



TATUS
RACE CAR MANUFACTURER

DAVIDE DE GOBBI

"I placed my bet on China"

EXTREME LIMITE

*"The DNA of racing
is in our blood"*

AUTOTECNICA MOTORI

The world is our engine

ANDREA JENZER

"Standing by the driver's side"

Formula 4

*where Italy
wins*



NEW!

Formula 4, whe



ere Italy wins



The new series, strongly wanted by the FIA, made a very successful debut at Adria on the last 8th of June. It's been just another proof of the excellence of Tatuus as a chassis manufacturer. The car is well-performing, easy to manage and has innovative safety standard. Twenty-four of them were handed to the teams less than 2 months after the initial showdown at Varano in an effort that involved other great Italian brands, from Brembo to Magneti Marelli, Autotecnica-Motori and Abarth

by Stefano Semeraro

A lot of work. And a lot of satisfactions. In a challenge that was accepted and won in a very short time when many had thought the opposite. The Formula 4 debut at Adria, the new series that plays an important role in the FIA's new strategy, ran for the first time at Adria and was both a start and arrival point for Tatuus. The Italian company won the first and probably most difficult race while still knowing it's time to push all the way down to the rest of the championship, in order to continue this new adventure in the best possible way as it also involves a lot of Italian technology players that work and believe in national motorsports.

«We had everybody's eyes upon us and the best thing is that in the end all the comments were very positive», explain Gianfranco De Bellis and Artico Sandonà, two men that are the heart of Tatuus. «the FIA observers had good words for us at the end of the event as they strongly believe in this series as a part of the future strategy that will take young drivers from karting to F.1. But also drivers and teams have been positively impressive. Considering that the Italian one is the first, and for now the only, Formula 4 series makes us particularly proud».

The road coming to the seasonal debut was tough and the success experienced has been the result of a design work that hasn't been easy nor immediate «let's admit it, it's been a tour-de-force», says De Bellis smiling «if we think that the first shakedown has been on April 14 at Varano. By the end of my we had already delivered 24 cars despite we got national festivities like Easter, April 25th and May 1st. But we're used to work this way».

The Tatuus Formula 4 sets a new benchmark in terms of performance, safety, and cost reductions. «All the FIA series are safe - says De Bellis - but I believe that this car can be considered a step forward. It's easy to manage so the costs can be reduced, but it also introduced new safety elements, also taking future into account. Under this perspective, the rulebook

prescribes a full-length anti-intrusion panel at the side of the chassis. This addition was decided in the UK on January the 18th and forced us to go for a race against time. A race we won by passing all the prescribed crash-tests».

There has been a lot of real teamwork that involved many player. After the drop of the curtain they need a round of applause «our guys at Tatuus that worked at an amazing pace, the suppliers that bent over backwards to respect the delivery times and the teams, as they were spectacular in their collaboration. Without them, it would have been impossible to win this challenge. It's also a pleasure to see many Italian companies involved. From Brembo that provided the brake system, to Autotecnica Motori that did a great job on the Abarth engines. Then Magneti Marelli gave a great contribution to the new electrically-actuated gearbox and also Pirelli provided some very stable tires (as the confrontation between the qualifying and race lap times demonstrated) at the very reasonable price of 650 euros per set. In addition to that, promoter Luca De Donno and his WSK did a phenomenal job and, knowing the type, I'm sure that wet to come. While they have been criticized from time to time in the past, the Italian Federation must really be praised for their efforts».

The first outing at Adria has also been a success with three young winners from three different countries and teams in the three races held for Round 1: Lance Stroll (Prema), Ukyo Sasahara (Euronova) and Andrea Russo (DieGi). «All three races have been exciting. The FIA is pushing really hard on this format to get the 15-years-old involved in motorsports, and several of them, coming from many countries, joined us on-track. I particularly liked the fact that Italians were among the frontrunners. The battle between Pulcini and Russo was something spectacular, but all three races have been exciting and balanced. Among the drivers that impressed me the most were Drudi and Cairoli despite the latter got slightly injured in Race 3. If it's true that a good beginning bodes well, Formula 4 has a bright future in front of it».



F.4 numbers

2 Months

From April 14th to the end of May. The cars were delivered to the teams in less than two months from the first shake-down at Varano.

3 Winners

Three different drivers won at Adria. Canadian Lance Stroll of Prema Powerteam, Japanese Ukyo Sasahara of Euronova and Italian Andrea Russo of DieGi Motorsport.

30 car sold

So far, Tatuus sold 30 Formula 4 cars. De Bellis: «now we have to stop to reorganize, and then we'll produce 20 more».

11 Nationalities

The drivers seen on-track at Adria represented 11 different countries: Italy (6), Switzerland (5), Japan (2), France (2), Israel (1), Bahrain (1), Russia (1), Canada (1), USA (1), Brazil (2) e Malta (1).

"If we had 18 cars, it would have been a good result. With 20, even better. But having 22 of them has been sensational. And Tatuuus already sold more than 22 cars so the grid are set to get even richer".
Frederic Espinoza, member of FIA's Single Seater Commission



NEW!

Vincenzo Sospiri - Euronova

"A perfect car for the up-and-coming go-kart racers"

Why Euronova Racing decided to enter the new F.4 Italia series?

«Our team's philosophy is to train young drivers to take them towards the most high-level championships in motor racing. The F.4 Italia represents a true first step after kart racing and this is a very important thing as you can work with drivers that are very new to open-wheel cars. We have the chance to teach them all the secrets about single-seaters. My idea is to create a pool of

promising drivers and then make them move to F.Renault, where we already race, or maybe in Auto GP. Another key element is that this car is not going to change for the next 6 years».

Does the new Tatuus F.4 have something in common with the Tatuus-built F.Renault 2.0 and F.Abarth cars?

«I think that it's very different compared to the other Tatuus car. It might recall the Formula

Renault one, but the dimensions change quite a lot».

What are the main characteristics of the Tatuus F.4?

«It's a perfect car for drivers coming from kart racing. It's difficult in terms of making the right set-up choices and that enables the drivers to start working on their cars. The Pirelli tires have lots of grip and that turns out in good cornering performance».





Matteo Di Persia - DieGi Motorsport *"In Formula 4 we all start at the same level"*

Why Euronova Racing decided to enter the new F.4 Italia series?

«In the last few years we took part in the F. Abarth, and when that adventure came to an end, the F.4 seemed to be an interesting opportunity. The car is new so we all start more or less at the same level, while in F.Renault 2.0 the top-teams are definitely out of range. Plus, we had been following a guy that showed lots of potential, Andrea Russo, and we believed in him. The Adria debut has been a pleasant surprise, even though we have a good experience under our belt working for other teams. I've been

in business for 20 years, the mechanic for almost 40».

Does the new Tatuus F.4 have something in common with the Tatuus-built F.Renault 2.0 and F.Abarth cars?

«It's quite different, this one doesn't have a limited slip differential but base a paddleshifter. It's good for an high-level championship with good teams in it and 10 or 11 quality drivers. Everything worked and went well at Adria. Props to Tatuus for their incredible work. It wasn't easy to deliver 24 cars in such a little time».

