

SPEED

EURO SPORT

YOKOHAMA

INTERNATIONAL
FORMULA
MASTER

8



**2009 IFM
CHAMPION!**

LEIMER TAKES 2009 IFM TITLE



Round 13

Jenzer Motorsport's Fabio Leimer raced to victory unchallenged on Saturday to become the new International Formula Master champion in the Series' thirteenth round at the Motorsport Arena in Oschersleben, Germany. The 20-year-old Swiss collected his fifth pole position of the season in Friday's qualifying session before storming to his sixth 2009 win, the ninth of his two-year IFM career, to become the Series' new champion. Despite a safety car period brought on half way through the 28-lap race to recover Patrick Reiterer's Iris Project car, which was stopped at Turn 1, Leimer raced to the finish line unchallenged. JD Motorsport's Sergey Afanasiev maintained his P2 start position throughout round 13 but was unable to catch the leader and finished ahead of ISR's Erik Janis. A blistering start allowed the ISR driver to make up three

WHAT'S THE POINT

ROUND 13

1. Fabio Leimer (SUI), Jenzer Motorsport (#6)
2. Sergey Afanasiev (RUS), JD Motorsport (#2)
3. Erik Janis (CZH), ISR (#20)
4. Alexander Rossi (USA), ISR (#16)
5. Pål Varhaug (NOR), Jenzer Motorsport (#7)
6. Josef Kral (CZH), JD Motorsport (#3)
7. Simon Trummer (SUI), Iris Project (#8)
8. Vladimir Arabadzhiev (BUL), JD Motorsport (#1)

ROUND 14

1. Josef Kral (CZH), JD Motorsport (#3)
2. Vladimir Arabadzhiev (BUL), JD Motorsport (#1)
3. Pål Varhaug (NOR), Jenzer Motorsport (#7)
4. Sergey Afanasiev (RUS), JD Motorsport (#2)
5. Simon Trummer (SUI), Iris Project (#8)
6. Erik Janis (CZH), ISR (#20)

DRIVERS CLASSIFICATION (TOP EIGHT)

1. Fabio Leimer (SUI), Jenzer Motorsport (#6), 93 points
2. Sergey Afanasiev (RUS), JD Motorsport (#2), 56 points
3. Josef Kral (CZH), JD Motorsport (#3), 52 points
4. Pål Varhaug (NOR), Jenzer Motorsport (#7), 48 points
5. Alexander Rossi (USA), ISR (#16), 42 points
6. Erik Janis (CZH), ISR (#20), 37 points
7. Vladimir Arabadzhiev (BUL), JD Motorsport (#1), 31 points
8. Alessandro Kouzkin (RUS), Cram Competition (#47), 18 points

places, before taking the chequered flag ahead of team-mate Alexander Rossi. "It means a lot to me because it in the end this is the next step to GP2," said Leimer. "Having such a good result means a lot for next year. I'm pretty happy; I didn't think we would do so well this year. I won all the Saturday races apart from in Budapest so far this season, and I was also on the podium in Spa for the second race... I'm pretty happy!!"

Round 14

JD Motorsport's Josef Kral led a 1-2 finish for his team with Vladimir Arabadzhiev in Sunday's race. Scoring his second win of the season, Kral took the lead from third on the grid, passing team-mate Arabadzhiev and Iris Project's Simon Trummer before heading into Turn 1.

A difficult start saw Arabadzhiev drop from pole position to second place, which he maintained until the chequered flag despite constant efforts from a third-placed Pål Varhaug. Averaging a gap of seven tenths

to Arabadzhiev throughout the 21-lap round, Varhaug fought hard to overtake the Bulgarian driver to no avail. "This is a really good result," said Kral. "We improved a lot throughout the season and there was a lot of bad luck for me so far so I'm really happy for the win. Today felt a lot like last year, where I won the weekend's second race too so I had some experience! The start was really good; it was probably the main part of the race. And after that it was all about pushing!"

