

AUTO

04/2010

GP

MAGAZINE

BRAZILIAN FIESTA

THIRD WIN IN A ROW FOR IACONELLI
AND DURANGO IN MAGNY-COURS



GROSJEAN



TAKES RACE 1 AGAIN

PODIUM AND DISAPPOINTMENT FOR ONIDI





GROSJEAN TAKES ALL



Pole and Race 1 success for Grosjean in France

Round 07

The first Auto GP race in Magny-Cours was a real heart-breaker: Romain Grosjean won after a really bad start and a gift from lady luck: actually it was Tambay who led nearly the whole race but with just two laps to go a fuel pressure issue stopped his car. The Charouz-Gravity Racing driver really deserved success because his race was just flawless: he passed from 3rd to first position thanks to a great start, and then he managed to keep Grosjean at bay, making no mistakes despite the huge pressure from his rival. After Tambay's retirement Grosjean sailed towards his second win in the series, and clinching the fastest lap of the race he secured enough points to win the weekend classification: after the bad start from pole he dropped to fourth place, and so DAMS decided for an early stop strategy. With fresh rubber Romain pushed a lot and thanks to



Miguez leads Pantano and Rosenzweig

some very quick laps he climbed back to second, then inheriting the win from Tambay. Second was Duncan Tappy, making a wonderful one-two result for DAMS. The Brit was fast at the green light and then he fought with Grosjean during the first laps. Then he lost contact with the leaders due to a little mistake at the pit-stop, and settled for 2nd place, his best result in Auto GP up to now. Behind Tappy, Fabio Onidi took his third podium finish of the season. The Lazarus driver gained one place at the start of the race, and then overtook also Esteban Guerrieri thanks to a good race pace and pit-stop strategy. Jake Rosenzweig took a surprising P4

in his maiden Auto GP race, ahead of Jan Charouz. The Czech driver made up four places after starting from the 9th spot of the grid. Behind Jan were his team-mate Esteban Guerrieri and an hard fighting duo: Edoardo Piscopo and Carlos Iaconelli battled for the whole race, and in the end the Italian driver was ahead, passing his Brazilian rival on last lap. Iaconelli, anyway can be happy because P8 meant the Race 2 pole position.

Besides Tambay, bad luck hampered also Stefano Bizzarri and Giorgio Pantano: the RP driver had to start from the pits for a problem with the steering rack, while the former GP2 champion

WHO'S THE LEADER

ROUND 05

1. Romain Grosjean (DAMS) 21 laps in 31'50"336
2. Duncan Tappy (DAMS) +7.211
3. Fabio Onidi (LAZARUS) +11.541
4. Jake Rosenzweig (SUPERNOVA RACING) +12.746
5. Jan Charouz (CHAROUZ-GRAVITY RACING) +17.810
6. Esteban Guerrieri (CHAROUZ-GRAVITY RACING) +22.688
7. Edoardo Piscopo (DAMS) +22.943
8. Carlos Iaconelli (DURANGO) +23.333

ROUND 06

1. Carlos Iaconelli (DURANGO) 16 laps in 25'55"458
2. Jan Charouz (CHAROUZ-GRAVITY RACING) +1.606
3. Edoardo Piscopo (DAMS) +2.971
4. Duncan Tappy (DAMS) +5.404
5. Esteban Guerrieri (CHAROUZ-GRAVITY RACING) +7.254
6. Jonny Reid (SUPERNOVA RACING) +11.645

DRIVERS CLASSIFICATION

1. Edoardo Piscopo 32 points
2. Romain Grosjean 30 points
3. Jan Charouz 24 points
4. Duncan Tappy 24 points
5. Carlos Iaconelli 24 points
6. Luca Filippi 23 points
7. Fabio Onidi 18 points
8. Adrien Tambay 17 points
9. Jonny Reid 11 points
10. Giorgio Pantano 8 points
11. Vladimir Arabadzhiev 8 points



Charouz, Iaconelli and Piscopo on Race 2 podium

MORAL WINNER

Even Romain Grosjean had to recognize that Adrien Tambay should have won the first race in Magny-Cours: "I'm very sorry for Adrien who is a good friend of mine – said Romain – he did a perfect race and, even if I was close, passing him would have been difficult. The French driver of Charouz-Gravity Racing passed from 3rd to 1st place with a perfect start, and then led nearly the whole race, retiring with just two laps to go due to a fuel



pressure problem. After the race he was really disappointed: "I can't believe what happened. I was taking 10 points and Piscopo was 9th, a bad position for the second race start. I was getting back in contention for the title, and now I have nothing. There's just one good thing: I got back the right feeling with the car, so I hope I will keep this momentum in the next races".

was slowed by a wheel nut issue during his pit-stop.

