



TATUUS
RACE CAR MANUFACTURER

TOYOTA RACING SERIES

Debutante Ball

MARCO ANTONELLI

"The best choice of my career"

THE COMPANY

OMP: Research will never stop

F4

*Keeps
winning*



WINNING



Formula 4 keeps winning

After a really successful maiden run, the series confirmed the positive trend based on the excellent level and cost-effective nature of the Tatuus-produced car. Teams and drivers continue to appreciate and the Formula 4 concept has become viral also outside the Italian borders



di Marco Cortesi

The Italian Formula 4 Championship continues in its successful run. Despite the early fears regarding the impact of new national championships on the amount of available drivers, the first Formula 4 series in recent history continues to be a forefather for all the European developmental movement.

Chinese racer Zhou keeps impressing

Vallelunga and Monza hosted the first two rounds of the series and the field proved high-quality both in terms of teams and drivers. In other words, the Italian Formula 4 Championship continued in its positive trend started last season. Prema Powerteam has been the leading squad so far with five wins in six rounds held so far. While it was Ralf Aron to lead the way with two wins at Vallelunga, it was Guan Yu Zhou to dominate at Monza. The young Chinese, part of the Ferrari Driver Academy, delivered three comeback victories and showed both speed and consistency in traffic.

Guaranteed quality with reasonable budgets

Team Mucke has been really close to the lead too, with one win scored by David Backmann near Rome and several good performances put together by quick Robert Shwartzman. All of that with good outings by Joao Vieira, running with Antonelli Motorsport and Bar Barouch from Team Israel. The best Italian is currently Matteo Desideri, also part of the Antonelli stable, who made it to the podium once. In general, not only Formula 4 is not shrinking and is promoting new names. It has provided some interesting crossings between championships, thanks to the commitment of Tatuus and the national federations towards providing an excellent product at reasonable budgets.



Marino Sato



Guan Yu Zhou e Ralf Aron



Bar Baruch



David Backmann



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Great news from all over Europe

Instead limiting their experiences to the chosen championship, many of them decided to open up their plans in order to try and anticipate their future steps on tracks that would be part of their future programs anyway. As a result, 24 drivers lined up for the opening round of the Italian series at Monza, and 29 cars got on-track at Monza, as F1 GP circuit is full of inherent complications to learn as soon as possible. For example, Mucke Motorsport fielded Lando Norris, a former

karting sensation who is running in the British series with Carlin. Tim Zimmerman, David Ortmann and Arlind Hoti made the jump from the German championship, which has almost 40 starters and where the pack needs to be split in qualifying. Good news are also coming from the Nordic championship, promoted by SMP Racing with the goal of paving the way to international motorsport for the best Scandinavian and Russian prospects.





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Brand-new Tatuus-Cosworth car launched at Silverstone for 2016 BRDC F4 Series

A "superb car", as it was defined in the United Kingdom. It's the brand-new Tatuus-Cosworth MSV F4-016 which will make its debut in the BRDC Formula 4 championship, the British series promoted by Jonathan Palmer's MSV. The car made its debut on the last 30th of May in Silverstone.

The baseline comes from the Formula 4 cars that has been running in the Italian series since last year and now has expanded its presence throughout Europe.

The UK series allowed substantial upgrades though and will be reaching higher performance levels. The chassis still features the Formula 4 monocoque, compliant with the FIA Formula 3 standards, but it's fitter with aero upgrades providing a dramatic increase in terms of downforce.

The engine is an atmospheric 4-cylinder, 230-horsepower unit paired by a 6-speed Sadev gearbox. The AP brakes are fitted with

4-pot calipers and Pirelli provides the tires. «It's a new and exciting concept - explained Palmer - Thanks to the experience gathered during the last few years in the BRDC series, we created a car that can fill a gap in the international developmental panorama. At the beginning, our cars had a steel tube chassis fitted with a 185-horsepower Ford Duratec engine, while the new one has the really appreciated Tatuus FIA F.4 Chassis. Also, we introduced new developments that will make the car quicker compared to both the BRDC F.4 and the FIA F.4 ones. The new Cosworth engine has 230 horsepower at 8000 rpm. It's powerful, reliable, manageable and sounds really well. The new limited slip differential will enable drivers coming from kart racing to manage the power and complete their training before joining the Formula 3 or GP3 ranks».