What are the main characteristics of the Tatuus F.4?

«I believe it's a car studied for who steps in from kart competition. All the drivers are at a good level and raced in some important championships, not easy ones. As a consequence, the races are hard-fought and exciting. In addition to that, the Pirelli tires held until race 3 even though we had only 6 sets in total. At DieGi we'll now continue in an effort to keep winning and stay close to the championship's top teams».

René Rosin - Prema

"A great cost/quality ratio"

Why Prema decided to enter the new F.4 Italia series?

«Because we are attracted by the path taken by Gerhard Berger and by FIA in creating this new series which is aimed at enabling young drivers from kart racing to make a first developmental step. It's important to be here and Prema didn't want to miss out the grand opening».

Does the new Tatuus F.4 have something

in common with the Tatuus-built F.Renault 2.0 and F.Abarth cars?

«This car reflect the construction strategy started many years ago by Tatuus. They are a very experienced manufacturer regarding this kind of cars and also have a world-unique know-how. They sold hundreds and hundreds of cars so far. As a consequence, the base is similar to the previous car, but for the Formula 4 one Tatuus had to follow some precise

indication given by the FIA and that regarded safety and cost control».

What are the main characteristics of the Tatuus F.4?

«As I said the car is built according to the indications given by the FIA and is modern in terms of technology. It was given a lot of attention to safety and the performance level is interesting. The cost/quality ratio is one of its strongest points».



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After more than 10 years as a Team Manager and engineer for Prema Powerteam and in European racing in general, Davide De Gobbi decided eight years ago to follow in the footsteps of Marco Polo and start exploring China. Through Top Speed he now covers several roles including the one as a promoter for the Formula Masters series that runs Tatuus cars. We asked him to tell us how the adventure started and how is developing in a relatively young motorsport environment, but also a really promising one

"I placed my bet"

by Stefano Semeraro

Many talk about emerging markets. You've been in one of them for years. What is the current state of the art of motorsport in China and in the far East?

«Motorsport in China has the same kind of development experienced in the road car market, although with some delay. The numbers are growing consistently but they are still very small compared to Europe, Japan and the United States. Fifteen years ago, nobody could afford to buy a car in China, but now the raise in sales made the country the world's first market. There is an additional note that is not usually perceived abroad. We are still talking about the purchase of family's first cars. The growth of the market is based on the first car of the family and only a few people can afford a second car. In my opinion, is the second car that help generate the interest for tuning and motorsport. The "second car" becomes the one people show to friends, tune or bring on-track. This is the current picture of China. The percentage of people who got close to motorsport to practice it or just for their passion is limited. Every year, Chinese motorsport grows by two digits but the number of people practicing it is in the order of hundreds. Anyway, the outlook is encouraging».

What are the structures and teams that Chinese motorsport can rely on?

«China has four grade 2 circuits and one grade 1 track (Shanghai). Except Shanghai, the other tracks are in precarious maintenance conditions. We have to say that most of the tracks were built more for real estate speculation reasons than for a real sport program. Despite the current state of the infrastructures, the tracks,

especially the ones in the most important locations, are busy for most part of the year because of the events run by the car manufacturers: driving experiences, driving courses, presentations. That shows the interest of the big car brands towards a fast-growing market where it's really important to show the product and let it test by the potential buyers. The racing teams are getting established now but let's say that the level is pretty low. The most important structures are managed by foreign personnel that make their experience worth in a field which is too new for the Chinese. Most of the teams are located near the tracks. Given its location close to Macau and Hong Kong, Zhuhai is the first are to undergo a development related to motor racing. Shanghai and Beijing are the most recent additions to the racing panorama where motorsport is mostly tied to tuning».

Why did you decide to work in China?

«The decision to move to China has basically been a bet. After having worked for about 10 years for Prema PowerTeam I was looking forward to a different experience compared to the usual opportunities that European teams could provide. The fact that my wife is Chinese has definitely been an assist for the decision but if it was for her, we wouldn't have moved away from Italy. Together with her, I started to get some contacts in Chinese motorsport and helped a driver from Shanghai to compete in Europe in the 2004 Formula Renault series. After that, I accepted a proposal from a local group that offered me to work and create a motorsport promotion plan with track activity and the formation of a team. That's how everything started...».



“on China”



What is the current mission of Top Speed and what are the championship where it's active?

«After two years, my collaboration with the Chinese group was over and we parted ways. Together with my wife, in 2008 I founded Top Speed. We had the luck and ability to develop important requests made by the car manufacturers, for example creating and managing single-make championships. Since 2008, Top Speed has grown consistently both in terms of workforce - we have more than 70 full-time employees - and for the number of projects we're involved in. We currently manage and organize projects like the VW Scirocco Cup, the Formula Masters China Series and the Lamborghini Super Trofeo. We also provide management and logistic service for top-notch championships like the Asian Le Mans Series and the Ferrari Challenge Asia Pacific. We quickly became a leader in the logistics of racing cars and materials: a sector that won't have much sense in Europe where there is free circulation of people and goods but that it's pivotal here where the customs proceedings are varied and complex. Motorsport apart, Top Speed is involved in on-track activities such driving experiences and driving courses thanks to a dedicated team of Chinese and international instructors following events for some of the top car brands in business».

When your collaboration with Tatuus started and how it works? What makes Tatuus the leader in its field?

«The personal relationship with Tatuus started when I worked with Prema. Following to my move to China, the collaboration has grown first with the management of the Formula Renault team and then with the Campionato Formula Pilota (Abarth) which then became

Formula. At that point Top Speed became the leading company in Chinese/Asian open-wheel racing and that was mainly due to the quality and reliability of the Tatuus products. In addition to being our manufacturer, Tatuus managed to understand such an important and non-conventional market by reacting to its need with a versatility and initiative that I reckon only Italians have. For many reasons, the Chinese project steered away from the Formula Abarth standard, and Tatuus proved up to the challenge in terms of timing and creativity. As an Italian who has been living abroad for eight years, I say that our strongest quality and gift, both as individuals and businesses, is the ability to adapt, modifying their programs according to the markets' needs. Without Tatuus and their support, we wouldn't be able to put together such a solid program like the Formula Master, which started in a little amount of time and relies on a very competitive package».

Let's talk about the F.Master China project. Who are the target drivers and what are the car's strongest points?

«The Formula Masters China program has been started in cooperation with Formula Pilota, which was started and is managed by Top Speed, and Volkswagen Group China. The long relationship between Top Speed and Volkswagen China led to the creation of this developmental series using Tatuus FA010 chassis and 2.0-liter VW engine. The championship quickly became a reference point for all the Chinese or Asian youngster who want to drive open-wheel cars with a small budget in Asia before trying the jump to Europe. The series is based on an unique concept at international level and that proved to be a winning choice in this moment of crisis for motorsport in general.

It's an hybrid management where all the cars are owned by the management (Top Speed) that lease them to the teams. By using this kind of approach, the teams can enter the FMCS without investing money but only bringing their drivers, personnel and know-how. Volkswagen Group China is the promoter thanks to a media campaign that in only one year turned the championship in the developmental series with the country's best following.