HAPPY BIRTHDAY

Johnny Cecotto Jr

09/09/86 - 23 years old

Michael Meadows

11/09/87 - 22 years old

Kelvin Snoeks

12/09/87 - 22 years old



2009 CALENDAR

Rounds	Date	Venue	Partnering
01&02	16-17 May	Pau, France	WTCC
03&04	30-31 May	Valencia, Spain	WTCC
05&06	20-21 June	Brno, Czech Republic	WTCC
07&08	18-19 July	Brands Hatch, United Kingdom	WTCC
09&10	25-26 July	Hungaroring, Hungary	F1
11&12	29-30 August	Spa-Francorchamps, Belgium	F1
13&14	05-06 September	Oschersleben, Germany	WTCC
15&16	19-20 September	Imola, Italy	WTCC



AUTODROMO ENZO E DINO FERRARI: ITALY

Lap distance: 4.909 km

Race distance:

Race 1: 21 laps

Race 2: 16 laps

Location: 30 km east of Bologna

Official website: www.autodromoimola.com

IFM LAP RECORDS: (New race for 2008)

Race:

2008: Race 1 – 1:38.718/176.01 Chris van der Drift (JD Motorsport), 20 September 2008

Qualifying:

2008: 1:39.065/178.39 Chris van der Drift (JD Motorsport), 19 September 2008

PREVIOUS IFM WINNERS:

2008: Race 1: Fabio Leimer, Jenzer Motorsport

2008: Race 2: Earl Bamber, ADM Motorsport

CIRCUIT PREVIEW: IMOLA

IFM heads to the Autodromo Enzo e Dino Ferrari in Imola for its final rounds in 2009. With Leimer crowned as this year's champion, the fights remain for the runner-up, rookie and team titles.





THE MAKING OF A CHAMPION

INTERVIEW WITH FABIO LEIMER

SPEED: How does this season compares with your rookie year in 2008?

Fabio Leimer: Last year, the main issue was that I didn't know a lot about the car, I didn't know how to drive the car on the limit. After a few races I had more and more information about the car, I got to know how to push the car. Then after three or four races, I felt more and more comfortable out there.

The single most important difference in the end was that I won the race in Estoril. After this, things went up and up for me. Each race was better and better. At the end of the year, I was pretty fast; me and van der Drift had a lot of nice races! He was a little bit faster than me in qualifying each time but I was pretty good in the races. I won in Monza, Imola and of course in Estoril.

Then over the winter, we worked a lot. I spent a lot of time in the Jenzer factory to learn more about the car. I was working a lot on the car but also on

myself. Training physically and mentally. In the end, I learnt a lot about the car and so did my engineer. We found three or four things which helped a lot this year. We first knew we were good at the first test in Valencia. We were already pretty faster there, maybe one second faster! Then we thought maybe the other teams had problems or didn't know how to work the car well but we were pretty fast again at the next test in Imola. For the first race, we worked a lot again to find a few things that would put us at the front. From the beginning, I was very fast and of course, it was easier since I had already driven races last year and knew how to push.

In the middle of the season, the gap was closing a little bit with Afanasiev and Kral chasing me but thankfully I won enough races and had a really good weekend in Spa.

I'm pretty happy about this year; I really never thought it would work so well!



SPEED: What has been the single biggest difference between then and now?

Fabio Leimer:

The most important thing was that I won in Estoril so that by the end of the year, I know I could win races. Before, I was at Formula BMW and Formula Renault and I was on the podium a few times but never won a race. Sometimes I was really asking myself "why can't I win a race!" I knew I could race in formulae, I was always pretty fast, but after Estoril I finally knew I could do it. From then I was a lot more comfortable and stopped putting so much pressure on myself. I think that was the biggest change between last year and now.

SPEED: What has been the highlight this year for you?

Fabio Leimer: The weekend in Spa. It was so important to win a race at one of the F1 weekends as you know never know who is watching and might say "ok, we take this winner and give him a chance." In Budapest, things were pretty bad. We didn't have a free practice and thought our car was ok, but then we realised we were working on the wrong side during qualifying. And after that, it was really difficult to work from race to race. So I was pushing a lot to win in Spa and in the end, it was a really good weekend! The important thing was that I was also pretty fast in the Sunday race. Often, I would finish the second race in seventh or eighth position so it was crucial to show I can also finish well. I think this was one of the important weekend this year and I think I did my best there.

SPEED: And in comparison, what would you say your worst moment was this year?

Fabio Leimer: It was definitely Hungary! Everything worked fairly well in other race weekends apart from there. Ok when I look back, it wasn't actually so bad since I still finished one of the races in second but in comparison it was definitely the worst weekend of the season.

