



TATUUS

RACE CAR MANUFACTURER



FORMULA 4

Setting new benchmarks

F4 UAE

An eastern challenge

USF-17

The first American Tatuus

MOTUL

Excellence in 100 Nations

British F.3

**The missing step
in single seaters**



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British
F3
Championship



«Limited costs, high performance, the relationship with Tatuus is ideal»

Jonathan Palmer decided to re-create the British Formula 3 championship as a natural evolution of Formula 4. The series left a strong impression on teams and drivers also thanks to the high-quality chassis produced by Tatuus.





Ricky
Collard

By Stefano Semeraro

How did you come up with the idea of re-starting British F3?

«We wanted to make our new BRDC F4 car much faster than the old car to make it a logical step up from FIA F4, and the Tatuus F4 chassis was clearly able to handle much more power and downforce. The our new Tatuus-Cosworth proved to be very close to the old British F3 cars in testing times and with such strong team and driver interest it became clear that we had created the new British F3. We then discussed the F3 name with the FIA and MSA and they could see the logic of us becoming British F3 and then MSV releasing the F4 name in the UK.»

How did the FIA react to the new series? It was an immediate agreement or a long process?

«The FIA were immediately positive about the proposal though it took about two months for the details to be finalised.»

What are the car's main features?

«I think you know this! Ask Gianfranco.»

How was the new project received by teams and drivers?

«All the teams were very positive particularly as we have continued to control costs very well, which are only about 20% more than our old BRDC F.4»

Will this category with its new technical regulation serve as a base for other series at international level?

«think our technical regulations are so good that they - or something quite similar - may well be adopted in other countries».

Why did you choose Tatuus? What are the company's best qualities?

«Tatuus have been a perfect chassis partner and we have been very impressed with both our professional relationship and the quality of the components, car and service. Tatuus are extremely good engineers and are very straightforward and reliable to deal with».



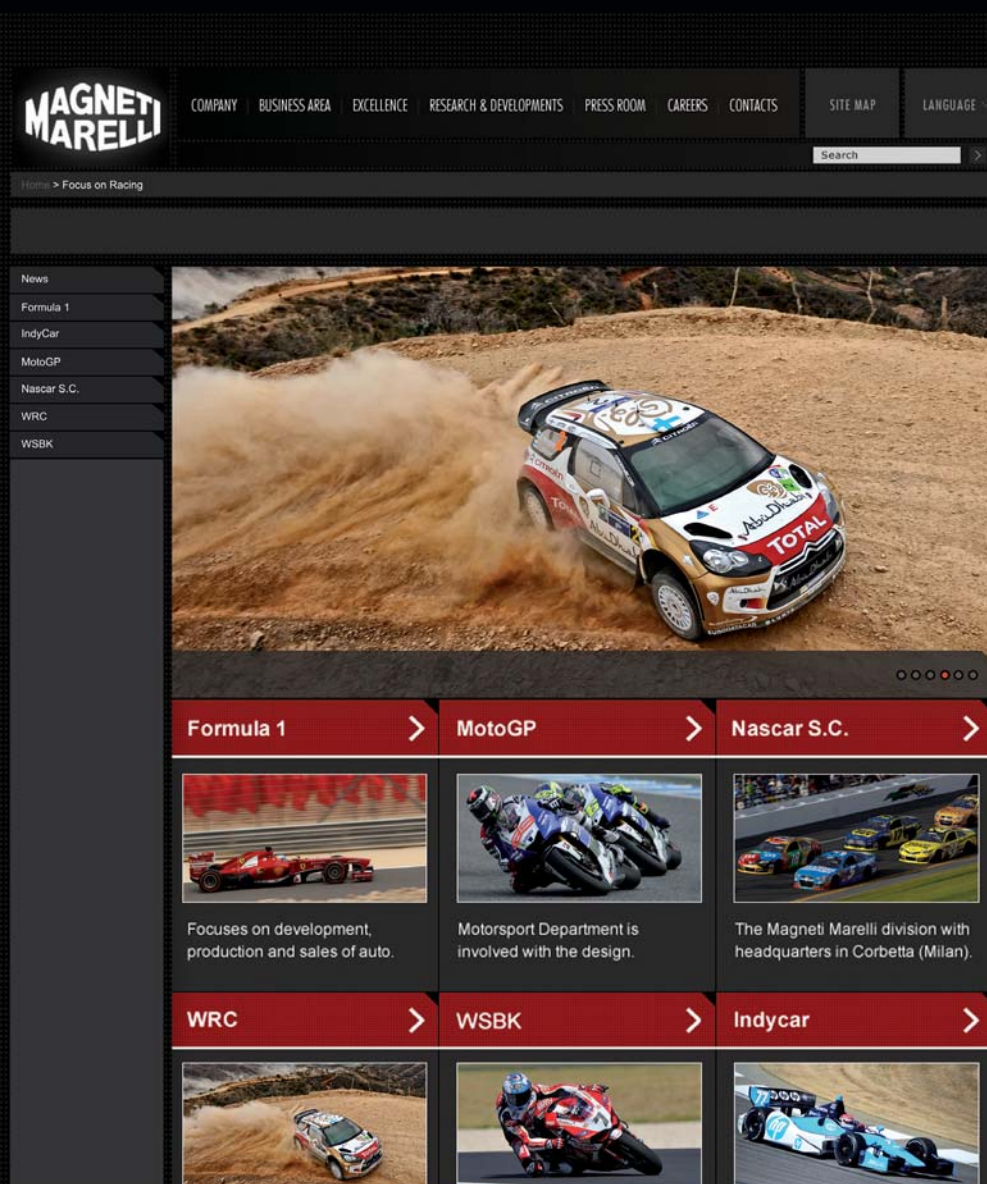
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Enzo
Bortoleto