Round 08

Call him "Mister Race Two": Carlos Iaconelli won the Auto GP short race in Magny-Cours, exactly as he did in Imola and Spa. Starting from pole position, Iaconelli had to keep at bay a charging Jan Charouz in the first laps, and then extended his lead creating a 1"5 gap that he managed to keep until the checkered flag, taking another six points: thanks to this he is now third in the championship, tied on points with Duncan Tappy and Jan Charouz. The Czech driver was the only one able to threaten Iaconelli's lead: with a great start he overtook Piscopo, who was starting in front of him, and then he tried to put some pressure on the Durango driver in the first corner and at the Adelaide hairpin. Anyway Iaconelli didn't make any mistake and Charouz had to

settle for second. Piscopo was third, and opted for a save driver to grab four valuable points useful to keep the series lead. Behind him was team-mate Duncan Tappy, ahead of Charouz-Gravity Racing's Esteban Guerrieri. Meanwhile, the race was just a few metres long for Romain Grosjean and Fabio Onidi: the Italian driver stalled his car at the start and the frenchman of DAMS couldn't avoid him. Who made the most of this crash was Jonny Reid: the kiwi of SuperNova was really quick off the line and he managed to pass Julian Leal. Then he did no mistakes despite a lot of pressure from the Trident driver, grabbing one point. Very unlucky performance for Giorgio Pantano: he recovered up to 9th place with a good first half of the race, fighting with Rosenzweig for a long time. Then, after being passed by the US driver he had to retire due to an issue with the gearbox control unit".



FRENCH DOMINANCE



Tappy was second in the first race in Magny-Cours

After 4 events out of six, DAMS emerged as the team to beat in Auto GP. With its drivers often in the top spots of each session, the French outfit actually leads all the series standings: in the drivers classification Edoardo Piscopo leads with a two point advantage over teammate Romain Grosjean, while Duncan Tappy is third with 24 points, tied with Carlos Iaconelli and Jan Charouz. Thanks to this results, Dams stretched their lead on the competition in the Teams standings, with a 41 points gap on the second placed outfit, Charouz-Gravity Racing. Durango and SuperNova are tied on 3rd

place with 24 points, and the Italian's team result is really remarkable because it has been reached with just one car. DAMS leads the pack also

in the earnings classification: Romain Grosjean won both the weekends he contested and took home 160.000 euros, while Edoardo

Piscopo lies third with 102.500 euros and Duncan Tappy is fourth with 80.000 euros. If you're looking for an explanation for this dominance, you should listen to Duncan Tappy: "What I can say is that DAMS are a really good team, with a proven working method and a perfect understanding between all team members. Then there is a lot of cooperation between the drivers: we are working together, sharing impressions and datas, and there are no secrets. Maybe this is what is giving us the edge on our competitors".



Edoardo Piscopo

GROSJEAN IS THE NEW CHIP LEADER

1. Romain Grosjean	160.000 euro	7. Jan Charouz	73.333 euro
2. Luca Filipp	115.000 euro	7. Fabio Onidi	38.333 euro
3. Edoardo Piscopo	102.500 euro	9. Vladimir Arabadzhiev	30.000 euro
4. Adrien Tambay	80.000 euro	10. Giorgio Pantano	15.000 euro
4. Carlos Iaconelli	80.000 euro	11. Adrian Zaugg	13.333 euro
4. Duncan Tappy	80.000 euro	12. Celso Miguez	12.500 euro