Volkswagen Group China also provides the young drivers with the right links for the rest of their career and they could be able to continue in one of the group's other categories, like the Porsche single-make championship, the Audi and Lamborghini series and in other programs like GT3 and the Asian Le Mans Series. The drivers are mostly young, from 15 to 20, coming from different nations. The majority are Asians but there are some Europeans trying their luck in an effort to become professionals in Asia. In terms of performance the car is similar to the Formula Abarth. The Volkswagen engine has more or less the same power as the previous one, while the design and reliability makes it one of the best open-wheelers in its class».

You also operate as a driver-coach. Can you explain the nature of this activity?

«I followed many drivers on-track as an engineer and my experience helped me a lot here in China, where the drivers need a total support as there isn't a real motorsport culture. I had several personal requests from car manufacturers to selection and train young drivers that will represent the brand. We tried to re-create what I had witnessed happening in Europe with Toyota, Red Bull or Mercedes. We set-up physical and mental training sessions and test session on the track. The structures and the economic/commercial interest are there as we can see with the many great champions bred by China in various sports; unfortunately the drivers are missing. Just to explain myself: last year we had six partial scholarships by Volkswagen in our Formula Masters program, and despite the tests and promotion we only received four requests. With the same program in Europe, there would have been at least 100 drivers asking for a chance...».

You worked with many famous drivers, from Nakajima to Kobayashi, from Briscoe to Kubica. Who impressed you the most and why?

«The years I spent with Prema have been interesting and valuable also because it was





probably the team's most successful moments ever, as they were managing the Toyota Driver Academy. I was lucky to work with many drivers who made it to professional motorsport and all of them left me very positive memories. Ryan Briscoe impressed me for his dedication and stubbornness in training, he studied every single detail in every race and always lined-up in optimal physical shape. If then we add talent to that dedication, the result must come. I'm sorry I haven't seen him in Formula 1 because he would have done well, I'm sure. Unfortunately something didn't go the right way for him but fortunately he found his way in the USA. I have a different kind of memory of Robert Kubica. Right before the start the Spanish F.3 championship he had terrible car crash that forced him to a long recovery. Nobody knew anything about his conditions for months, but then he showed up for the first race with just a few hundreds of kilometers of testing under his belt, but won outright in front of people like Hamilton, Briscoe, Klien, Spengler. Robert made enormous sacrifices to race, and when he had a chance, he didn't blow it. He showed sensational talent in Formula 1 but unfortunately his

career ended too early, right when he was landing a ride in a top-team. A few days before Shanghai Grand Prix in 2008 he called me saying "Davide close the kart track (I was managing the circuit inside the Shanghai venue) and prepare two go-karts. I'm coming with a friend". So he arrived with Fernando Alonso, it was Wednesday before the race. They drove for two hours alone and had great fun, putting up a show. Despite the fact that he was already a superstar, he acted like when I met him at the Prema team and he was 18. Formula 1 didn't change him, and that's a very good thing».

In what championship do you expect the first wins by a Chinese driver? Do you already have a name?

«That's difficult to say for sure. Definitely it will take many years to see a Chinese driver at the top of an high-level championship although Ma Qing Hua just scored his maiden win with Citroen in the WTCC. There have already been some of them that scored good results, like the podium scored by Frankie Cheng in the 2009 Le Mans 24 hours and in an A1GP race, or the podium and the fastest lap of Zhang Zhi Qiang in the 2010 Formula

Abarth race at Monza with more than 40 starters. The problem is that we miss a platform to work on. Racing here is not a sport that people want to initiate their children to. There are many different conditions compared to the countries with more developed racing cultures. Parents are not motorsport fans as they were never introduced to the sport, while in Europe the father usually bring their children on-track mostly because they have a passion. China invest a lot on the Olympic sports. All the money is placed on the sports that can bring medals and motorsport is not among them. The single children policy also penalizes the access to racing. The only children grow under a very strong kind of protection from their families, and considering that motorsport is dangerous the families are not encouraged to initiate their child to an activity that could bring health problems. There isn't a kart tradition, as the level is very low and there are just a few runners. Most part of the Chinese drivers around started their career between 22 and 25 years of age, too late to put together the experience needed to compete at the same level of the foreign drivers of the same age. Honestly I don't see a Chinese driver win a



top-class championship soon. We have to work early to create a group of drivers with the right age and with characteristics needed to try and assault the main categories before trying to go for a title. But as I said there's a long road ahead».

How important was for Chinese and Asian motorsport the arrival of Formula 1 at Shanghai?

«Formula 1 connected China with international motorsport. Earlier than 2004, Formula 1 wasn't even broadcasted on TV and only some local channels showed pre or post-race reports. The vast majority of Chinese people didn't know Formula 1 as an event. The arrival of the Formula 1 circus in Shanghai brought a large presence of programs dedicated to motorsport and more than that a total coverage of all the events of the season state-owned station CCTV5. That meant a double advantage: introducing Chinese people to racing and opening the local market for the partners of the series and teams. After the initial bang, the interest is fading out, both in terms of the media and the spectator. In the first 3 or 4 years the grandstands were completely full. Lately there aren't many spectators... a similar situation to all the tracks hosting Formula 1».

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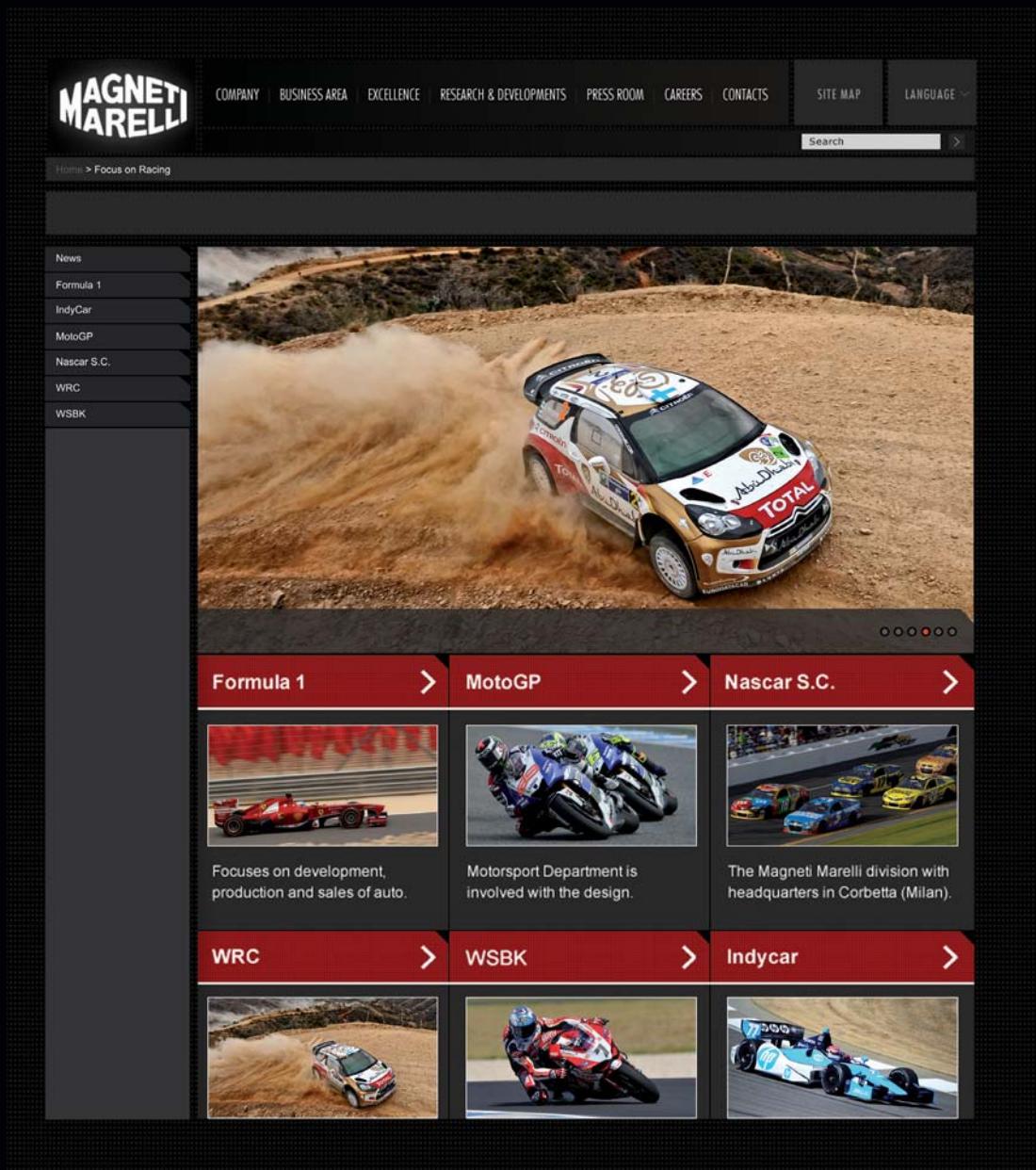