SPEED: What does it mean to become this year's IFM champion?



STATS

2008: Title runner-up and best rookie

8 podiums - 3 wins

2009: Champion

8 podiums - 6 wins - 5 pole positions - 9 fastest laps
(With two races to go)

Fabio Leimer: For me it means a lot. Last year I finished second and I was pretty happy about that for the first year but this year, I really wanted to win my first championship in formula racing. And it means a lot because now a lot of people want to speak to me about next year and I think it was a really important year for me to go to the next step. If I hadn't won the championship this year, it would have been a lot more difficult to move on to a good team. Now it's much easier, and of course, next year is another important season but this was the first major step which you can do.

SPEED: What have you learnt from your two years in Formula

Master?

Fabio Leimer: I've learnt a lot because for me,

the Formula Master is a really good car. It's very close to Formula 3 level but we are faster and we have a little bit more downforce.

It's also good to have everything on the steering wheel since when you go up to World Series by Renault, GP2 and Formula 1, they have it in exactly the same way. This is really important so that we already know how it all works; we're used to working our hands and feet properly.

I also learnt a lot because of how much downforce we have here. You have to learn how to race more smoothly, which has been good for me as I have always been a very smooth driver. I'm sure all of that will help me go to GP2 or WsbR next year.

SPEED: On that note, what are you hoping for next year?

Fabio Leimer: I'm hoping to go to GP2 next year and I'd be so happy to have the chance to go there as it's the category below Formula 1. And this is the best way to go to GP2, having just one a championship. But we'll have to see!

The other option is to go to America but I want to try to race in Europe first. Then if we see it's not possible to drive for one of the best teams, we'll consider America. It's better to go there and race in a top team than spend a lot of money in Europe to drive for something not as good. Then everybody thinks you're not fast or that you can't drive a fast car!

IFM CONFIRMS 2010-2012 PLANS

The International Formula Master Series (IFM) can confirm its 2010 calendar with 14 races partnering the FIA World Touring Car Championship and live TV coverage from Eurosport until 2012.

Revised regulations will enable drivers to run a full season in the Series (14 races plus 2 testing days) with funds of €200,000, whilst a new class, International Formula Master Light, will allow drivers to take part all year with a €150,000 budget.

Tatuus FR 2.0 single-seaters produced under the manufacturer's 2007-2009 specification will be allowed to enter the 2010 season under the newly-launched Formula Master Light class.

Changes to the existing Tatuus FR2.0 will include performing Formula 3-sized tyres, whilst teams will be permitted to run drivers as young as 15 years-old.

The decision comes as part of a set of changes to boost the Series' sporting value, which also includes cost-saving

measures and renders the IFM Series one of the most cost-effective international single-seater series in existence.

Both main and Light fields will follow the same sporting regulations, calendar and TV broadcast schedule on Eurosport. Races will be shown live on the Eurosport TV platform, with Sunday races broadcasted live on Eurosport International.

A GP2 Main Series testing session for the Formula Master winning driver is already confirmed, whilst the top 2010 Formula Master Rookie and the Light class' winning drivers will be awarded a free full season entry in the following year's main Formula Master class.

"The goal is to make International Formula Master available to drivers that want to demonstrate their talent on a European top-level formula with a budget lower than the new Formula Renault Eurocup or the national Formula 3

championships," said General Manager Alessandro Alunni Bravi.

"Thanks to the continuous commitment and proactive inputs of our teams, we have been able to introduce cost savings measures and to set up a budget of approximately €200,000 for the entire package including the race events and the official testing sessions.

"The IFM Series will benefit by being able to draw on a larger pool of drivers, whilst young drivers from non-European countries will find a good opportunity to access a demanding race car with a strong TV platform, thanks to Eurosport, and the possibility to make progress with a budget.

