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F4

*Stroll,
the pacesetter*

NEWS

FT50, queen of two worlds

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Stroll, th



The Canadian Ferrari Driver Academy man was the first Italian Formula 4 Champion. It's been a memorable debut for this phenomenal 15-year-old driver

the pacesetter

Thanks to 16 points finishes over 18 races, seven wins and five second places, Canadian Ferrari Driving Academy youngster Lance Stroll put together an impressive season, cruising to an early title in the first-ever Italian F.4 championship on his Prema-prepared Tatuus car. It's been a crushing victory for the 15-year-old, who was making his first steps in open-wheel racing. During the tough 2014 season, many Italian rivals tried to beat him but Stroll eventually proved unstoppable. Coming from an international-level karting career spent in several high-level international championship, he fit in immediately and found himself well-suited by his car. After winter testing, he opened the year with a win at Adria, in round 1 of 2014. From that point on, his run was almost faultless with more wins, podiums and points finishes. Stroll was unable to secure wins in only one round, at Monza, but accomplished the feature at Imola (two wins), Mugello (one win), Magione (one win) and Vallelunga (two wins). He also started from the pole five times. Despite missing the grand finale of Imola, as he had already been crowned Champion, Stroll totaled 331 points, almost 100 more than runner-up Mattia Drudi (237). In 2015, Stroll will stay with Prema and FDA, moving to the demanding FIA F.3 European Championship.



Rosin: "Three races are ok, but the qualifications with the reverse grid aren't"

We asked Prema's Team Manager Rene Rosin to draw a balance of the 2014 championship including two of its main variables, the cars and the weekend's format.

Rosin, how do you judge the first season of Formula 4 and the series' potential?

«Regarding the F.4 car, the program really started at the last minute. It all began from the FIA and the development by Tatuus was phenomenal as they respected the quality standard at a very sensible price. Only a few developmental championships can match that. It's a perfect learning car. The FIA required to respect some strict aero and safety parameters, so of course it's a large and heavy car, but it enabled the drivers to make their way to open-wheel competition. As happened with Lance Stroll, who moved to Formula 3 without any gap in terms of adaptation despite the much powerful car. And this is definitely an element we must credit Tatuus for».

The F.4 Tatuus adapted well to the Pirelli tires?

«Yes and it has been a positive surprise because Pirelli had been out of the so-called "minor" developmental formulas for a while. They built a type of tire that enables the drivers to learn, it's long-lasting and has constant performance. And that was probably the reason why it was chosen in Germany, alongside the Tatuus cars, for the local F.4 series».

Is it possible to compare the F. Renault Tatuus to the F.4 car?

«The principles are the same. The Renault and Abarth engines are quite different, of course, then the F. Renault requires a slightly different drive that doesn't fit with Formula 3. The rear moves around a lot, and it's unstable under braking. The F. Renault is a great car too, but it's something that Tatuus had to convert from a different technical package».

What do you think of the three-race weekends?

«The FIA did the same choice of Formula 3. Personally, I agree with the three-race

formula because it allows the drivers more running time. I'm against the grid inversion. I understand the needs of the drivers who haven't qualified in the front few rows, but I don't like it as a learning experience. In addition to that, since F.4 was created for drivers coming from kart racing, I know for experience that with the qualifying sessions being so close if a young kid messes up the first one, he will probably do it in the second too. That's the reason why F.3 changed. We aren't in GP2 and GP3, we are fielding 15-year-old drivers that are obviously more likely to make mistakes».

Would you introduce rounds outside Italy?

«No, the championship must remain strictly national because it's entered by 15-year-old drivers. Then if a team has the chance to run races in another championship, why not? Of course, it's best if the car is similar, like for example in the German series that runs on top circuits like Spa, Nurburgring and Hockenheim. These must not become international championships. The costs must be kept down, but testing should be free because somebody will eventually try to go around the limitation anyway and problems and polemics would soon arise. In a developmental series, a young driver must be allowed to drive as much as he can».

What is your opinion on a well-renowned driver like Lance Stroll?

«Stroll started driving with us last year in a series of F. Renault tests when he had just turned 15. Then the F.4 started. He entered the Florida Winter Series with us, fighting with much more experienced drivers like Fuoco, Marciello and Verstappen, and immediately put together some top-class performances. He's a really competitive guy, and motivation is key for him. He has great skills, and his karting career is a proof of that. He's growing, but he's not there yet and the Formula 3 will be really useful for him in terms of development».



Northern Star

The Northern European F.4 series will be an interesting new addition to Europe's open-wheel racing offer, organized by Koiranen GP. Team Manager Afa Heikkinen tells us more about it

Afa Heikkinen is a key presence among the paddocks of all Europe. The Finn is the Team Manager of Koiranen GP which he co-founded together with Marko and Hari Koiranen. Also, he's looking forward to an huge new challenge. Northern European F.4 series, promoted in a partnership between Koiranen and SMP, will run next year between Finland and Russia. A top new addition to the European panorama...

How the idea of this new northern Formula 4 series started?

«We were working on a different project with our Russian partners two years ago. Later, the FIA got informed about this project and asked to visit them in Geneva. They gave us all the information about F4 and that was the starting point for it».

Do you think this new series and car can

become a benchmark for the northern area?

«That's definitely the target we are aiming for but of course that requires a lot of work. Eventually, we believe that it will be the case. We'll have to get used to it and learn but at the same time we know Tatuus and they are reliable. The car has been running for one season in Italy and it was very successful. I saw it and I think it's really good, ideal for people coming out of karting».

