



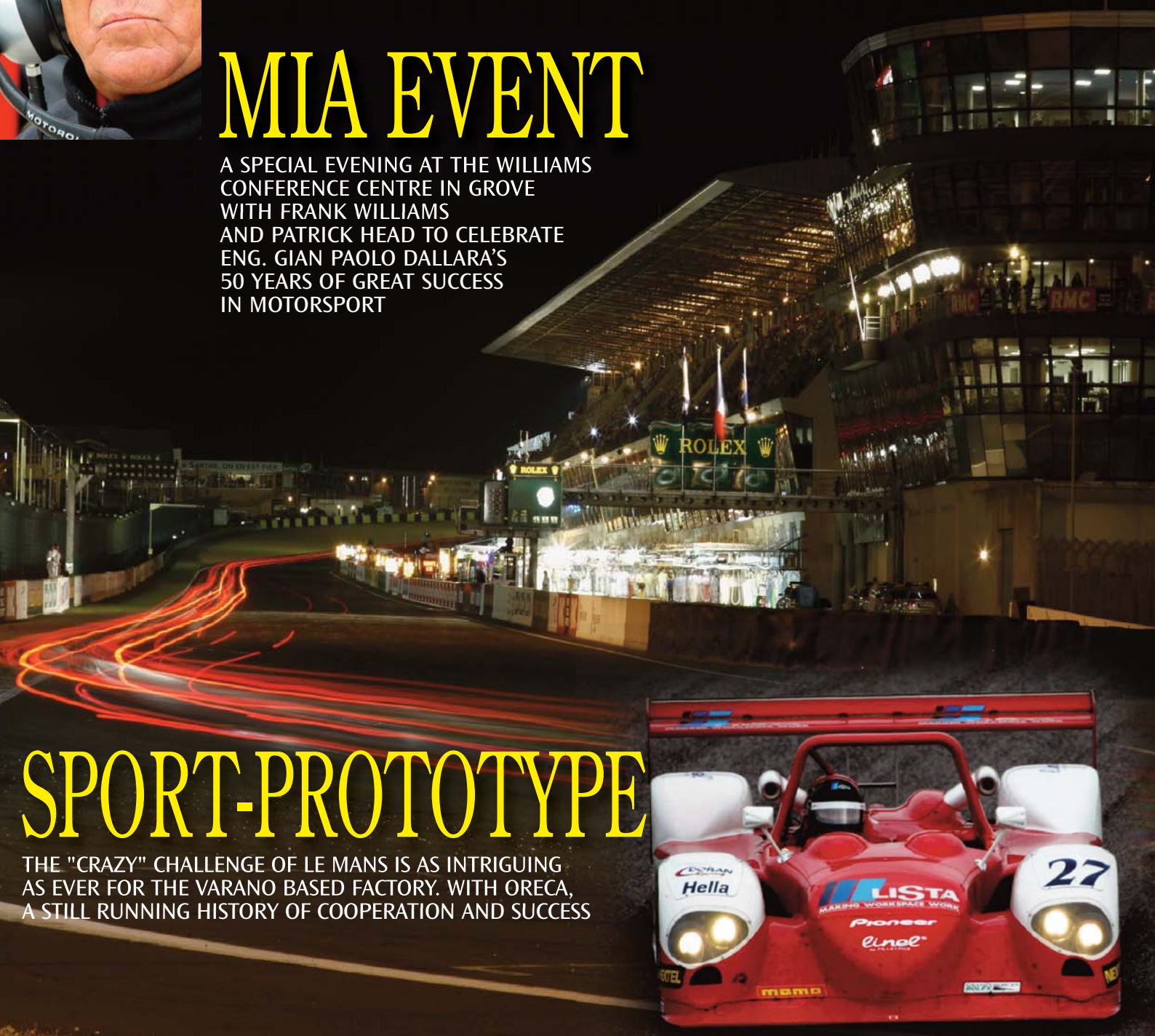
INDY



MOTORSPORT LEGENDS A.J. FOYT AND MARIO ANDRETTI
TALK IN EXCLUSIVELY ABOUT THEIR MEMORIES OF THE 500 MILES.
ANDRETTI: "DALLARA MAKES ME PROUD"

MIA EVENT

A SPECIAL EVENING AT THE WILLIAMS
CONFERENCE CENTRE IN GROVE
WITH FRANK WILLIAMS
AND PATRICK HEAD TO CELEBRATE
ENG. GIAN PAOLO DALLARA'S
50 YEARS OF GREAT SUCCESS
IN MOTORSPORT



SPORT-PROTOTYPE

THE "CRAZY" CHALLENGE OF LE MANS IS AS INTRIGUING
AS EVER FOR THE VARANO BASED FACTORY. WITH ORECA,
A STILL RUNNING HISTORY OF COOPERATION AND SUCCESS



