

SIMULATOR

MITCH EVANS, THE 2012 GP3 CHAMPION, HAS TESTED THE LATEST MODEL TO BE USED IN THIS CATEGORY, WHICH HAS BEEN INCLUDED ON THE SIMULATOR AND IS NOW AVAILABLE FOR DRIVERS AND TEAMS. WE ASKED HIM FOR AN "INSIDER'S" ASSESSMENT

INDIANAPOLIS

THE DALLARA FACTORY IN AMERICA IS AN EXCITING, FULLY OPERATION REALITY. SAM GARRETT, THE QUALITY MANAGER AT DALLARA LLC REVEALS THE SECRETS BEHIND THE "LOVE-STORY" BETWEEN VARANO AND INDIANAPOLIS AND THE RELATIONSHIP BETWEEN EUROPEAN AND AMERICAN MOTOR RACING WORLDS

FORMULA 3

CARLOS SAINZ JUNIOR IS ONE OF THE MOST PROMISING DRIVERS OF HIS GENERATION. WE TALKED TO THE SON OF THE "LION KING" ABOUT HIS PROJECTS FOR THE COMING SEASON, HIS F.1 ASPIRATIONS AND THE NEW CAR DESIGNED BY DALLARA FOR THE JUNIOR CHAMPIONSHIP



2012
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SAM GARRETT, THE QUALITY AND TEAMS LIAISON MANAGER AT DALLARA LLC PRESENTS AN INTERESTING PARALLEL BETWEEN THE AMERICAN AND EUROPEAN RACING SCENES, WITH A SPECIAL FOCUS ON DALLARA'S NOW WELL-ESTABLISHED PRESENCE IN THE UNITED STATES. THE IMPORTANCE OF AN INTERACTIVE APPROACH WITH AMERICAN FANS AND THE SAFETY FIRST PHILOSOPHY FORM THE BASIS OF AN INITIATIVE THAT IS PRODUCING HIGHLY SATISFACTORY RESULTS.

«HOME FROM HOME IN INDIANAPOLIS»



Sam Garrett which is your position and your role at Dallara, and how do you operate?

"For fourteen years, 1997-2011, I was an independent contractor to Dallara, serving as the technical representative in the US and dealing on a day to day basis with the IndyCar Series and teams. Early last year I became the first employee of the new US company, Dallara LLC. My current title is Quality Control Leader and Technical Liaison Leader. I have maintained my role as the primary technical liaison with the teams, and added the responsibility for overseeing the Quality Control department for the US operation".

Which is the toughest part of your job? Could you tell us about a very difficult case you had to face?

"The most difficult part for me is the political aspect of being the sole supplier for the chassis. As an engineer, it is relatively straightforward to identify and solve problems with the physical parts. But dealing with the conflicting interests of the teams is a real challenge.

When supplying a car in a series with chassis competition, the goal is clear-deliver the fastest car. In a series without chassis competition, the goals are more complicated. From the

series perspective, it is essential that we deliver the same high quality chassis, parts and service to each team.

In reality, however, what each team actually wants is a car that is skewed to their particular individual interests, and the freedom to modify it at their discretion. Consider the situation with the new IR12. INDYCAR, taking input from the team owners and fans, formulated the concept of the single rolling chassis and the option for body kits. Dallara agreed to the concept and delivered the new cars on time, at the agreed price. The cars ran, from day one, without any significant mechanical problems. And the on-track competition has been heralded as the best in many years. And yet, the teams are more vocal than ever with complaints that they are unreasonably handicapped by the rules. Trying to balance these diverse, conflicting demands is by far the most stressful part of the job".

Looking at Italy from the US: can you pick Dallara's strongest weapons as worldwide

racing car manufacturer?

Dallara's wide range of projects, in multiple racing series around the world, and a strong partnership with the major automobile manufacturers in the design and development of ultra-high performance road vehicles, give the company the experience and knowledge to take on any challenge. The constant reinvestment in technology gives us the tools we need to be successful. And the skills of our management team, knowing which jobs to accept and which ones to avoid, keep us on sound financial footing. It's the combination of all these things that make us strong".





How are the partnerships with Dallara developing outside the races? How is it going with the interactive area?

“At Dallara LLC, we are working to expand the image of the company beyond just being a chassis supplier. We are working to engage the local community, which has embraced us and made us feel at home. The interactive area is now open to the public, so our neighbors have the opportunity to learn about the history of the company and the technology behind our success. Fans can take a tour of the workshop area. Our partners, The IndyCar Experience, host parties and social events several times per week in the space adjacent to the interactive area. The Lino’s Coffee shop is located in the front corner of our building, so we interact with the community every day as we have lunch. And the Dallara LLC employees are customers of the shops and restaurants on Main St in Speedway. We are also working to expand our business outside of racing. Consultancies are a significant part of the business for Dallara, and we want to branch out and engage other business sectors. Up to now, we have been primarily engaged in the support of the 2012 IndyCar Series chassis, but we are also busy making contacts in the aircraft and aerospace industry, which are very strong in the US. We are optimistic that these contacts will lead to new business opportunities for Dallara.”

Let’s talk about two different motor racing worlds, the European and the US one: in which aspects are they similar and in which they differ?

