



**TATUUS**  
RACE CAR MANUFACTURER



**FORMULA 4**

**A record-setting run**

**NORMA**

**A brand-new challenge in prototypes**

**SADEV**

**Tradition in transmission**

**USF 17**

**Indy test  
bring an A+**



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USF-17





# America, today and tomorrow

The brand-new USF-17 racecar gathered unanimous acclaim at Indianapolis and 35 cars have already been sold to teams for the 2017 USF2000 series. Also, the launch of the new car for the Pro Mazda 2018 championship was anticipated to the upcoming Indianapolis PRI. Tatuus is ready to tackle their new adventure and a new frontier



by **Stefano Semeraro**

Tatuus got off to a rocket start in their new American adventure. The new Tatuus USF-17 machinery passed its first test with flying colors last November at Indianapolis. The car is set to make its debut in the single-make USF2000 championship, the first step of the “Mazda Road to Indy” ladder to the IndyCar Series. The feedback was enthusiastic and the many orders received by the Italian manufacturer confirmed the initial impressions. Tatuus has already sold all the 35 chassis built so far.

The sixth Chris Griffin Memorial event gave teams and drivers the chance to sample the USF-17 in action with 43 drivers on-track in the 8 sessions available for three series, also including Indy Lights and Pro Mazda. Nine teams went on-track, four of them making their debut, in perfect weather conditions. A 15-year-old from North Carolina, Neil Verhagen topped four sessions out of eight with an unofficial mark of 1'24"866, more than one second clear of the official track

record set last May in 1'26"015. Second place overall went to Matthew Brabham. The 2012 series champion drove for Cape Motorsport Wayne Taylor Racing. Teenagers Kaylen Frederick and Robert Megennis also spent some valuable time on-track while Andre Castro (Newman Wachs Racing) set the fastest lap on Saturday. Trevor Estep also impressed, driving the Tatuus USF-17 fielded by one of the new teams in the series, Exclusive Autosport.

«I really like this car», said Verhagen at the end of the test. «My confidence was increasing lap after lap and, together with the team, I soon started to understand how to tweak the set-up, lapping quicker and quicker».

Matthew Brabham shared the same views: «It's an huge step forward compared to the previous car, and it will definitely help young drivers to understand how to drive a single seater very quickly. You drive it like a kart, but it reacts like a Formula Ford so it's a perfect developmental machine». The teams were equally impressed as confirmed by

Augie Pabst of Pabst Racing: «Tatuus, Dynamic, Elite Engines and all the other partners did an amazing job and this fantastic package is the result. It's a different car compared to the older one, and it's better under all aspects».

The opening round of the 2017 season, scheduled over 8th rounds, will take place on the 11th and 12th of March at Saint Petersburg. At Palmetto, Florida, a shootout is currently being held involving 18 contenders from all over the world (Australia, Mexico, India, New Zealand and more...). The winning driver will be awarded a 200.000\$ scholarship for the 2017 season.

The great feedback gathered by the USF-17 persuaded the promoters to anticipate the launch of the other car designed by Tatuus for the Mazda Road to Indy program, designed for the 2018 Pro Mazda series. Although the unveiling was originally planned for May 2017, the new racer will be showcased this month at the Indianapolis PRI, the world-level exhibition and trade show involving American and international motorsports.



## 2017 schedule

- 11-12 March: Streets of St.Petersburg
- 22-23 April: Barber Motorsport Park
- 12-13 May: Indianapolis Motor Speedway
- 24-25 June: Road America
- 9 July: Iowa Speedway
- 15-16 July: Streets of Toronto
- 29-30 July: Mid-Ohio Sports Car Course
- 3 September: Watkins Glen International



# The Interview/Dan Andersen

## “With Tatuus, the Road To Indy is ready for its next step”



The American promoter, who manages the American ladder to IndyCar and beyond, has put his trust and confidence into the Tatuus project. Andersen explains us the philosophy behind the series and why, when he was called to resurrect USF2000, he decided to call his old Italian partners

**- Mister Andersen, what can you tell us about the Mazda Road to Indy and its philosophy?**

«The Mazda Road to Indy exists to provide proper and complete training for career-minded open-wheel drivers while also training teams, engineers, mechanics and many other connected individuals. The results are very positive. The top ranks of racing are populated with graduates who are succeeding as drivers or professionals in a variety of positions within racing. Our training of drivers is not just on-track. We make a serious effort to provide media training, fitness training, data training and training in other specific areas that a professional driver will need. We train on road courses, street circuits and ovals to fully prepare our graduates for IndyCar».