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The screenshot shows the Magneti Marelli Focus on Racing website. The top navigation bar includes links for COMPANY, BUSINESS AREA, EXCELLENCE, RESEARCH & DEVELOPMENTS, PRESS ROOM, CAREERS, CONTACTS, SITE MAP, and LANGUAGE. A search bar is also present. The main content area features a large image of a Citroën WRC rally car kicking up dust on a dirt road. Below this are six smaller images representing different racing categories: Formula 1, MotoGP, Nascar S.C., WRC, WSBK, and IndyCar. Each category has a brief description and a right-pointing arrow.

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DNA of racing our blood



French team Extreme Limite is a leading squad in the VdeV endurance series, where they field a Tatuus PY 012 prototype. Team Manager Patrice Roussel also explains us their exciting LMP2 adventure in the Le Mans Series. He also tells us more about their 360-degree offer in a structure owning a 3.4 km circuit. The track is made available to fans and companies that want to have fun on-track for both entertainment and safety education

Patrice, the world of endurance is really fascinating. Can you tell us more about the experience of Extrême Limite in the VdeV championship. What are the most interesting components of this series?

«Extrême Limite has been running in the VdeV championship since 2005, so it's been 12 years. At the start, my goal was to respond to the request of the gentleman drivers who wanted to have fun taking part in real endurance events. In this series, you can get some high-quality technical skills, learn the strategy, develop the talent of young drivers and help the 'gentleman drivers' to progress. All of that with reasonable costs and with a well-managed environment put together by the promoters. As the years went by, the experience we

LMP2, taught us how to be absolutely dedicated in terms of the approach to all the elements of racing. When you run on the same lap times of Audi, Toyota and Peugeot, you can't afford to make mistakes and you have to be up to the trust that is given to you, especially for the 24 hours of Le Mans. We're proud to have completed this spectacular race in 2011 and 2012, and to have enabled a young talent, Fabien Rosier, to win the prestigious Rondeau award for the best rookie of the race. We also got good results in the Le Mans Series like the 5th place overall in the 2011 6 Hours of Estoril... that's also a fantastic memory».

What are your sporting goals for 2014?

«Our teams fields Léo Roussel who's the

most competitive driver, and gentleman racer Jean-Claude Poirier. We want to maintain this spirit even though we often have to face some almost fully-professional teams. Our goal is to score podium finishes in every race and aim for victories, if possible. We already won the 6 Hours of Magny-Cours with them in 2013 and we really want to get back going. Being among the top-5 in the championship is a realistic goal. But this series became hyper-competitive and the difference between winning and losing a 6-hour race is pretty thin».

Lets go a little back in time: how the Extrême Limite team came to light?

«I also took part in six editions of the 24 Hours of Le Mans and I always dreamed about putting together an endurance team. It was written in the company's DNA. So when in 2005, a gentleman driver named Philippe Daric financed our first season in the VDV, I got all together in a hurry although I don't have any regret. And Philippe too considering that he's still by our side together to other very loyal partners. For them, endurance racing is an exceptional marketing platform».

What kind of structures can you use for services to customers and automotive insiders?

«We have a private 3.4 kilometer racetrack that we can use all-year long to improve the cars and train our drivers: it's a key advantage! Our headquarters are in western

gathered enabled us to move to the next level in 2011, entering the Le Mans Series and the 24 Hour of Le Mans».

How did the collaboration with Tatuus start? What are the qualities that you appreciate the most in the PY 012 prototype?

«In 2013, we wanted to set up a partnership with a competent and well-organized constructor, so choosing the PY010 was quite reasonable. As of today, we're very satisfied with the car. It's reliable and will definitely become the one to beat. In 2014, we're still working on the technical development needed to use the 100% of its potential. And we're happy to do it together with Tatuus, as they have some really high-level expertise».

Your team entered the Le Mans Series and the 24 Hours, can you tell us more about this extraordinary experience?

«The two years spent at a superior level, in





France, in Nantes, a city with a million residents which sits in a dynamic economic networks. And we're just two hours away from Le Mans».

Who is the target customer of your driving courses? How they are scheduled in detail?

«It's our oldest activity, started in 1994. Many of our old graduates are now regulars at the 24 Hours of Le Mans. We develop the skills of kart drivers and fans and, when they need

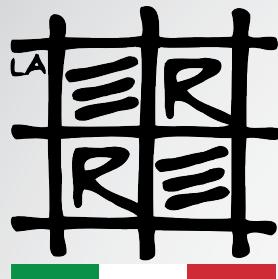
it, we integrate them in our endurance racing team. For our courses, we use Tatuus cars, mainly the Formula Renault 2.0 and we're starting to use the PY012 prototype. In parallel to that, we started an important "incentive activity dedicated to companies. Every year, in a playful atmosphere, we initiate to driving about 800 people, managers and supervisors. This kind of activity enables to shape up a real network of interest and support towards our race team. I also want to examine the aspect regarding