Commercial Director Gianfranco De Bellis and Technical Director Artico Sandonà attended the reveal «We are happy that Tatuus was chosen to develop the new F.4 BRDC car - said De Bellis -

The British one is a very important market for us, while MSV is a capable promoter and we are sure that the championship will have a great future». The same enthusiasm was shared by Sandonà: «The new car is an example of how the FIA F.4 can be developed to reach higher levels of performance and we are proud we were chosen by BRDC for helping them in this step». 24 of the 26 planned cars have already been sold, confirming the interest in the series. The championship will begin in 2016 although an 8-race "Autumn Trophy" is scheduled later this season. The first four will take place between November 7th and 8th at Snetterton.



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LE MANS

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Nel 2012, con l'introduzione dei più recenti progressi nella nuova gamma 300V, Motul ha ancora una volta confermato la propria capacità di innovazione. Beneficiando di tutta l'esperienza acquisita nelle competizioni ad alto livello nel corso degli anni e sulla base della tecnologia innovativa Motul **ESTER Core®**, la gamma 300V consente di massimizzare le prestazioni nelle diverse tipologie di gara, garantendo allo stesso tempo una protezione ottimale.

MOTUL

Debutante Ball

The 2015 Toyota Racing Series season marked the debut of the new FT50 racer. A car that advantages the slightly experienced driver while highlighting the talent of rookies. The 2015 championship was won by Lance Stroll, who captured his second career title after winning the Formula 4 Italia championship on a Tatuus car



Silvano Taormina

When Barrie Thomlison launched the Toyota Racing Series back in 2005, the idea was to provide young drivers from New Zealand with a car that could prepare them to the step from karting to their future commitments overseas. A solid alternative to the old-fashioned Formula Ford that - at the time - was the only single seater option in New Zealand. After reaching an agreement with the local branch of Toyota for the engine supply, Thomlison just had to find a reliable partner to get a competitive chassis that could also shape up the drivers. There couldn't have been a different choice than Tatuus. At that time, the Italian company was already a leader in developmental car racing. The first car that lined-up in the Toyota Racing Series was the FT40, an evolution of the chassis used in Formula Renault 2.0 competition, with the necessary adaptation to the ethanol-fueled ZZ-GE 1.8L engine produced by the Japanese brand. With the passing of years, the Toyota Racing Series evolved in a championship that could welcome drivers coming from Europe, Asia and America. People with a basic amount of experience who were looking for a chance to train themselves over the winter. According to that strategy, the next step has been the debut of a new car suitable to highlight the skills of drivers coming from Formula 4, Formula Renault 2.0 and Formula 3. The goal was pursued with the design of the FT50, a clear step forward compared to the previous generation. The latest creation of the Concorezzo-based complies with the FIA Formula 3 safety standards and has made its debut this season following to an extensive testing program that involved former champions Nick Cassidy and Daniel Gaunt in Italy and New Zealand.



Start
a Teretonga



Start
a Taupo



Sam MacLeod



Santino
Ferrucci



Lance Stroll

Stroll, an instant-winner

Taking a look at the 2015 championship, what emerges is that the goal has been fully achieved. The title went to Lance Stroll, who was off to a flying start and cruised to three wins before Ruapuna and Teretonga before administering the advantage he had in standings throughout the rest of the season. For the Canadian, the move to the FT50 car has been a logical step less than 12 months after making his single-seater debut on a Tatuus Formula 4 Italia car. His main contender was experienced team-mate Brandon Maisano who also rivalled him for the Italian crown. The Frenchman knows the Tatuus machinery well for having raced in Formula Abarth and in prototypes with the PY012 in the past. The FT50 also highlighted the skills of drivers coming from more competitive environments like the FIA Formula 3 European Championship, as confirmed by the third place scored by Santino Ferrucci. The biggest surprise of 2015 has been without a doubt Indian Arjun Maini, fourth in standings.

Despite a limited experience in the BRDC Formula 4, he showcased his talent, climbing his learning curve race by race and improving his chemistry with a car designed to highlight the driver's touch. The local drivers struggled a little more as they were at their first contact with a more demanding car than before. Despite the early adaptation issues, Jamie Conroy and Brandon Leitch had a good chance to grow and grabbed one win each. In addition to providing better performance, with an improvement of more than one second per kilometer on all tracks, the FT50 gave proof of phenomenal reliability. No mechanical problems or failures emerged since testing so teams and drivers were able to focus on set-up development right away. The new Tatuus car also proved as safe as ever. James Munro, Artem Markelov and Maisano can testify that as they all rolled over at Teretonga and Taupo but did not suffer from any physical consequence.



