

AUTO

02/2010

GP

MAGAZINE

FAMILY BUSINESS

ADRIEN TAMBAY WINS IN IMOLA
AS HIS FATHER DID 27 YEARS AGO



RACE 2



SUCCESS FOR IACONELLI

FIRST PODIUM FOR MIGUEZ



AND RP



TAMBAY TAKES MAIDEN WIN DURANGO BACK ON TOP

Iaconelli flies away from the pack in Race 2



Round 03

For people who believe in connections and recurring numbers, the first Auto GP race in Imola was a special one. Adrien Tambay's maiden win in Auto GP came exactly 27 years after his father won the F.1 Gp on the same track, in the #27 Ferrari car. Furthermore, Adrien's car was parked in the #27 box for the whole Imola weekend. Anyway, fate has little to do with the frenchman's success. The win was well deserved and earned after a strong performance: Tambay started the race from the front row alongside poleman Luca Filippi, but the best start was from Giorgio Pantano: the Italian SuperNova driver immediately overtook Tambay and then started to put pressure on Filippi, who went in the gravel at the first braking zone. Pantano took the lead, while Filippi was the first driver to pit on lap 4. Despite losing precious seconds to let other cars pass in the pit lane, Filippi

was right on Pantano's tail when also Giorgio came out of his mandatory pit-stop: Luca immediately tried a pass, ending in the gravel again. Meanwhile, Tambay was building his win with two really fast laps before his pit-stop: thanks to this he emerged from the pit-lane in the lead, just in front of Pantano and Filippi: the two Italian drivers kept on with their wheel to wheel fight, and Filippi in the end had to give up after a

couple of mistakes. From then on Pantano tried to catch Tambay but the Charouz-Gravity driver managed to keep the 2008 GP2 champion at bay. With just one lap to go, maybe while trying to push more, Pantano spun in the Tamburello chicane handing second place to Edoardo Piscopo and third to Fabio Onidi. The two Italian drivers drove a very consistent race, gathering valuable points for the championship.



Onidi's restart from Race 1 pit-stop



NO SCARS BUT YET A BIG SCARE



The accident at the start of Race 2 was one of the scariest seen in the recent years of single seater racing. Everything started when Coletti, Reid and Onidi found themselves packed in too little space and made contact. Then Coletti's car spun on the right side of the track collecting Piscopo, while Onidi's Lola was in the left wall and Reid's car bounced back in the middle of the straight. Filippi couldn't do anything to avoid the kiwi and the same was for Grubmüller. Walter's car took off after hitting the rear of Filippi and landed into the wall. Thanks to great safety of the Auto GP chassis, nobody was hurt in the crash. Grubmüller was taken to the hospital for some checks, and the doctors just suggested him some days of total relax.

WHO'S THE LEADER

ROUND 03

1. Adrien Tambay (Charouz-Gravity Racing) 19 laps 30'47"566
2. Edoardo Piscopo (Dams) + 0"937
3. Fabio Onidi (Lazarus) + 2"177
4. Duncan Tappy (Dams) + 3"437
5. Jonny Reid (Super Nova) + 18"112
6. Carlos Iaconelli (Durango) + 22"375
7. Stefano Coletti (Charouz-Gravity Racing) + 30"654
8. Celso Miguez (RP) + 37"955

ROUND 04

1. Carlos Iaconelli (Durango) 15 laps in 26'09"983
2. Celso Miguez (RP Motorsport) + 14"395
3. Duncan Tappy (DAMS) + 14"963
4. Adrien Tambay (Charouz-Gravity Racing) + 15"727
5. Federico Leo (Trident Racing) + 16"153
6. Jan Charouz (Charouz-Gravity Racing) + 16"598

DRIVERS CLASSIFICATION

1. Edoardo Piscopo, 20 points
2. Adrien Tambay, 16 points
3. Luca Filippi 13 points
4. Duncan Tappy, 13 points
5. Fabio Onidi, 12 points
6. Carlos Iaconelli, 10 points
7. Vladimir Arabadzhiev, 8 points
8. Jan Charouz, 7 points
9. Celso Miguez, 6 points
10. Adrian Zaugg, 6 points



Race 1 podium with Piscopo, Tambay and Onidi

"The best moment of the race was when I realized that I was in front after the pit-stop – said Tambay – it was a wonderful feeling. I want to say thanks to the other drivers because it was close racing but everybody was fair".