**- What are the main features of the Cooper Tires USF2000 Championship powered by Mazda and the Pro Mazda Championship presented by Cooper Tires?**

«The Cooper Tires USF2000 Championship Powered by Mazda is, for many drivers, the first professional step of their career ladder. Our series includes all three circuit types and a scholarship package to move them up to the next rung. The budgets to run a season are extremely reasonable, and the new USF-17 car contains all the tools and performance characteristics needed to properly prepare a driver. The Pro Mazda Championship Presented by Cooper Tires takes the performance up a bit, moving from 175 HP to 275 HP, with added aero elements and larger tires to continue the progression in a driver's training. Competition gets keener, and the scholarship package increases to provide funding for the step to Indy Lights».







**- What are the main features of the Cooper Tires USF2000 Championship powered by Mazda and the Pro Mazda Championship presented by Cooper Tires?**

«A difficult question as I necessarily can't have favorites! The returning drivers will have an edge due to experience, but for USF2000, the new car will be a great equalizer. The champion that emerges from the \$200,000 Mazda Scholarship Shootout in December will be funded into USF2000 for 2017 and coming out of that intense competition will mean that he or she is a driver to watch. In Pro Mazda, our USF2000 champion (Anthony Martin from Australia) moves up and he will be very competitive as he tries to move through Pro Mazda and into Indy lights in one season. It will be fun to watch!»

**- How did the partnership with Tatuus begin and why did you turn to this Italian company for your latest endeavours?**

«In the 1990's, I owned and operated the USF2000 series and during those years we had open chassis regulations, meaning that there were six or seven different manufacturers providing chassis to our teams. Tatuus entered the series (I believe in 1998) and immediately demonstrated that they built a superior race car. I sold the series in 2001, and the subsequent owners went to a "spec" chassis and I lost touch with Tatuus. In 2010, INDYCAR asked me to become involved in a resurrection of the USF2000 series which had ceased operations in 2006. I did so, and when the time came to introduce a new chassis, Tatuus was immediately on my list of companies to receive a proposal from. I never forgot the car they had introduced back in 1998, and always held them in very high regard.»

**Do you have any funny memory to share about your friendship with Gianfranco De Bellis?**

«Tatuus brought a fantastic and fun loving group of staff to the US in 1998 and 1999, and we enjoyed them very much. I do recall a soccer

(football) game we hosted at Mid-Ohio between the Italians and the world, and I played and I believe Gianfranco did as well. The Italians won, though it could have been because the "world" team spent too much time drinking during the stoppages!»

**- After the first on-track tests at Indianapolis, what is your opinion about the new USF-17 by Tatuus? What are the aspects that you appreciated the most?**

«The USF-17 is a remarkable race car, providing so much for a great price point. It accomplishes what we sought - using less aero downforce which will result in closer and better racing and, of course, better training. The quality is as I expected, top notch Tatuus workmanship, and the features include everything a young driver of today seeks. The reviews following our recent test at Indy were all positive, and we think this car will completely change the series for the better!

**What will the new 2018 Pro Mazda Championships car need in order to succeed?**

«Our design for the updates include more aero (and adjustments for the driver), more HP and more tires. We are looking at gearbox enhancements and a step up in dampers as well. The idea is to better prepare drivers for the step into Indy Lights, and I am confident that the PM-18 will do just that.»

**- The cars built by Tatuus and Dallara are a normal sightseeing in American competition. In 2016, F1 was joined by an American team, Haas GP. Do you think there will be more partnerships and cooperation between Europe and the USA in the future?**

«That would be my hope. We have really improved the training that drivers in the Mazda Road to Indy are receiving and hopefully our graduates will seek opportunities worldwide, and world teams will see opportunities here in the United States.»

