

AUTO

01/2011

GP MAGAZIN

ROOKIES ON THE CHARGE, VETERANS ON THE HUNT



VENTURINI
BEATS FILIPPI
IN RACE 1,
ONDI DOMINATES
RACE 2



TAMBAY:
"THE TITLE IS MY ONLY AIM"



FLAG TO FLAG WINS FOR VENTURINI AND ONIDI

Round 01

Giovanni Venturini had a nearly perfect weekend in Monza: after being the quickest in the First Practice and grabbing pole position a few hours later, the Griffitz Durango driver took a dominating win in Race 1, managing the race like a veteran despite being a rookie in the Championship.

The first lap was very exciting, mainly thanks to Adrien Tambay; the Frenchman was very quick off the line and got besides Venturini trying to pass him on the outside at the First Chicane. Unfortunately, he missed the apex and cut the runoff area. In order to avoid a penalty he slowed down and gave the position back to Venturini, but he did so near the braking zone for the second chicane, while Crestani was coming quickly from behind: the Italian driver couldn't avoid the impact, damaging the nose of his car and the rear wing of Tambay's.

This went to Fabio Onidi's advantage, as the Lazarus driver took P3 in front of Luca Filippi, Sergei Afanasiev and Samuele Buttarelli. Fabio had a great chance of clinching a podium finish and opted for an early pit-stop strategy: unluckily he lost a lot of time because of a stuck wheelnut, and this ruined his race, dropping 3rd place into Filippi's hands. The SuperNova driver stucked himself to Tambay's tail, Adrien still boasting an impressive pace despite the damaged wing. Anyway, the upper flap was moving

dangerously, so the Race Direction called the Gravity-Charouz Dams car into the pits to solve the issue, with team opting for a retirement as a repair was not possible.

This meant 2nd place for Filippi, behind Venturini and ahead of a very consistent Buttarelli: the TP Formula driver was very cautious at the start, but he turned into "attack mode" at half distance, passing Afanasiev and grabbing P3. The mandatory pit-stop didn't change the positions in the top three, and even if in

the closing stages Filippi pushed as much as he could, clinching the fastest lap of the race on a qualifying pace, Venturini controlled his rival's comeback, taking the checkered flag in 1st place. Giovanni Venturini: "It's really difficult to explain how do I feel now – Venturini said - winning on my debut and in my home race is a great feeling. I want to say thank you to my team, as they gave me a stunning car: from my side I just did a very good race, managing the pressure from Luca in the best possible way".





WHO'S THE LEADER

ROUND 01

1. Giovanni Venturini - Griffitz Durango 16 laps in 26'43"146
2. Luca Filippi - Supernova Racing + 1"184
3. Samuele Buttarelli - TP Formula +5"688
4. Sergi Afanasiev - Dams +11"130
5. Kevin Ceccon - Ombra Racing +15"870
6. Marco Barba - Campos Racing +16"883
7. Pasquale Di Sabatino - Ombra Racing +22"474
8. Fabio Onidi - Lazarus +27"425
9. Bruno Mendez - Campos Racing +30"036
10. Francesco Dracone - Emmebi Motorsport +53"376

ROUND 02

1. Fabio Onidi Lazarus 13 laps in 21'15"981
2. Adrien Tambay - Gravity-Charouz Dams + 3"076
3. Kevin Ceccon - Ombra Racing +3"927
4. Marco Barba - Campos Racing +4"467
5. Giovanni Venturini - Griffitz Durango +5"427
6. Luca Filippi - Supernova Racing +6"984
7. Adrian Zaugg - Supernova Racing +7"680
8. Samuele Buttarelli - TP Formula +12"218

DRIVERS CLASSIFICATION

1. Venturini 32 points
2. Filippi 23 points
3. Onidi 22 points
4. Ceccon 20 points
5. Buttarelli and Barba 16 points
7. Tambay 13 points
8. Afanasiev 12 points
9. Di Sabatino 6 points
10. Zaugg 3 points