Round 04

The second race started with a huge pile-up that took six cars out of contention, luckily with no damage for the drivers. Red flag was showed, and the Race Direction opted for a second start behind the Safety-Car. So the field completed two laps behind the SC, with Celso Miguez on pole in front of Carlos Iaconelli and Duncan Tappy. After the green flag, Iaconelli immediately started pushing on Miguez's tail, and on lap 4 he passed the spaniard with a daring outside move in Tamburello. From then on, the Durango driver stretched his lead lap

after lap, and took the checkered flag with a 15" gap on his opponents, bringing Durango back on the top step of podium. Behind him, things were not so easy for the other drivers, particularly for Miguez who had to fend off a charging Tappy. The brit was in really good shape and slightly faster than his opponent, so he tried to pass until the end of the race. He came really close to taking 2nd place on lap 14, but Miguez defended his position with a great braking. On the finish line, the gap between the two was just 0.028! Tambay was fourth, ahead of the newcomer Federico Leo, Jan Cahouz, Fabrizio Crestani and Julian Leal.

"I have to say a big thanks to the team – Iaconelli said - because already in race 1 the set-up was better allowing me to recover, and in the second race we were really strong. Winning in this way feels great".

PISCOPO LEADS POINTS AND MONEY



Edoardo Piscopo driving on the edge

Edoardo Piscopo can be very happy of his Auto GP campaign until now. After the Imola event, the Italian driver of DAMS is leading both the championship and the prize money classification. In the series points, Edoardo is lone leader thanks to a mix of pace and consistency: he was on podium in all the three races he finished, and this means a lone leadership with 20 points. After the strong showing in Imola Tambay lies second with 16 points, ahead of Filippi. The Euronova driver clinched just the point for pole position and is now tied with Duncan Tappy, just one point ahead of Onidi, who managed to climb on the podium both in Brno and Imola. If Piscopo is lone leader on points, he has to share the lead for the prize money classification with Adrien Tambay. The French driver got a full 80.000 euros from the Imola weekend, while Iaconelli took the 50.000 for the weekend 2nd place and Tappy the 30.000 for P3.



Miguez got maiden points and money in Imola

The Auto Gp prize money classification

1. Adrien Tambay and Edoardo Piscopo	80.000 €
2. Luca Filippi	65.000 €
3. Carlos Iaconelli	50.000 €
4. Duncan Tappy and Vladimir Arabadzhiev	30.000 €
5. Fabio Onidi	25.833 €
6. Jan Charouz e Adrian Zaugg	13.333 €
7. Celso Miguez	12.500 €

TEAM STANDINGS

1. DAMS, 39 points
2. Charouz-Gravity Racing, 27 points
3. Euronova Racing, 13 points
4. Team Lazarus, 12 points
5. Trident Racing, 11 points
6. Durango, 10 points
7. RP Motorsport, 6 points
8. Super Nova, 6 points

WELCOME FORMULA MEDICINE

On Friday, Auto GP had a really welcome visitor in his paddock: Dr. Riccardo Ceccarelli, founder of Formula Medicine, went to Imola to meet Enzo Coloni and the series drivers, in order to define a new partnership with the championship. Thanks to this agreement all the drivers interested in the Formula Medicine training programmes will have the chance to join them at very special conditions, finding an easier way to enjoy the use of both the track assistance programmes

and the more in-depth checks that can be done at the Formula Medicine headquarters in Viareggio, Italy. For Auto GP it's an undoubtedly prestigious partner: Formula Medicine is worldwide known thanks to its research work with F1 drivers, a programme that is going on from 1989. Among the drivers assisted by Formula Medicine there are names as Felipe Massa, Robert Kubica and Jarno Trulli, and the staff often assisted whole F1 teams,

like Ferrari, Renault, Toro Rosso and Toyota. "This partnership with Auto GP – Ceccarelli said - represents a further boost for Formula Medicine's activities. The car is very challenging and lots of pro-drivers are racing in the championship, so I'm sure that the series' success will keep growing. For our staff it's the chance to keep using all the groundbreaking techniques we studied in 20 years of F1 activity in order to give our drivers the best psycho-physical training".