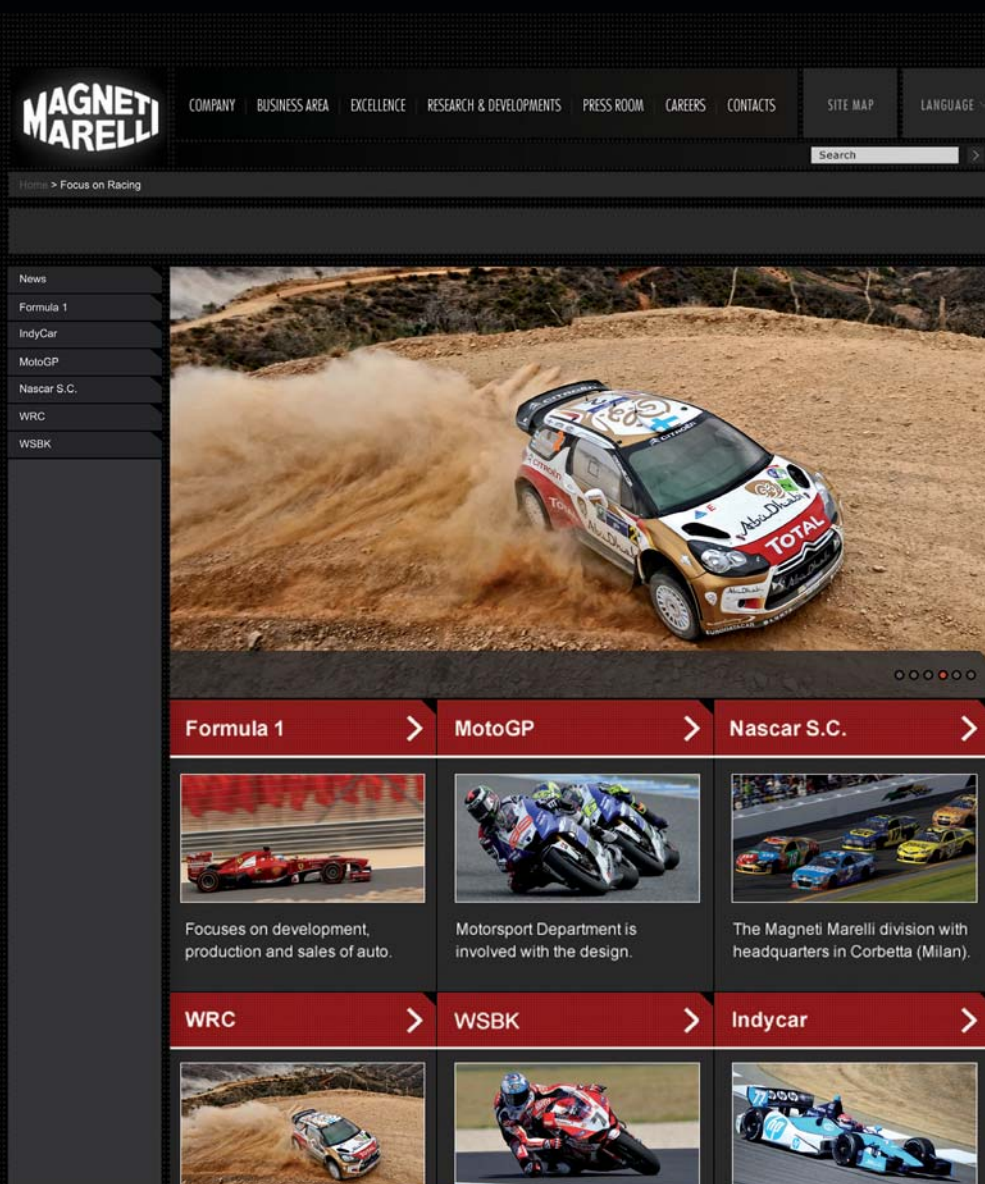




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## The interview/Dakota Dickerson

# “You just have to be perfect”

We asked the young American driver to tell us more about his experience behind the wheel of the new USF-17 at the recent Cooper Tyres test

**- Can you tell us your first driving impressions about the new Tatuus car?**

«My first impressions of the car were extremely encouraging. It truly is a proper race car that is up to date with modern technology. Updated electronics, carbon monocoque, bigger brakes, the list goes on and on. The platform itself seems to be stiffer than the old car which in turn allows us to carry more rolling speed through the corners. A different body and aero package also resulted in better top speed which is always great.»