Gian Paolo Dallara

Thursday 7th April 2011



Welcomes Gian Paolo

Thursday 7th April 20



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o Dallara

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Welcomes Gian Paolo Dallara

Thursday 7th April 2011



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A GREAT EVENING

THE MOTOR SPORT INDUSTRY ASSOCIATION CELEBRATED GIAN PAOLO DALLARA'S FANTASTIC CAREER WITH A SPECIAL EVENT THAT TOOK PLACE AT WILLIAMS F1 HEADQUARTERS IN GROVE. THE PERFECT OCCASION TO MEET OLD FRIENDS LIKE FRANK WILLIAMS, PATRICK HEAD, SERGIO RINLAND AND REMEMBER 50 YEARS OF ENGINEERING MILESTONES IN MOTORSPORT HISTORY





The Motor Sport Industry Association (MIA) hosted an event at the Williams F1 Conference centre in Grove Oxfordshire on Thursday evening 7th April to honour and pay tribute to legendary designer Dott. Ing Gian Paolo Dallara, the founder of Dallara Group the world's largest commercial race car manufacturer. The venue was of particular significance as it brought together engineer Gian Paolo and Frank Williams, who collaborated together on the De Tomaso F2 and F1 cars in the early 70's and are still great friends to this day.

The event was attended by well over 100 guests from the motorsport industry and included design legends Patrick Head, Enrique Scalabroni and Sergio Rinland. The evening commenced with a networking opportunity and drinks with a chance for guests to tour the marvellous Williams F1 car collection. This was followed by dinner and the main event of the evening was an interview with Dott Ing Dallara.

Chris Aylett - CEO of the MIA - engaged the engineer in an absorbing and revealing interview that held the attention of the guests, giving unique insights to many inspirational design moments in Gian Paolo's long and hugely successful career.

With so much to talk about that was of interest the interview was extended and included key design moments from the early days at Ferrari and Maserati on through the classic car design era of the mid 60's at Lamborghini with the Miura and Espada continuing to the present day expansion in the USA and the domination of the single seater market and continued development of the consultancy business.

With many humorous moments along the way, the evening drew to a close with a presentation of a gift of thanks to engineer Dallara and applause of appreciation.



"Gian Paolo Dallara visited Williams F1 and, as we are old friends, we had a good chat going back rather too many years! We started out back in 1970 during our De Tomaso days together. I know Patrick Head has a high opinion of Gian Paolo, and coming from my trusted partner of many years, that is a very high compliment. Gian Paolo has designed and led the engineering on the De Tomaso Pantera and before that, the De Tomaso Mangusta which were two pivotal cars in the history of the company. He also designed the F1 De Tomaso car which I ran in 1970. We have always stayed in touch throughout the years. He is a true friend and a great designer with a very fine engineering brain".

Sir Frank Williams

"It is always a delight to meet Gian Paolo as he is an icon of performance and race car engineering over the past 50 years. His modesty and gentle humour in response to the questions put to him made his achievements and his continuing avant garde approach to engineering seem all the more remarkable to me".

Alistar Fergusson,
Presidente della Mia
e Managing Director della
Alcon Components Limited



Gian Paolo Dallara chats with Sergio Rinland, above.
The "Engineer" from Parma tigher with Sohelia Kimberley



"The evening with Gian Paolo reminded us all how modest, amusing and knowledgeable the founder of the largest race car manufacturer in the world is. Whether he was musing over past mistakes – something he likes to do quite a lot – or talking about the future of Dallara he kept the audience gripped. If only motor sport included more people like Gian Paolo... It would make a journalists job a whole lot easier!"

Edward Foster,
Motor Sport Magazine

"It was a great pleasure for Stingray RV to support the MIA/DALLARA event at the Williams F1 factory last week and my guests really enjoyed the whole event. It was fascinating to hear the history of Dallara and a great pleasure to meet Gian Paolo himself".

Simon Leith, Managing
Director of Stingray RV
Limited also official partner
of the event

"Ing. Gian Paolo Dallara gave me the opportunity to design my first F1 car as a Chief Designer, the BMS Dallara 188, I will never forget that! Meeting Gian Paolo again at the MIA function to honour his enormous contribution to Motorsport was a privilege. A fantastic event where I listen to many stories I knew but most importantly, to many I didn't know told by his humble and unassuming manner, a pleasure".