Race 2 podium with Tambay, Onidi and Ceccon

IT'S CLOSE FOR THE UNDERS

If in Monza the Series' rookies did well enough to take the top spots of the overall classification, they had also the special Under 21 Trophy to care about. Thanks to his pole position and his win in Race 1 Venturini leads the standings, but the group is really tight-packed: with a third and a second place finish among the unders Ceccon follows just 8 points adrift, while Buttarelli thanks to his stunning podium finish in Race 1 lies third ahead of Tambay, Mendez and Haryanto. Given that the prize for the winner is a GP2 test, you can be sure that the fight will be hot throughout the whole season!

1. Venturini 36 points
2. Ceccon 28 points
3. Buttarelli 26 points
4. Tambay 18 points
5. Mendez 16 points
7. Haryanto 6 points



Samuele Buttarelli

Round 02

If in the first race the Auto GP youngsters did send a clear message taking two steps of the podium, on Sunday it was Fabio Onidi who gave them the right answer on behalf of the veteran drivers: Fabio clinched an impressive win, keeping first place from flag to flag. He had a very good start from pole position (as he often does) and then steadily increased his advantage; only during the first laps his lead was threatened by an aggressive Adrien Tambay, but lap after lap Onidi stretched the gap, eventually crossing the line with three seconds on the Frenchman. In doing this, Onidi also climbed to the 3rd position in the championship standings. Behind Onidi, Tambay was second but the real gem of his race was the start: Adrien was P12 on the grid but he was really quick off the line and chose to stay on the outside in order to pass a bunch of opponents, then taking the inside again to pass Marco Barba and Kevin Ceccon while braking for the first corner. With this stunning move he managed to close on

Onidi, putting some pressure on him during the first laps of the race. Then he had to back off to preserve his tyres, with Ceccon very close to his tail. The Italian driver was the only one to start on new rubber and he made the most of the extra grip passing Barba at the start: then, when he realized that he didn't have a real chance to pass Tambay he settled for 3rd, showing a very cool mind for a rookie. Barba was in a very similar situation, as he followed the Ombra car very closely, ending the race just half a second adrift from Ceccon and showing a great improvement in performance for the Campos Racing car.

"I could have fought for a podium finish also yesterday without some bad luck - Onidi said - so this win is really good for me. I have to say thanks to the team because the car was really good: I was able to manage the pressure from Adrien quite easily in the first laps, and then I had a very quick pace. We leave Monza 3rd in the standings, and even if it could have been even better, it's a very good start".



The final move of Tambay's great start

NARROW LEAD FOR GRIFFITZ DURANGO

Thanks to Venturini's staggering shape Griffitz Durango took the lead of the Teams Standings after the Monza event, but the competition is very close. While Giovanni was the only driver to score points for the outfit managed by Ivone Pinton, SuperNova, Ombra and DAMS had two men in the points in at least one of the two races, meaning that they didn't allow their Italian rivals to stretch the gap. Consistent performances from Filippi and Zaugg, Cecon and Di Sabatino, Tambay and Afanasiev were the key to such an outcome, while Lazarus managed to keep a reasonable gap despite a very unlucky weekend: considering that Onidi and Crestani are one

of the strongest pairings of the grid, the team has what it takes to charge back right from the Budapest round of the Series. The same goes for Campos Racing: after a tough start the Spanish team got it right with Barba in Race 2, and fielding three cars remains one of the favourites for the Teams Title.