**- What are the the main strengths of the USF-17 racer?**

«There were a lot of plus sides to the new car. Within the cockpit, there is a lot more room which is great for a tall driver like myself. The new paddle shifters coupled with a 6-speed gearbox makes life much easier and is extremely smooth. Mechanically, this car is extremely efficient under braking. The brakes zones are much more compressed now due to how quick the brakes stop the car up. Along with this, the car has a lot more

mechanical grip compared to the old car.»

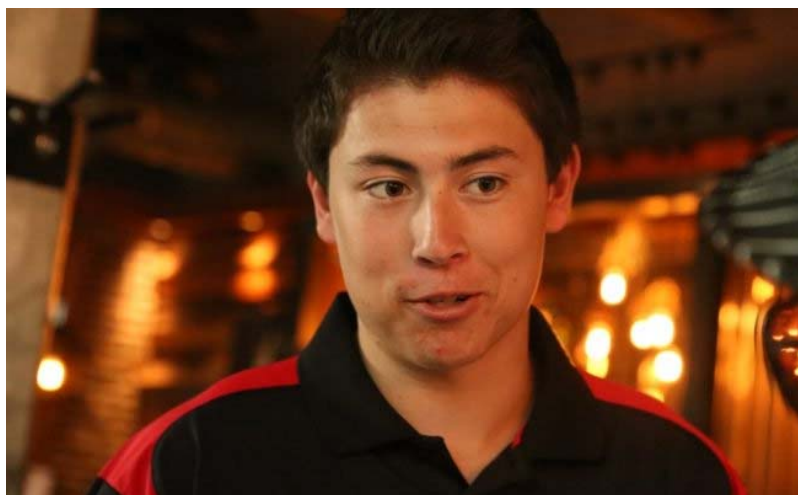
**- Do you consider the 'Road to Indy' program a successful way to raise young pilots in the US?**

«Absolutely. The Mazda Road to Indy Presented by Cooper Tires is the only open-wheel ladder series in the U.S. that provides a clear path to the Verizon IndyCar Series. They provide not only over 2 million dollars worth of scholarships, but also the career guidance on and off the track to assist in your success within the racing industry. Mazda, Andersen Promotions and

Cooper Tires have put together a world class program to assist young drivers in achieving their dreams.»

**- Would you like to experience European competition in the future? What is your favourite series?**

«I was fortunate enough to get a taste of what it is like to race overseas through the Team USA Scholarship, and it definitely had me wanting more. The FF1600 races that I competed in were an absolute blast and I would like to participate in similar races again.»



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Championship





# 49 strong

The Italian series featured drivers from 24 countries this season, in a really successful run for the series which featured 50 drivers, 10 of them coming from Italy. Prema dominated among teams while the battle for title involved a talented roster headlined by Siebert, Schumacher, Guzman, Vips and Italians Colombo and Cunati. The series also released the 2017 schedule

by **Jacopo Rubino**

An outstanding weekend at Monza rounded out the 2016 Italian F4 Championship in perfect fashion as Argentinean driver Marcos Siebert prevailed at the end of an exciting battle with Mick Schumacher. But it didn't end up there. The 2016 season saw the series establish its name as the leading Formula 4 environment at international level after starting its run with the FIA-created package one year earlier than the other championships in 2014. The field was consistently larger than 30 cars, with the well-appreciated and reliable Tatuus machinery fitted with Abarth engines, Pirelli tires and Magneti Marelli electronics. Despite the use of an all-Italian technical package (which was also

“exported” in Germany completely unchanged) the grid had a notable international flavour with 24 different countries represented and 49 drivers lining-up throughout the seven-round season. The overall level proved equally high as the season featured 10 different winners together with reduced gaps to the front and year-round exciting action. In addition to Siebert and Schumacher, respectively representing Jenzer Motorsport and Prema, Mexican Raul Guzman was a surprising revelation as he stayed in contention with the DR Formula team until the 2016 finale. Ending up fifth in the championship, Prema's Estonian Juri Vips won the rookie trophy beating Italian drivers Lorenzo Colombo, who raced with BVM and Bhaitech, and VSR's Simone Cunati.