Record safety standards for the British Tatuus

The new series, promoted by Jonathan Palmer, is an ideal bridge between F4 and F3. The first few rounds featured a lot of balance on-track and a great show. A confirmation that the Tatuus chassis is reliable and well-performing under any point of view

By Jacopo Rubino

The 2016 season featured the much anticipated return of the prestigious British Formula 3 brand, opening a new path for the FIA project for an "F3 Light" platform to bridge the gap between national Formula 4 championships and the European Formula 3 series. Jonathan's Palmer MotorSport Vision must be credited for this innovation. The British company decided to take a huge technical step for the series which was formerly known as BRDC F4. The 2016 grids have welcomed a new Tatuus car, with a carbon fiber chassis, a 2-litre Cosworth engine with 230 horsepower and Pirelli tires. The package proved successful straight away,

and was welcomed with interest by drivers and insiders for the high performance and its low management costs.

The schedule features eight rounds, including a trip to the world-renowned Spa-Francorchamps venue in Belgium, and the three opening events were already held at Snetterton, Brands Hatch and Rockingham respectively. As a further confirmation of the spectacular nature of the series, 7 drivers scored race wins in 9 rounds. The championship standings, that had a new leader after each round, is now led by Ricky Collard (Carlin) with 186 punti, followed by Toby Sowery (Lanan) and Matheus Leist (Double R). Lando Norris and Enaam Ahmed, among the

most promising talents of the British panorama, also left a strong impression. The Tatuus car also showcased its extremely high safety standards. In race 2 at Rockingham, Enzo Bortoleto was involved in an incredible first-lap crash, rolling his car after a contact. The 17-year-old Brazilian, who was extricated from the cockpit by the stewards, suffered no physical consequences. He also lined-up for race 3 and was even awarded the "Driver of the Weekend" for the highest numbers of overtakes completed. "It has been an huge crash, and I thought that the car would have been in much worse condition. Actually, the damage wasn't that significant", said Bortoleto.

Technical Specification

CHASSIS

Tatuus monocoque carbon composite FIA F.4 homologated

SAFETY FEATURES

Carbon composite front and rear crashbox FIA F.4 homologated
Steering column FIA F.4 homologated
Roll-hoop FIA F.4 homologated
Wheel tethers Cortex FIA homologated
OMP Six-point safety harnesses, Hans system
OMP Extinguisher electrically operated
Removable head protection - Removable seat FIA standard

BODYWORK

Fibre glass

WINGS

Front wing with mainplane & flaps adjustable
Rear wing with 3 elements adjustable

ENGINE

Cosworth Duratec 2-litre 230 hp.

ELECTRONICS ECU

Cosworth SQ6

SAFETY HARNESS

OMP six-point, three-inch shoulder and lap straps,
HANS system

INSTRUMENTATION

Cosworth CFW277 LCD dash integrated in steering wheel

DATA ACQUISITION

Cosworth DB1HE linked via CAN, plus double camera car

TRANSMISSION

Sequential Sadev six-speed gearbox limited slip differential
Paddle shift Magneti Marelli EGA

FRONT SUSPENSION

Double wishbone with pushrods
Twin shock layout
Camber and toe adjustable

REAR SUSPENSION

Double wishbone with pushrods
Twin shock layout
Camber, toe, roll centre, anti-squat adjustable

DAMPERS

Oram Bump and rebound adjustable

BRAKES

AP Racing 4 pistons calipers, fully floating ventilated discs

FUEL

Premier FIA FT3 fuel cell 40 lt. volume

TIRES

Pirelli front 200 x 540 x 13" rear 250 x 575 x 13"

WHEELS

O.Z. Aluminium front 8 x 13" rear 10 x 13"

DIMENSION

Wheelbase: 2750 mm
Front track: 1510 mm
Rear track: 1460 mm



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Record numbers, great battles

The 2016 roster features 41 drivers in the first born among the F.4 championship. As a consequence, the format was adapted using a “karting solution”. In addition to the arrival of Mick Schumacher, the start of the season was highlighted by the great form of Marcos Siebert. The entry-list also includes eight Italians





Marcos
Siebert



Raul
Guzman

By Jacopo Rubino

Two rounds are already in the books for the third edition of the Italian Formula 4 Championship. The progenitor of all the modern F.4 championship, started in 2014 and featuring the well-appreciated Abarth-powered Tatuus racecars, set a new record with 41 entries on-track at Misano. The increase in car counts was expected since last winter, forcing the promoters to adapt the format in order to meet the requests.