Dr. Ceccarelli with Iaconelli

THE NEWCOMERS

Auto GP hailed three newcomers in Brno: with Charouz-Gravity Racing still waiting for Natacha Gachnang to completely heal from the leg injury occurred in GT1 in Abu Dhabi, Stefano Coletti stepped in to have a taste of Auto GP. The driver from Monaco impressed in the practice and qualifying, but then a bad start in Race 1 and the accident in Race 2 prevented him from getting good results. Federico Leo was in at Trident to replace Adrian Zaugg. The South African driver graduated to GP2 with the Italian team, so with the seat available the Italian driver

decided to give Auto GP a try. Leo liked the car a lot and he may be back also for the other series events, also because he clinched a fifth place in Race 2

despite losing two sessions of Practice on Friday. Fabrizio Crestani was in for Arabadzhiev at DAMS: with the Monaco race just passed and the

Turkish round coming, the Bulgarian preferred to focus on GP2 and so Crestani was in. Fabrizio was on the pace and got P8 in qualifying. After a

good Race 1, he was very disappointed when Iaconelli crashed into him with just a few laps to go. In Race 2, the Italian was 7th, just out of the points.



STEFANO COLETTI

TEAM: CHAROUZ-GRAVITY RACING

BIRTHDATE: 06-04-1989

2009: F3 EURO SERIES

OFFICIAL WEBSITE:

www.stefanocoletti.com



FABRIZIO CRESTANI

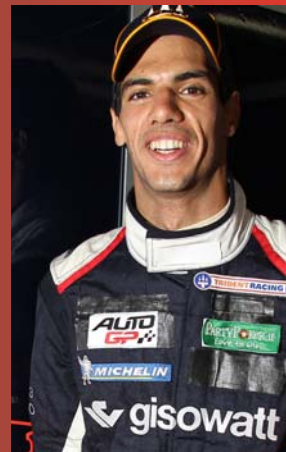
TEAM: DAMS

BIRTHDATE: 17-12-1987

2009: EUROSERIES 3000

OFFICIAL WEBSITE:

www.fabriziocrestani.it



FEDERICO LEO

TEAM: TRIDENT RACING

BIRTHDATE: 27-08-1988

2009: WORLD SERIES BY RENAULT

OFFICIAL WEBSITE:

www.federicoleo.com



FREQUENT FLYERS

Nowadays, some drivers think that one commitment is not enough for their career. Racing as much as possible means learning more and learning faster, and that's why you can see this guys running from one circuit to another to jump from a single-seater to a Sportscar, and then again from a Sportscar to another single-seater.

Auto GP has three "multi-committed" drivers: Julian Leal and Walter Grubmüller also compete in the Ws by Renault, while Jan Charouz, besides Auto GP and WSR, adds also a Le Mans 24 hours commitment with a Pescarolo-Judd run by OAK Racing. But what does racing in different series at the same time means for a driver? How do they cope with stress, pressure and the long travels from a track to another? Here are the answers!

So guys, can you please tell us what are your commitments for the next weeks?

Jan Charouz: "I'll be pretty busy. Right after the Imola weekend I will go to Magny-Cours, then from June 4 to June 6 I will have the Wsr races in Brno. Then I will be one full week in Le Mans for the 24 hours, and the following week I'll be in Magny-Cours for the World Series. One week later I'll be in Spa with Auto GP, then in Hungaroring with Wsr, and again in Magny-Cours, for Auto GP. My tour the force will end the following week with some training with the Renault F1 guys. It's eight weekend in a row with no rest, not bad!"

Walter Grubmüller: "I'll be in Brno for Wsr on June 6, then I will relax until the Wsr Race in Magny-Cours two weeks later, and on June 27 I will be in Spa with

Auto GP. Than again Wsr in Hungaroring and the following week I'll be in Magny-Cours with Auto GP".

Julian Leal: "Basically I have the same commitments as Walter, but besides this I'd also have to go back home in Colombia sometimes. Anyway, with all this races it's very difficult to do that and that's why at the moment I live in Italy. Thinking about the next commitments, I will be very busy also from September 19 to October 10, I will have 4 races in four weeks. Than, as that's not enough, I'll go in Monza to follow the F.1 and GP2 races".

So many races in so little time means that you have to travel a lot. How do you cope with that?