Have you been able to watch some races of the Italian F.4 Championship? What do you think about it?

«I think it's been a great first year for Formula 4. The Italian one is the first championship that have been running and I think it's quite impressive how they managed to turn it in such a success».

How is your relationship with Tatuus?

«We have a very good relationship. We've been running with Tatuus in Formula Renault since 2002 so we've been knowing them for more than 10 years. They are great partners and produce some very reliable products. In addition to that, there's nice people in the company so we hope to keep on with the job».

It's been a very successful year, can you make a point out of it?

«It's not been a bad year for sure, but it has also been demanding. Of course, that is what we expected when we built this championship project. It has taken a lot of effort from the team but I'm quite satisfied with how the things went so far».

Will the new championship have an impact on how the Koiranen team is organized?

«There will be all new people. Our racing teams will stay as they are, and the new project will be organized in a completely different way. The series will also be based in Estonia, a little far away from the Koiranen headquarters in Barcelona and we'll always stay like this».

Can you already identify some of the best talents from the north?

«It's very difficult to see that. To judge, we'll be using the new platform we are setting up and we hope to find plenty of new talents from there. Usually they don't have so much motorsports culture and heritage in Russia like in Italy or south Europe. So they don't get the same chances. We have to create the culture there and more talents will emerge».

Do you currently have any driver signed? Did you already order the cars?

«We already signed quite many drivers. We have more than 10 drivers that will be coming to the championship already although we will announce the names later. We are confident we will have more than 20 cars and we already ordered 26 of them...».



Afa Heikkinen



Jonathan Palmer

Palmer: "With Tatuus for a bright future in UK"

An interview with Jonathan Palmer, promoter of the renewed British F.4 series that starting from 2016 will use Italian chassis

How did you choose to manage Formula 4 in Great Britain?

«We launched F4 in Britain in September 2012 with our BRDC F4 championship. There was a big gap in the UK market for an affordable junior single seater championship, so we filled it, using a new car built by Ralph Firman's RFR company. Now we are upgrading from our current spaceframe car to a carbon fibre car complying with the FIA F4 safety criteria for our 2015 Winter Series and 2016 main championship».

Do you really think the new series together with this new car can contribute to wipe out the category confusion now reigning over motorsport?

«Partly! In the UK it is interesting because in 2015 we will have two championships at a similar level – our BRDC F4 championship and the new MSA Formula championship, using the Mygale F4 car. I believe our MSV championship,

with the Tatuus chassis, will be more successful in 2016».

Don't you think engines now equipping the car could have been more in number to better test young drivers?

«I do think that 160 bhp is not really enough for most young racing drivers, though I also think 15 year olds should not be racing single seaters. There is no need to encourage drivers so young to move to single seaters at 15. The previous minimum age of 16 was much better».

What will be the impression of British race world about F.4?

«Our BRDC F4 championship in the UK has been extremely successful and we intend for this to continue when we introduce the new Tatuus car».

Could you follow Italian Formula 4 Championship? What do you think about?

«Italian F4 has clearly been very successful in its first year, and compliments to Tatuus and Abarth and the promoter. It might be a little harder as other European F4 championships launch in 2016».

How did the relationship with Tatuus begin? Why did you choose the Italian chassis?

«We came to see the Tatuus factory and had a meeting with Gianfranco De Bellis. We thought the F4 car was very nice and had complete confidence in Gianfranco and his team. Tatuus have a fantastic history and reputation, particularly with the F Renault cars, and we look forward to a long and successful relationship».

Which drivers have signed with you? How many cars have you ordered?

«We have got 23 contracted orders for cars now and have ordered 26 cars, with an option for 4 more».



Germany calls Italy
 «After exhaustive testing,
 we chose Tatuus»



As people would say for an internet video, Formula 4 has gone viral. The series, strongly supported by the FIA, is captivating a lot of interests also outside For 2015, German automobile federation ADAC decided to rely on the Tatuus chassis for the new F.4 championship. «We looked around quite a lot, and took many manufacturers in consideration - said Hermann Tomczyk - we also asked several teams for advice ad ran

lots of testing. In the end, our choice was Tatuus». It's been a deserved and welcomed acknowledgement for the Northern Italian company located in Concorezzo, whose excellence in developmental racing was once again recognized at international level. «Tatuus impressed both the teams and ourselves not only for their design and building ability in terms of the car, or for the high safety standard - said ADAC

Motorsport chief Lars Soutschka - but also for the assistance that they can provide. We are sure that our collaboration will bring more success». The German F.4 cars will be powered by turbocharged Abarth engines and fitted with Pirelli tires. The races will be televised by satellite channel Sport1+. The calendar features eight rounds, of which two abroad, and will start on April 25 and 26 at Oschersleben.