A kart-like format to develop the drivers' skills

Qualifying are now held in two 20-minute groups. According to the lap times, the pack is split in three groups (A, B and C) that line-up for the three eliminatory heats. Every driver runs in two of them, and the total amount of points set the field for Sunday afternoon's feature race which includes all the cars. The new system, inspired by kart racing, made the driver experience even more demanding and challenging. A driver must race smart not to jeopardize the entire weekend with a single mistake. Also, the tire management throughout the whole weekend has become crucial. And that's the reason why the results must be never taken for granted.



Simone
Cunati

Schumacher, Siebert trade the championship lead

The opening round of the 2016 series was held at Misano, captivating the attention of media from all over the world. The presence on-track of Mick Schumacher was the magnet and catalyst. The young German, at his second Formula 4 season after racing only in Germany last year, decided to join forces with the reigning champions of Prema. The son of the great Michael Schumacher performed up to the expectations, cruising to two wins in race 1 and 2 before delivering a stunning recovery in the feature run. Schumacher was leading the championship, but Prema decided to jump the second round at Adria due to logistic concerns. His chances are still intact though, as the new rules enable the drivers to drop the 5 worst results. The new series leader is Marcos Siebert, with 103 points. The Jenzer Motorsport Argentinean scored one pole and two wins in 2016, and has turned his consistency into a powerful weapon.

Guzman, the surprise Baiz, the king of Adria

The main surprise came from Mexican Raul Guzman, fielded by DR Formula, who delivered great performance and spectacular moves. Guzman scored two wins and without his race 2 retirement at Adria, while he was fighting for the lead, he could have been on top in standings. The round in Veneto showcased the chances of Mauricio Baiz, who cruised to victory in the opening heat and in the feature race with the Mucke Motorsport team.

Cunati, the best rookie and the best Italian so far

The Italian contingent, featuring eight drivers this season, has found its leader in Simone Cunati. The Como-based racer, lined-up by VSR, has often been a feature at the front, but probably got less good results than deserved despite the two overall podiums achieved. He is leading the rookie competition though, followed by BVM Indian contender Kush Maini.



Juri
Vips



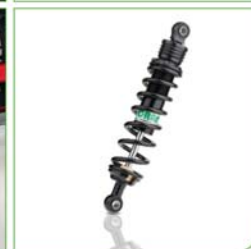
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The Team/Teramo Racing

«To win here, you need perfection»

Competing in the single seater panorama since two years ago, Roberto Di Giuseppe and his staff found that Formula 4 is a positive ground to put their 20-year old experience in offroad racing to fruition

From 2015, the grid of the Italian Formula 4 Championship welcomed an almost completely new entry, Teramo Racing Team. The Abruzzo-based squad decided to join the series for Tatuus-Abarth racecars to start a new chapter in their history, fielding Pescara's Riccardo Ponzio. We found out something more in a chat with Team Principal Roberto Di Giuseppe.

Tell us something about your team...

«Our team came to light in 1995 to race in rally, hillclimb and ice competition. With the passing of time, we wanted to bring new young talents to the road racing arena so we decided to join Formula 4. This is our second year».

What did you find out in your first

approach to single seaters?

«There is an huge attention, almost micrometric, in defining the set-up, the lines and all the detail. Winning means that you did things at least 99 percent perfect».

How do you define your experience with the Tatuus car?

«The series was launched in 2014, so it's pretty modern. I think that it's still exponentially growing and it will have a stable future in the coming years. For this reason, buying the car is a great investments, there is no concern about having a product that will become obsolete shortly. It's also easy to manage on-track, ideal for the guys coming from karting. The monocoque is pretty tough, and the car basically becomes new again just by replacing a few details».

What's the best quality of the Formula 4 car?

«The main strong point is the price versus performance ratio. The gap to Formula 3 is not large at all, about one second per kilometer, but the cost is four times lower. In addition to the learning process, young drivers can also have lots of fun».

Avete definito un obiettivo per quest'anno?

«Obviously we try to take the best out of it. We are a little disadvantaged compared to our contenders because our driver does not have a karting background. We are trying to make up together with professionalism and dedication».

j.r.

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MOTUL



The Team/Diegi Motorsport

Di Persia: «F.4 is an high-tech school»

Entering the Italian F4 Championship since 2014, Diegi Motorsport has been a successful feature in Italian motor competition for more than ten years

Headquartered in Varedo, not far away from the Autodromo Nazionale in Monza, Diegi is fielding young Brazilian Giuliano Raucci. Team Manager Matteo Di Persia explains us more about his operation.

Matteo, what persuaded you to join Formula 4?

«The decision to enter the Italian Formula 4 series comes from the idea to line-up for a brand-new championship, aimed at young drivers, with the same technical opportunities for everybody and part of the FIA developmental ladder».

You have in single seater

competition for many years now, often with Tatuus racecars. What is your opinion about the F4 car?