JC: "I usually fly to get to the circuits, and everytime it's possible I fly there



Quick restart from a pit-stop for Walter Grubmüller, who recently attended the F.1 Monaco GP with Jan Charouz (left)



Julian Leal

the last months. I got by car at the first Auto GP event, directly from Italy, and also at the first Wsr event this year, in Alcaniz. I bought a new car in February, a Volvo C30, and it already has 13.000 kms on the odometer. I enjoy driving, and when you do long journeys you can stop, talk with people, see the changing landscape. It feels fine. The only problem are speed tickets. In Italy I got three of them on the same day..."

Now only for Walter and Julian: Jan is doing the Le Mans 24 hours, did you ever think about racing there?

WG: "Well I'm not thinking about it seriously now, but Le Mans is undoubtedly in the back of my mind. I don't know when, but I'm sure that I will do that race".

JL: "I definitely want to race in Le Mans, sooner or later. In the meantime I'd like to do a 24 hours of karting with my team manager at Trident, Luca Zerbini. I'm trying to persuade him".

It seems that with all this racing and trips from one track to another there's not much time to train. How do you keep yourself fit to cope with the physical stress of two championships?

JC: "I spend so much time driving a racecar, that's my training. Apart from this, I have the stages with Renault F.1 and when I'm on my own I use to run a lot, something like 90 minutes. That's particularly good for Endurance Racing".

WG: "There's not much time, that's right, but I train every time I am at home. When I started Auto GP I even had to change my training a bit, putting more load on the arms because the car is very physical in the slow corners".

JL: "I train with Formula Medicine, in Viareggio, very close to where I live now. They are very professional, with a lot of experience with F.1 drivers, so when I have time between one race and another I work with them".

with my own plane. I have a Private Pilot License and I use every chance to fly I have. To come in Imola, I landed with my plane in Bologna but with some other tracks it's even better. In Le Mans or in Paul Ricard, for example, the landing field is inside the track complex! The only limit is weather. I still don't have authorization for Instrument Flight, so I can get airborne only in good weather. So, before my racing weekends I check the forecasts very accurately".

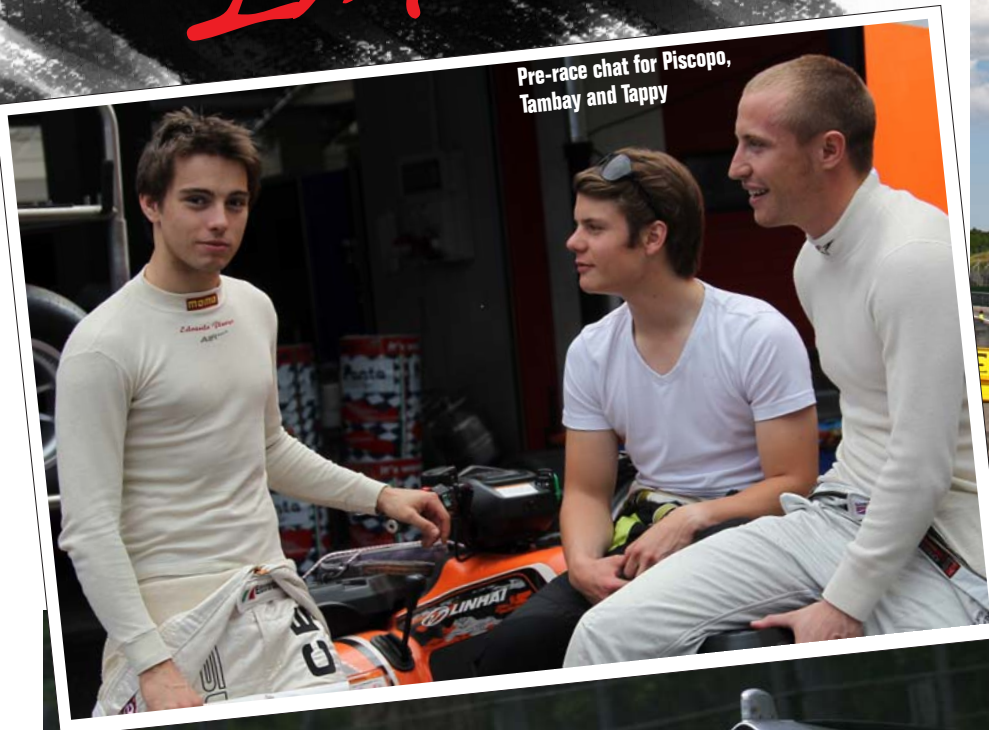
WG: "If the race is very close I go by car, like I did in Brno that is very close to Austria, if not I catch a plane. Obviously if a volcano starts erupting like it did in Iceland things get a bit more complicated".