Marcos Siebert



Mick Schumacher



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Raul Guzman



Ten Italian drivers went on-track, a list that also included Diego Bertonelli (who scored a podium finish at Mugello), Giacomo Altoé, Giacomo Altoé, Giacomo Altoé, Giacomo Altoé, Giacomo Altoé, Giacomo Altoé, Giacomo Altoé, Giacomo Altoé, Giacomo Altoé. They lined-up against rivals coming from all around the globe in what turned out as little World Championship. The Prema team was crowned among teams for the third straight year with 439.5 points, topping Swiss team Jenzer and German squad Mucke. In the meantime, ACI Sport Italia and promoter WSK already published the 2017 calendar featuring once again the best and most renowned circuits of the country. The series will start again from Misano, on the April 2 weekend, and then will race at Adria, Vallelunga, Mugello (where it will be back for a second round on October 8), Imola and Monza for the October 22 finale. The goal is to keep bringing on-track an outstanding field.



Giuliano Raucci







# Standing 2016 season

1. SIEBERT MARCOS	231
2. SCHUMACHER MICK	216
3. GUZMAN RAUL	202
4. VAN UITERT JOB	143.5
5. VIPS YURI	140
6. CORREA JUAN MANUEL	105.5
7. CUNATI SIMONE	95
8. RAUCCI GIULIANO	86
9. BAIZ MAURICIO	85
10. YIFEI YE	79
11. BERTONELLI DIEGO	77
12. COLOMBO LORENZO	73.5
13. VIEIRA JOAO	69
14. SHLOM YAN LEON	56.5
15. FERNANDEZ SEBASTIAN	55
16. MAINI KUSH	53
17. RODRIGUEZ IAN	43
18. SATO MARINO	42
19. DE FRANCESCO DEVLIN	40
20. CIANTINI DIEGO	33.5
21. VERSCHOOR RICHARD	31
22. ALTOÈ GIACOMO	21
23. HOOGENBOOM LEONARD	20
24. HASSE CLOT VALENTIN	16
25. MALVESTITI FEDERICO	10
26. BONDUÉL AMAURY	4
27. GALBIATI KIKKO	4
28. IRIBARNE FEDERICO	4
29. SCHERER FABIO	3
30. AURICCHIO MAURO	2
31. CONWRIGHT JADEN	2
32. BIANCHI GIACOMO	1
33. FESTANTE ALDO	1
34. KRATZ KEVIN	1



Simone  
Cunati

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Artem Petrov

## Danilo Rossi, DR Formula «Formula 4 is still»

DR Formula lined-up for their third season in Italian Formula 4 competition. We asked Danilo Rossi, one of the owners of the Lugo di Ravenna-based team, to draw a balance of 2016.

«Yes, it's a series we know from the start and we have seen it grow up both in terms of driver quality and quantity, and we are really satisfied with the car and engine package».

**What are the series' pillars?**

«The car is quite simple and really reliable. In a business like motorsports, where everything is usually overcomplicated, this is a key feature. Regarding the trackside and factory assistance, Tatuus and Autotecnica also provide great service. Obviously everything can be improved but we wish there were more championships managed as well as this».

**You had a pretty successful season with Raul Guzman in 2016, what are your goals for the next season?**

«Guzman ended up third in the championship with three wins and seven podium finishes to his name and was a constant feature in the battle for the

championship. We are really happy about how the season unfolded. In 2017 he will move towards new challenges, but we are also satisfied with the work done with Artem Petrov, who was moving up from kart competition and, although he had a tough start, managed to adapt and grew up really consistently. He is already signed for next

year, and we will pair him with other drivers we are currently in talks with».

**Will DR Formula continue on the same road of the recent years?**

«We want to make DR Kart and DR Formula grow up together aiming for the top in both environments. We are pushing hard to achieve the goals we have set».