Sergio Rinland

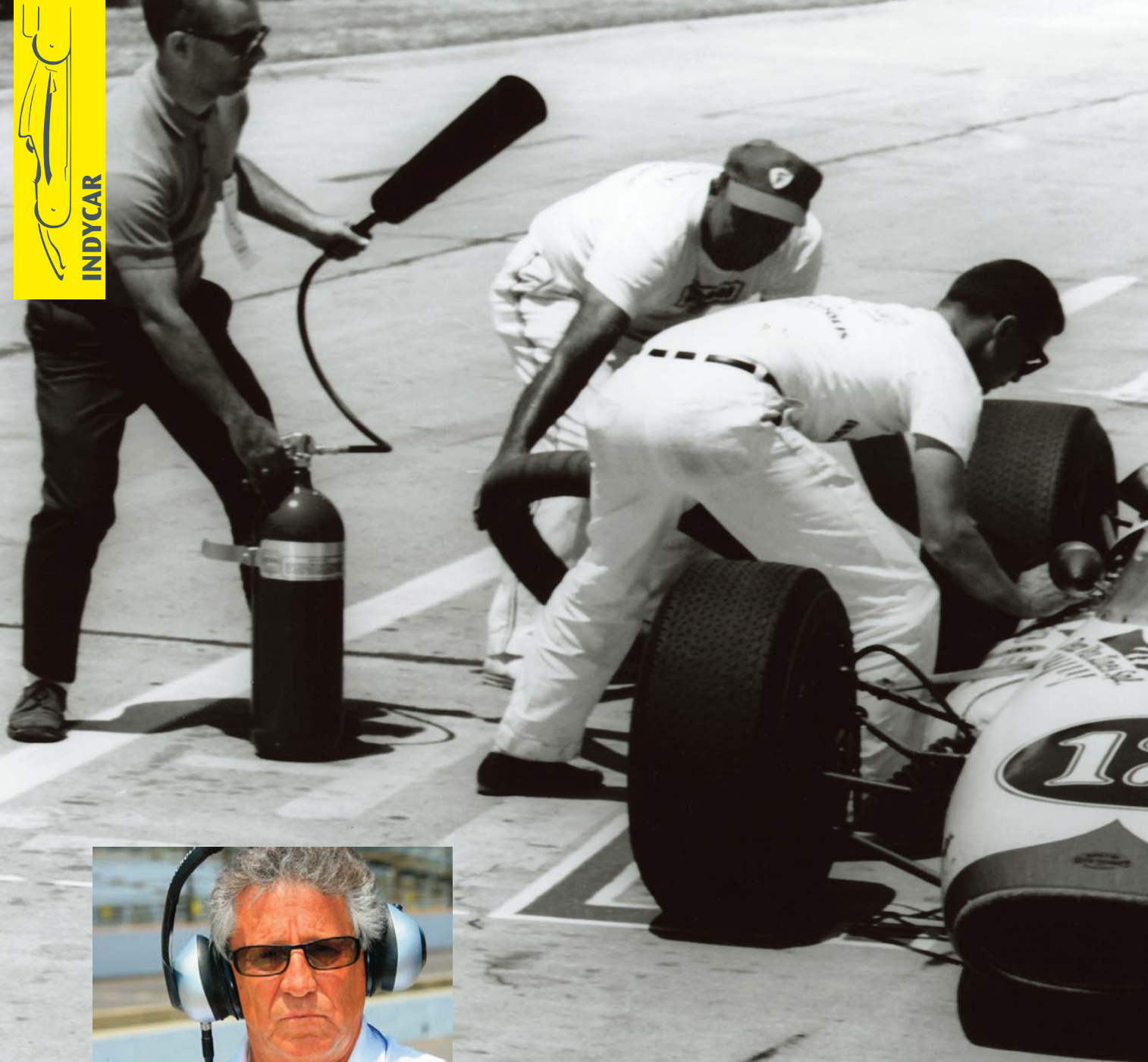
"Having been fortunate enough to have visited the Dallara factory on an IMechE trip to Italy, I was excited to hear that Ing Dallara was going to visit the UK and that the MIA were putting on a dinner in his honour. Too good to miss! - and here was the ideal opportunity to assemble a table of fellow enthusiasts for the marque! There was no difficulty in filling the table - everyone I asked jumped at the chance and indeed we ended up with 11 people for what was going to be a table of ten but such is the reputation of Dallara. Talking of some of the early projects he was involved in back in the '60s and '70s, he used phrases like "We did not have enough knowledge then..."

It is perhaps also the mark of a great man that he is not afraid to acknowledge his mistakes but this is coupled with the determination to learn from them..."I try not to repeat mistakes more than once..." he said on several occasions.

Despite his success, he remains a most charming, modest and approachable man and it was a great privilege to hear and meet him.

At the end of the dinner, we had worked out that, around our table, we owned, ran or had driven no less than 13 Dallarases - When told this, his immediate reaction was "Oh, you must all come down and visit the factory!" - Can there be a better end to a truly enthralling evening for a bunch of enthusiast engineers?"

John Wood,
President IMechE



MARIO ANDRETTI

“DALLARA MAKES ME

THE BEST DRIVER OF THE XX CENTURY TALKS ABOUT HIS MEMORIES AND HIS ADVENTURES IN INDIANAPOLIS, WHERE WITHIN A FEW DAYS THE 100TH RUNNING OF INDY 500 WILL TAKE PLACE. FROM THE SCARING FIRST QUALIFYING TO THE VICTORY, TO THE CHANCE MISSED IN 1987, WHEN HIS ENGINEER WAS ADRIAN NEWAY, TILL THE TERRIBLE ACCIDENT THAT MADE HIM AWARE OF THE GREAT SAFETY LEVEL ACHIEVED BY THE ITALIAN CHASSIS

