

# AUTO

03/2010

# GP

# MAGAZINE

GROSJEAN TAKES  
A STUNNING DEBUT WIN  
IN SPA-FRANCORCHAMPS

# OUTRIGHT SUCCESS



**IACONELLI**

**AND DURANGO**

**WIN AGAIN**



**STOP AND GOAL:**

**AUTO GP DRIVERS AND THE FIFA WORLD CUP**



## GROSJEAN IMPRESSES, IACONELLI TOPS RACE 2



Iaconelli leads the group at La Source in Race 2

### 🔹 Round 05

Veni, vidi, vici. The famous words spoken by Caesar after one of his victorious battles are also perfect to describe Romain Grosjean's debut in Auto GP. The French driver, who raced in F.1 for Renault in 2009, came in Spa without any previous test on the Lola-Zytek but despite this he managed to dominate the weekend: He clinched the best lap in both the Free Practices, the pole position and then won race 1 flag to flag, posting also the fastest lap of the race. Luca Filippi was the only rival able to put some pressure on the DAMS driver, keeping the same pace in the early part of the race. Anyway at the mandatory pit-stop the DAMS crew was a bit faster than Euronova and this allowed Grosjean to stretch his lead, with Filippi settling settle for the 8 points granted by 2nd place. Third was Giorgio Pantano, just 2" adrift from Filippi. The SuperNova

former F.1 driver made up one place at the start and then passed Jan Charouz at the end of the Kemmel straight. From then on he stuck himself to Filippi's tail and lost contact only after the pit-stop, being forced to delay the restart in order to let Leal through in the pit-lane.

Jonny Reid took fourth position, after a fierce fight with Jan Charouz. The kiwi driver had a bad start, and Charouz passed him taking a good advantage in the first part of the race, when he was really quick. After the pit-stop Reid started to recover, and on lap 6 he made the first try on the inside of the "La Source" hairpin. Jonny and Jan were side by side for the whole downhill to Eau Rouge and the Czech driver of Charouz-Gravity Racing used all his skill to stay in front. On lap 10, anyway, Reid was able to pass. Edoardo Piscopo was 6th, ahead of a staggering Julian Leal. The Colombian drove a

great race, passing from 12th place to 7th thanks to a really good pace and to a late stop strategy. The last point was for Carlos Iaconelli. Despite being forced, together with Fabio Onidi, to start from the back of the grid (they both completed one lap more than allowed before the grid formation) the Brazilian driver managed to climb the classification taking the pole position for Race 2.

### 🔹 Round 06

Some magazines are already calling him "the Race 2 specialist". That's because after clinching success in the Sunday Race in Imola, Carlos Iaconelli brought Durango on the top step of the podium also in Spa. Starting from pole position thanks to his eighth place in Race 1, Iaconelli had a good start and kept the lead for the whole race, despite two Safety-Car periods that packed the group again and again. The Durango



## WHO'S THE LEADER

### ROUND 05

1. Romain Grosjean (DAMS) 13 laps in 27'43"609
2. Luca Filippi (EURONOVA) +4.219
3. Giorgio Pantano (SUPERNOVA RACING) +6.323
4. Jonny Reid (SUPERNOVA RACING) +22.355
5. Jan Charouz (CHAROUZ-GRAVITY RACING) +27.260
6. Edoardo Piscopo (DAMS) +27.724
7. Julian Leal (TRIDENT RACING) +28.282
8. Carlos Iaconelli (DURANGO) +32.159

### ROUND 06

1. Carlos Iaconelli (DURANGO) 10 laps in 24'42"662
2. Romain Grosjean (DAMS) +0.592
3. Jan Charouz (CHAROUZ-GRAVITY RACING) +3.349
4. Edoardo Piscopo (DAMS) +4.336
5. Luca Filippi (EURONOVA) +7.060
6. Giorgio Pantano (SUPERNOVA RACING) +8.066

### DRIVERS CLASSIFICATION

1. Edoardo Piscopo, 26 points
2. Luca Filippi, 23 points
3. Romain Grosjean, 18 points
4. Carlos Iaconelli, 17 points
5. Adrien Tambay, 16 points
6. Jan Charouz, 15 points
7. Duncan Tappy, 13 points
8. Fabio Onidi, 12 points
9. Jonny Reid, 10 points
10. Vladimir Arabadzhiev and Giorgio Pantano, 8 points