Raul Guzman



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# Shades of Schumacher

Mick Schumacher, son of legendary F.1 racer Michael, settled for second in the 2016 ADAC championship after a bold duel with Australian Joey Mawson. The season featured an exciting show which included some crashes. Thanks to the sturdy Tatuus chassis, there were no physical consequences



Mick Schumacher

With a stable roster of 35 starters and 46 drivers on-track with 17 teams throughout the year, the 2016 ADAC Formula 4 championship featured record numbers. After a positive debut last season, the German series continued to follow the same trend, delivering exciting races with the Tatuus cars racing in the same trim of the Italian series, featuring Abarth engines, Pirelli tires and Magneti Marelli electronics. Having the same package in two championships enabled a constant transfer between the two, as the calendars did not feature any real clash thanks to the use of drop results. Prema Powerteam ran in both championships with the trio of Mick Schumacher, Juan Manuel Correa and Juri Vips. The Italian squad managed to collect a total of 459,5 points, cruising to take the team honours in front of Dutch squad Van Amersfoort Racing. Schumacher was one of the main stars of the year together with Joey Mawson in a two-horse challenge that started with the 2016 opener at Oschersleben. The Australian eventually got the nod with 10 wins and 374 points on the table, while the son of F.1 legend Michael Schumacher finished as the runner-up in a valuable season that handed him four wins and 322 points. Lining-up for Mücke, another team performing the German-Italian double, Mike David Ortmann took third place in points. The rookie trophy went to Dane Nicklas Nielsen, who topped Prema drivers Vips and Correa. The huge grids required a specific format featuring two qualifying groups and a repechage race for positions 22 and back on Saturday morning. The tight competition led to some race-day crashes, mainly due to the desire and the charging attitude of the young challengers. The Tatuus chassis always showcased its strength and high safety standards though and no physical consequences were reported.



Mawson and Correa



Mike David  
Ortman



Nicklas  
Nielsen



F.4  
NEZ

# A growing success

Following the success of the 2016 edition, promoter Koiranen exported the Tatuus series-operated format in the Netherlands with a round at Zandvoort and also started a brand-new Spanish championship. The season was dominated by Dutch talent Richard Verschoor





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The success experienced with the inaugural run of the Formula 4 NEZ persuaded Koironen, the series' promoter, to rise the stakes for 2016. While retaining the same pillars, including the support of Russian sponsor SMP and the series-operated system with Tatuus cars, the championship extended its area of influence. Thanks to a tight cooperation with MP Motorsport and with the Dutch national federation (KNAF)s the series lined-up for its first race in the Netherlands. The move led to a prestigious event at Zandvoort and also attracted Richard Verschoor and Jarno Oopmer, who quickly became some the stars of the series.

The two young Dutchmen quickly opened a large gap and battled with each other since the opening round of Sochi, in the same weekend of the Formula 1 Grand Prix of Russia. At te beginning, it was Oopmeer to have the ball as he gained ground on a really quick but error-prone Verschoor. For Richard, who joined the Red Bull program mid-season, the turnaround came at Moscow Raceway. From the round in the Capital he started a stunning run of 10 consecutive victories and three hat-tricks. And in the end, the Anderstorp-born youngster was able to mathematically clinch the title with one round still to spare. Oopmer had to settle for the runner-up spot, but made his way back to win in the final round of the season.



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The “best of the rest” was Russian Aleksandr Vartanyan, who also competed in the Italian F4 championship and took third place in the championship thanks to his many points finishes. His win at Ahvenisto, in the final race of the year, served as a well-deserved reward for his great effort. Rasmus Markkanen led the Finnish contingent, beating Tuomas Tujula and his twin brother Roope.

The experience with the NEZ championship led to the creation of a new Spanish series, using the same Abarth-powered Tatuus machinery with Hankook tires. In this case though, teams came into play with the addition of MP Motorsport, Drivex and Double R. Once again, it was Verschoor to dominate the scene, capping an outstanding debut season in perfect style.