Mario Andretti
a debutant at Indy
in 1965



E PROUD™





Mario Andretti's last run
at Indy, in 1984



The 100th running of Indy 500 is about to start. An exciting milestone for a legendary race that shaped the history of motorsport. In its one hundred years of history the Indy 500 created many magic moments, thanks to its unforgettable champions. In order to best understand what driving at the 500 Miles really means, we had an interesting talk with Mario Andretti, a living legend of motorsport. A driver who won almost everything, both in the USA and in F.1, with the great marques of motorsport such as March, Ferrari, Parnelli, Alfa Romeo, Williams and Lotus. Associated Press named Andretti "driver of the century" in 1999. If you really want to get an idea of the stature of the man, his smart and ironic approach to life and races, we can quote his joke about Chris Amon, a truly talented driver who unfortunately never won a F.1 GP: "If he was an undertaker, people would stop dying". Sometimes you can measure the greatness of a man from his laid-back style, from his unselfish attitude. Great men often have very easy-going and genuine personalities. They go straight to the point and to your heart. They keep you comfortable without embarrassing you with big words. Amongst Andretti's greatest achievements there are wins in the Daytona 500 (Ford, 1967), an F.1 championship title (Lotus, 1978), four IndyCar championships titles (1965, '66, '69, '85) and one at Indy 500 (STP Corporation, 1969). Let's start our chat from the last one.

- Mario Andretti, driving at the Indianapolis Speedway is always

something special. Can you tell us about the sensations that you feel during qualifying and the race? What makes the Indy 500 so different from any other race? And what does it take to perform at your best level on that track?

"Indy is always special, it's a huge event, well known all over the world. I can easily remember the drama, the extreme tension you live in the qualifying. It's a very intense moment, as a driver you're totally "into" it. The one thing you need is to take the car to the limit, but not to pass it, which is a very demanding task. You cannot make any mistake. Even a little distraction, given the nature of the track, can end up in a real disaster. In order to perform at the best level, every single detail in the team must be at the very top, and the relationship between driver and engineer must be perfect".

Which is your best memory of Indy 500? Do you remember your first time down there?

"My first time was quite good. As a rookie, I got a second row start in qualifying, then I finished third in the race. If we come to my best memory, to win at Indy, driver-wise, is surely the best satisfaction you can have, but my 1987 performance probably remains the thing I remember with greatest pleasure. Adrian Newey was my engineer at that time, and if you look at the racing data of that day you can see I was the quickest on the track. I got the pole and I kept the leadership of the race, but 23 laps before the chequered flag an engine failure ruined my day. It has been really disappointing, but I can still remember how good was the feeling was of being on the top for such a long time, dominating the race".

F.1 will be back in the US in 2013. Do you think F.1 can "steal" anything from Indy and, more in general, from the American way of racing in order to improve its appeal? Both from a technical and entertainment side.

"F.1 started in the US in the '50's, and has been very popular during the '60's and the '70's. Fans know well that F.1 is one thing and Indy another one, with its own style and identity. They're different, but both very much respected by the audience. F.1's comeback is great, I'm sure F.1 will gain popularity in the US and will have a positive impact also on Indy. I believe the whole American motorsport community will be boosted by that".

You experienced a terrible accident at Indy in 2003, but with no consequences. Are you concerned about safety? What is your opinion about Dallara's chassis?

"Safety has reached unbelievably high





Mario Andretti
cheered by Andy Granatelli
after the 1969 win

standards. And the process is still going on, it's a work-in-progress matter. The cars performances have been at the top for a while, so it was only a matter of time for safety to get to the same level. You must underline that today sport is becoming more and more business oriented. Car manufacturers put millions of dollars on the table to be part of the show, so obviously they want to have something back in terms of positive feedback, not

only negative ones like accidents. The focus is on safety, it's definitely a key factor for the future. Dallara gave a terrific contribution to this sector: as you said before I "tasted" it personally so I can be a trusted witness of the safety of their cars".

Dallara is opening a new factory just nearby the Speedway. The engineering department will have an "edutainment"

profile: the idea is to mix up education and entertainment to show fans how they build race cars and to show them in a fun way. What do you think about this and more in general about the development of Dallara in the US?

"It's a great project. A chance for fans - not only for motorsport nuts but for everybody - to get into the technical side of the sport. Shared knowledge is a value for everybody. Motorsport is often very much "locked", protected from outside, I think that open it up a little bit will be very appreciated, so thus people can see and understand how technology is used for a race car and have a hint about the backstage of the show. What Dallara is doing here in the States is great. I had the chance to drive the two-seater IndyCar and I must say it's great fun. In the last 15 years Dallara starred in the IndyCar, and I think if they will follow this path, American and world sport will further improve. And, as an Italian, this makes me very proud".