The Race 1 podium

## DOUBLE CRASH FOR RP

If you ask any team manager what's his worst nightmare, he will probably answer "see my drivers crashing into each other". F1 had some good examples of this, with the clash between Ayrton Senna and Alain Prost in Suzuka 1989 as the most renowned of this cases. Also GP2 saw something similar happen in France, in 2007: iSport's Andreas Zuber and Timo Glock started on the front row just to hit each other in the centre of the track. Now also Auto GP has his team-mates crash: in Spa, in Race 2, Stefano Bizzarri and Celso Miguez found themselves side by side on the exit of the Blanchimont corner. Despite being on one of the quickest part of the track none of them wanted to let the other through and racing so close the cars made contact, spinning into the wall at high speed. Luckily they were both unscathed thanks to the Auto GP monocoque's safety.



driver kept cold blood and managed the situation in the best possible way, even resisting to a huge pressure from Romain Grosjean in the last laps. The French driver was in really good shape in Spa: in this second race he

made up four positions between the start and the "La Source" exit, and then he started fighting with Edoardo Piscopo and

Jan Charouz for P2. After the second restart the former Renault F1 driver improved his pace, passing Charouz on lap 8 and then doing the same with Piscopo on the following lap, with a daring outside move at Les Combes. The championship leader had now to

face the attacks from Charouz: the Czech driver was clearly faster and made the most of the Kemmel straight to take Piscopo's slipstream, passing him again in Les Combes and clinching the season's first podium.

Fifth place, behind Piscopo, for Luca Filippi after an amazing duel with Giorgio Pantano and Jonny Reid. After the second Safety-Car period, caused by Stefano Bizzarri and Celso Miguez making contact and crashing in Blanchimont, the three drivers were really close to each other. Pantano seemed quicker, but in the last two laps Filippi passed Reid first entering Eau Rouge, and then hunted Pantano on the last corners of the race. Filippi was faster out of Blanchimont, and passed Pantano in the Bus Stop chicane. Due to this move, Pantano had a slow exit from the chicane and Reid nearly managed to pass him, closing just 0.004 behind!

# DAMS STRETCHES ITS LEAD, CHAROUZ-GRAVITY RACING FOLLOWS

Charouz managed to keep Piscopo at bay in Race 1

If after three events the drivers classification is still very tight, with three drivers packed in 8 points, the team standings already have a clear leader. DAMS is indeed on top with 60 points: making the most of Piscopo's consistency and fielding three competitive cars at every event, the French stable is keeping the wonderful average of 20 points per weekend and is trying to get away from the competition. Anyway, the rivals won't make it easy: After the wonderful Imola weekend, won by Adrien Tambay, Charouz-Gravity Racing confirmed its competitiveness thanks to Jan Charouz clinching his maiden Auto GP podium finish, and they will fight for the rest of the season, fielding three cars exactly like DAMS.

Third in the standings is Euronova, a remarkable performance considering that the Italian team is racing with just one car, relying only on Filippi's talent. Huge jump for SuperNova: the british team passed from last to fourth place thanks to a good weekend by both Giorgio Pantano and Jonny Reid.

## TEAM STANDINGS

1. DAMS, 60 points
2. Charouz-Gravity Racing, 35 points
3. Euronova Racing, 23 points
4. Super Nova, 18 points
5. Durango, 17 points
6. Trident Racing, 13 points
7. Team Lazarus, 12 points
8. RP Motorsport, 6 points

Leal's great recovery was among the highlights of the first race





# WELCOME NATACHA!

In Spa-Francorchamps Auto GP was delighted to finally welcome Natacha Gachnang in the championship. The swiss driver was supposed to race in the series right from the start but she had to miss the first two events due to the injury occurred to her in the FIA GT1 World Championship maiden race in Abu Dhabi. Natacha suffered a double compound fracture of her right leg in April, but she recovered really

quickly needing just eight weeks to be back behind the wheel of a racing car. Pushing hard during the rehabilitation process she managed to be ready in time for the Le Mans 24 Hour, the most difficult proving ground for a driver recovering from an injury. She successfully passed the test, and then she was ready to tackle her Auto GP debut. Obviously Spa wasn't the easiest

track to get acquainted with a car that she drove only in a two day test in Brno in April, but Gachnang approached the event in the best possible way, aiming for a steady improvement session after session. It wasn't an easy task but Natacha accomplished it: at the end of Race 2 she was just 0.5 adrift from team-mate Adrien Tambay, already showing a great confidence with the 550 bhp Lola-Zytek.