300V

La Rivoluzione Perpetua



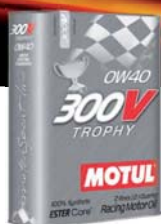
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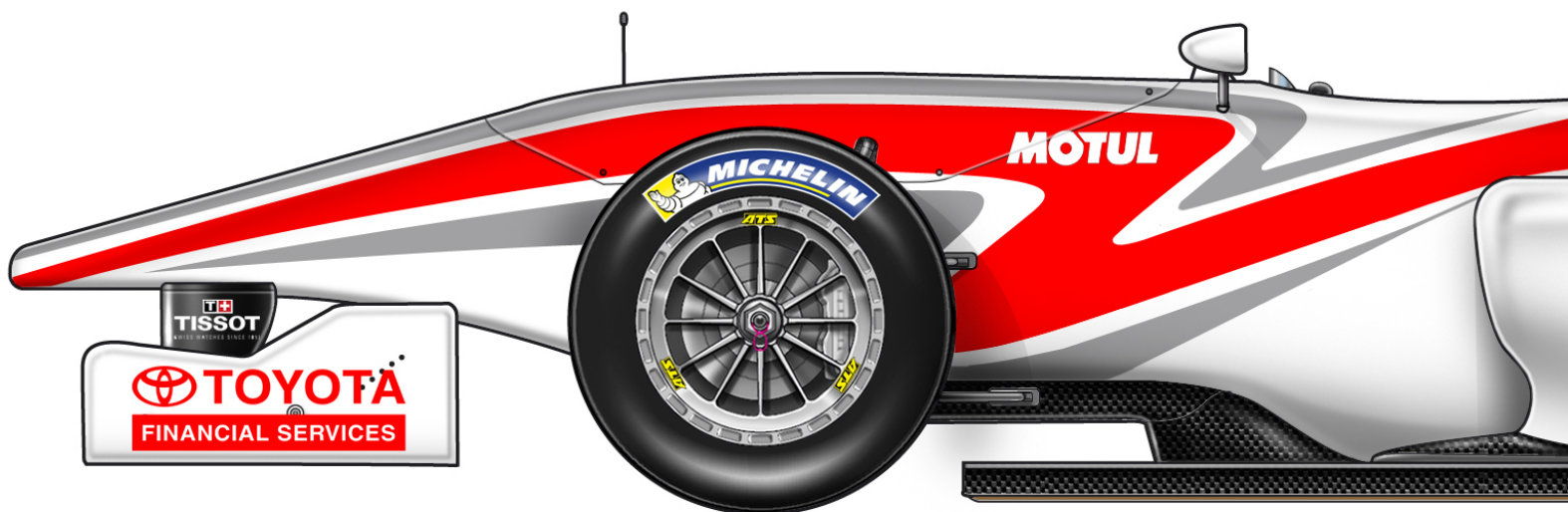
*FT50, queen
of two worlds*



The FT50 is the new Tatuus car designed for the upcoming edition of the Toyota Racing Series. A championship running... at the other side of the world and experiencing a successful run in New Zealand. The FT50 represents an additional step forward compared to the already good FT40 and Nick Cassidy, one of the test-drivers selected by the Kiwi promoter, agreed to that after testing it on-track at Adria. «Exiting from the pits and complete a full day of testing without the slightest issue was impressive already, it's something that doesn't happen often. I was also positively impressed by the handling». The FT50 is fitted with a ZZ-GE 1.8-litre Toyota engine and, as explained by chief engineer Corrado Casiraghi, features many new innovations starting from a new electro-actuated gearbox to an improved aero compartment designed from a blank sheet of paper, and complies with the latest safety standards.

Two-time TRS champion Daniel Gaunt also tested the car in New Zealand and was pretty excited: «I have great memories of the FT40 but now I'm convinced that I'm 10 years too old! The FT50 is much more aero-efficient, the brakes are phenomenal and it has superb handling. In addition to that, the Italian designers are very committed to their job and everything in this car, the wings, the body, the bottom, has an Italian look». A welcomed compliment and that aims at familiarizing the "down under" drivers with what they will drive in the rest of their careers. But not only them are targeted. «This car is much more representative to what the drivers New Zealand will drive in Europe, the 2015 TRS will be very useful under this aspect. And being able to drive it also represent an advantage also for the drivers that will go back and forth between the two hemispheres during the winter». In other words, the FT50 is already the queen of two worlds.

Barrie Thomlinson: "Safety, brakes the new car is a step ahead"



What's your opinion about the new Tatuus FT50?

«We are really impressed with the finished product: the new car is everything we hoped for in terms of the design and features».

Did you ask Tatuus for something in particular about the design of the car?

«Yes firstly and importantly we wanted a design that featured the latest in terms of driver safety. We also asked specifically for the new Sadev gearbox with paddle shift control, we wanted a lightweight but robust car like the previous model. We also wanted the physical dimensions to be the same or similar to F3 specifications, and also to be a step up from our current car technically, with dual shock front suspension too».

Which feedback you've got from the driver? And from Toyota's engineers?