TEAM STANDINGS

- 1. Griffitz Durango 32 points
- 2. SuperNova and Ombra 26 points
- 4. Dams 25 points
- 5. Lazarus 22 points
- 6. Campos Racing 18 points
- 7. TP Formula 16 points
- 8. Emmebi Motorsport 1 point



2nd place for SuperNova in Race 1

TAKE THE MONEY AND RUN

The Auto GP opening round saw also the first prize money allocation of the season, with 100.000 euros up for grabs. With pole position, a race win and a 5th place Giovanni Venturini was the unchallenged winner of the event, grabbing 60.000 euros for Griffitz Durango. SuperNova took 25.000 euros thanks to Filippi's 2nd place in Race 1 and his points finish on Sunday, beating Onidi by just 1 point. With his win in Race 2 the driver from Milan managed to overcome Saturday's bad luck, bringing 15.000 euros in the Lazarus' safe. Thanks to this wins, teams and drivers will be able to compensate part of the season costs, making Auto GP an even more attractive package.

GET WELL SOON ADRIAN

A crash at the end of the second Free Practice meant the end of the Auto GP weekend and a long stop for Adrian Campos Jr. The car driven by the Spaniard left the track at high speed at the exit of the Ascari complex, and the impact with the tyre wall was very hard. The Auto GP car coped well with the crash, but the deceleration was very strong and Adrian exited from the car with a sore back. After medical checks in Spain Campos Jr. was diagnosed two cracked vertebrae, an injury that will keep him from racing for some time. Anyway he's already pushing to recover as soon as possible: "The doctor told me that it will take three months before getting back into a racing car – Campos Jr. said – but my aim is to cut the recovery time by half, so expect to see me back soon".



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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 **20.200 fans!** Want to discuss with them about the championship? You just have to join!



Very consistent debut
for Afanasiev



THE ALL-ROUNDER



BOASTING WINS FROM AUTO GP TO GP3, FROM ICE RACING TO ELECTRIC CARS, TAMBAY IS THE MOST VERSATILE DRIVER IN MOTORSPORT

Thanks to Venturini's staggering shape Griffitz Durango took the lead of the Teams Standings after the Monza event, but the competition is very close. While Giovanni was the only driver to score points for the outfit managed by Ivone Pinton, SuperNova, Ombra and DAMS had two men in the points in at least one of the two races, meaning that they didn't allow their Italian rivals to stretch the gap. Consistent performances from Filippi and Zaugg, Cecon and Di Sabatino, Tambay and Afanasiev were the key to such an outcome, while Lazarus managed to keep a reasonable gap despite a very unlucky weeHe took a well deserved second place finish in Race 2 and amazed Monza's crowds with an unprecedented start that brought him from P12 from P2: Adrien Tambay was undoubtedly among the drivers to keep an eye on in the Auto GP opener, and the skills he showed in a quite unlucky weekend confirmed him as a strong title contender.

No surprise, as that's what you expect from a driver that in the last year drove in more categories than any other and managed to win races everywhere, from Auto GP to GP3, from the ice races of Tropheé Andros to the Electric Grand Prix in Pau, and even took part in the Monte Carlo rally with a Citroen DS3.

So Adrien, after Monza you are 4th in the standings, 18 points down on the leader. What's the feeling?

"It's not bad. From Qualifying on I always had a very competitive pace, and frankly my placement in the standings could have been much worse after the retirement in Race 1, as it compromised also my starting position for Sunday's race. Anyway I got that great start, and that was a real turning point for my weekend".

In the post-race interview you downplayed that amazing start a bit, did you change your mind after watching it again on TV?

"Definitely yes. I got away with no wheelspin at all while the others had some, and then taking the outside

was easy as everybody else was fighting on the inside. What I'm really proud of is the final move, when I got back on the inside. I saw the gap and I went for it, and that brought me from 4th place to P2, a big change for my race".

After seeing the level of the competition are you still confident for the title?

"Last year was my first on a powerful car and I was competitive on most tracks, especially Monza, Imola and Magny-Cours. So it's obvious that my aim for the season is nothing less than winning the Championship. I know I'm not the only one aiming for that and in this opening round I realized that the competition is really strong. Anyway Monza is a very special track with few corners and long straights, so I don't trust it as a benchmark for the season. We could have some surprises in Hungary...".

On Saturday, Race Control called you in the pits as your rear wing was badly damaged after a contact with Crestani: anyway your race pace didn't seem to suffer from the loose flap, what would have you done if it was up to you?