"During this year we sought the opinion of many talented drivers who have been unable to show their talent due to the increasing costs of all single-seater categories. From this we have created a cost-effective championship which will meet all their expectations as well as the



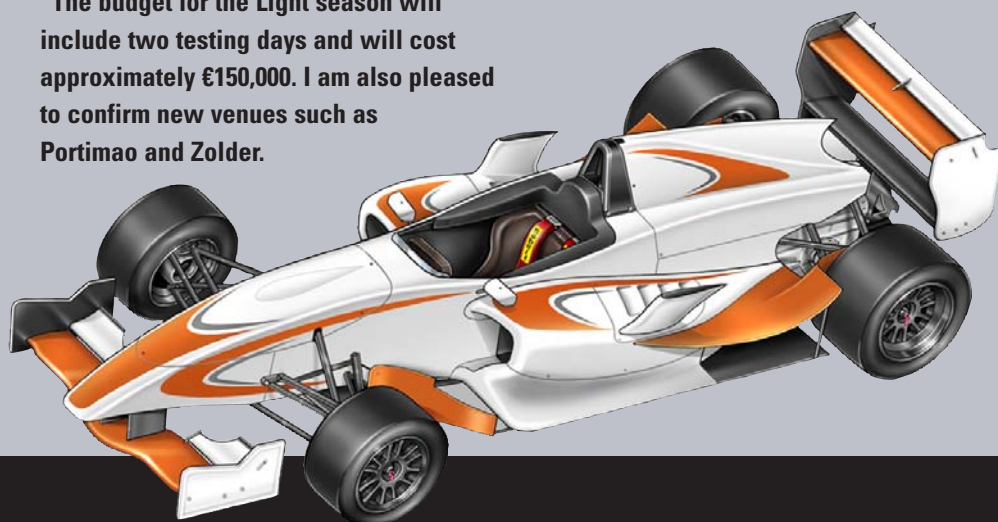
needs of young drivers who are targeting GP3 or GP2 and want to be well prepared. "I am very appreciative of the fact that all our teams put so much effort into researching the optimisation of costs, allowing us to present in early September our calendar, new sporting rules and prizes for 2010.

"Furthermore, we are introducing Formula Master Light, which will run the Tatuus FR 2.0 currently used in the Formula Renault championships. We will offer drivers and teams the opportunity to take part in an international series

partnering the FIA WTCC, with live TV coverage and unlimited private testing sessions.

"The budget for the Light season will include two testing days and will cost approximately €150,000. I am also pleased to confirm new venues such as Portimao and Zolder.

The IFM organisers are convinced to have put in place a good package for the next three years."



International Formula Master Series

2010 Calendar

Round	Date	Circuit	Country	Partnering
Race 1-2	29-30 May	TBA**	Italy	FIA WTCC
Race 3-4	19-20 June	Zolder	Belgium	FIA WTCC
Race 5-6	3-4 July	Algarve	Portugal	FIA WTCC
Race 7-8	17-18 July	Brands Hatch	Great Britain	FIA WTCC
Race 9-10	31 July - 1 August	Brno	Czech Republic	FIA WTCC
Race 11-12	4-5 September	Oschersleben	Germany	FIA WTCC
Race 13-14	18-19 September	Valencia*	Spain	FIA WTCC

*subject to the agreement of the ASN concerned

**the name of the event will be confirmed in due course

2010 Race weekend format

- Friday (afternoon):	Free practice	1 x 45 mins
- Saturday:	Qualifying	1 x 30 mins
	Race 1	100 km or 45 mins
- Sunday:	Race 2	75 km or 35 mins

2010 Testing Calendar

Round	Date	Circuit	Country
Testing Day 1	16 June	Zolder	Belgium
Testing Day 2	30 June	Algarve	Portugal

Private testing will be unrestricted.

TV Broadcasting LIVE on Eurosport

- The International Formula Master Series (Saturday race and Sunday race) will be broadcasted on Eurosport TV platform. The partnership with Eurosport is in place until 2012 - Sunday race will be broadcasted LIVE on Eurosport International

Car specification

Formula Master: N.T Formula Master 2009 specification
Formula Master Light: Tatuus FR 2.0 2007-2008-2009 specification

Entry fees

Formula Master entry fee: €15,000 per car, per season
Single event entry fee: €2,500 per car
Formula Master Light entry fee:

€12,000 per car, per season
Single event entry fee: €2,000 per car

Engines

- Engines will be sealed and used by each entered driver
- From the first to the last race meeting of the season, one engine change or rebuild will be permitted for each driver
- Official engine tuner: LRM Motors

Tyres limitation

Race Meeting - Dry weather tyres per car
2 x new sets + 2 x set of previously marked (for free practice only)
Race Meeting - Wet weather tyres per car
2 x sets for each race meeting

Official testing session - Dry weather tyres per car
2 x new sets per testing day

Team personnel

For Formula Master:
The maximum number of operating staff will be limited to ten (drivers excluded) for teams entering three cars and seven (drivers excluded) for teams entering two cars.
For Formula Master Light:
The maximum number of operating staff will be limited to nine (drivers excluded) for teams entering three cars and six (drivers excluded) for teams entering two cars.