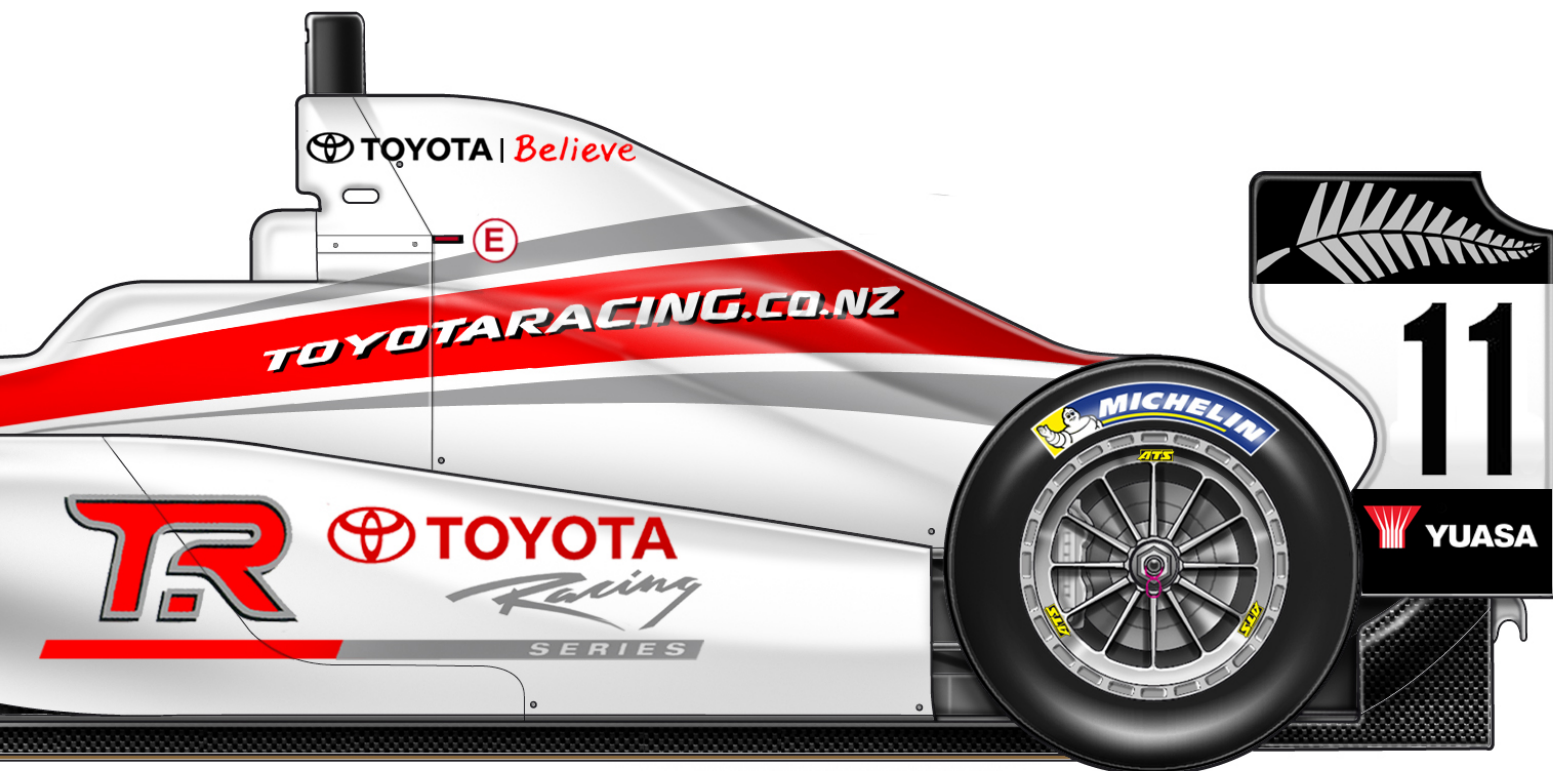
«The test drivers we have used, Daniel Gaunt and Nick Cassidy are both double TRS champions, with a lot of formula car experience. They have been impressed by the reliability and the feel they get from the new car. The car also has more downforce than the previous car and a more powerful F3 style Brembo brake package».

Can you tell us something more about the new steps and the schedule of tests?

«We tested for 2 days initially in Italy to ensure all the systems were reliable and operating correctly. We then shipped the test car to NZ and have since completed 5 days of testing at 2 of the circuits we will use in the TRS series. The testing here has gone very well, whilst we haven't been focused on achieving lap times these have shown that the increased performance of the car will definitely lower lap times at all circuits. We will leave our teams and their drivers to set the new TRS lap records though».



s, downforce



Corrado Casiraghi: "An ideal instrument to make experience"

Corrado Casiraghi is the engineer who headed the new car's project, following it from its very early stages to the first laps on-track in testing. Let's discover with him the main characteristics of the new FT50, which marks a consistent step forward in terms of safety and performance.

Can you explain what are the most important innovations on the FT50?

«The FT50 has been conceived to be a natural evolution of the 10-year running FT40 project. The indications by Toyota were focused on a slight performance increase and on the compliance to the most

recent safety rules. The project's step forward was significant. The FT50 now relies on a two-damper front suspension, a last-generation Brembo braking system with monolithic calipers, a lighter and more compact gearbox in addition to a much more developed and efficient aerodynamic configuration. One of the most interesting additions was the semi-automatic gearbox that required an integration between the Magneti Marelli EGA and the Toyota engine control unit».

What were the indications you got from testing. How the first feedback from the drivers was?

What did the Toyota reps say?

«From the driving and performance point of view, the feedback was good since the first test. A comparison test with the old FT40 was also organized, and it provided many good indications that the newcomer's successful debut. Toyota appreciated the quality of the produce, the quick development times and how the systems were integrated».

When you will deliver the cars?

«The cars have already been delivered between September and October. For logistic reason, the cars are shipped semi-assembled, →



so their final assembly is currently going on at the organization's headquarters in New Zealand».

How the work schedule looks like from now to the first race?

«Some of our technicians are currently deployed in New Zealand to complete the assembly and supervise the shakedown of the cars that will be between December 15 and 17. Our staff will be back to the country at the beginning of January

to assist to the series' collective test scheduled for January 14 at Ruapuna. The first race will follow straight away the following week, and the schedule will unfold with one event per week. The championship will end on the 15th of February at Manfield».

Where was the most important improvement in terms of safety?

«Without a doubt, safety improved significantly under every aspect. The

new chassis is homologated according to the FIA F3 2012 rules. If you consider that the older one followed the 1999 set of rules, you can easily imagine how many components have been improved, and how much they did improve indeed».

What are the most important aspects of this new project regarding the developmental character?