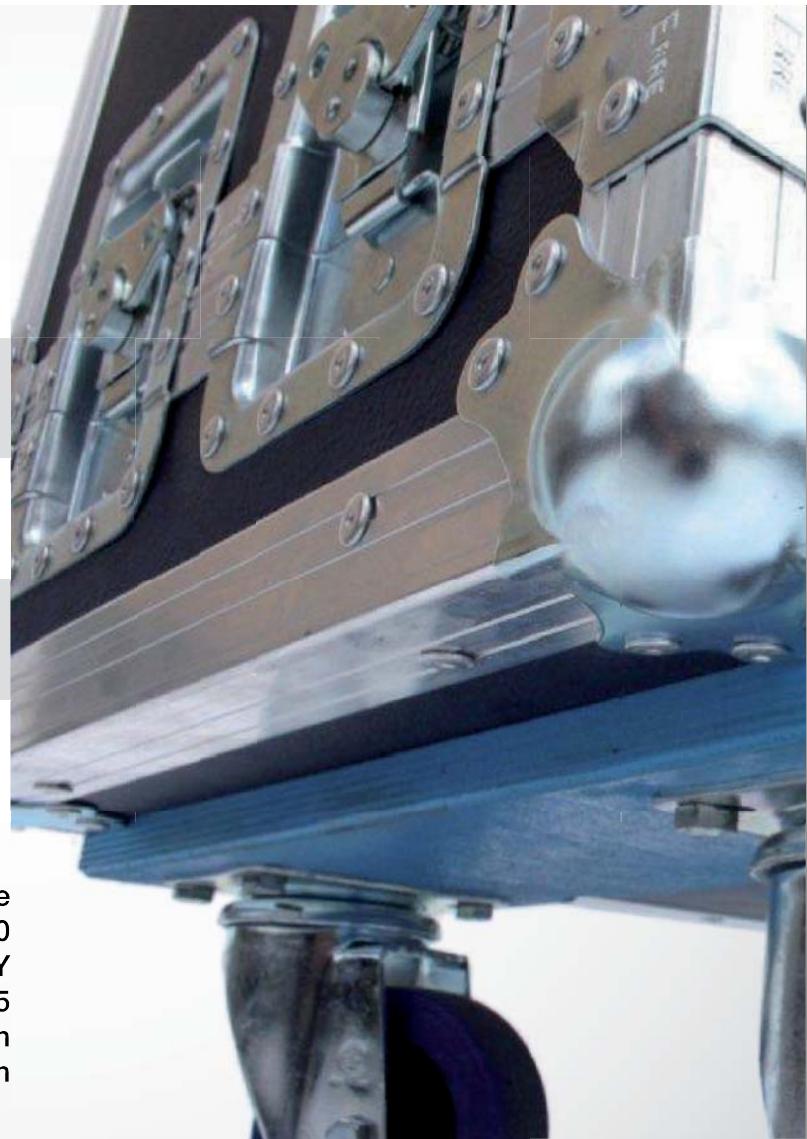
road safety. We professionally train about 1200 people in an effort to prevent road accidents. This is an important contribution we make to safety and it also prove that we care for our environment».

Last but not least, can you tell us something more about your "Sport & Prestige" program?

«This activity is tied to the Venturi brand, which produced more than 700 sportscars in Nantes. When the company shut down, we hired two passionate technicians and we have become the #1 specialist of these cars, the best ever produced in France. For example the Venturi 400 Gt has a performance level comparable with the Ferrari F40. Of course, when a customer hands us the keys of his Ferrari or Porsche they are welcome too».



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MAGNY-COURS [FRANCE]
10-11-12 october
2H HISTORIC
4H GT/TOURING
6H PROTO
V DE V FUNYO
V DE V SINGLE SEATER

ESTORIL [PORTUGAL]
7-8-9 november
6H GT/TOURING
6H PROTO
2H HISTORIC



La Passion dans la Compétition

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REGULATIONS INFORMATION

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HISTORIC ENDURANCE CHALLENGE

The **Historic Endurance Challenge** is opened to the following groups, with file :

- GT, Touring, E, F, G1, G2, H1, H2, I and J period in conformity to appendix K and Saloon car
- Sport prototype, E, F, GR, HR, IR, JR and KC period and Saloon Car Sport Protos (SPSC)
- Sports 2000 (up to 1983), and sports 2000 (up to 1986) with file, without aerodynamic features, compliant with SRCC Sports 2000 Historic and SRCC Sports 2000 pinto regulations
- GT from 1990 to up 996
- Groupe C.



V DE V PROTO ENDURANCE CHALLENGE INTERNATIONAL SERIES



The V de V **Proto Endurance Challenge**, is open to the following cars, by invitation, after acceptance of the file, divided up in different categories :

- Cars homologated in CN - limited to 2000CC - Carbon body shell accepted
- Cars homologated in C3, CN-F - limited to 1600 cc
- LMC V8 - 6200 cc
- Cars homologated in C1 - C2 (by invitation, off-ranking)
- Cars homologated LMP1 - LMP2 (by invitation, off ranking)
- Any other car, with file.

V DE V GT/TOURING 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 and GT3 ASN
- Cars from GT4 groups
- Cars homologated in Silhouette evo category with V6 or V8 engine
- Grand Touring cars from Brands Cup or Challenge
- Cars homologated in Gr. A, Gr. N, Super Touring, Superproduction, F2000, Stock GT.



V DE V FUNYO CHALLENGE



Accepted cars :

- Funyo 4
- Funyo 5.

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 SINGLE-SEATER CHALLENGE



Accepted cars :

Class A :

- FR 2.0 from 2010 up to 2014

Class B :

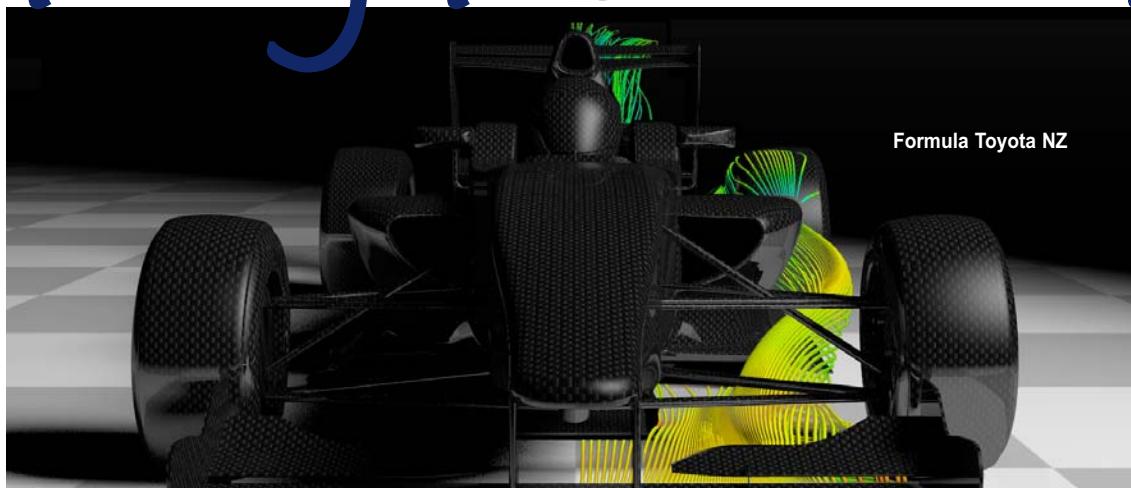
- FR 2.0 up to 2009
- Formula X
- Formule BMW
- Formula Abarth
- Motorbike engine single-seaters.