«Having matured a lot of experience using Tatuus cars, I can confirm that this car is extremely quick. Reliability is also its strongest point. It's a good product for a developmental championship, fitted with cutting-edge solutions. The sequential gearbox, for example, is the same that the drivers will find in the upper categories».

What is the 2016 goal for Diegi?

«Our goal for 2016 is to end up in the top-four in standings. In the first two outings at Misano and Adria, a series of inconveniences prevented us from

grabbing the results we wanted, but we are confident in the skills of our driver, Giuliano Raucci. We hope to be able to showcase our value as soon as possible».

How do you see the future of Formula 4?

«Formula 4 is in continue expansion. Year after year, the number of cars on the roster increases, and the championship is getting more and more challenging and exciting. For young drivers eager to start their career, the series is becoming increasingly interesting».

j.r.



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ADAC
F.4

Still growing

In 2016, the German series is repeating, and increasing, last year's success. Forcing the promoters to take some resolved but smart decision in terms of rule adaptations. Schumacher jr is one of the stars of the series, together with four female racers

By Jacopo Rubino

After completing a successful debut season, Formula 4 continues to grow in all Europe, including Germany. The 2016 championship has so far brought on-track a total of 38 entries. The new additions to the roster kept flowing, providing the ADAC promoters with the pleasing, although quite tricky, necessity to adapt the event format. The 22 fastest drivers of qualifying can access the three feature racer that count for the championship standings, while the rest of the pack must earn their way in with an eliminator heat on Saturday morning. For the backmarkers, the risk of an early exclusion is huge, so it's imperative for them not to make mistakes.

Mawson, the leader Schumacher, the antagonist

For sure Joey Mawson did not make many mistakes so far. The young Van Amersfoort driver scored three wins and leads the championship table with 126 points. If in Oschersleben the Australian had scored a spectacular runaway double, in race 3 at Sachsenring he delivered a stunning comeback from 9th place. Currently, Mick Schumacher, one of the most anticipated contender, stands as Mawson's main rival.

Son of 9-time F.1 World Champion Michael Schumacher, he moved to Italian team Prema, and he's showing huge improvement compared to last year with a consistent tally including one win and one pole position. In the second round of the season, Mücke driver Mike-David Ortmann also broke into the scene by winning race 1 and 2, but Kim Luis Schraam and Jannes Fittje must not be forgotten. Dane Nicklas Nielsen is leading the rookie trophy with 129 points, trailed by Prema's American Juan Manuel Correa.

An impressive run by Sophia Florsch

The German Formula 4 series features four female racers: Carrie Schrenier (US Racing), Marylin Niederhauser (Racing Rossler), Michelle Halder (Engstler) and Sophia Florsch. Driving for Motopark, the latter proved more and more impressive. She scored four top-10 finishes so far including a spectacular fifth place at Oschersleben when she completed the last lap with a damaged rear wing after being punted by Job van Uitert. Without the incident, the 15-year-old German would have cruised to a well-deserved podium finish.



The Tatuus racecar reunites Italy and Germany

The ADAC F.4 Championship shares the same technical platform of the Italian F.4 Championship, with the appreciated Tatuus racecar fitted with a 160-horsepower Abarth engine, Pirelli tires and Magneti Marelli. An all-Italian package that keeps impressing the teams for its performance and reliability. The resulting stability provided the drivers with the chance to race in both series: 11 drivers have opted to run both in Italy and Germany, with an outstanding gain in terms of experience.





Mick Schumacher



Nicklas Nielsen



Joey Mawson

Launched last February, the Formula 4 UAE championship already features renowned entries both in terms of local teams and well-known European operations. The championship seems to have all what it takes for an exciting season, including the successful Tatuus machinery. The debut is set for next October between Dubai and Abu Dhabi



F.4 set for Gulf debut

By Jacopo Rubino

The series was officially launched on the 2nd of February in Dubai, under the majestic Burj Khalifa, the world's tallest skyscraper at 829,8 meters. And the ambitions of the new championship are equally high.

Il lancio ufficiale è avvenuto il 2 febbraio a Dubai, ai piedi del maestoso Burj Khalifa, che con i suoi 829,8 metri è il grattacielo più alto del podio. Elevate del resto sono le

ambizioni di questo progetto. «Formula 4 is an huge accomplishment for our nation. Develop a new generation of drivers, especially coming from the Emirates, is the main goal in order to pursuit the growth of the motorsports panorama in the area» said Sheikh Nahyan bin Mubarak Al Nahyan, Minister of Sports and Culture of the UAE. The President of the local Automobile Club (ACTUE) is aiming high too. «Having a driver moving up from here and landing a Formula 1 drive would be fantastic», he said.



The F4 UAE will be open to young drivers from older than 15 and coming from Africa and the Middle East. The series will be decided over 6 rounds, equally split between Yas Marina and Dubai, with three races for each event. The cars will be powered by the same 160-horsepower 1.4 turbo Abarth engine used in Europe, but the tires will be provided by Dunlop. «We are proud to be a part of this really anticipated and interesting championship», said Chris Keogh. As a part of their agreement with the series, Dunlop will provide an engineer to every team to guarantee set-up advice. In order to contain the costs, only six sets of tires will be available for each round, including the ones for wet weather in the improbable case of rain.