«The goal of this car is to be instructive for drivers that already have a previous open-wheel experience. A large part of the youngsters that enter this series are coming from European championships like Formula 4, Formula Renault, but also Formula 3. For this reason, the car was designed to enable the drivers who already have some formation to go on and increase their level of experience».



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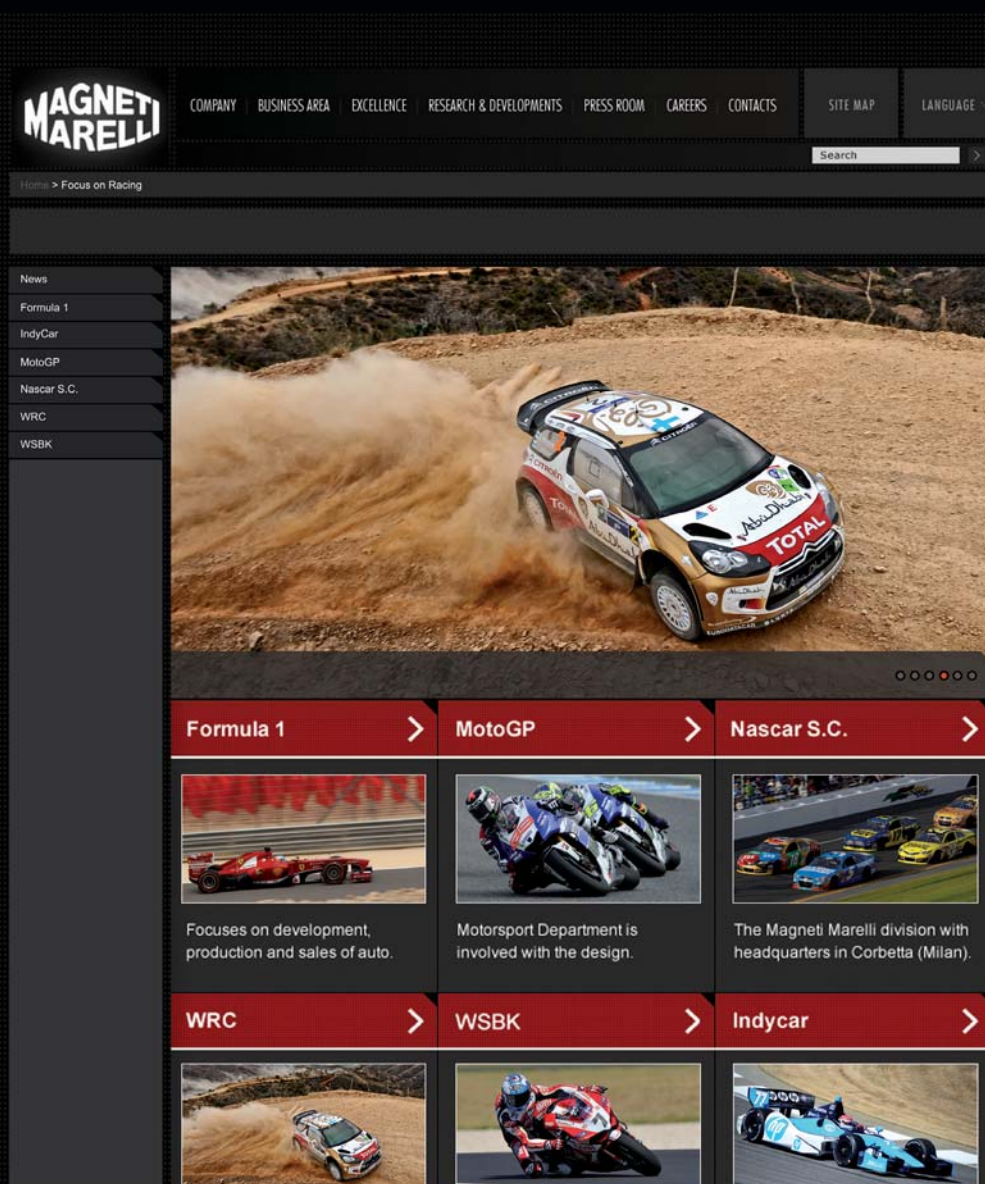
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*"We need a national to
the top game"*

Italian Federal Racing School Director **Raffaele Giammaria** explains us the latest news regarding the courses scheduled at Vallelunga which now include a Tatuus-built prototype. In a tough economic moment, talent struggles to emerge and offering drivers aiming at professionalism a chance to widen their horizons is key. For Giammaria, the route to success includes the creation of a team including young and promising racers.



team to rejoin



By Stefano Semeraro

Raffaele Giammaria, how did your relationship with Tatuus start? What kind of cars do u use?

«The deal started in 2010 when the Formula Abarth first came out. In the deal between Tatuus and ACI CSAI there was a type of extended loan that committed the manufacturer to provide two Formula Abarth racers, the ones I used to develop the car. From that point on, a wider collaboration has started, involving the use of their cars for our federal courses, the super course and for all the activities of the Ferrari Driver Academy. Considering the great results delivered by that partnership, we extended the deal to the management of all the non-Tatuus cars. Although they are not built by Tatuus, the school's Formula 3 cars are managed by them because we felt that their technicians were extremely high-level and we preferred to have only one company to manage the whole fleet. Today we don't use Formula Abarth Cars anymore, as they were replaced by Formula 4. We developed it and we give our drivers a chance to drive it».

What are the advantages of using the Formula 4 in a learning environment?