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NORMA  
M30

# NORMALLY outstanding

Tatuus joined forces with French manufacturer Norma to produce the brand-new M30, a car aiming for absolute excellence and safety in the LMP3 class



GRO/ASER

by **Stefano Semeraro**

The new challenge for Tatuus in prototype competition will be a... French beauty. Namely, the Norma M30, an LMP3 car set to be on-track in 2017 to battle with Ligier, Ginetta, Adess and Ave-Riley. It is an exciting project which started with a cooperation request from Norbert Santos, who manages the French company and contacted Tatuus for a joint effort aimed at producing a fully-competitive car to take on the new ACO class at international level. «It is a really important commitment for us», confirmed Gianfranco De Bellis. «First, because we are immensely delighted that it was another manufacturer to contact us. And second, because we underwent the design study with the utmost commitment and attention to detail». From the CFD design to the mechanical parts and, «Even more important, the aero side, on which we went for some deep

research. We have been working on this project for more than one year and we're really satisfied with how clean the lines are». As traditionally happens with all Tatuus cars, the M30 joins performance and functionality (especially in terms of cockpit comfort and visibility) with state-of-the-art safety. It is currently the only LMP3 car that respects the 2017 LMP1/LMP2 rules, and the Norma WT chassis provides absolute protection thanks to a strengthened driving cell. The M30 was informally showed to motorsports insiders during the Formula 1 GP weekend at Austin, and will be launched in the next few weeks. «We already got in touch with several American customers», explained Norbert Santos, «And we prepared the car really early to give every owner the chance to put get good mileage down before the start of the new season». Among European teams, TDS Racing already announced they will field the new car».



THE BRAND  
SADEV

# Quality begins with Passion



Starting from a small shop and from the passion of founder Vincendeau for cross racing, Sadev turned into a world leader in the production of racing transmissions and sequential gearboxes. It was a challenging and exciting run for the company, which now has 250 employees and supplies some of the world's most important manufacturers in several racing championships. And every kit is 100 percent made in-house. The relationship with Tatuus - as explained by Marketing Manager Gaëtan Godard - relies on a common philosophy: satisfy the customer's needs providing high-performance products at an affordable cost

#### How did Sadev start?

«The brand was registered in 1974 by Mr. Vincendeau, who owned a transmission shop serving the local industry. He had a strong love for KartCross and AutoCross and, after some up-and-down experiences due to transmission woes, decided to build a gearbox kit on his own. And it worked really well. He quickly started to receive orders and that led to the full-scale debut of Sadev in motorsport competition. At the start of the nineties, Sadev became involved in its first collaboration with Renault, and in 1996 the first real product line was launched. In 1997, the Sadev brand appeared for the first

time as a manufacturer of sequential gearboxes. From that point on, it all escalated pretty quickly with the involvement in many prestigious programs including WRC, WTCC etc».

#### In which series are you currently active?

«Sadev is part of a number of motorsport operations. Thanks to our wide range we can satisfy the needs of private customers as well as world manufacturers in world-class series. Our categories are very diversified. For example, I can name Formula 4, WTCC, WRC, Dakar, RallyCross, AutoCross, GT, hillclimbing, VdeV, regional and ice Rally»





**It is really a full-scale commitment. Can you provide some numbers? How many people is employed?**

«Today Sadev employs 250 people and we deliver 1500 transmissions every year. Every single product is built in our 6000-square meter facility. We also have 16 commercial representatives around the globe».

**What are your most innovative technologies?**

«Every product is designed in our R&D department which consists of 12 people and uses highly-sophisticated tools like the Finite Element Calculation type software. The rest of the production process happens in the factory. In addition of standard steel manufacturing like turning and milling we do our own heat treatment, gear cutting and grinding on top level CNC machines. Also we do electron beam welding, drilling, polishing, shot penning. Our transmissions are eventually assembled and tested by our technical staff, 14 people in total».

**When and how your collaboration with Tatuus start?**

«It started with the Formula Renault 2000 project. And from that point on we worked together on all their key projects including Formula Abarth, Formula Renault 2.0, Formula Masters and Formula 4».

**What is the most positive aspect in you collaboration?**

«We like how Tatuus works. They are similar to us. Customer satisfaction is our number one priority and to achieve that we must provide the best overall package. That means to deliver products that are safe, reliable, efficient performance-wise at a reasonable cost. Our collaboration is based on mutual trust and respect. That means we can provide the customer with high-quality products.

**Which other services do you provide to the customers?**

«Basically we take care of everything that can help the customers to take the 100 percent of our products. That includes technical advice, assistance, and stock monitoring so we are sure we can deliver the spare parts quickly, in time for the next race».

**What is your most important challenge in terms of the future?**

«For Sadev, the challenge is always the same. Aim for the best service and leave customers satisfied».

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