The first orders for the were placed on the 1st of March and involved four local entities: Dragon Racing 88, Rasgaira Motorsports, Abu Dhabi Racing, and the Qatar Motor and Motorcycle Federation (QMMF), plus respected European names like Slipstream Racing, Nielsen Racing, Gulf Sport, GDL Racing Middle East, Jenzer Motorsport, Rennsport Rossler, Torino Squadra Corse, Van Amersfoort, Lanan Racing, DRZ Benelli and Raw Motorsports. The series is set to rely on a considerable amount of cars, and the show will definitely be there.



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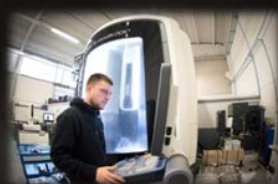
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28/29 gennaio 2017	Dubai
10/11 febbraio 2017	Yas Marina
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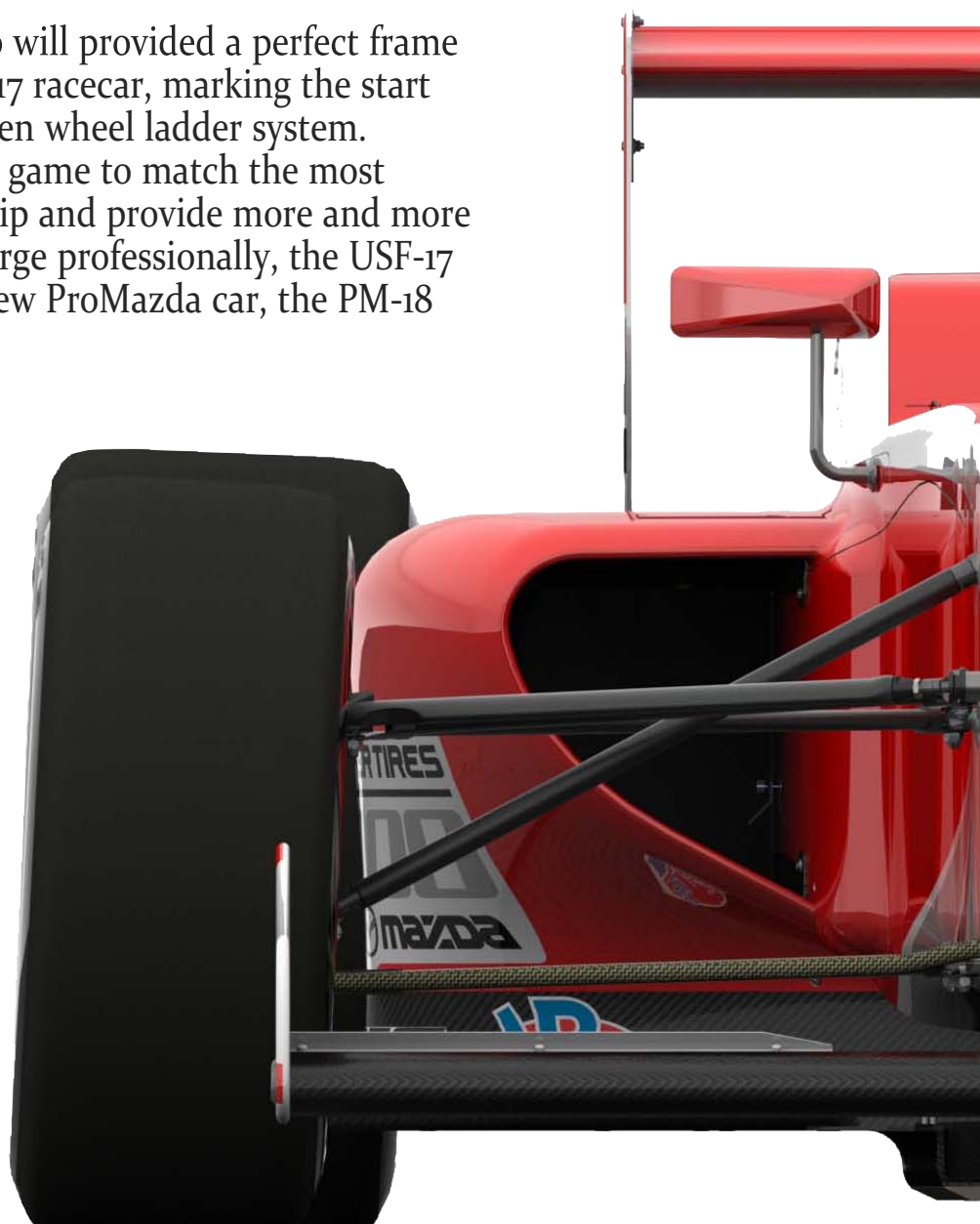