«Let's start from the premise that the level of difficulty of every car that go out of the pits went down. You brake with the left foot, there isn't the need to use the clutch anymore, you have paddle shifters, and the aero efficiency of the cars increased. This isn't actually the case of Formula 4 because the FIA wanted a very simple rulebook and the cornering speeds went up. Regarding the target users, which in this case are our school's freshmen, the care are easier to drive



Andrea Piccini and Andrea Russo

today. The advantage of partnering with Tatuus is to always have "fresh" and modern cars. For example, we have all the evolution steps of the car, and this is something that you only get by establishing a direct relationship with the manufacturer. Compared to a normal school that buys a car and then uses it for two or three years without upgrades, the advantage is significant".

Were you also convinced by the management ability of Tatuus?

«Of course. We can count on Corrado Casiraghi, the engineer who designed all the cars, who is always there at our federal courses together with Luca Nispoli. The new addition for the federal super course we held in November was the use of the Tatuus prototype, a car that I developed in 2012. We have a family-like relationship with Tatuus, but at the same time I'm involved in a close and personal fashion as I christened all these cars: Formula Abarth, Prototype and Formula 4».

There will be more courses with the prototype?

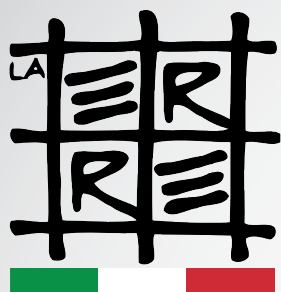
«At this moment we began with the federal super course which is a prize for the best Italian drivers who showcased their skills during 2014. We have a double category: the "Auto" class for the first and second Italian →



Raffaele Giammaria and Giancarlo Minardi together with Cristiano Del Balzo

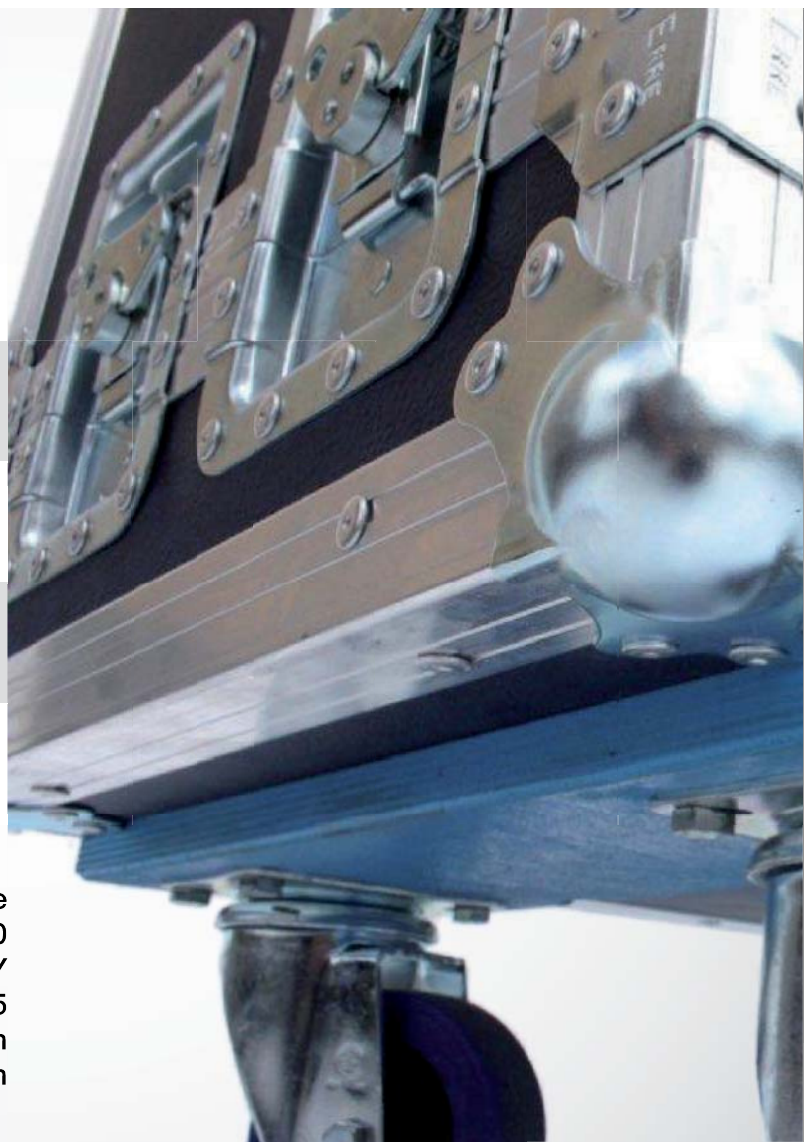


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while the two coming from Formula 4 use the Formula 3».

What are the reasons behind the introduction of the prototype?

«Prototype racing is getting younger and younger, even though there aren't a lot of participants in Italy. For the many young drivers without a budget, it represents a good alternative. With the development of new categories, like for example LMP3, many people can see a possibility in the World Endurance Championship, where there is a lot of interest for LMP1 and LMP2. Nowadays, I see prototypes as something dedicated to youngsters. In addition to that, it's a tradition for us to enable drivers to drive many different types of cars. So it can award both the quickest and the most complete of them with single seaters, touring cars and prototypes. In terms of experience, we offer them a wider spectrum of experiences compared to a surely exciting but reductive Formula 1 ride. There are about 20 cars there, but many of the most famous drivers are there because they bring a budget and the true professionals are less than a half. If a driver wants to be a professional, the future is not only with single seaters, but also with tin tops and prototypes. Porsche is giving a chance to young drivers, in their single-make series there are 18-year-old racers and even in prototypes the drivers are younger each year. Everybody is understanding that, and many now consider it as a good choice».