THE NEWCOMERS

Auto GP hailed two newcomers in Brno: Esteban Guerrieri stepped in for Natacha Gachnang at Charouz-Gravity Racing, while following Giorgio Pantano's move to Euronova, Jake Rosenzweig drove the #9 SuperNova car. Both drivers boasted an impressive debut performance, clinching valuable points at their first appearance in the series. It was not a surprise because their talent is well proven: both are racing in World Series by Renault at the moment and while Guerrieri is 4th in the standings with 3 wins up to now, Rosenzweig made an impression in Spa clinching a dominating pole on a soaking track. In Auto GP both drivers were really fast straight out of the box, with Guerrieri taking second place in the Qualifying session and Rosenzweig posting the 5th fastest lap. Then, at the start of Race 1 Guerrieri was a bit slow and Rosenzweig made the most of it, passing him and closing the race in an amazing 4th spot. His Argentinian rival was 6th meaning a second row start for Race 2: he was again slow off the line, but managed to grab 5th place anyway, while Rosenzweig's second race was ruined by a mistake at the start of the warm-up lap. Jake stalled the engine and was demoted to the back of the grid, and starting from the last position he boasted an amazing recovery to 9th place, fighting with Pantano and even overtaking the former GP2 champion.



**ESTEBAN GUERRIERI
(RA)**

TEAM: CHAROUZ-GRAVITY RACING

BIRTHDATE: January 19, 1985

2009: Superleague Formula,

Ws by Renault



**JAKE ROSENZWEIG
(USA)**

TEAM: SUPERNOVA

BIRTHDATE: April 14, 1989

2009: F3 Euro Series

GROSJEAN AND FILIPPI TO GP2

Auto GP keeps being a great stepping stone for drivers aiming to GP2. This weekend the Main Series 6th event in Hockenheim saw two Auto GP drivers on the grid: Besides Luca Filippi, driving for SuperNova as he already did in Silverstone, also Romain Grosjean got back at the wheel of the Dallara-Renault. The Frenchman, 2nd in the series standings two points adrift from Piscopo, contested the Main Series races with DAMS, the same team that fields him in Auto GP. Following his astounding performances in the series (in just two events, Spa and Magny-Cours, he clinched two wins and one second place) Grosjean was chosen by Gravity Management to step in for Jérôme D'Ambrosio, taking the seat of the Renault F1 liveried car.

Romain had a very important task: thanks to his talent and experience he was meant to analyse the reasons why the d'Ambrosio/DAMS pairing has been unable to fully unlock its potential so far this season. Despite a very unlucky weekend, Romain managed to show that the French team's car is very fast: in Race 2 he recovered from P19 to 6th place before retiring due to a race incident with Pastor Maldonado. At the moment this should be a one-off commitment for Grosjean, with D'Ambrosio due to take back his seat for the next races, but it shows anyway how well the Auto GP concept is working: key people in motorsport are looking at the series with great interest thanks to a really high quality grid.

TEAM STANDINGS

1. DAMS, 90 points
2. Charouz-Gravity Racing, 49 points
3. Durango 24 points
3. SuperNova 24 points
5. Euronova Racing, 23 points
6. Team Lazarus, 18 points
- 7 Trident Racing, 13 points
8. RP Motorsport, 6 points



Filippi in SuperNova's GP2 car



THE RACE 2 KING

IACONELLI WON THE SECOND RACE 3 TIMES
OUT OF 4 AND NOW TARGETS THE TITLE



Carlos Iaconelli undoubtedly is Auto GP's king of Race 2. On 4 events contested until now he won the second race 3 times, once starting from P2 on the grid and twice starting from pole. The Brazilian's pace is so good that when he starts in front he usually manages to control the race, slightly improving the gap over his rivals lap by lap. Thanks to his wins he is now third in the standings, just 8 points adrift from Piscopo.

So Carlos, now you have an 8 points gap from the leader: with 38 points still up for grabs do you think you can really have a shot at the title?

"Obviously yes. 8 points is not a huge gap with two full events to contest. Anyway, I also know that to really challenge for the title I have to improve. Winning Race 2 isn't enough because the big points are awarded in Race 1, so I have to look for better results in the the first race too".

What do you think you need to improve to aim for a Race 1 success?

"Basically I just need to secure a better start position, because our race pace is actually very good. With Durango we are working to improve in qualifying and in Magny-Cours things seemed to

get better. I was just a bit unlucky because on the last lap, when all the others were posting their quickest lap, I made a mistake. So I had to start from P12".

You always won Race 2 starting from the front row. Some people in the paddock suggests that finishing 8th in the first race has become a strategy for you and Durango.

"That's not true. Just look at Magny-Cours: in Race 1 I was fighting with Guerrieri for 6th place, then we touched and I went off, that's why I finished in P8. I would have preferred getting two more points, also because

I had good chances of winning Race 2 also starting from the third spot of the grid. You never waste some sure points on purpose in motorsport, because you don't what's gonna happen in the next race".