"I'm glad that there is a Race Control to take such decisions, because if it was up to me I would have never stopped. I'm a racing driver, risk is part of the business and we all know that when we get on track. The car didn't feel too different with the damaged wing and I think that even if I did lose it, a podium finish was still possible. Obviously it could have been dangerous for Filippi who was following me, so I agree that the Race Control made the right call".

Last year you already showed a great versatility winning in Imola with Auto GP and in Spa with GP3. Then in the winter you won races in the Tropheé Andros, a French ice racing series. Maybe that has something to do with your starts without wheelspin?

"I really don't know (laughs). Andros was good fun



Trophée Andros in a Bmw



Monte Carlo Rally in a DS3

and a good way to keep myself in good shape while waiting for the season to start. The tracks are twisty and the speed is very low, but the cars are beasts with nearly 400 bhp and so coping with them on ice is very tricky. It's a good training to improve car control, that's sure".

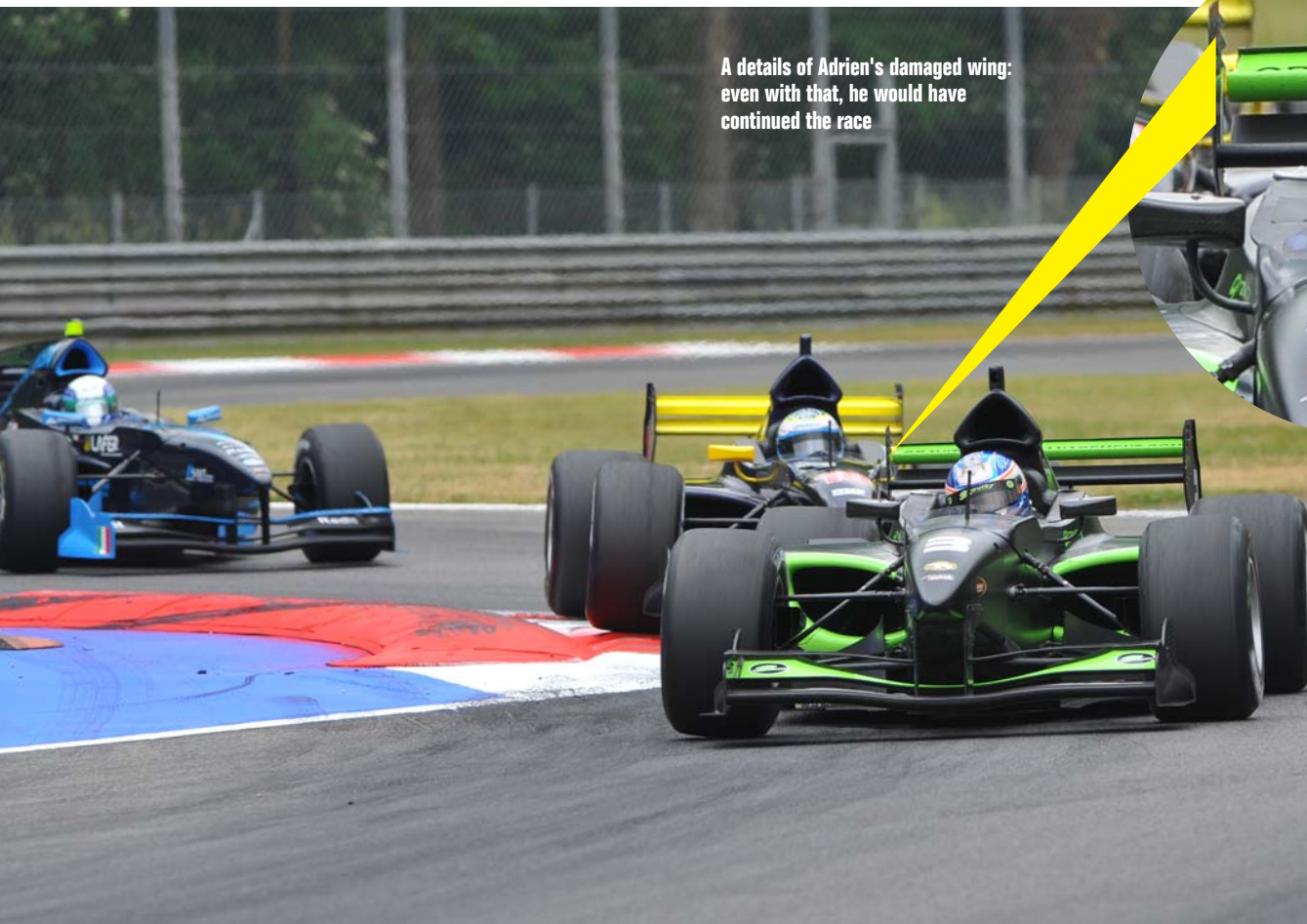
Then, last weekend, you clinched two pole positions and a race win in the Pau Electric Grand Prix against rivals as and Olivier Panis and Nicolas Prost. And this weekend you will race in Monaco with Ws by Renault. One wonders what you will do next...