Points system

- The first eight classified drivers of Race 1 will start Race 2 in

reverse order
- Points will be awarded to drivers according to the following scale:
Race 1: 1st=10, 2nd=8, 3rd=6, 4th=5, 5th=4, 6th=3, 7th=2, 8th=1
Race 2: 1st=6, 2nd=5, 3rd=4, 4th=3, 5th=2, 6th=1
- Additional points will be awarded for pole position in Race 1 (two points) and fastest laps (one point in each race).

Prizes

A GP2 Main Series testing session for the Formula Master winning driver is already confirmed, whilst the top 2010 Formula Master Rookie and the Light class' winning drivers will be awarded a free full season entry in the following year's main Formula Master class.

FOLLOW IFM ON FACEBOOK AND TWITTER

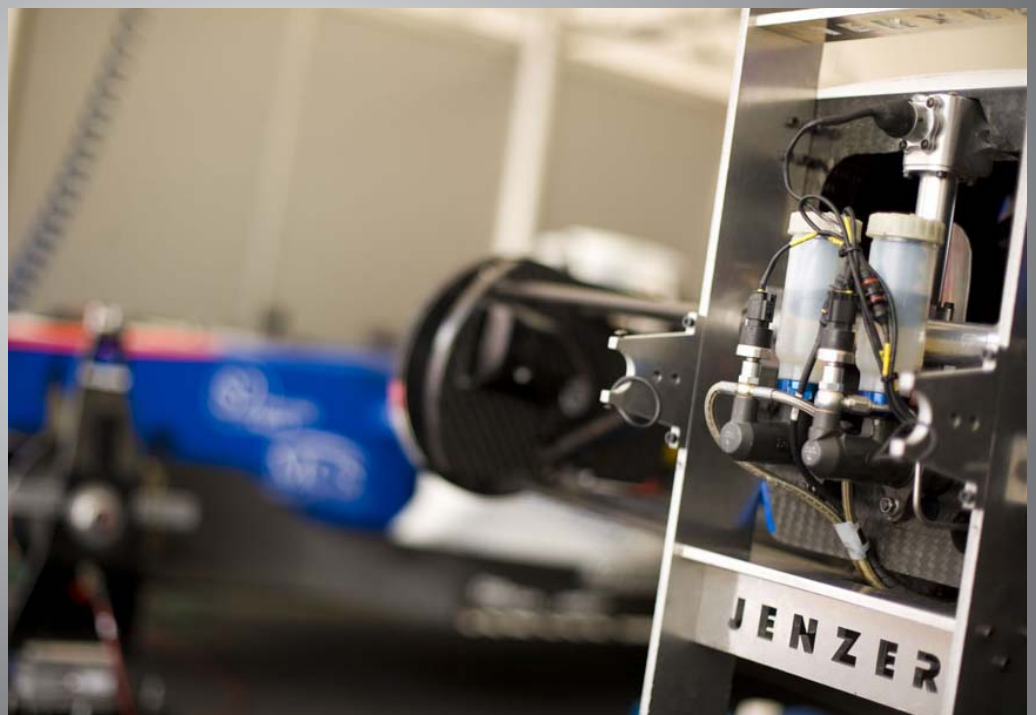
For a backstage peek into the world of International Formula Master, follow the Series on Facebook via <http://tiny.cc/FacebookIFM>. With the latest photos and videos from our two rounds in Germany, catch up on what

the drivers got up to away from the track, post your own shots from the weekend and let us know what you thought of the races! You can also follow the Series on Twitter at www.twitter.com/FormulaMaster.



THREE YEARS, THREE TEAMS???

As IFM prepares for its last 2009 event, teams JD Motorsport and Jenzer Motorsport have a fight on their hands. Both are tied on 126 points in the teams standings with two races to go. To date, the winning driver has always come from the winning team with Jérôme D'Ambrosio and Cram Competition taking the 2007 honours. 2008 saw Chris van der Drift and JD Motorsport take both titles, which suggests that 2009 will be Jenzer Motorsport's year... Making it three different teams in three years!