Alessandro Santini



Mario Andretti
at Indy in 1987



A.J. Foyt, above, triumphed at Indy for the second time. Foyt together with other two Indy legends: Mario Andretti and Bobby Unser



“MY HAIR-RISING DAYS AT INDY”

A.J. FOYT IS ONE OF THE DRIVERS THAT HELPED TO BUILD THE LEGEND OF INDY. HE RACED 36 TIMES OF THE 500 MILES, AND WON 4 TIMES. IN 1958 HE WAS THE BEST ROOKIE BUT HE LOST A DEAR FRIEND ON THE TRACK, IN 1961 HE WON A “MAD” RACE. TODAY HE TEACHES US HOW TO TAME, ALSO FROM A SAFETY POINT OF VIEW, THE FASTEST TRACK IN THE WORLD

Driving at Indy is something special. Can you please describe in which way it is different from a driver's point of view?
“At Indy, all four turns are a different radius which makes it different from most tracks. Also, the straightaways are fairly long but you have to make sure your car is working in the corners plus you're running at such high speeds— it's the fastest track that we race on and always has been. You have to have a good solid car and make sure it's handling good.”

What kind of set up adjustments do you have to make for 500 miles in order to perform at maximum level?
“The biggest thing is that you try to get a setup where you don't have to make a lot of changes in the pits during the race because that would most likely cost you

the race. On Carb Day, you can't change everything you've been running earlier in the month because you've been off the track for 4- 5 days and come race day it's altogether different again so you have to go through the setups you've had and try to pick out what you feel will work best for the race. You have to consider the weather conditions too because it's a big factor, especially the heat. You try to keep your car sound all day and not set it up where it's too loose because the track will get hot and greasy and then you will have a problem. You have to make an educated guess which is easier to do today than it was years back because of all the technology you have now. It's a judgement call-sometimes you hit it perfect, sometimes you don't. When you don't, it's a long day.”



How is your feeling during the qualifying and during the race?

"To qualify good, you have to be on the ragged edge so it's a little bit more nerve wracking than the race. In the race you want to be pretty consistent but in qualifying you want to let it hang out a lot more than you do in the race-unless it's the last part of the race where you have a chance to win and that's when you really got to let it hang out again."

What's the first lap like?

"If your car is handling good, it's not bad at all, but if your car's not handling, it's terrible. I've been in both predicaments where it's been real good and it just follows me and other times when I haven't had the car like I wanted and it's pretty nerve-wracking."

In a few words could you tell us about your memories of your first time at Indy and your best Indy experience?

"My first time at Indy, I started in the fourth row and I was one of the quick rookies and I felt like it was going to be a great day. That's when they had that bad wreck going down the back straightaway and cars were just going over the wall and everything else. I go down into turn 3 and they tell you about the draft and stuff but they don't tell you about everybody crashing. I started spinning going through 3 and 4 and lucky enough, I didn't hit anything. Later on that day, we were running fair all day but going into turn 1, a water hose broke on my car and I started spinning again. My first year there it was pretty hair-raising in the race. That's when my good friend Pat

O'Connor who helped me in sprint cars was killed. I didn't know if I wanted to be an Indianapolis race car driver or not. I was from the li'l ol' town of Houston, and to me, the racing I was used to wasn't like that—seeing your friends die on the race track. I didn't know if I could take it."

[note: A.J. was the fastest rookie qualifier in 1958 starting 12th his car made \$2969 for finishing 16th after spinning out on lap 148]

Best experience?

"I guess the best time was to be fortunate enough in 1961 when we were running so good and racing Eddie Sachs all day long, back and forth for the lead. It looked like I had it won then they gave me a pit board saying Late Fuel Stop. I had to stop for fuel, so I had it won then I lost it. Then Eddie tried to run with me hard when I had a light load of fuel and he had a heavy load of fuel. He wore out his right front tire completely to the cords so he had to stop or hit the wall cause he went as far as you could go. It was one of those miracles where you have it won, you lost it and then you get it back. That was a pretty good experience."