V de V Single seater Challenge is run as follows :

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

Thoughts in the



Wind tunnels and CFD (Computational Fluid Dynamics) are the most important technologies in motorsports design. All the winning projects of the last few years came from the integration between the analysis in the tunnel and the computational phase using computers. Tatuus have been using a wind tunnel since 2004, and the IT system designs and develop all the most successful cars of the factory.

In order to provide a clear insight on the work done daily, we interviewed Eugenio Bardoscia, who guides us into this fascinating world

by Stefano Semeraro

When the Tatuus wind tunnel started operating? What were the needs beneath its design?

«At the start of the 2000s, it was clear that Tatuus needed to structure the company as race car constructor. So the strategic areas oriented to the design were improved and widened. The aero department was one of the areas with the biggest impact and Tatuus opened its wind tunnel and an internal tech centre for the CFD simulations. All of that in order to be completely independent and have unlimited access to this kind of methods. It has been possible despite the budget limitation because it wasn't a "ready to go" purchase. We designed and built it internally».

Let's try to explain to a regular reader how the WT works an which parameters make it efficient...

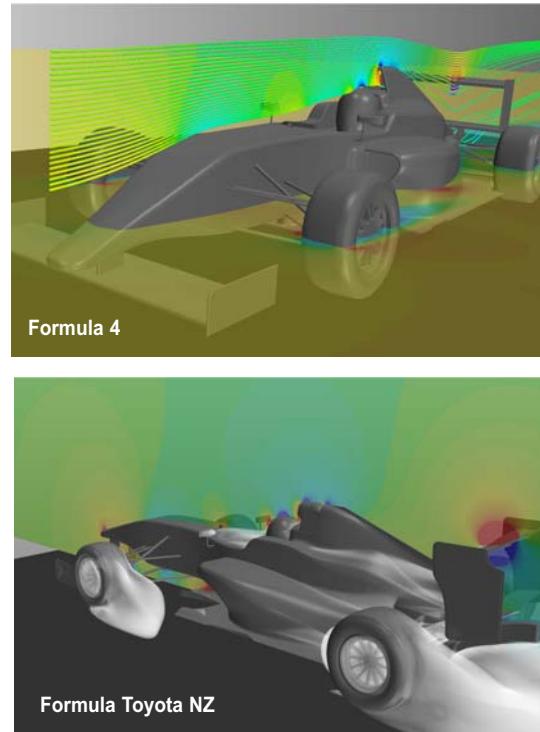
«A wind tunnel is a true aerodynamic laboratory made of a test room where high-speed air is routed on the model. Since

accelerating an aero flow has a pretty big cost in terms of the energy, a closed-circuit layout is used. The air flowing into the chamber is pushed back to the entrance and used again. In this return trip, the loss of speed are compensated while trying to keep parameters like turbulence and temperature under control. A wind tunnel made for automotive use has to study the behavior of a car on a road, it has a key characteristic: the floor is mobile. The floor simulates the speed differential between the car and the track, moving the car's wheels which are held for attrition by four independent braces. The car is held by a streamlined sting attached to the roof of the chamber. The sting also hides the mechanical arm that moves the car, plus it connects the scale sitting inside the chassis which measures the aerodynamic forces and movements».

Let's imagine we have to develop a prototype or a single-seater: how many hours of wind tunnel we would use, and how many people?

«We can say that the use of the wind tunnel is

calibrated according to the type of championship that the car will run in, and to the needed budget. For example, the rules leave a lot of freedom in terms of the aero choice of the prototypes so at least 200 hours are needed. For an open-wheel car like the last Tatuus car, the FIA Formula 4, the rules are very restrictive and there are less chances to experiment. So the toll is lower, about 30 or 40 hours. The number of people involved also changes, obviously. The basic team feature a CAD designer who takes care of the model, which it's not a reduced copy of the 1:1 version, but a stand-alone project. A modelist is also required to build the details designed internally and to fit them onto the model. A wind tunnel technician takes care of the model's fitting and supervises the auxiliary components (air conditioning, floor movement, cooling and venting, plus the boundary layer of the chamber). The WT manager conducts the experiment from the control room, dictates the times, and takes the decisions. Depending of the work load, the same task can be shared by more than one person».



What was the role of CFD in the design of the wind tunnel?

«The CFD system supported the design of two key structures for the wind tunnel. The project, as said before, has been internally developed. The most important part was the fan assembly, the vent that pushes the air in the duct, and the component includes the fan itself plus another stage named “straightener”. The CFD has also been useful to find the right dimension of the cooling system needed to refrigerate the floor, which is subject to notable dermic shocks due to the contacts between it and the wheels. Last but not least, another important part where CFD is useful is shaping the turning vanes, the flow deviators positioned in the 90-degree corners of the duct”.

What kind of preparation is needed to work with the wind tunnel?

«As I said before, the wind tunnel is quite a complex laboratory and there are quite a number of very specific tasks, all very important for the good outcome of the test. →



Throughout the years, we developed a pretty robust process and all the personnel involved stick to it, giving a constant contribution to the development. While from the engineering standpoint we can say that specific competence are needed, especially in terms of the aerodynamics of a race car to understand the vehicle dynamics and read and interpret the test results, the models need to be reliable, with an effective and pro-active maintenance plan. Errors concerning the working projects, or the under-estimating of the alarms can ignite an infinite chain of problems, procrastinating the delivery and creating high expenses».

What have been the most important application for the Tatuus Wind Tunnel?
 «The tunnel experience is a key activity for almost all projects, especially for the ones starting from a clean sheet of paper. If I had to chose I would say the prototype for at least two reasons. It's the first tin-top car designed by Tatuus and the technical rules of this kind of car aren't particularly strict in limiting aero performance. So there's the chance to test many solutions that are different from one another».

Can we try to explain how CFD and WT can work together)

«There's a real synergy between WT and CFD because they are both methods of investigations and the tests are conducted in

different moments. In order to operate, CFD needs a file with a geometry, so when the designers have the first ideas for a shape we can already have a realistic idea of the performance. During the last 10 years, this technology experienced a staggering growth, thanks to the availability of more powerful hardware and softwares with more realistic models. The time needed to get the data is constantly shrinking. This is the advantage of starting a project which is guided by simulation: you test as many solutions as possible so to operate a selection and then create less physic models for the WT. WT and CFD will be back operating whenever the activity on-track points out a discrepancy in the connections established that far. CFD can investigate well the circumstances regarding the brake cooling and the thermic exchange in the radiators or under the bonnet. Also, it can deepen specific elements regarding the wings, visualizing the motion field around the car or measuring the contribution of every component to the aerodynamic force. The solutions and interpretations proposed will be implemented and developed in the WT, and then the loop will be complete with a new test on-track».

What is the error margin of WT and CFD compared to what happens on-track?