"Racing is my job but more than everything it's my passion, so I never say no when there is a chance to put the helmet on. The World Series outing is just a

one-off, it was planned already some months ago as I want to learn the track in Monte Carlo. The Electric Race in Pau, meanwhile, was fun and racing against such names as Olivier Panis is always a great feeling: the car had street tyres and given the power output of the electric engine, very rough and flat, it required a very smooth driving style. It was really challenging on a city track like Pau".

In less than two weeks time Auto GP will be in Budapest, what do you expect from the weekend?

"I know the track from GP3 and F.Bmw, it's very technical, tight and with many corners so it will be very hard from a physical standpoint. Being perfectly fit will be vital, and I'm training hard in order to be ready".



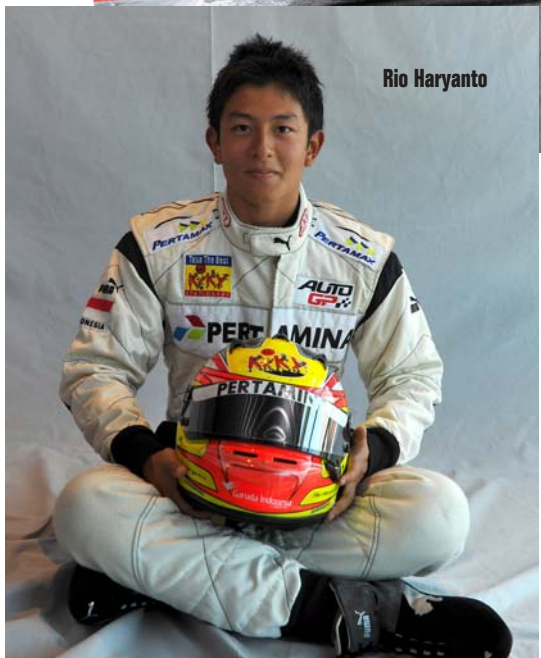
A details of Adrien's damaged wing: even with that, he would have continued the race