# FILIPPI GRADUATES TO GP2

There's good news for Luca Filippi: the Italian driver will go back to GP2, racing with SuperNova. Luca will step in for Josef Kral, and will race in the championship until the Czech driver will recover from the vertebrae injuries he suffered after a bad crash in Valencia. Due to clashing dates Filippi will miss the Magny-Cours round of Auto GP to race in GP2 in Silverstone, but then he will be back in the championship to try and fight for the title. Actually Filippi is 2nd in the standings and he hopes that championship leader Piscopo won't stretch the gap too much in Magny-Cours.

In the meantime John Sears, SuperNova's team manager, explains why the british team chose Filippi: "Auto GP definitely had a part in our choice. Luca raced in GP2 with us in 2007 and 2009, so we know how talented he is, but having him as an opponent in Auto GP gave the final boost to our choice. He showed us that he can be fast straight out of the box, no matter if he ever drove the car before or not, and this will be very important because now in GP2 he will race against drivers that have already done 4 events in that car and with those tyres. We think he's the right man for the job".



Filippi has a good reason to be happy...

## WHO'S THE RICHEST DRIVER?

GP2 isn't the only good news for Luca Filippi. The Italian driver is also leading the Auto GP earnings standings:

- |                              |                                  |
|------------------------------|----------------------------------|
| 1. Luca Filippi 115.000 €    | 7. Duncan Tappy 30.000 €         |
| 2. Edoardo Piscopo 90.000 €  | 7. Vladimir Arabadzhiev 30.000 € |
| 3. Adrien Tambay 80.000 €    | 9. Fabio Onidi 25.833 €          |
| 3. Romain Grosjean 80.000 €  | 10. Giorgio Pantano 15.000 €     |
| 5. Carlos Iaconelli 65.000 € | 11. Adrian Zaugg 13.333 €        |
| 6. Jan Charouz 43.333 €      | 12. Celso MIGUEZ 12.500 €        |





# STOP AND... GOAL!

On July 11, just some hours after the end of the Auto GP event in Magny-Cours, the world will be in front of the TV screen to watch the FIFA World Cup Final. With a grid formed by drivers from 9 different countries, in Spa the Auto GP hospitality was often crowded with drivers and team members watching the World Cup Round Robin matches. Unfortunately, of all the Auto GP drivers only Celso Miguez could celebrate, with Spain going on to the second phase of the tournament and then to the Semi-Final. All the other drivers saw their team fall off very early, and this are their feelings.



## **England, out at the Round of 16**

**Duncan Tappy:** Even if I don't care too much about football, the World Cup is something that comes just once every four years so you can clearly feel that it's something special for the country. Actually it's impossible not to be disappointed for the poor performance by England, also because after some really good results in the qualification stages people was really hoping to win the World Cup. Now everybody

is pissed off with Capello but it's difficult to say if it's all his fault, the players seemed to be exhausted from the first match, and that surely had a part in the failure.



## **France, out in the Round Robin**

**Adrien Tambay:** "A bad showing wasn't completely unexpected, you just had to look at the way France qualified to understand that something was wrong with the team. Anyway, going out in the first stage was really too much. Maybe Domenech is

LD CUP

A disappointing World Cup by England isn't enough to take away the smile from Tappy's face







Miguez is hoping for the first ever Spain World Title

## IN A LEAGUE ON ITS OWN



the one to blame, but the whole team seemed just splitted in little groups fighting each other, and in those conditions it was impossible to get a good result".



### Italy, out in the Round Robin

**Luca Filippi:** "Football isn't my kind of sport, but obviously this does change a bit when it's time for the World Cup. This year I didn't put much trust in the Italian team but finishing last in the easiest group of the Round Robin was something unexpected. The team was just terrible and Lippi, our trainer, ignored some very good players to stick with the group who won the WC 4 years ago. Now it's clear it was the wrong choice. As an alternative I was supporting England and Capello, but they went home just after us, so it was really a sad tournament for me".