«In the end they're both experiments, held in an ideal environment made of measured

and controlled conditions. So both suffer of systematic levels of uncertainty and error, in addition to the ones coming from the fact that models cannot replicate reality at 100%. CFD investigate the flow around an infinitely rigid body that comes from the CAD, so it's a virtual surface. Then, we adopt some simplification to lighten the representation by leaving apart all the components that don't compromise the flow too much. The car is let run on an asphalt without bumps or other kinds of imperfection. The air density is constant. Despite the fact that this warnings could make us less confident, with the experiments it's possible to understand how the car behaves. The research is focused, in addition to the realistic reproduction of real-life parameters, on understanding how that parameters variate with differences in the ride height, wing settings etc...».

What is the role of the "human factor", the preparation and sensibility of the people using this technology?

«Of course, it stays a key role, because only knowing how the available technologies work and their limit you can tolerate the necessary simplifications, and accept the measure without method errors. Despite the fact that experience is really important, since these technologies evolve so fast that it's mandatory to study, validate and adopt them with the right amount of modesty».



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The world is our engine

IN
COMPANY

Let's discover the history, reality and goals of Autotecnica Motori, who serves as an engine partner for Tatuus and is one of the best-known companies in the field. Also, Autotecnica Motori is aiming to become a world success thanks to top partnerships like the ones with Fiat and Mugen. Gabriele Delfino, who is the soul of the company together with Renzo Federici, takes us for a tour and talks us about the new challenges of endurance racing together with the addition - a key one in Italy - of the Formula 4 program alongside Tatuus



bi Stefano Semeraro

How much important have been, in your personal history, the experiences with Ferrari, Alfa Romeo and Abarth to face your current challenges?

«I was born in Arese so every time I woke up in the morning I saw the Alfa Romeo banner and that helped me to decide what I wanted to do as an adult. As for most part of the engineering students, one of the biggest ambition was to find a place in motor racing. I graduated while I was already working for Alfa Romeo in the production department, and while I was researching for my thesis and do internship I was lucky enough to get in touch with the racing department. It wasn't internal but demandate to N.Technology which was in substance the Alfa Romeo work group for racing. In 2001 I was asked to join N.Technology and that's how it all started. Alfa Corse managed the the activities of Fiat Group which were - if we exclude Ferrari - concentrated on Alfa Romeo and touring cars. I immediately asked to be directed to the on-track activities, and due to the lack of personnel in that field, I was asked to enter the group. During that period I had the chance to develop, together with Ferrari Corse Finite, a GT car, the 550 then 575 GT. Working with Alfa Corse and Ferrari Corse Finite, I learned how to approach technology and its problems in scientific way. Nothing was left to fate and everything need to be tested, analyzed and tested on-track again. For me, it's been important to learn new methodologies that I then put in practice in my following experiences. When I face a new challenge today, I know how to start - and continue - and it's tanks to those years».

How Autotecnica started and in which fields it operates?

«Back in the days of Alfa Corse and N.Technology, the race engines fitted in the cars of Tarquini, Giovanardi, Farfus came from Autotecnica, which was founded by Edo Riboldi and Roberto Federici. Being in the on-track crew, I got acquainted with Riboldi. I collaborated with him on the track an at his headquarters. Then when the two shareholders decided to stop, but they also wanted the company to go on so relied on me and my current partner who is the Renzo Federici, son of Roberto. The other great lesson taught me at Alfa Corse was that there are management roles and tasks to respect. Having with me a partner that takes care of the operative part, the building process and the decisions in the test room, it's vital for me as I can focus on the strategy and administration. I also do something technical

but it's not a routine. Autotecnica was started with the idea to differentiate the roles, and find figures that could relate with the outside while still having separate management roles. Today's Autotecnica was also started to re-qualify a company made by two geniuses that led it for 30 years (it was incorporated in 1977) but with a more precise structure. Now it has administrative, technical office, production departments, all elements that I experienced in the past and I knew that they could be a plus for the company. Every year we invest in an effort to be a little less artisans and a little more business-oriented. During the first year, we built the test room, during the second we



I fondatori: Giovanni Delfino e Renzo Federici

invested to build some office, and in the third we got a warehouse. This year we decided to acquire some work centers to bring in-house the production of the component we then test on the engines. Next year, we'll build a second test room. Every year it's a new step, a measured one, that enabled us to anticipate the times. Despite the fact that this is a moment of crisis, investing is a good indication».

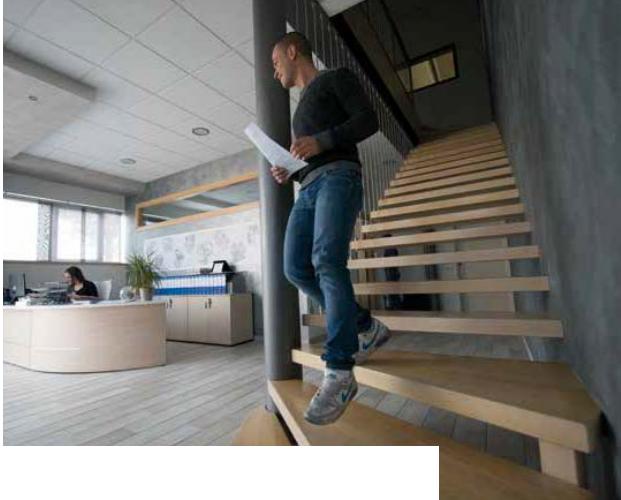
What are the main challenges of being an Italian engine builder? And the perspectives?

«From an engine builder standpoint, unfortunately the rules are favoring cost control. They start from stock engine and they have to stay stock in several categories. Regarding Tatuus, the CN2 is equipped with an Honda engine which is stock under many of its aspect. In Formula 4 and Formula Abarth the car use single-make engines, but while you could prepare them as you want, are for most part stock ones. Rules like Super2000 or A Group that enabled us to invent are getting retired. As a consequence, today our goal is to join the development that the manufacturers want to use as platforms for their production. We are partnering Mugen for the PY 012 and that will probably lead to future orders. We partner Fiat and Abarth for the Formula 4 championship and it's very important as they will entrust Autotecnica for the development and orders that they can't complete.

Another strategy is related to globalization. We already had contact with American, Australian or Chinese customers. We are very proud that foreign structures are willing to contact a company with 15-18 employees. It's a good way to get known abroad. If we want to succeed we need to partner a constructor like Tatuus and companies like Fiat, Abarth, Mugen or Brabham, for whom we are developing a prototype, or other constructor that can elevate the level of our work».

How the collaboration with Tatuus started? What are the most important projects?

«The relationship with Tatuus started during the Formula Master years, a car that had engine issues at the start. I was called to give an opinion - I worked for the Fiat group at the time - and then in six months I left and joined N.Technology that had become independent. I started working with Tatuus every day for two years, it's a company with wide competences and an infinite know-how. It's a company you can deal with in terms of technology. In 2008 I decided to start the new adventure and the contact was lost because Tatuus was working with Renault but the trust matured in Formula Master was there. When new projects started, De Bellis and Sandonà thought about Autotecnica for the engine. We did everything we could to satisfy them and we got three important gigs. Formula Abarth, with the success and satisfactions of the teams in a moment when they were discouraged and the economy was tough. The Formula 4 has great potential and it's a great challenge because Italy has the honor and responsibility to host the first and only F.4 series so far. Tatuus is the car manufacturer and we manage the Abarth engine. It's an international showcase. We all have to give our 110% to provide a reliable product, with a good appeal, part of a package that the teams and drivers like. We are sure that if we'll be able to develop a product with this character, sooner or later other nations will call us to build the new car. It's a test for the Italian system. We want to give an hand because Italian technology is still quite fascinating abroad. The PY 012 started when we started to rebuild our relationship with Tatuus. It's difficult to set-up and we are still developing it.. It's a different product that competes with other constructors. We are aware that we talk about some true powerhouses but we keep developing it, Tatuus does it in the wind tunnel or on-track, we do it in the test chamber and with the design. We know that working with N-type rules that prescribe the use road engines brings to do a lot of research on every detail to gain just two or three horsepower, but they»



can be two decisive horsepower. We just went to Le Mans for the VdeV event, and scoring the pole on the cathedral of speed in front of 30 cars and 60 drivers made us particularly proud».