Callum Iott

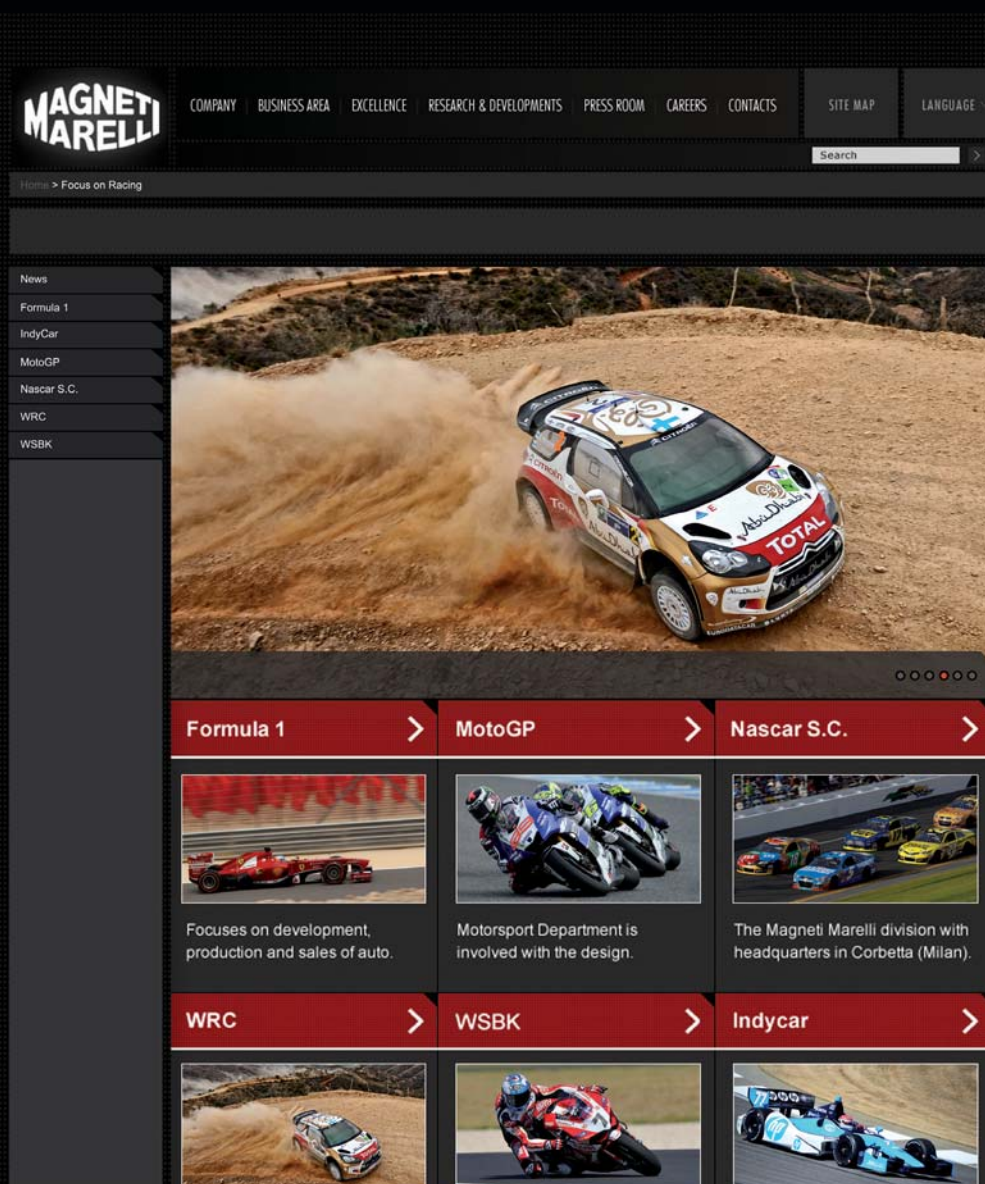


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With the completion of the 2015 Toyota Racing Series, the first edition featuring the new Tatuus FT50 car, series manager Barrie Thomlinson can draw a balance regarding the new car and express his satisfaction for the goals achieved

"A guaranteed

Silvano Taormina

The 2015 season has been a particularly successful one for the Toyota Racing Series. What have been the most important new aspects and additions?