JL: "I love travelling by car when it's possible, and I did it a lot of times in



Greetings from Imola

Pre-race chat for Piscopo, Tambay and Tappy



Tambay celebrates his win



Aggressive chicane for Bizzarri



Fabrizio Crestani



Front wheels up in the air for Onidi



Duncan Tappy



Federico Leo



Iaconelli hits Crestani
forcing him out of Race 1



Giorgio Pantano
needs just two wheels...



ANOTHER RECORD FALLS



Onidi at full speed

After Brno, Auto GP broke another track record in Imola: For the Italian track's new configuration, the circuit record was held by Formula Two, with Robert Wickens posting a 1'37"401 in the 2009 Qualifying. In the qualifying session of Auto GP, Luca Filippi took pole with 1'31"742, being nearly six seconds quicker than the old record..



Florence

ROMAN HOLIDAY



Pisa

The journey from New Zealand to Italy is very long, so Jonny Reid decided to take the chance for an holiday with his girlfriend Monique. The kiwi driver landed in Italy one week before the race and visited Rome first, then headed to Pisa to check the leaning tower and passed the last few days in Florence. And judging from the comments on his Facebook page, he enjoyed both the art and the food!.



Rome

KEEP YOUR FOCUS

Being one of the championship's younger drivers, Stefano Bizzarri is giving great importance to training. The car that Stefano was driving until 2009 was an F.3 with 270 bhp, so less than half the Lola-Zytek horse power. Passing to Auto GP was a big step for Stefano, and to make it easier now he is followed on track by Dr. Stefano D'Elia, founder of Driver Program Center. D'Elia cares not only for Stefano's physical preparation, but also of mental training: "Usually you don't know what to do before a race – Stefano says – you just wait to get in the car. With this new programme, instead, I start preparing for the race from the morning with massages, physical and mental exercises. Thanks to this, I feel much more focused when I'm in the cockpit."



GET YOURSELF A MANUAL!

Wondering why Luca Filippi missed the first braking point in Race 1, cutting through the gravel trap of the Tamburello chicane? Well, here is the Italian driver's confession: "It was a stupid mistake, I just pressed the clutch instead of the brake, so I totally missed the corner". To help Filippi in remembering what the car pedals are for, the Euronova mechanics prepared a special driving manual (see the photo) sticking it to the steering wheel.



BACK TO SCHOOL



Edoardo Piscopo had a very busy come back from Imola. The Italian driver flew to London where he attends the courses of the Regent's European Business School, in order to take 5 examinations in the same week including Math, Human Resources and Business: "I'm a bit worried – Edoardo said in Imola – because at the moment I should be studying instead of racing". But for a podium, it was well worthwhile!



**CIRCUIT DE SPA
FRANCORCHAMPS**

NEXT STOP: SPA



The Spa-Francorchamps circuit has always been known for its tremendous average speed. In 1920, when it was used for the first time, the track comprehended vast public road stretches and really long straights, so long that the turns after them, like the infamous Masta, were considered among the most dangerous in the world. The track, obviously, has changed a lot from those times but also its actual layout is incredibly fast. The most known corner of

the track is the fast right-left Eau Rouge-Raidillon, but the whole circuit is a challenge for the driver's bravery. The Les Combes chicane is to be watched for overtaking, as it follows the long Kemmel straight, while the most difficult corners are the fast downhill to Pouhon, the double-apexed Stavelot and Blanchimont, where the cars thunder at incredible speeds. With its 7 kms, Spa is also the longest track on the Auto GP calendar.



CIRCUIT DE SPA FRANCORCHAMPS (SPA) BELGIUM

Lap distance: 7.003 km

Right turns: 10

Left turns: 9

Location: 50 kms south of Liege

www.spa-francorchamps.be



FILIPPI'S TIPS TO SPA

"Spa is a very challenging track. The main reason is that, despite having very fast corners where downforce is required, the teams have to opt for low drag setups to be fast on the long straights. So you end up having a very slippery car at very high speeds. Personally, I love the second sector, from the Kemmel straight to Blanchimont. My favourite corner is Pouhon, a double left downhill where the driver's talent can make a huge difference. I look forward to racing there, I'm pretty sure that the Auto GP car will touch 300 kph in Spa!"

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