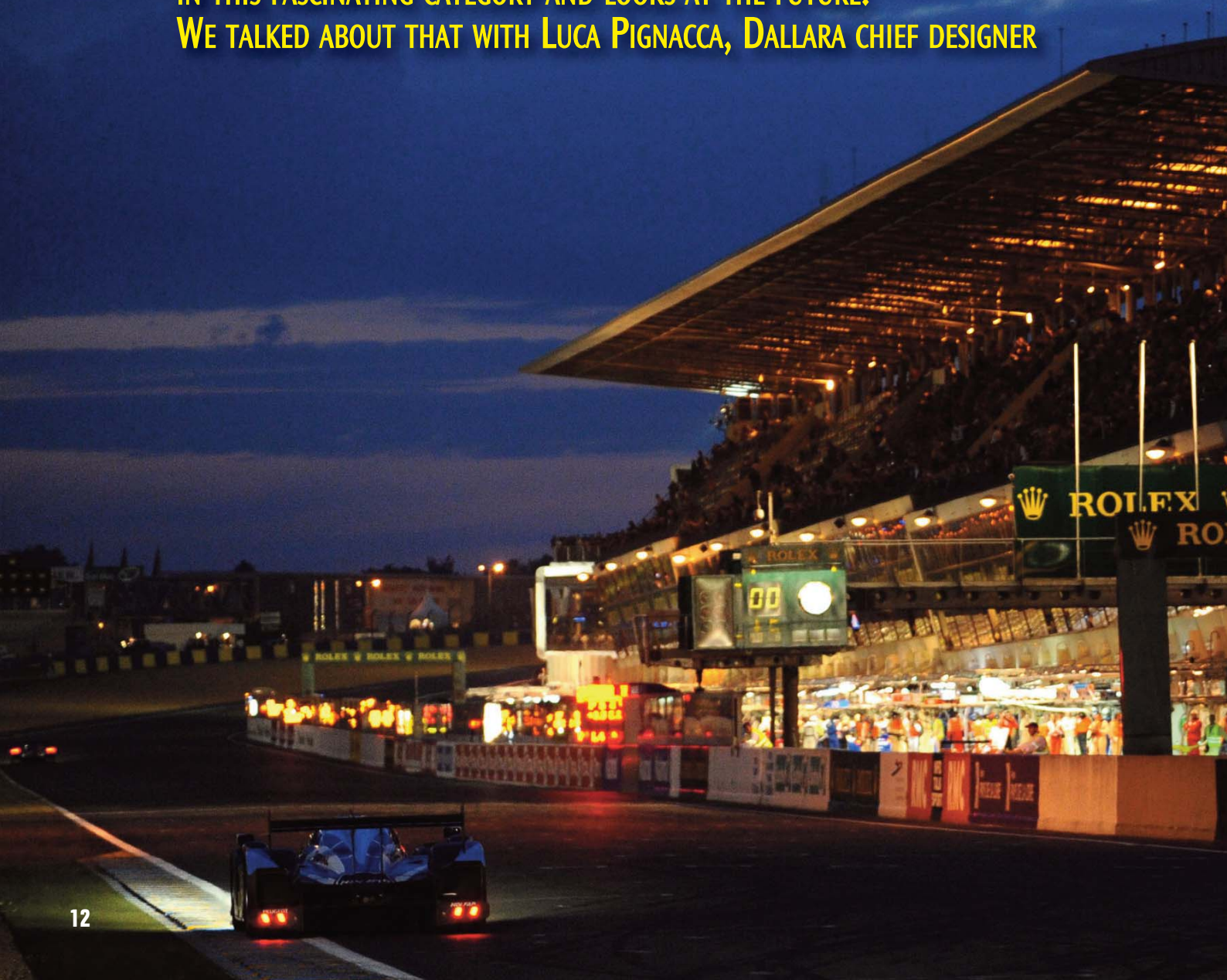
Formula 1 will be back in the USA from 2013. From both the technical and entertainment point of views, do you think that Formula 1 in order to improve its success, could "steal" something from Indycar and in general from the "American way" concept of motorsport?

"I think that call has to be up to the people involved in Formula 1. I don't think an outsider can come in and say 'Y' all need to do this and that to appeal to the American people' because I don't think they care if they appeal to the American people or not. Just like me, I don't care if Formula 1 tries to appeal to me."