«This season we decided to renew our cars and introduced the brand-new Tatuus FT50 racer. We're happy of having once again provided a 20-car grid with lots of capable driver coming from many countries and categories. The Toyota Racing

Series is something unique in the single-seater panorama. Young talents with stints in the GP2 Series can compete with others coming from Formula 3 or even Formula Renault 2.0 and Formula 4. All of them have a similar age, although they have

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show”

different histories. In addition to that, our series is an occasion for the best local drivers to line-up in an international context for the first time. Despite being a small country, New Zealand has a solid motorsport tradition and many

international drivers have been coming here to race since the fifties. Today, it just takes a look to the Formula 1, FIA WEC and GP2 Series entry-list to identify many names that have been part of the Toyota Racing Series in the past».

What has been the initial feedback from teams and drivers?

«We received some very positive feedback. The new Tatuus FT50 is a consistent step forward compared to the car we have had until now. We wanted a closer product to



Formula 3 or GP3 in terms of performance, but with less downforce.

The FT50 has a good balance between its mechanical components and aerodynamic package. At the same time, it has less grip so to require a more demanding drive and offer spectacular races. In addition to that, the teams appreciated the extremely high reliability levels of the new car. Despite the fact that it is a new vehicle package, we didn't experience any particular mechanical issue. Our technical staff worked very closely with the Tatuus engineers in order to achieve this goal and that makes us particularly proud for the result».

Who have been the most impressive drivers?

«We had some very talented drivers this season. Lance Stroll impressed many insiders by winning the championship. Despite he wasn't the best in terms of raw speed, he was impressive for his consistency and for how he managed his advantage. Stroll has all what



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it takes to do well in his career. He has a very aggressive driving style and he pulled some of the most exciting moves of the season. His experienced team-mate Brandon Maisano did not disappoint too, as well as Santino Ferrucci, who turned out to be the best in the second half of the championship. Another impressive driver was Indian Arjum Maini. He lines-up for the weekend with great inner peace and he impresses for how manages to post long stints of really quick laps straight away. According to what he showed here, he's a guy to watch for the future».

Are you satisfied with the support provided by Tatuus?

«The car's design and reliability left us 100 percent satisfied. It's really easy to manage and also quick to repair in case of crash. This are the most important qualities that a race car must have. In 2016 we will bring some small upgrades that will make our race car an even more satisfactory product. We're proud of the tracktime we were able to give to the



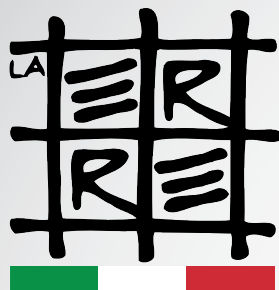
drivers in the five race weekends we held».

What is the secret of your collaboration with Tatuus?

«We've been working together for the last 11 years. Their engineering staff is really skilled and they provide the on-track support that the teams need».

Can we expect more news for 2016?

«Nothing of particularly relevant at the moment. In terms of promotion, we will continue to upgrade that is already unique. We are lucky to be in a wonderful country like New Zealand and we're happy to share it with the drivers coming here to compete».



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*"The best
choice
of my career"*

Talking with Marco Antonelli, owner of Antonelli Motorsport, an historical name in Italian tin-top competition that recently moved to single seaters entering the Italian Formula 4 with Tatuus machinery. The Italian squad proved that by working hard and keeping an eye on prices and quality, success is possible and achievable



Joao Vieira

by Stefano Semeraro

Marco Antonelli, how the idea to enter Formula 4 came?

«The idea came because I've always loved to work with young people. I like to share my experience and I would have liked to do it in the past too. I was fascinated by the idea of working in open-wheel racing and I saw Formula 4 as something more suitable for a team like Antonelli Motorsport that do not have any single seater experience. It felt like a fair compromise between the technical level and the chance of getting good results straight away».

What has been the feedback so far?

«I can say that I'm convinced I made one of the best choices of my professional career. And it was also a great satisfaction to be able to say... I was right. On my side, the feedback is really positive, the series is growing. We all need to be good a focused in not losing touch with the situation and keep the costs down. Teams must understand that the budgets

nowadays get covered by high numbers, non by a single element who is asked for amounts of money that are not justifiable anymore. Other championships grew up impressively but also died pretty fast in the past. Formula 4 must last long, and teams have the responsibility. It's always better safe than sorry. As Antonelli Motorsport we are committed in keeping the prices very close to the standard set early by the FIA, while trying to offer good quality. We are getting good results and, if you work in the right direction at reasonable prices, other people might be attracted to the series».