Let's talk from your point of view.

Everybody talks about a crisis for the Italian drivers. We've been out of Formula 1 for some years, but is it as it seems?

«There aren't many promising drivers. Honestly, in the last couple of years we had more and more trouble in inviting young →

drivers classified in Formula 4, then 4 kart drivers that are evaluated by us. Among the activities of the federal school, we use to evaluate go kart drivers. We have scouts that go on-track during the kart events, all the WSK races and the Italian Championship ones. It's a program dedicated to the Italian drivers. We select the best four between the ages of 15 and 17 and we put them behind the wheel of a Formula 3. The four kart drivers, together with the two from single seaters and six rally drivers, will shape up the pack that enter the federal super course in Vallelunga. The program features one day at the simulator, while in the second one they drive the Tatuus prototype. In Day 3 and 4 the kart racers drive the Formula 4 cars





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drivers to test for free. There aren't many exciting names. Some has emerged from our school though, and from a communication standpoint they haven't been sold as well as in other environments. Three drivers emerged in Formula 4, Drudi, Pulcini and Russo. I don't want to draw a chart, but these are the three names to keep an eye on. We have two or three more karting drivers. In the last few years, drivers like Fuoco and Giovinazzi emerged, and even if they benefitted from budgets coming from Ferrari or abroad, they made their first steps in



Raffaele Giammaria
with Pirelli's
Terezio Testoni

Italian kart racing before going international. They first drove a car in our school, and they are currently performing well in the European Formula 3 championship. There are also drivers that are lucky enough to have some backing, but others would deserve something more and they have to deal with the crisis instead. There are just a few resources in Italy at the moment, it something that it can't be denied».

Do you think that the federal courses are ok like they are or do you have new ideas for the future?

«The Federation is tirelessly working to find new resources to be made available to Italian young drivers, so they could invest in formative activities with kart racers. Next year there will be drivers that now are 14 and they seem really interesting prospects. From my point of view, I hope that the same thing that CSAI is doing for rallying - with the birth of the Aci Team Italia Rally, a national team - will be done for road racing too. We're already trying to figure out how to start a project like this, and how many drivers can be involved. If something similar can take place, with the right amount of resources, the school would be able to play a key role in the future projects' management".



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6-7 march
PRIVATE TEST DAYS
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FUNYO
-  **BARCELONA-CATALUNYA SPAIN**
20-21-22 march
HISTORIC
4H GT/TOURING
6H PROTO
CN SPRINT
FORMULA
-  **MUGELLO ITALY**
24-25-26 april
4H GT/TOURING
6H PROTO
V DE V FUNYO
V DE V SINGLE SEATER
-  **PAUL RICARD FRANCE**
1st-2nd-3rd may
2 TOURS D'HORLOGE
24H HISTORIC
-  **MOTORLAND ARAGON SPAIN**
29-30-31 may
4H GT/TOURING
6H PROTO
SPRINT CN
SINGLE SEATER
-  **DIJON-PRENOIS FRANCE**
26-27-28 june
HISTORIC
3H GT/TOURING
4H PROTO
V DE V FUNYO
V DE V SINGLE SEATER
-  **PAUL RICARD FRANCE**
28-29-30 august
HISTORIC
4H GT/TOURING
12H PROTO
V DE V FUNYO
V DE V SINGLE SEATER
-  **MAGNY-COURS FRANCE**
9-10-11 october
HISTORIC
4H GT/TOURING
6H PROTO
V DE V FUNYO
V DE V SINGLE SEATER
-  **ESTORIL PORTUGAL**
6-7-8 november
6H GT/TOURING
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- Cars homologated in C3, CN-F – limited to 1600 cc
- V de V covered Proto
- LMP 3
- Cars homologated in C1 – C2 (by invitation, off-ranking)
- Any other car, on file

V HISTORIC ENDURANCE CHALLENGE

The V de V Historic Endurance Challenge is open to the following groups, selection on file.

- GT, Touring, E, F, G1, G2, H1, H2, I and J periods in conformity to appendix K and Saloon Car
- Sport prototype, E, F, GR, HR, IR, JR and KC periods, and Saloon Car Sport Protos (SPSC)
- Sports 2000 (up to 1983), and sports 2000 (up to 1986) selection on file, without aerodynamic features, compliant with SRCC sports 2000 historic and SRCC sports 2000 pinto regulations
- GT from 1990 up to 1996
- Group C

V DE V FUNYO CHALLENGE

Accepted cars:

- Funyo 4
- Funyo 5
- SP 05

V de V Funyo Challenge is run as follows:

- Private practices: 2 x 25' or 30'
- Qualifying practices: 15'
- Races: 3 x 20'

V DE V GT/TOURISME ENDURANCE CHALLENGE INTERNATIONAL SERIES

The V de V GT/Touring Endurance Challenge is open to the following cars, by invitation, after acceptance of the file, divided up in different categories.