### New Zealand, out in the Round Robin

**Jonny Reid:** "Actually despite going out early I'm pretty proud of the New Zealand team, and so is the whole Country. You know, football isn't very popular there because everybody plays rugby, and our national team had even some non-professional players in it, people who had to take some days off from their regular job to go and play in South Africa. With such premises what we achieved is just incredible: we didn't lose any match, we were in contention for passing to the second stage until the last minutes of the third game and we even managed to get a draw with Italy, the current title holders. We couldn't hope for more".



### Spain, will play Semi-Final vs Germany

**Celso Miguez:** "I'm really passionate about football, I love to play it when I have some spare time and I'm following the World Cup with great attention, also because in Spain there are huge expectations for our team. We won the European championship two years ago and so we hope to make the final step and take home the cup. It won't be easy but we have the right men to do that, great players like Xavi, from Barcelona. And taken can make a huge difference..."



On a demanding track like Spa-Francor-champs Auto GP showed again how quick it can be. Apart from GP2 no other one-make series lapped so fast on the Belgian track: in Race 1 Romain Grosjean took the fastest lap with 2'04"921. That's six tenths faster than Ws by Renault (2'05"547 with Brendon Hartley in May). It's a really impressive gap, considering that unlike the World Series car the Auto GP Lola-Zytek has non carbon brakes and no ground effect. Compared to Formula Two, Auto GP is just in another league. Between Grosjean's lap and the best chrono of the Williams-Audi there is a full 5 seconds gap (they did 2'09"812 with Tobias Hegewald in 2009).



# Greetings from Spa-Francorchamps



Gachnang  
at full speed



Who will stop  
Romain Grosjean?



Unlucky weekend  
for Onidi





Luca  
Filippi



Hey girls  
what happened?



Crestani driving  
on the edge





Just fiction  
or Edo and  
Adrien will  
fight hard  
also on  
track?



TAMBAY AND PISCOPO

# FRIENDS OR RIVALS?

Edoardo Piscopo and Adrien Tambay didn't know each other before meeting at the Auto GP weekends; now they are friends and they are even planning to make part of the summer holidays together to have some fun.

## So guys, how did this started?

**EP:** I didn't know him personally but he raced in Eurointernational, the same team I was racing with in F.Bmw, so I had people telling me that he is a good guy. We chatted a bit on Internet before the first race, and then we got on well when we met in Bmo.

**AT:** We just got on well from the first moment, he is a funny guy and it's good to chill-out a bit in the rare spare moments you have during the race weekends.

## So you will go on holiday together?

**EP:** Well we are planning to do a little part of the holidays together, just to have fun. But we can't tell anybody where we will go (laughs).

**AT:** Yeah, but it will be certainly some very

boring place, like Bern, in Switzerland (laughs). Being serious, we will go somewhere in the southern part of France, that's all we can say (laughs again).

## Will you be fighting for girls? Do you prefer blondes or brunettes?

**EP:** I like both, possibly at the same time (laughs). Really, I don't mind the hair colour, also red is good if I like the girl!

**AT:** No, we won't fight for girls because I'm more traditional than he is: I prefer blondes, and anyway I look for the typical neighborhood girl, something radically different from what Edoardo likes!

## Is your friendship changing the attitude you have on track fighting each other?

**EP:** Not really. I have respect for all the

drivers and I always try to be fair so I'm keeping the same behaviour with Adrien.

**AT:** The same for me. The difference I can see is that when there's a fight between us we trust each other. I know he won't make an unfair move, and he know that I won't either. And this makes a difference when you are wheel to wheel.

## Example: you can pass the other but the gap is tiny and you have to be a bit harsh. Will you go for it?

**EP:** It depends from a lot of factors. If we are fighting for victory, good points or 8 place in race 1, which means pole in race 2, maybe I will try. But not if it's nearly impossible, I'm not the kind of driver who likes to waste a race like that, and that's even more true when I'm racing against Adrien.

**AT:** You can't give a real answer while you're sitting and drinking something, you have to be in the car because a lot of things can make you decide in one sense or the other. Anyway keep an eye on us on track, something like this will surely happen and then we'll see...





# EAU ROUGE THRILL

Wondering why **Romain Grosjean** was so quick in Spa? Well in this image you can find one of the reasons. As you can see on the exit of Raidillon both the inside wheels of the DAMS car aren't touching the ground, showing how hard the French driver was pushing lap after lap. Also other drivers used all their bravery in the most renowned and challenging part of the track: **Crestani** was among them, gifting us with a 230 kph oversteer...