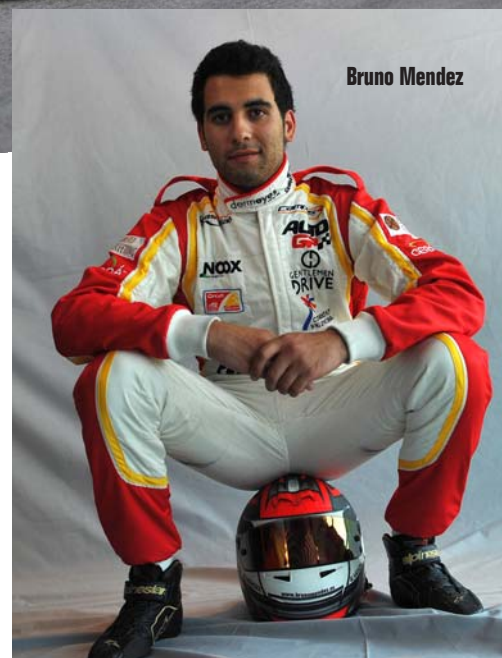
Greetings from Monza



Francesco
Dracone



Rio Haryanto



Bruno Mendez



Marco Barba





Filippi leads the pack to Ascari



Podium on debut for Buttarelli



Adrian Zaugg



An aggressive Cipriani



Di Sabatino immediately grabbed some points on his first Auto GP outing



Vanessa Buzzo congratulates Venturini after Monza's pole position

IT'S A MEN'S WORLD?

Until some years ago female presence in motor racing was limited to umbrella girls, nowadays women are much more organic to the team staffs. Female PR and Logistic Managers are a common view in the paddock, but despite this seeing a female engineer is much more difficult. Luckily there are exceptions and one of them is at Griffitz Durango: Vanessa Buzzo is indeed the data engineer for both Giovanni Venturini and Giuseppe Cipriani, and her Auto GP experience couldn't have a better start.

Your 2011 season started on a high, but now we want to go backwards to the start of your career. How did you become a racing engineer?

"It was pretty natural I would say. I had a great passion for cars since when I was very young, and when I decided to take an engineering degree, the two things got together easily. I lived in Martellago, near Venice, and the Durango headquarters were close to both my home and the university. My first contact with the team was in 1997 and then in 1998, knowing that I was an engineer, Mr. Pinton asked me if I wanted to join the team as a telemetry assistant for the International F3000.

It seems an ideal situation to start with...

"Well it was: the team was near home, and in the role of assistant I had a big opportunity to learn without feeling too much pressure. Anyway it didn't last for

long: after just three months as an assistant Ivone called me in a meeting and told me that he needed a data engineer for the team he was starting in the Italian F3000 Championship: he wanted me for that role, and that meant that after just 90 days my time as a 'learner' was already over, even if I still had much to learn about my job".

How did you cope with that?

"The first year wasn't easy at all. We started with two cars but they soon became three, and I was the Data for all of them. Besides this you should consider that it was more than 10 years ago and at that time there weren't many women in motorsport, even in the PR departments. Pit and grid girls were the



only women my male colleagues were used to see in the paddock, so making them understand that I was very serious about my job took a bit of time and fighting. Even after that, it was clear that for them a mistake was much easier to accept when it came from a man than from me. Anyway, as months passed I gained confidence, good results came and with those I also got the respect I deserved".

Then you worked with Durango in all the series they contested, including the Stock Cars of Speedcar Series. Did you ever considered a team change?

"Not really. As I explained I worked really hard to build myself a strong position in the team. After 13 years together Durango really feels like home for me, my relationship with Mr. Pinton and the guys is very family-like, so starting from scratch somewhere else is something I'm not interested in".

Tell us about your 2011 drivers. What are the differences working with Venturini and Cipriani?

"They are obviously very different, but they both have a great amount of determination. I noticed Giovanni two years ago when he was applying for the single-seater licence and as his driving was impressive for such a young boy I immediately called Mr. Pinton suggesting to keep an eye on him. Now I'm happy to see that I was right: Not only Venturini is very quick and talented, but he also has a very natural talent for understanding telemetry data.

Cipriani is quite different, but I'm really proud of what he achieved. When we started with Auto GP he was far off the pace and he didn't want to see any of my graphs. Looking at him now he's a completely different driver: in qualifying he was just 1" adrift from pole, which is really an impressive improvement, and besides this he is really eager to go through data with me after each session, and he often hits the right points when commenting the graphs. He is really committed to Auto GP, and he deserves to be praised for his improvements".