Can you tell us more about your relationship with Tatuus?

«The relationship started in a very relaxed way. We were greeted in a fabulous way like if we were long-time customers. Their strongest ability is to manage the customers by providing there with all they need. That's a very important aspect for teams. Concerning Formula 4, Antonelli Motorsport was the first customer to order two cars. I think they were

happy about that, because seeing a tin-top running team be the first to line-up for a new adventure gave a boost to the operations. It showed that this was an outright winning project».

Are there any challenges in running in GT and open-wheel racing?

«None in particular. We have different operations for every championship we take part in, and each of them is autonomous and able to manage itself. My goal is also to offer a chance to some talented youngsters that, after a couple of years of constant learning and improvement in single seaters, don't have the needed budget to continue. So they start looking to GT racing. The perfect example is Matteo Cairoli. Last year I fielded him in the Carrera Cup, then won the series. He's a Porsche factory driver now».

You also field the Galbiati father-son duo...

«The father started his career with me, and he's the classic gentleman driver with a great passion for motor racing. He couldn't afford to →

race as a youngster so he started late but he achieved good results. Last year, for example, he won his class in the Italian GT Championship. In 2015, we thought that having his son with us could be an investment. So we... parked daddy, who still races occasionally but is now mainly focused in managing his son. It's a great family of honest and passionate people».

What are the most important steps in the history of Antonelli Motorsport?

«I started off as a driver but I didn't have any budget, so I decided to chose a role that would enable me to do what I love. In 1993 I made myself available to customers through Antonelli Motorsport and since then we did a little bit of everything, won some championship and cruised to 250 podium finished. The most important moments were the wins in touring car racing at the beginning, with some smaller cars that gave us lots of satisfactions. From 2001 onward we made great steps, for example building an own super-production car to battle with the manufacturer-supported teams. We won races and got many great results. Then we moved to single-make racing with the Alfa 147 Cup,



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winning at our first year with Balzan, and got into the World Touring Car Championship as an Alfa Romeo manufacturer team in 2005-06. Last but not least we joined the Porsche Cup, Formula 4 and the Lamborghini Super Trofeo».

What is your team's strongest point?

«We manage all our racing commitments despite having many of them. I'm everywhere, although that impacts my spare time. But if you want to follow a customer in a proper way, it's not just about the name. You have to be there. When the key person is missing, the drivers feel a little lost. You can delegate once or twice, but not more than that. If you keep missing, you become just another racing car rental».

What are the inherent difficulties of running a team in Italy?

«There are mainly economic issues. In Italy and Europe we faced a serious economic downturn. Everybody paid the consequence but the Italian government keep doing their utmost to refrain people from spending. Even the people who have the possibility of doing so is kept in a limbo because there aren't clear rules. I hope that Coni and Csai will step in to ask for a solution».

Antonelli MotorSport, a benchmark in Italian auto racing

As a driver, Marco Antonelli made his touring car debut in 1986 before moving to Super Turismo competition. After capturing good results and being part of the Alfa Romeo DTM Test team, he founded Antonelli MotorSport in 1993. With his team, he managed to succeed at multiple levels like in the Porsche Carrera Cup Italia, Italian GT3 Cup championship, Targa Tricolore Porsche, SuperSports Cup, Italian Supertouring championship, FIA WTCC, Italian Super Production Championship, Italian Touring Car Championship, Italian and European Alfa Challenge 147 Cup. In 2007, the team also on the Italian Hillclimb Championship in the 1.6L class. The following season, they won the Porsche Carrera Cup Italia My'07, Italian Hillclimb Championship (1.6L and 2.0L classes), while in 2009 they prevailed in the Targa Tricolore Super Sport Cup (R2 class). More wins came from the Trofeo Peugeot Speed and Bomboogie Eurotouring at the Motor Show of Bologna. In 2011, Antonelli scored two wins as a driver in the International GT Sprint Series (Spa-Francorchamps and Mugello). In addition to the racing activity, Antonelli MotorSport provides race car rental services for testing, motorsport and corporate incentives program. Also, they assist and provide transit, management and engine tuning services for race cars, joined by custom race ECU mapping and gearbox rebuilding. Custom suspension set-up systems are available for race and road cars.