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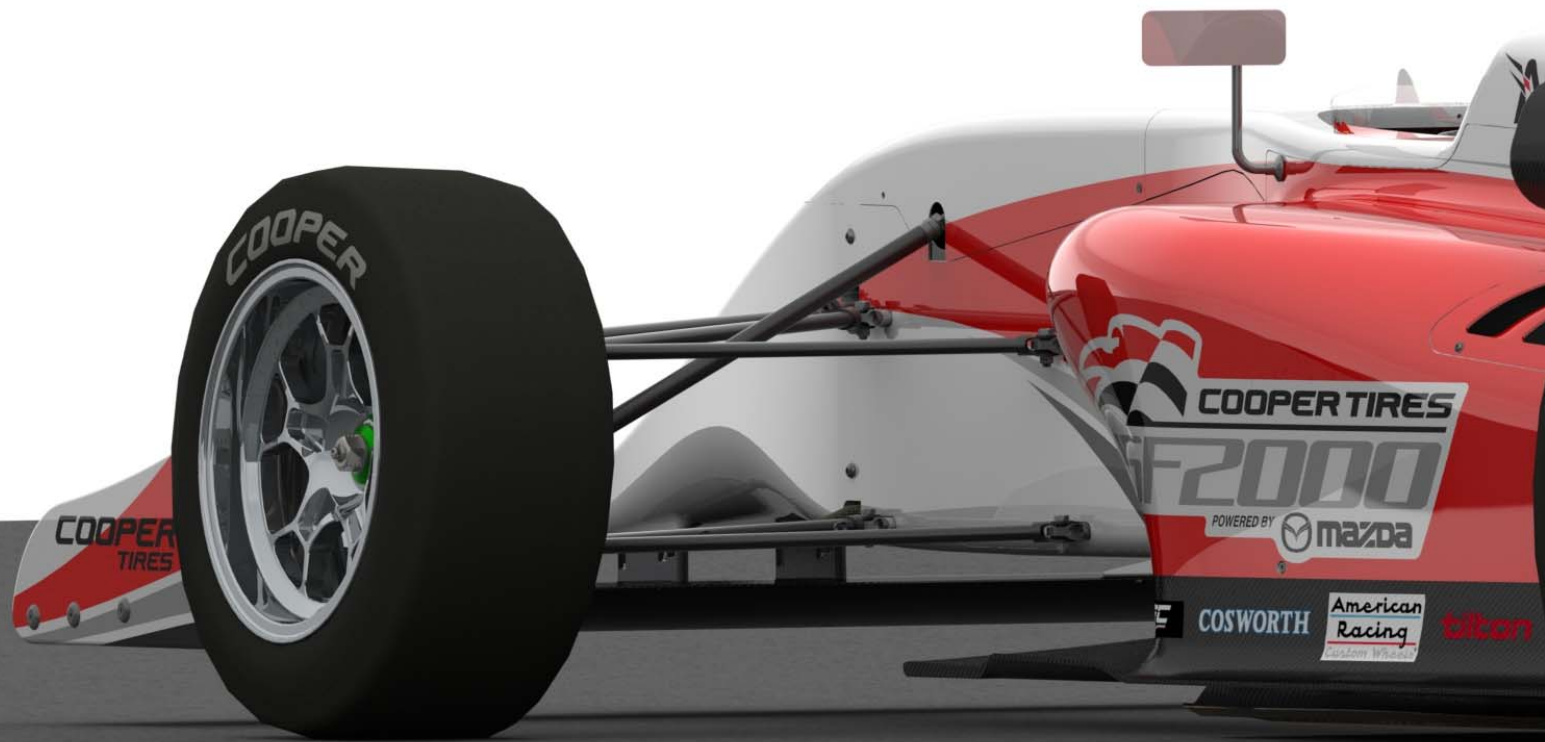
USF-17

A step into the future

The 100th edition of the Indy 500 will provided a perfect frame for the reveal of the Tatuus USF-17 racecar, marking the start of a new era for the American open wheel ladder system. With the clear goal of raising the game to match the most renowned European championship and provide more and more talents with a real chance to emerge professionally, the USF-17 will also serve as a base for the new ProMazda car, the PM-18