Let's hit the personal side. What is your favorite kind of racing? Endurance and prototypes or open-wheel and sprint races?

«I have a passion for whatever type of series that brings wins. Sprint or endurance, it's competition that drives the weekend and it must be approached in completely different ways. In single-make championships nothing must happen and the engine should run without a hitch. The customers must be satisfied and there must not be suspect but reliability and balance. This is what a winning weekend looks like in a single-make series. In endurance or sprint racing there is a desire to be at the front and it's possible to push the engine to give it the winning three more horsepower. It's meant to be that way».

How did your experience in the Florida Winter Series go?

«It's been a sensational experience for us. Being entrusted by the Ferrari Driver Academy to overview their engines - rebuilds,

assistance, ECU Mapping - has made us really proud. It also gave us some more experience in order to understand a kind of dynamic that are different compared to the one we follow usually as it was a training camp for drivers. Nothing was left to fate in the 24 hours that covered the event. During the races, the organization and logistics were set-up in one way, while for the rest of the time the drivers underwent physical and technical training, the mechanics lifted up the cars and we provided the engine maintenance and trained the drivers about the management. We had the only balancing instrument in our hands and we had to make sure that all the 15 drivers started with the same potential».

Can you give a suggestion to the young engineers who want to specialize in working on racing engines?

«We are lucky to collaborate with the University of Parma. Two years ago they asked for our help regarding an engine they used on the Formula SAE (the academic formula competition). We willingly accepted with the only condition to establish a cooperation in terms of internships, training and the arrival of people preparing for a degree. The suggestion I can give is: if you want to get into the world of motorsport, don't be too

academic but turn to situations like ours in order to put your recent study to fruition as they don't always have a real-life impact. Observing how a company works in motorsport one can learn a lot of things that aren't written in textbooks. I lived this experience in first person when I got my engineering degree and joined Alfa Romeo. Even before getting the degree, try to put your studies to fruition in a structure that lives motorsport day by day. Nobody will regret it».

Last but not least: is the future of racing in hybrid and low emission engines?

«An engine builder welcomes this new challenge with interest but also with lots of difficulties coming as this kind of power units still have high costs and a company like ours wouldn't be able to afford them. Probably, we are headed in that direction, even though such kind of technology is limited to the big car corporations or to a kind of races where somebody can draw resources from the manufacturers, dedicating big budgets to research, development and experimentation. It hasn't been required to structures like ours so far but I think the future is headed that way. Although I can't deny that I'm more attracted to the sound of an atmospheric V12 than a new-generation turbo...»



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The owner of Jenzer Motorsport tells us more about him. The secrets he uses to manage his team well, the satisfaction in developing successful talents, the pride for a team that has been on the scene for the last 22 years and the winning relationship with Tatuus

by Antonio Caruccio

Are you excited for the new challenge in F. 4?

«I would not say excited. We have been racing with our team for the last 22 years. But we are happy because the Formula 4 project is a new step in motorsports. We're glad to be part of it».

What was the element that persuaded you to join this brand-new series?

«It has been a good decision, taken in an effort to reduce costs. The car requires a reduced budget, and the same goes for the spare parts. The limited amount of test is good too as well as the support given to the teams for taking part in the championship. The open-wheel school is the best one to develop the drivers

who aim to be professionals, and the Formula 4 is the first championship they'll line-up in».

Jenzer Motorsport has a long-standing relationship with Tatuus. Can you explain why? What are the strongest points of the Italian company?

«Tatuus is definitely the best small manufacturer around. They are extremely professional and they do things in a simple manner. In many years working with them, we never had problems or delays in the deliveries. The few issues we experienced were promptly resolved».

When your first contact with Tatuus happened? Do you remember a particular episode?

«It was 1998 and we are talking about Formula

Ford. It was the first car we bought from them. From that point on, we always worked together. We followed the Tatuus policy with the agreement for the Formula Renault 2000 with Renault sport. The same happened with Formula Abarth in 2010».

Can you talk about your experience in F.Abarth?

«From a technical standpoint, we didn't have a single technical issue with the chassis. Things might have followed a different path in terms of the organization, while the details that "ruined" some of the factors regarded the engine and gearbox. But the chassis constructor has nothing to do with the hiccups, as the components came from external suppliers».



driver's side "



JM renewed its commitment to the F. Renault 2.0 ALPS. What are the championship's strongest virtues?

«As I always said, Domenico Porfiri and Barbara Petrivelli do a great job in terms of the organization, and their structure is among the world's best. At international level, there are no terms of comparison between them and the Eurocup, and compared to the NEC they made a step forward with the addition of many European rounds».

What has been the most sensational moment of your career?

«There have been many important moments. We fielded drivers like Michael Ammermuller, Marc Benz, Timo Behrnard, Neel Jani, Bruno Spengler and many more. We raced with them in the Formula Renault 2000 or in the V6 and they are professionals now. There isn't a specific moment: every time one of our former driver becomes a professional, for us it's a satisfaction, and every time there's a new challenge. Our last driver to become a



Andreas Jenzer

professional is Nico Muller, who drives for Audi in the DTM».

Is there a new challenge you'd like to approach in the next few years?

«Nothing is particular. We'll continue to develop our plans in Formula 4 and Formula Renault. We will also continue our run in GP3. It's difficult for a team to plan their entry in so many championships, but putting together a developmental path is good for us so we can make our drivers grow up and improve».

Can you pinpoint three of the qualities needed to become a great team manager?

«Maybe, Andreas Jenzer's best quality is having been a driver, knowing what passes through the head of the driver.

Also I'm always present on-track despite I don't have partners or external investors. I see what goes on and I'm involved in first person. The third good quality is to create a work environment where people can stay for a long time, so the quality level stays high and they're always motivated».

What are the skills you look forward to find in a driver?

«It's difficult to say because I'm always on-track and I don't have too much time to evaluate go-kart drivers. We have a research school similar to F. 4 in Switzerland. When we test a driver we evaluate his driving skills and technical knowledge, plus his character. We also take in consideration the people that gravitate around the drivers: family, sponsors, friends, trainers or managers».



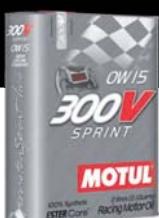
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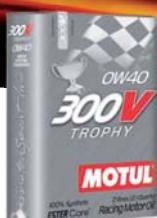
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