You have at least 5 rivals for the title, who do you think will be the most difficult to beat?

"Even if Piscopo is ahead, I think that Grosjean will be the one to beat. In just two events he made more points than all of us, so he's the benchmark. Anyway they are all good drivers, Edoardo, Charouz, Tappy, beating them all will be a really difficult task.

THE RACE 2 CURSE



ONIDI COLLECTED FOUR RACE 2 RETIREMENTS:
HOW BAD LUCK IS RUINING A GOOD SEASON



If Iaconelli has a very special relationship with Race 2, Fabio Onidi seems to be under a spell that prevents him from seeing the second race's finish line. Up to now the Lazarus driver collected 4 retirements in Race 2, and this is really hampering a potentially good season: Fabio showed repeatedly that he is among the field's most competitive drivers, clinching 3 podium finishes in Race 1, the most important one as there's no help from the reversed grid. So, with a bit more luck, he could have been among the title contenders.

14 points from the lead, 38 up for grabs. Do you think that fighting for the title is still possible?

"Well, the maths say so, but actually I feel that given the kind of drivers we have in the championship, aiming for the title win with such a gap could be too much. Anyway I'd love to end the season on the overall podium. That's a realistic aim, and I will do my best to achieve it".

A fuel issue in Brno, a crash in Imola, a driveshaft in Spa and a mistake in Magny-Cours. Just bad luck or something more?

"I don't like to think and talk about bad luck, you know, it's just things that happen in racing. A racecar is a complex machine, breaking a driveshaft or a fuel pump is nothing special. It's just a pity that due to this and to some mistakes I

did, I scored no points in four races. That is really bad for the championship".

Who will be the hardest to beat among your rivals for the title?

"Grosjean is undoubtedly the quickest and strongest overall, while looking at the others I think that I'm on a par with everybody. I have to say that I was impressed by Tappy and Tambay, they really improved a lot in this season. On the other side, Piscopo's shape doesn't look so good, so I don't think he can win the title".

If don't get along well with Race 2, you really do with Race 1, the longer one. You already got 3 podiums.

"My relationship with Lazarus has a part in that. I raced for that team in 2008 and we were strong, this year we immediately got that feeling back. They are really good, we just have to improve in qualifying and find that little gap that still separates our car from the DAMS cars.

Also in 2010 you keep being one of the best starters around: tell us your secret.

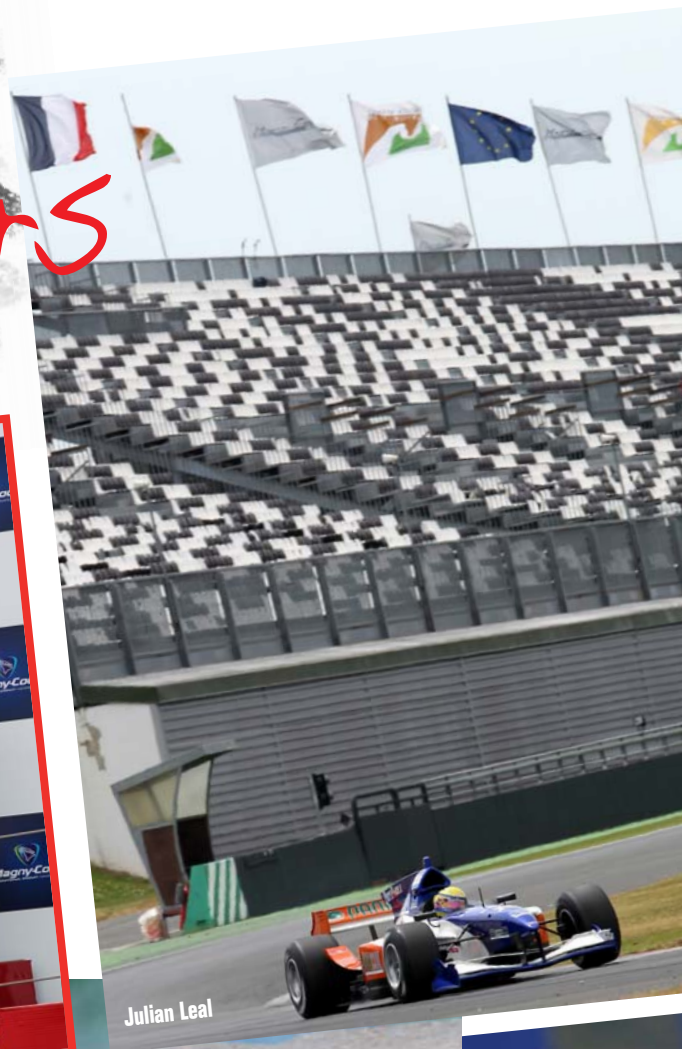
"No I won't (he laughs). I have to say that I was always good off the line in my racing career, but with this car I have a special feeling. I think that I found the right way to start in the best possible way with the Auto GP Lola, and I'm not gonna reveal that!".