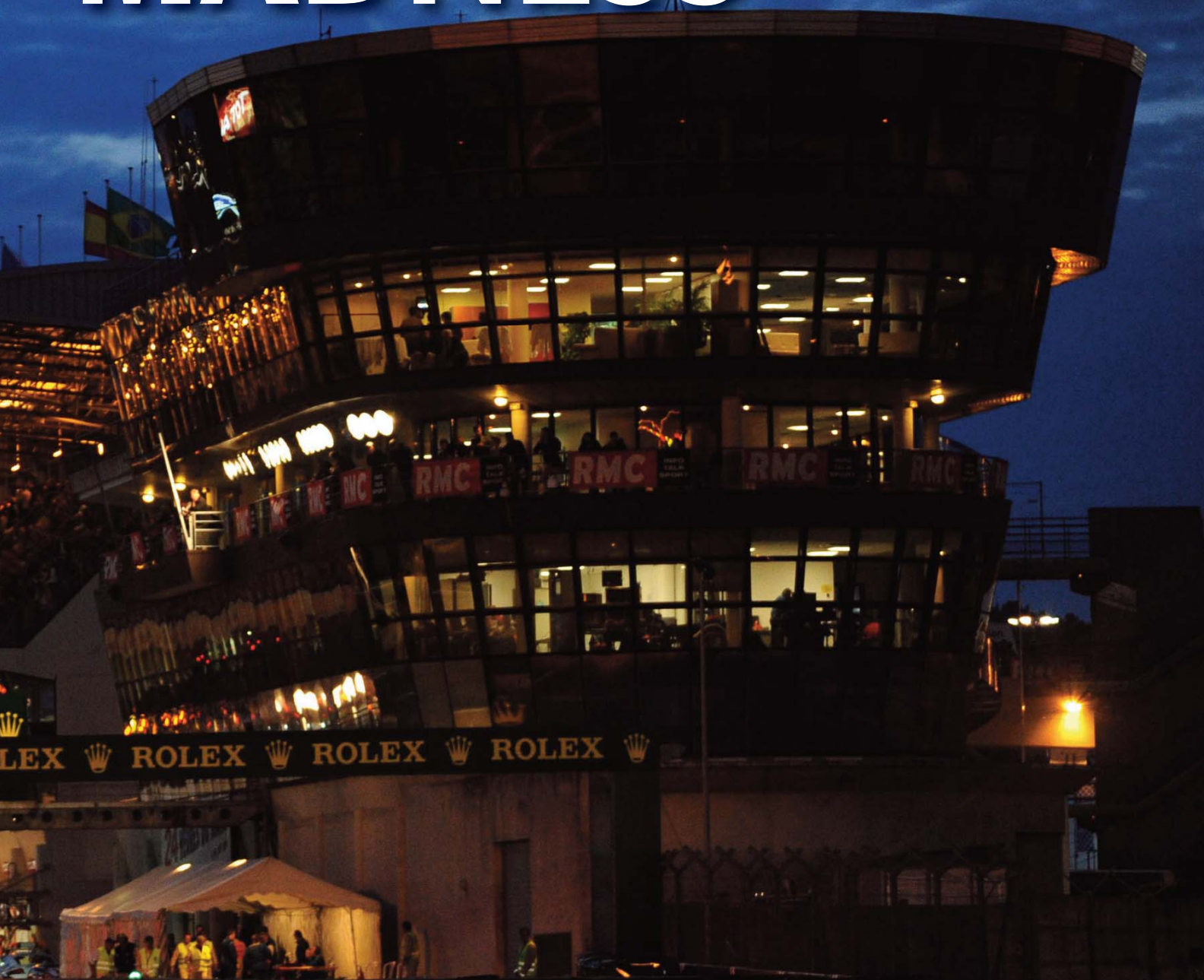


DALLARA SPORT AND LE MANS

ALMOST FORTHY YEARS AGO DALLARA DESIGNED ITS FIRST PROTOTYPE.
THANKS TO THE PRESTIGE OF LE MANS 24 HOURS, ENDURANCE IS A WONDERFULL
“SHOW-ROOM” FOR THE GREATEST CAR MANUFACTURERS:
DALLARA IS STILL INVOLVED SIDE BY SIDE WITH THE GREATEST AUTOMOTIVE BRANDS
IN THIS FASCINATING CATEGORY AND LOOKS AT THE FUTURE.
WE TALKED ABOUT THAT WITH LUCA PIGNACCA, DALLARA CHIEF DESIGNER



SPORTS CARS “MADNESS”





Ferrari 333SP

Eng. Pignacca, in 1972 Dallara produced its first 1000 cc sport-prototype car. Almost 40 years later, what is the technological challenge in this series?

"The challenge is pretty much the same: producing faster and more reliable cars. Speaking about reliability, since 2002 we have decided to follow the path blazed by Audi: that is focusing on speeding up to the maximum every single technical intervention on the track, for example the substitution of the rear-end during a race. Aerodynamics is still the most important matter. A good development of the car in the wind tunnel and through the CFD is the key to victory".

Can you point out the most successful Dallara chassis in this category?

"Ferrari 333SP gave us many satisfactions, as it won several times the Daytona 24 hours. Lancia LC1 and LC2 won a lot of races as well, and Dallara SP1 was another extremely good car, that gained a fourth position at Le Mans 24 hours in 2001 and, with Doran Racing Team, won the Daytona 24 hours in 2002".

Oreca sounds really evocative in this category and not only. When did the relationship with Hugues de Chaunac start and how did it develop?

"In 2000 I was at Le Mans because we had decided to build a Dallara for the 24 Hours, even if we hadn't yet any client. Oreca was about to design a car, so we started to talk about it. Few days later we signed a contract to produce the Oreca/Chrysler sport-prototype cars for 2001".

The charm of Le Mans is unique. How demanding is a race like the 24 Hours for car manufacturers?

"It's crazy! If you think that everything - the mechanical side, the driver, the team - must be

at the maximum level for 24 hours you can figure out how tough it is.

I can tell you by numbers. An F1 race lasts around one hour and a half, the old F.1 had 16 GP, so you can understand that a car runs a total of 24 hours in the whole championship. Racing in Le Mans is like putting an entire F.1 season in a day. And sometimes you have to fight till the very last minute, I can remember when a Dallara finished fourth although only 3-4 seconds behind the winner!"

What is the main thing you need to be competitive in the endurance race?

"Reliability is certainly a priority. Nowadays however it is not enough. You need to perform, you must be fast till the very end, so you need the best team, the best drivers, the best team managers, the best bunch of mechanics... Even the best weather-men. This is why today only the big manufacturers have a chance to win at Le Mans: because they can count on a perfect organization".

How does Dallara intend to carry on and develop its endurance program?

"We have three Dallaras in the Grand Am series, which includes the Daytona 24. Investing in Le Mans with a Dallara's own car is not convenient for us. But we're working with Audi, and we look forward to keeping our cooperation with big brands such as Porsche and Audi".

How do you look at the future?

"In a positive way. Le Mans gives you a huge visibility. The modern rules strongly favour the LMP1s designed by bigger brands. Car manufacturers will always be eager to win and compete at Le Mans, because of its enormous marketing exposure".