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Research will never stop

Paolo Delprato is the CEO of OMP Racing, an Italian company that turned itself in a real center of motorsports excellence. From the relationship with Senna, Berger and Schumacher to the research over lighter and high-performance materials and to the steps in safety made with ideas like the stronger-than-steel Dyneema safety harness

OMP is the face of the successful "made in Italy" movement. What is the secret?

«It's all about research and innovation. It never stops, you always have to be ready and active, search for new products and technology, study new solutions. In motorsport you cannot slow down, especially in a global environment. Speed is not only in cars, but also in our minds and attitudes».

What are the main markets for your company?

«We have 82 drivers covered on the map, with the larger numbers being in Europe and USA where motorsport is more developed. On the other hand we also look towards the emerging markets, Australia and Japan, where we have double digits margin of growth every year. Motorsport is becoming more and more important there».

Can you provide us some numbers to identify the success of OMP?

«The total revenue has surpassed 21 million euros including the USA division, OMP America, located in the new Miami headquarters. The company has 90 people in total».

Innovation is also made with important collaborations and with the ability to reinvent the past. How did you come up with the idea of the Ayrton Senna replica suits?

«It's the result of a wonderful partnership with the Ayrton Senna Institute, the foundation created by the Brazilian champion's sister to provide help to the children living in the Brazilian favelas. Last year, during the twenty year anniversary event after the Imola tragedy, the Institute contacted us for some help in celebrating the occurrence. So we came up with the idea of creating a replica of Ayrton's suit, in this case the one used in 1991 at Suzuka, using the technology of the time. We created 41 suits, all of them numbered and framed. One for each win by Senna in Formula 1».

What is the state of the art in this field?

What are the most advanced materials and new technologies?

«As I said before, the motorsport world requires an absolute attention to detail in a lot of sensibility towards change. Our technicians are working on two absolutely new materials but we prefer to be pretty secretive about them at the moment. Recently, OMP launched a brand-new material called Dyneema, for which we have the exclusive rights in motorsport. It's a synthetic fiber, tough as steel and with a better weight/performance ratio than carbon fiber. We use it for the safety harness that, since this season, are fitted on all the cars from the Formula 1 top teams».

How did your relationship with Tatuus start?

«We are particularly proud of our collaboration, especially because Tatuus is a proudly Italian brand like ours. Having OMP safety harness, fire extinguishers and seats in all the Formula and

*A star performer
since 1973*

OMP is a world-leading company in the design and production of accessories for karting and motorsport. Founded back in 1973 in Genoa, the company has grown consistently thanks to the success of their products. Today OMP is one of the few operations in the world to offer a complete range of safety products for car and kart competition to drivers and teams, also for car assembly: from suits to gloves, helmets, shoes and protections. The first official OMP product has been a roll-bar for the Fiat 500, and from that point on, the OMP products were chosen by the winningest and most renowned teams and drivers including Ayrton Senna, Michael Schumacher, Gerard Berger, Nigel Mansell, Tommy Makinen, Juka Kankkunen, Carlos Sainz. The OMP products are now part of many world-class competitions. In February 2008, the control of OMP was assumed by Gruppo SAYE s.p.a. owned by the Delprato brothers from Genoa.

Prototype Tatuus car shows how Italy is still home of some of the world's most excellent motorsport companies».

Your customer base is known for their absolute attention to detail. How did the driver necessities change over the years?

«The constant performance improvement is reached by reducing the weight and improving the comfort. These are the main driver requirements. They need light and comfortable products without compromising on the best safety standards. If we managed to produce the smallest and lightest fire extinguishers in motorsport history, we have also been experiencing a notable success with our underwear line fitted with an integrated cooling system. Thanks to our patented "dry-system" the driver is enabled to reach better performance levels».



Tough question: Senna or Schumacher? Who is the most important driver in your brand's history?

«They are both legends that lived in two different eras of motorsport... and also in OMP history. They both have been so great that it's impossible to choose. But we're proud that both of them decided to choose OMP».

In racing, it's inevitable to talk about safety. What has been the most important contribution by OMP, starting from the famous Berger episode?

«OMP covers all the aspects of safety in auto racing, and all of them has a key importance. What counts more, a firesuit, a seat, an helmet, a safety belt of a fire extinguisher? For us, every time a driver exits from a potentially serious crash unscathed is an enormous success».

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