Greetings from Magny-Cours



The Race 1 podium



Julian Leal



Hard braking
by Charouz



Bizzarri
at full speed



Guerrieri took 5 points on his debut weekend



Points finish in Race 2 for Reid



Pantano raced for Euronova
in Magny-Cours



FUTURE STYLIST OR ENGINEER?



A cute, blonde 6 years old girl playing with a slick tyre? Don't worry, it's just routine in the Euronova box. Stephanie Gabriella, Vincenzo Sospiri's daughter, grew up surrounded by racing cars, drivers and mechanics, so for her a tyre is just something to play with. Anyway, like every young lady she also likes drawing a lot: so, will she be an engineer or a stylist? And what would daddy prefer?



HOT, HOT, HOT!

Magny-Cours was a very hot weekend and not only from a sporting standpoint. The temperature were really high for the whole weekend, and this meant that the teams had to open all the car's cooling louvers to keep the engine temperatures in the right range. All the cars were all right, but some among the teams staff had a really difficult time coping with the heat.

Anyway the very hot weather wasn't bad news for everybody: someone, like this young camera-man, made the most of the sun enjoying some tanning time!



STILL SETTING THE PACE



Auto GP keeps being the fastest feeder-series below GP2: looking at the weekend lap times, the Lola B05/52-Zytek confirmed its dominance among the one-make series single seaters, and by a long way. In Magny-Cours the fastest lap of the races was a 1'28"180 posted by Romain Grosjean on Saturday. Compared to the fastest lap of the World Series by Renault races, held on the Circuit de Nevers just 3 weeks earlier, Auto GP was 7 tenths quicker! So, despite the extreme heat hampering grip and engine performance, Auto GP is still the car to beat...



NEXT STOP: NAVARRA LOS ARCOS

The Navarra track is the latest born among the Spanish circuits, and this gave the project managers the chance to create a state-of-the-art complex. Like many of the racetracks which were built in the last years, the Los Arcos circuit has a modular layout, allowing different track configurations.

The longest one, which will be used by Auto GP, is nearly 4 kms long, but when necessary the circuit staff even has the possibility to split the track in two completely separate layouts, something that will allow the circuit to host two different events in the same weekend.

With 15 corners, 9 right and 6 left, the track boasts every kind of challenge a driver can desire. There are 3 very fast corners, the first one, number 3 and number 7, and each one of this is followed by a tight hairpin, meaning a lot of overtaking chances and very exciting races.

Opened in June with a parade and a Red Bull F.1 show in front of more than 20.000 people, the racetrack will be inaugurated by Auto GP. It's homologated to host F.1 testing (grade T1) and this means that it has the best safety features alongside huge runoff areas. Besides that, the 800 metres main straight will mean a top speed of around 290 km/h for the Auto GP cars.



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

CIRCUITO DE NAVARRA LOS ARCOS

Lap distance: 3,933 km

Right turns: 9

Left turns: 6

**Location: 50 kms south-west
of Pamplona**

Official website:

<http://www.circuitodenavarra.com>

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Join the AutoGP community on the web. To keep you posted with all the news from the championship we daily update our website www.autogp.org, but we also give you the chance to take a sneak peek in the backstage of the championship thanks to our facebook page www.facebook.com/AutoGP and our Twitter account www.twitter.com/Auto_GP.

Our facebook page has already more than 1.400 fans! Want to discuss with them about the championship? You just have to join!



Portraits



Duncan
Tappy



Romain
Grosjean



Julian
Leal



Jan
Charouz



Edoardo
Piscopo



Jonny
Reid



Giorgio
Pantano



Celso
Miguez