# AUTO GP GENTLEMAN

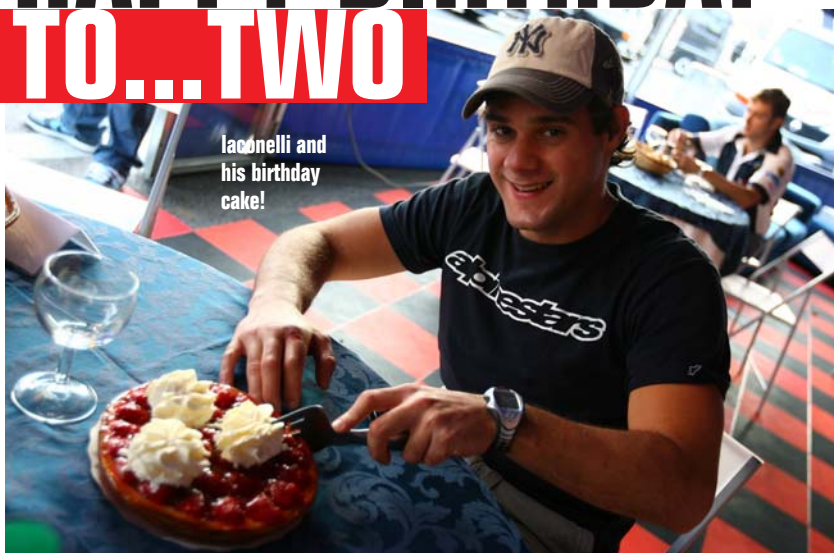
In Spa Auto GP discovered some real gentlemen among its drivers.

Both **Giorgio Pantano** and **Jan Charouz** decided to gift two girls with the flowers they received on the podium: the Italian driver decided to present the bunch to Claudia, a member of the Auto GP staff, while Jan gave it to one of his team's umbrella girls. Well done guys!



# HAPPY BIRTHDAY TO...TWO

Iaconelli and his birthday cake!



Two AutoGP drivers celebrated their birthdays during the Spa weekend. Carlos Iaconelli and Duncan Tappy were indeed born on the same day, June 26, in 1984 and 1987 respectively. Durango made a little party for his 23 years-old driver in the series hospitality with a fruit cake, but Carlos found the the best way to celebrate himself, winning race 2! Duncan's weekend was less lucky, with an electrical problem hampering him in Race 1, but he did a great second race overtaking 5 cars, and is in great shape looking to Magny Cours.



# NEXT STOP: MAGNY-COURS



Abandoned by F.1 after 2007, the Magny-Cours track was opened in 1960, and in its first years of activity it hosted the Winfield racing school, which grew up talents like Francois Cervert and Jacques Laffite. In its biggest renewal, in 1992, the layout was modified to include some corners "copied" from other tracks of the F.1 calendar: those corners are Imola, Estoril, Nurburgring and the Adelaide Hairpin. From a

strategic point of view, the track is the most interesting of the championship: its short pit-lane means that changing tyres is a really fast operation, so a lot of different tactics can be applied.

Even if F.1 doesn't race here anymore it's still a very appreciated and challenging track, often used for testing: the 2011 GP2 car did his first shakedown on this track, driven by Ben Hanley.

## CALENDAR 2010

**Rounds Date**

**01&02 24-25 April**

**03&04 22-23 May**

**05&06 26-27 June**

**07&08 10-11 July**

**09&10 25-26 September**

**11&12 2-3 October**

**Venue**

**Brno, Czech Republic**

**Imola, Italy**

**Spa, Belgium**

**Magny-Cours, France**

**Navarra, Spain**

**Monza, Italy**

## MAGNY-COURS CIRCUIT DE NEVERS (FRANCE)

**Lap distance: 4.411 km**

**Right turns: 7**

**Left turns: 5**

**Location: 250 kms south of Paris**

**[www.magnyf1.com](http://www.magnyf1.com)**



## GROSJEAN'S TIPS TO MAGNY-COURS

"Magny-Cours it's a very nice track with some really fast corners and some quite slow. This is why finding the ideal set-up is never easy. The key is to find the good compromise in between these parts. And that's not all because then you have the famous chicane: there you need to have a reactive car because exiting too slow from there would mean a low speed on the following straight".



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