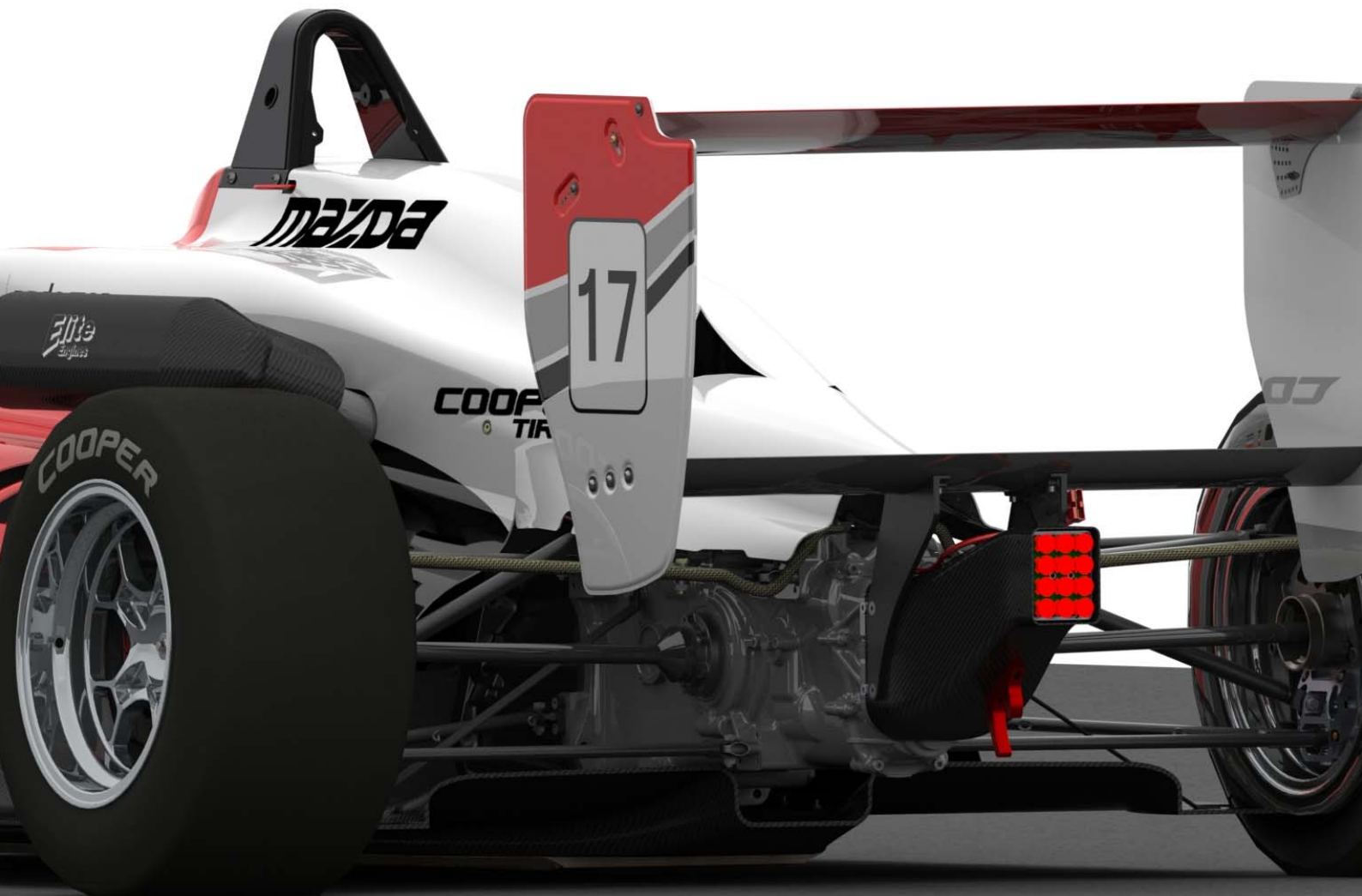




By Marco Cortesi

Changing the game. That is what Tatuus hopes and is looking forward to do starting with the 100th running of the 500 Miles of Indianapolis. The Italian manufacturer, appointed by Andersen Promotion as a sole chassis supplier for the two most valuable developmental championships in North America, will reveal the brand-new USF-17 racecar in the outstanding frame provided by the landmark edition of the Greatest Spectacle in Racing, as it's called by fans and insiders. The car will rely on a full carbon composite and aluminum honeycomb monocoque, manufactured by Tatuus Racing to meet the current FIA Formula 4 safety standards. A whole new world for the US Formula 2000 championship as the Andersen Promotion is looking forward to establish a credible and high-quality ladder towards the top of the American open-wheel panorama. The chassis will be a cornerstone, providing a level of technology rarely experienced before in the US developmental racing scene, to deliver a world-class product while maintaining reasonable operating costs. While the performance side will be boosted by the Mazda MZR 2.0-liter naturally aspirated engine paired with a 6-speed paddle-operated gearbox,

safety won't be forgotten with additional safety features to meet the specific needs of racing in the United States including full Zylon side intrusion panels and reinforced bulkheads aimed for making the car suitable for racing on oval circuits. The "educational" aspect will be key: the drivers will learn the art of set-ups with three-way adjustable dampers and a Cosworth data system, LCD steering wheel and ECU. In terms of the driving skills, the carbon composite diffuser, adjustable twin element rear wing and single plane carbon fiber front wing will enable the most talented racing prospects to emerge and develop their skills towards a full-time professional career. The USF-17 chassis will also provide the base for the PM-18 racecar for use in the future Pro Mazda series car. In an effort to provide a viable platform to control the operational costs for teams who wish to move up, the two racers will share the same concept, although the PM-18 will receive a revised underbody and diffuser, a three-element rear wing and a front wing with adjustable composite wing flaps, plus higher-grade electronics. With the consistent climb in quality and competition in American kart racing, Tatuus is ready to provide an exciting step up to match the historical and world-renowned European championships.



Technical Specification

CHASSIS

Full carbon composite and aluminum honeycomb monocoque manufactured by Tatuus Racing meeting current FIA F4 safety standards, including side impact panels, front and rear impact structures, HANS-compliant IndyCar head restraint, front and rear wheel tethers, upgraded uprights, and upgraded front bulkhead structure for USA specific oval racing circuits.