Alessandro Santini



Lancia LC1

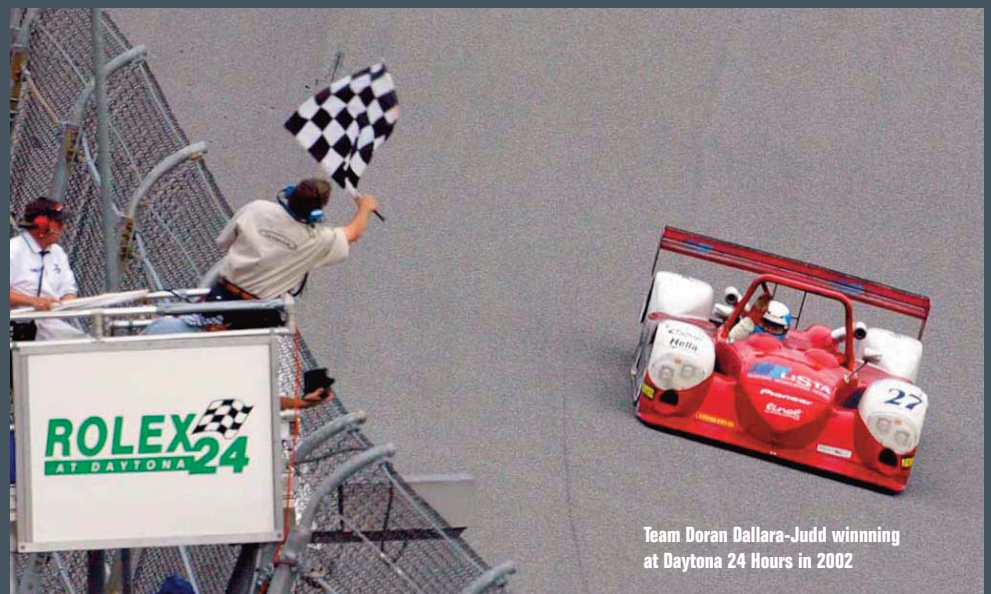


Dallara SP1
Le Mans 2001



«It's crazy! If you think that everything - the mechanical side, the driver, the team - must be at the maximum level for 24 hours you can figure out how tough it is. I can tell you by numbers. An F.1 race lasts around one hour and a half, the old F.1 had 16 GP, so you can understand that a car runs a total of 24 hours in the whole championship. Racing in Le Mans is like putting an entire F.1 season in a day. And sometimes you have to fight till the very last minute, I can remember when a Dallara finished fourth although only 3-4 seconds behind the winner!»

ING. LUCA PIGNACCA



Team Doran Dallara-Judd winning at Daytona 24 Hours in 2002



Dallara LMP
Le Mans 2005

FULL ASSISTANCE

DAVID BECK EXPLAINS HOW THE DALLARA DEPARTMENT THAT DELIVERS SPARE PARTS TO TEAMS ALL OVER THE WORLD WORKS: IN THE RIGHT PLACE AND AT THE RIGHT TIME. A GLOBAL CHALLENGE THAT REQUIRES TO PUT TOGETHER LOW COSTS, HIGH LEVEL SAFETY AND BEST PERFORMANCES

David Beck, which is your role in Dallara?

"My official role in Dallara is Commercial dept responsible for GP2 & GP3 (back up for F3). New car sales & spare parts distributors but I also look after track assistance at all GP2 & GP3 events".

How many people works in your department?

"6 in total. 1 inside sales America, 1 inside sales general, 1 Formulino, WSR, 1 F3, 1 logistics".

Can you tell us something more about Dallara on track assistance?

"Firstly to make sure all cars are on the starting grid be it technically & with a sufficient quantity of spare parts,

secondly but just as importantly that Dallara stay's in tune with the requirements, needs and safety aspects demanded in the extreme environment of motor racing".

How are the spare parts distributed? Can you give us a rough idea about the time between a teams request and delivery?

"The spare parts distribution works like this: Dallara supplies a stock of parts to GP2 sufficient for 1x race event of which is replenished following each event from the Dallara warehouse to the following event location and between events to order of GP2 Dallara distributes parts to individual teams, A sufficient stock of parts are kept on hand in the Dallara warehouse for



GP3 singleseaters ready for the 2011 season, above. David Beck, below

instant distribution to cover the worst possible scenarios that may occur at each event with a peak stock in May when GP2 has 3 race's including Monaco".

What are the main problems that you have to face on a daily basis?

"Apart from the day to day bureaucracy, last minute production and logistic issues, keeping costs down with ever increasing performance and safety demands is a real challenge".

Can you remember the most difficult "case" you had to solve?

"First race Imola 2005 when we had to chance brake disc and Pad supplier between race 1 & 2 Saturday night for all cars".

IndyCar requires a special effort from Dallara?

"All championships require a "sforzo particolare" for Dallara as no two are the same".

How does the cooperation between Dallara and its US partner work?

"The US branch of Dallara is made up of a mix of existing and new influx of American Dallara staff of which will be exchanged across the Atlantic on a regular basis".

What kind of relationship do you establish with the teams?

"Total emersion for all, example we have American staff currently in Italy working along side senior staff members on the design and production of the new car".



dallara

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