecar".



Edoardo Piscopo

"Passing from F2 to Auto GP gave the same feeling I had when, after the 2008 Italian F3 season, I tested the Ferrari F1 car. You simply can't compare them, because they are on different levels. Everything in the Auto GP is impressive, and the downforce is massive: taking the first Brno corner in fifth gear with the engine screaming in the back was a real joy".



Celso Miguez

"Compared to the Wsr by Renault, which was most powerful car I had ever driven until 2009, on the Auto GP Lola you can clearly feel that you have 100 bhp more. Furthermore, the downforce is very good even if the car isn't using ground effect".



Charouz at full speed
on Brno's main straight

DAMS, EURONOVA AND CHAROUZ ON TOP



From a team's point of view, Brno was undoubtedly a dream weekend for DAMS. The French outfit managed to place one of its cars in the top three in every session, and when it came to racing the team collected one win, with Arabadzhiev, and two podium finishes with Piscopo. This means an already clear lead in the teams standings, in front of Euronova. The Italian team deployed a faultless performance, collecting 12 points with just one car thanks to Filippi clinching the feature race win and the two fastest laps. Third position is for Charouz-Gravity racing: the home race was very important to the Czech team and the weekend outcome is very positive, with two drivers in the points in each race. In race 1 Jan Charouz was 4th and Adrien Tambay 6th, while in the shortest run Walter Grubmüller was fifth in front of Charouz



TEAM STANDINGS

1. DAMS, 22 points
2. Euronova Racing, 12 points
3. Charouz-Gravity Racing, 11 points
4. Trident Racing, 9 points
5. Team Lazarus, 6 points
6. Super Nova, 1 point

THE LONGEST JOURNEY

On Sunday evening in Brno Jonny Reid was really disappointed, and there was a good reason for that. The New Zealander had been dominant from the start of the free testing to qualifying, and was the only driver of the field to go below the 1'43" mark, posting a 1'42"780 in Free Practice. He lined up in pole position for the feature race, but then he stalled his car, and in a moment his event was ruined. Maybe Jonny had used all his luck for that weekend to solve another matter: he managed to fly from New Zealand to Europe despite the air traffic halt caused by the Eyjafjallajökull volcano. The journey took three and a half days, including a one day stop in Dubai to catch the last available seat on a flight to Zurich, and then a reckless drive from Switzerland to Brno chasing Porsches on the German autobahns... in a rented Ford Focus!



Duncan Tappy
brought valuable
points to DAMS



HOLD ON NATACHA!

In Brno Auto GP was missing one of his drivers. Being injured after a massive crash in the Fia Gt1 World Championship opener in Abu Dhabi, Natacha Gachnang was forced to miss the Czech event and was replaced by Tomas Kostka on the #4 car. Having suffered a double compound fracture of the right leg, Gachnang was operated to reduce the fracture, and is now recovering from the injury. With planned commitments

in Auto GP, World GT1 and Le Mans 24 Hours, the swiss driver is pushing as much as she can for a quick recovery, but the official word announcing the comeback to racing is still missing. In Brno, the championship stars decided to show her their support in the best possible way, a photograph and a banner to wish Gachnang a speedy comeback. Hold on Natacha, and get well soon!



Greetings from Brno



Tappy
enjoys
pasta



Patrick Tambay
and Enzo Coloni

Iaconelli replaced
the injured
De Pasquale
at Durango



IMOLA
AUTODROMO INTERNAZIONALE ENZO E DINO FERRARI

NEXT STOP: IMOLA



Bizzarri fights with
Pantano and Tambay



De Pasquale



Race 1
podium
for Onidi

Next weekend will see Auto GP contest the second event of the season on the Italian circuit of Imola. Built in 1953, the track named after Enzo Ferrari and his son Dino is one of the most challenging circuits in the world: with very fast sections, uphill and downhill, the circuit is often referred to as "The little Nürburgring", and has always been one of the drivers' favourites. In the last years it underwent some modifications to increase safety, including some layout changes and the enlargement of the runoff areas. Anyway, this didn't change the

circuit's soul: mythical bends like "Tosa", "Acque Minerali" and "Rivazza" are unchanged and thrilling as ever, and with the last chicane moved, now the drivers will have nearly one km of full throttle before the Tamburello braking zone, so expect some very high speeds! Besides this, also the paddock area and buildings were refreshed and enlarged, making Imola ready to host the best series in motorsport on two and four wheels, including the World Touring Car Championship and the World Superbikes.



CIRCUITO ENZO E DINO FERRARI (IMOLA) ITALY

Lap distance: 4.909 km
Right turns: 9
Left turns: 13
Max slope downhill: 9.1%
Max slope uphill: 9.4%
Location: 33 km south of Bologna
Official website:
www.autodromoimola.com



TAMBAY'S HERITAGE

In Imola, Patrick Tambay clinched in 1983 one of his two Grand Prix wins with Ferrari. Next weekend, his son Adrien will try to do the same in Auto GP; the track is changed a bit since then, but Patrick will surely have some tricks to teach him!



PANTANO'S QUICK HINT

"The key points to Imola are the the 'Acque Minerali' and 'Variante Alta' chicanes. Jumping on the kerbs in the right way you can make a huge difference".