ENGINE

Mazda developed 2-litre MZR (175 HP) prepared by Elite Engines, with maximum torque of 160 Ft/Lb., using a fly-by-wire throttle system and a Cosworth SQ6 engine management system.

BODYWORK & AERODYNAMICS

Unique USF2000 side pods and engine cover, carbon composite diffuser, adjustable twin element rear wing and single plane carbon fiber front wing and USF2000 specific front and rear endplates. All bodywork carbon fiber construction.

WHEELS

13" forged American Racing wheels, Cooper tires

BRAKES

Performance Friction Brakes BR24 4-piston monobloc caliper with 274.0mm discs on both the front and rear axles. Driver-adjustable brake bias.

STEERING WHEEL

Cosworth CFW277 with integrated dash and gear change paddles.

ELECTRICAL

Cosworth Omega L2 Plus Data Logger linked via CAN to Cosworth SQ6 ECU and GCU. Option to upgrade to Pro Mazda data system, Omega Pro, at added cost.

GEARBOX

Sadev SL75 six-speed sequential transmission fitted with optimized USF2000 gear ratio set controlled by a Magneti Marelli gearshift system.

SUSPENSION

Twin wishbone suspension with pushrod actuation to Dynamic Suspension 1640 three-way adjustable dampers and a range of adjustable front and rear anti-roll bars. Springs provided by Hyperco, with six spring rates available, interchangeable for front and rear axles. Upgraded front and rear uprights for USA specific oval racing. Ride-height, camber and toe adjustment on both axles with roll center, anti-squat and anti-dive adjustments on rear axle.

FUEL SYSTEM

Premier Fuel Systems 40 liter FT3 fuel cell

ENGINE CONTROL UNIT

Cosworth SQ6 including integrated engine and gearshift control systems.

DIMENSIONS

Wheelbase: 2750 mm

Front Track: 1560 mm Rear Track: 1510 mm

Weight: 500 kg (less driver and fuel)





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Motul, a technology and environmental stalwart in 100 nations

A chat with Massimo Lunardi, Marketing Director of Motul, a cutting-edge producer of high-quality lubricants for both the track and the road. For the last 40 years, the Estere formula has been a benchmark. But today's challenge - a winning challenge - is to pair performance and environmental responsibility



Mr. Lunardi, how the cooperation with Taatus start? How it unfolded?

"The collaboration between Motul and Tatuus started on-track. We met with Gianfranco De Bellis during a test session of the Tatuus prototype and from then on we started to work together in terms of product supply, for example with the 300V lubricant and all the transmission fluids, and technical support. It was an occasion where the high technology of Tatuus met the high technology of the Motul products".

What are, in your field of action, the challenges of motorsport that can have a fallout on the automotive industry?

"With two and four wheels, motorsport has always been a valuable proving ground to test new lubricants and verify the reliability and performance of our products. Our competition-oriented technology found many applications in the everyday use like in the case of the Estere product, with a 100 percent synthetic formula introduced back in the seventies in international auto and motorbike racing. In more than 40 successful years, the Estere technology has become a benchmark not only in racing, but also for all the passionate car people looking for high-quality lubricants for their motorbike and cars".



How important is to combine performance and environmental responsibility?

“The commitment of Motul to the respect of the environmental policies started with the foundation of the brand, introducing some high-performance lubricants that use vegetable, non oil-derived additives. In addition, Motul has developed a product line named BIO that guarantees an 80 percent biodegradability (test CEC L - 33 - A - 93). Among them, BIO 2T, the Estere-based synthetic lubricant for motorbike engines. The environmentally friendly line includes the cleaning products like Moto Wash, a biodegradable and motorbike-specific cleaner for any kind of surface. The choices made by Motul in terms of environment led the company to choose fully recyclable plastic and metal packaging solutions. Regarding the certifications, Motul is aligned to the ISO 9001 standard for the quality management systems and ISO TS 16949 for automotive quality”.



What are the most interesting and rapidly expanding markets?

“In a globalized and highly-international competitive scene, we have to think to a new way for defining the markets using the online sales phenomenon as a new key. As a matter of fact, the e-stores have eliminated borders and barriers. The competition on the web leads us to an even stronger presence on the territory in order to provide services that are more and more in-line with the development of the automotive field. In the last year, for example, the countries where it's possible to buy Motul products hit the 100 mark. A really important accomplishment that draws a new starting line for a further growth”.



You are currently involved in 600 international-level championship. What has been the most rewarding endeavour and what are the plans for your future in motorsports?

“Competition has been part of our company heritage for more than 160 years. The Motul name has been part of the wonderful world of motorsport since its inception, a world that always rewarded the company with many satisfactions and a lot of success. In addition to the collaboration with Tatuus, Motul is involved in world-class competitions like the 24 Hours of Le Mans (auto and moto) FIA World Endurance Championship, Super GT, Blancpain Endurance Series, Dakar, Le Mans Classic, MotoGP™, WorldSBK, World MX, FIM Endurance World Championship, IOM TT, MOTUL FIM Ice Speedway Gladiators World Championship and many more”.



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