MAGIC MAY FOR CECCON

May was a magic month for Kevin Ceccon. It started with a podium finish in Monza, a very special one for the Italian youngster as it was clinched on his Auto GP debut event and on his home track, and then good news kept coming. Kevin found an agreement with Scuderia Coloni to replace the injured Rigon in the GP2 events of Barcelona and Monaco and on his first GP2 races he impressed the paddock of F1's best feeder series with two very consistent performances. Ceccon's talent had clearly a big part in that, but Kevin also took advantage of the fresh memories he had from the March Auto GP testing on the Circuit de Catalunya: "Having tested Auto GP in Barcelona before racing there with GP2 was undoubtedly useful. The new GP2 car has no ground effect so now the behaviour of the two cars is really similar. The main difference is in engine performance as GP2 has 100 bhp more, but the rest, from cornering to braking, is nearly the same. I didn't expect the cars to be so close, but it's a pleasant surprise as it's a further confirmation that my choice for the season was right".

WHAT A MACHINE!

Already in 2010 Auto GP was the quickest single seater in European Motorsport apart from F1 and GP2, but the updates realized by Coloni Motorsport for the 2011 season made it even quicker, just inches from GP2. Some comparisons can give a better

idea on how fast the Zytek powered car is: in Barcelona the quickest laptime from Auto GP testing was 1'31"9 by Luca Filippi and SuperNova, while the pole position from last weekend's GP2 event was 1'30"3 by Bianchi, meaning just 1.6 seconds between Auto GP and GP2.

The Monza weekend offered also the chance for a direct comparison between Auto GP and Ws by Renault. Comparing the quickest laps from the races Auto GP was 2.4 seconds quicker (1'36"2 vs 1'38"6), but the average gap on race pace was around 3 full seconds.





NEXT STOP: HUNGARORING



Few people know that Hungaroring had a very important role in the history of Formula One. The Hungarian GP was indeed the first Grand Prix to be held behind the Iron Curtain, in 1986. To make this possible, the organizers had to face a huge task, building the track and its premises in just a few months: the building works started in October, with the race to be held in March. Despite this, they met all the

requirements and managed to create a very varied layout, that is still considered one of the most technical in the whole F1 calendar. Besides this, it's also physically very challenging, both for the drivers' neck, with high G forces in long corners, and for the huge work on the steering wheel it requires. So, Auto GP drivers will have to focus a lot on training in order to be ready to make the most of their cars.

CALENDAR 2011

| Rounds | Date |
|--------|---------------|
| 01&02 | 13-15 May |
| 03&04 | 3-5 June |
| 05&06 | 17-19 June |
| 07&08 | 15-17 July |
| 09&10 | 29-31 July |
| 11&12 | 19-21 August |
| 13&14 | 2-4 September |

| Venue |
|--------------------------|
| Monza, Italy |
| Budapest, Hungary |
| Brno, Czech Republic |
| Donington, Great Britain |
| Oschersleben, Germany |
| Bucharest, Romania |
| Valencia, Spain |

HUNGARORING

Lap distance: 3.975 km
 Right turns: 10
 Left turns: 6
 Location: 20 kms north-east of Budapest city centre
 Official website:
<http://www.hungaroring.hu/>

THE VOLCANIC CURSE

In 2010 the trips to Brno for the Auto GP opener were made difficult by the eruption of the Eyjafjallajökull volcano. Volcanic dust filled the skies over Europe forcing airlines to ground their planes, and forcing nearly the whole Auto GP paddock to reach Czech Republic by car.

Well now in what seems a sort of curse, another Icelandic volcano, this time called Grimsvötn, is trying to disturb the second trip to East Europe for Auto GP. At the moment the mountain spreading his dusts in the atmosphere, and effects on air traffic have still to be evaluated. Anyway the Auto GP staff and the teams are ready, with gas tanks filled and cars ready to go...





AFANASIEV



HARYANTO



TAMBAY



BUTTARELLI



CECCON



VENTURINI

HELMETS



CIPRIANI



ZAUGG



FILIPPI



DI SABATINO



CRESTANI



ONIDI



MENDEZ



BARBA