**1****DUNCAN TAPPY**

TEAM: DAMS

BIRTHDATE: 26-06-1984

COUNTRY: GREAT BRITAIN

OFFICIAL WEBSITE: www.duncantappy.com**5****WALTER GRUBMÜLLER**

TEAM: CHAROUZ - GRAVITY RACING

BIRTHDATE: 13-1-1989

COUNTRY: AUSTRIA

OFFICIAL WEBSITE: www.wg-racing.com**2****FABRIZIO CRESTANI**

TEAM: DAMS

BIRTHDATE: 17-12-1987

COUNTRY: ITALY

OFFICIAL WEBSITE: www.fabriziocrestani.it**6****JAN CHAROUZ**

TEAM: CHAROUZ-GRAVITY RACING

BIRTHDATE: 17-07-1987

COUNTRY: CZECH REPUBLIC

OFFICIAL WEBSITE: www.jan-charouz.cz**3****EDOARDO PISCOPO**

TEAM: DAMS

BIRTHDATE: 04-02-1988

COUNTRY: ITALY

OFFICIAL WEBSITE: www.edoardopiscopo.com**7****ADRIEN TAMBAY**

TEAM: CHAROUZ-GRAVITY RACING

BIRTHDATE: 25-02-1991

COUNTRY: FRANCE

OFFICIAL WEBSITE: www.tambay27.com**4****STEFANO COLETTI**

TEAM: CHAROUZ - GRAVITY RACING

BIRTHDATE: 06-04-1989

COUNTRY: MONACO

OFFICIAL WEBSITE: www.stefanocoletti.com**8****JONNY REID**

TEAM: SUPER NOVA RACING

BIRTHDATE: 18-10-1983

COUNTRY: NEW ZEALAND

OFFICIAL WEBSITE: www.jonnyreid.com

MEET OUR DRIVERS



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GIORGIO PANTANO

TEAM: SUPER NOVA RACING

BIRTHDATE: 04-02-1979

COUNTRY: ITALY

OFFICIAL WEBSITE: www.giorgiopantano.it



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STEFANO BIZZARRI

TEAM: RP MOTORSPORT

BIRTHDATE: 30-03-1990

COUNTRY: ITALY

OFFICIAL WEBSITE: www.stefanobizzarri.net



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OMAR JULIAN LEAL

TEAM: TRIDENT RACING

BIRTHDATE: 11-05-1990

COUNTRY: COLOMBIA

OFFICIAL WEBSITE: www.omarjulianleal.com



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FABIO ONIDI

TEAM: LAZARUS

BIRTHDATE: 09-03-1988

COUNTRY: ITALY

OFFICIAL WEBSITE: www.fabioonidi.com



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FEDERICO LEO

TEAM: TRIDENT RACING

BIRTHDATE: 27-08-1988

COUNTRY: ITALY

OFFICIAL WEBSITE: www.federicoleo.com



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LUCA FILIPPI

TEAM: EURONOVA RACING

BIRTHDATE: 09-08-1985

COUNTRY: ITALY

OFFICIAL WEBSITE: www.lucafilippi.com



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CELSON MIGUEZ

TEAM: RP MOTORSPORT

BIRTHDATE: 1-05-1983

COUNTRY: SPAIN

OFFICIAL WEBSITE: www.celsomiguez.com



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CARLOS IACONELLI

TEAM: DURANGO

BIRTHDATE: 26-06-1987

COUNTRY: BRAZIL

OFFICIAL WEBSITE: www.iaconelli.com.br



THE 2010 TEAMS

DAMS

COUNTRY: FRANCE
TEAM OWNER: JEAN-PAUL DRIOT
TEAM MANAGER: LOIC DAVID



<http://www.dams.fr/>

CHAROUZ-GRAVITY RACING

COUNTRY: CZECH REPUBLIC
TEAM OWNER: ANTONIN CHAROUZ
TEAM MANAGER: ROBERT VAVRIK



http://racing.charouz.cz/EN/chrs_en.html

SUPER NOVA RACING

COUNTRY: GREAT BRITAIN
TEAM OWNER: DAVID SEARS
TEAM MANAGER: JOHN SEARS



<http://www.supernova-racing.com>

TRIDENT RACING

COUNTRY: ITALY
TEAM OWNER: MAURIZIO SALVADORI
TEAM MANAGER: LUCA ZERBINI



<http://www.tridentracing.it/>

RP MOTORSPORT

COUNTRY: ITALY
TEAM OWNER: FABIO PAMPADO
TEAM MANAGER: FABIO PAMPADO



<http://www.rpmotorsport.it/>

LAZARUS

COUNTRY: ITALY
TEAM OWNER: TANCREDI PAGIARO
TEAM MANAGER: ALESSANDRO BALDO



<http://www.teamlazarus.it/>

EURONOVA

COUNTRY: ITALY
TEAM OWNER: VINCENZO SOSPIRI
TEAM MANAGER: VINCENZO SOSPIRI



<http://www.euronova-racing.com/>

DURANGO

COUNTRY: ITALY
TEAM OWNER: IVONE PINTON/ENRICO MAGRO
TEAM MANAGER: IVONE PINTON



<http://www.durango.it/>



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