ROOKIE FIGHT

Pål Varhaug vs Alexander Rossi

Both fighting for the Rookie Title but how will they fare in a head to head?



Q1. What was the fastest winter testing time at Imola and who set it?

A1. 1:37.001 by Fabio Leimer (19 March 2009)

PV: Leimer! Something like 1:36... I hope I'm not wrong by 10 or 20 seconds!

Definitely not 20 seconds off but still not quite right!

0 point

AR: Two seconds faster than whatever my time was! 1:34s?

Well done!

1 point

Q2. What is the length of the Autodromo at Imola?

A2. 4.909 km

PV: 4.6 km

Close but not close enough...

0 point

AR: 5.1 km

Still not right but closer than Pål

1 point

Q3. List the best qualifying position and best race finish of your opponent this season.

A3: PV – Qualified P1, finished a race in P2

AR – Qualified P2, won a race (P1)

PV: I'd say... best qualifying, P3 and he's won a race

Oh so close! Half a point!

0.5 point

AR: Qualified on pole and highest race finish is P2

Perfect!

1 point

Q4. Who were the two IFM race winners at Imola last year?

A4. Fabio Leimer and Earl Bamber

PV: Yea, van der Drift and Leimer... no wait!

PV: It was definitely Leimer... and the second was a New Zealander but not van der Drift...?

1 point

AR (answers first): Van der Drift and Leimer!

AR: Noooo, I was too quick!

AR: It was Bamber!

Combined effort... Go on, have a point each!

1 point

Result:

Good thing the Rookie title isn't based on quizzes!

Pål: 1,5 points

LOSER

Alexander: 4 points

WINNER

PHOTO GALLERY



Erik Janis



Josef Kral



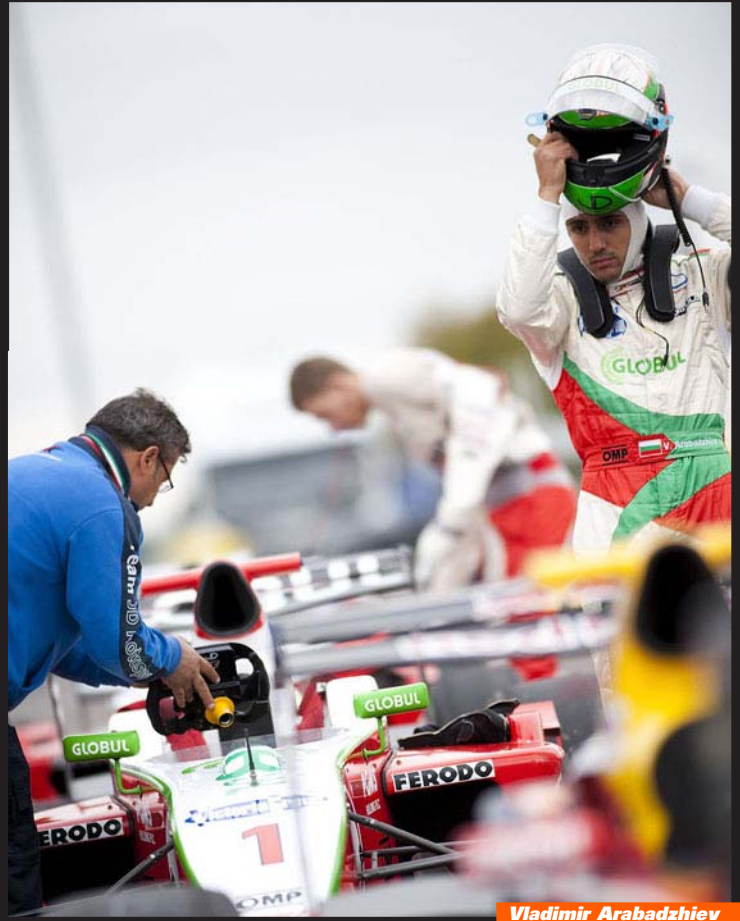
Alexander Rossi



Pål Varhaug



Tiago Petiz with Tiago Monteiro



Vladimir Arabadzhiev



Patrick Reiterer



PHOTO GALLERY