- Cars homologated in GT1 FIA
- Cars homologated in GT2 FIA
- Cars homologated in GT3 FIA
- Cars homologated in GT3 FIA and GT3 ASN
- Cars from G14 groups
- Cars homologated in Silhouette evo category with V6 or V8 engine
- Grand Touring cars from brands cup or Challenge
- Cars homologated in G1 A, G1 N, Super Touring, Superproduction, F2000, Stock GT
- LMP 2 - LMPC

V DE V SINGLE SEATER CHALLENGE

Accepted cars:

- Class A:
 - FR 2.0 from 2010 up to 2015
- Class B:
 - FR 2.0 up to 2009
 - Formula X
 - Formula BMW
 - Formula Abarth
 - Motorbike engine single-seaters

V de V Single seater Challenge is run as follows:

- Private practices: 2 x 25' or 30'
- Qualifying practices: 15'
- Races: 3 x 20'

V de V Sports 11 chemin du Bois Badeau - 91220 BRETIGNY-SUR-ORGE - FRANCE
Tel. +33 (0)1 69 89 05 24 - Fax. +33 (0)1 60 84 26 57 - Email: info@vdev.fr

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PY012, more innovation more performance

The Tatuus-built prototype underwent some interesting and detailed aero, mechanical and engine upgrades.



The success gathered by PY012, the Tatuus prototype launched in 2012, didn't interrupt its development. In order to continue establishing benchmarks in terms of speed, costs and reliability, the PY012 prototype has been improved under many aspects, highlighting the company's trademark attention to detail.

For example, regarding the aero, the front and rear wheel arches have been improved. With the goal was to reduce drag and

improve the overall aero performance, the center diagonal element of the roll-bar was streamlined, improving the aero flow to the rear wing. More downforce was added to the front by improving the car's bottom using Vortex Generators (VGs). From the mechanical standpoint, a new package was approved and the engine power supply was improved thanks to a new exhaust system and to three different ECU mappings. The oil radiators' efficiency was optimized, and the

results became really evident in a specific test session held at the French Le Castellet venue.

The PY012 is even more nimble and safer while going into the corner and in mid-corner situations. The driver has more confidence while the performance increased significantly. The top speed on the straights went up 6-7 kilometers per hour. Once again, the Tatuus projects are constantly-evolving innovation.

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A wide-open commitment

A benchmark squad on the Italian and international scenes, Eutonova managed to get great results while entering several different championships. The Italian squad's heart and mind, **Vincenzo Sospiri**, shared some thoughts with us on his F.4 experience, on his relationship with Tatuus and on his future projects, also including endurance racing



By Stefano Semeraro

Sospiri, the F.4 Italia championship took-off this year and you immediately joined. What has been your first impression and what do you think of it? There will be a future in Italy?

«Formula 4 went well for everybody. The car is really good, well-suited to teach the young guys, and it's very precise going into the corners. The tires are great too, with a good peak and then a long-lasting performance. Congrats to Pirelli, but more than that to Gianfranco De Bellis e Artico Sandonà, because they put together a phenomenal car in a little amount of time».

Tatuus is the largest manufacturer of single seater cars for the developmental championships. Euronova has a good relationship with them between Formula Renault, the now-defunct

Formula Abarth and Formula 4...

«We started collaborating with Tatuus in 2001/2002 with the F.Renault 2.0. Their strength is in the professionalism and intelligence they put in everything they do, and in the communication they are able to establish with teams. They offer an extremely high professional level, they are number 1!»

Do you think that the Tatuus cars, F.Renault and F.4 can be improved further or they are ok just the way they are?

«The F.4 is already at a great level. The only thing I feel I can suggest was might be to leave even more freedom to the team in using more components and settings, for example for bump-stops, but we can say that the car is perfect just the way it is. It's studied for the 15 year olds but it can teach something also to a guy who is 18 or 20. Regarding the F.Renault, the Tatuus kit has been a giant step. Simply, now it's a car, and it

wasn't before. I don't see many possible improvements. Unfortunately, the FIA rules make it a little stocky and heavy. The Abarth was a real racecar, with the right weights, but it didn't comply to the FIA requisites».

Euronova has been committed on three different fronts, Auto GP, F.Renault NEC and F.4 Italia for quite some time. What does that mean in terms of logistics and commitment?

«We have been running in three different championships since three or four years. It's hard, not difficult though because I can count on some great guys, exceptional engineers, Gianluca Gradazzi that takes care of many aspects and my wife who manages the logistics. So we can split the three teams and still give our 100%. Considering that we have always been among the top two or three teams in all the championships, I think we deserve some credit». →

You upgraded your headquarters in Forli recently, and now they are much larger and divided in three? With one area for each series, has it been a good choice?

«The improvement had already been decided in 2007, when we bought the place. It's something we had to do. The point was, staying where we were to survive or invest, pour some resources in and grow up. Now it's working. They say, you grow up or you shut down».

After having raced in the ALPS series, this season you chose the NEC championship. What are the main differences? Will you be back in ALPS?

«We haven't found many differences. The choice to join the NEC was due to our sponsors and drivers. Even though we didn't like some aspect, would have also liked to stay in ALPS. On the other hand, the NEC scheduled included five F.1 track which was a great element».

What are your plans for 2015?

«We are still talking with our investors,



Sospiri (left) and Fontana

drivers and sponsors. I think that by the middle of December we will know which path to take for the next three years, whether it will be continuing in categories where we already are, or start new endeavours. For example, we are talking with some car manufacturers for projects regarding tin top racing and we are currently dealing with them».

You talked about tin tops, would you suggest prototypes and endurance races to a youngster aiming to become a professional driver?

«Endurance racing definitely provides good opportunities for a career, because it has much lower budgets compared to Formula 1 and there are many manufacturers involved. If a young driver can count on a sponsor supporting him for a couple of years and show what he or she can do, there is a chance to become a factory driver and continue as a paid racer for many years».



We know how



Sede leg: via Savona, 19/A
20144 MILANO
Sede oper: via del Lampo
Z.I. Campolungo
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