“I think that the largest difference between motorsports in Europe and the US is that the major racing series are managed by a single sanctioning body (FIA) in Europe but through fragmented sanctioning bodies (INDYCAR, NASCAR, ALMS, Grand-AM, SCCA, USAC, ARCA, etc.) in the US. The participants in motorsports are all very competitive individuals, each seeking to gain an advantage for themselves, and often overlooking the big picture of what is good for the series overall. A “benevolent dictatorship” works best to keep everyone in line and working towards a common goal and, from a US perspective, it seems that the situation in Europe is much better in that respect. In the US, there is a constant debate between the teams and the sanctioning body, and the situation in the IndyCar Series is a good example. The teams spend as much effort maneuvering for gains off the track as they do preparing for the actual on-track competition. I suspect that this is somewhat true for European motorsport as well, but the difference is that the FIA is more powerful, and therefore more successful at forcing the teams to a consensus.”



A souvenir picture from Indianapolis 2005: From left: Gian Paolo Dallara, Caterina Dallara, Stefano De Ponti, the winner Dan Wheldon, Sam Garrett and Elisa Bonzani



Checking the hub-bracket



Some members of Dallara's team at 2012 Indy: from left, Alex Immermans, Sam Garrett, Mark Dallara and Antonio Montanari



What would you suggest to a European race-nut at his first IndyCar experience?

"I think that most Europeans, attending an IndyCar race for the first time, would be amazed by the access they can get to the drivers, cars and teams. I'm not very familiar with the European racing experience, but I know that the European guests we have at the IndyCar events all comment about how great it is to be able to walk up right to a driver and shake his hand, or get an autograph, or to get a photograph of themselves standing next to a car, or having a conversation with the mechanics. They are always amazed that, at the top level of US formula car racing, they have such unfettered access".

After the tragic loss of Dan Wheldon, what has been improved, safety-wise?

"Most of the safety improvements in the IR12 car were well underway before the tragic accident in Las Vegas. Dan was the test and development driver for the Dallara prototype, and he was instrumental in verifying that the many new ideas incorporated in the new chassis were working as intended. What really changed after Dan's death was the attitude of the drivers and teams towards safety. There are many safety enhancements incorporated on the new car, some of which are new and unique. When the car was first introduced, there were some comments that the car was too different, too radical. But, after the horrendous accident

in the 2011 final race, the attitude of the paddock was changed, and there is now more willingness, even some urgency, to focus on safety and embrace new solutions. Some of the new features of the IR12, such as the additional foam padding in the cockpit and the expansion of the side anti-intrusion panels, were immediately well received. Other concepts, such as the rear wheel guards, the wider underwing and narrower track, and the shaped front wing endplates, were less intuitive and met with some skepticism. However, after proving themselves on the track, these ideas have generally been accepted by the teams and fans".

Is motor racing future double linked to an intense co-operation between different worlds and markets, as in IndyCar, or will the economic breakdown separate us?

"The global economic malaise has a large influence on motorsport, especially in the US. Corporate sponsorship is the financial lifeblood of all professional motorsports, and the slow recovery from the global recession has made everyone more conservative. In the US, the focus on costs has become obsessive. Unfortunately, there has not been universal agreement on how best to control costs, and this has led to more friction between the participants at a time when what we really need is more cooperation".

Alex Zanardi gained two gold medals at the Paralympic Games in London. How's the feeling watching an IndyCar legend like Alex do so well in such a different world?

"When Alex was racing in the Champ Car Series, I was working in IMSA (sports and GT cars), and then in the IRL, so I never had the opportunity to meet him personally. Alex had a large fan base in the US during those times, and he is still very popular here. Even though I had not met him, I was a fan and had a lot of respect for his driving ability. After his accident, I gained even more respect for him. His positive attitude, his zest for life, is an inspiration to us all. I've since had the privilege to meet Alex in Varano, during one of his visits to the factory. He has a really dynamic personality, an infectious smile and he really inspires everyone that meets him.

His victories in the Paralympic Games make us all proud, as a reminder of what we can do as individuals, and also, through the Dallara involvement in the development of the equipment that he used for the competitions, of what we can accomplish as a team working together".



ENGINEERING FOR EVERYBODY

The Dallara IndyCar Factory is a joint-venture of Dallara Automobili and IndyCar Experience. It is located approximately 500 metres south west of the historic Indianapolis Motor Speedway – home of the 500 Miles – and just over 8 kilometres from Indianapolis city centre. The new structure, which covers over 18.700 m2 and offers the visitor a complete experience of what IndyCar means, is the ideal destination for all race fans, and for anyone who is new to the sport.

The Dallara Factory features an Interactive Zone consisting of over 1.800

m2 of interactive exhibits dedicated to the design and technology that go into the world's fastest sport. Strolling through the gallery where the blueprints for the current IndyCar models are displayed, or taking a seat in one of the projection rooms gives you an idea of the past, present and future of Gian Paolo Dallara and his company. Visitors to the factory can also experience an adrenalin rush by donning a helmet, taking their place in the two-seater street version of a real IndyCar and accelerating towards the Speedway. They can also get an idea of the technical

specifications of the car, or have their photograph taken next to an original chassis. By using "iRacing" and sitting behind the wheels of a real IndyCar, guests to the factory can find out what it's really like to drive round the famous 2 ½ mile oval. Four times a day the Dallara factory opens its doors to allow visitors to see how an IndyCar is built during our fascinating guided tours. The IndyCar facility is open from Monday through Saturday, from 10 am to 6 pm, and the factory tours run from 11 am, 1 pm, 2 pm and 3 pm, again from Monday through Saturday.



The Dallara Factory is designed for you

Imagine holding your event in the same building where IndyCars are assembled and tested. Or better still, treating your guests to an insider's view of the complete process.

The Dallara IndyCar factory offers over 3500 m2 of open space, and is ideal for company dinners, with race-themed decor that matches the Dallara name perfectly.

The structure also features:

Interactive zone – a 2130 m2 glass lined atrium, and a banqueting hall that can host up to 300 people (standing room for 600).

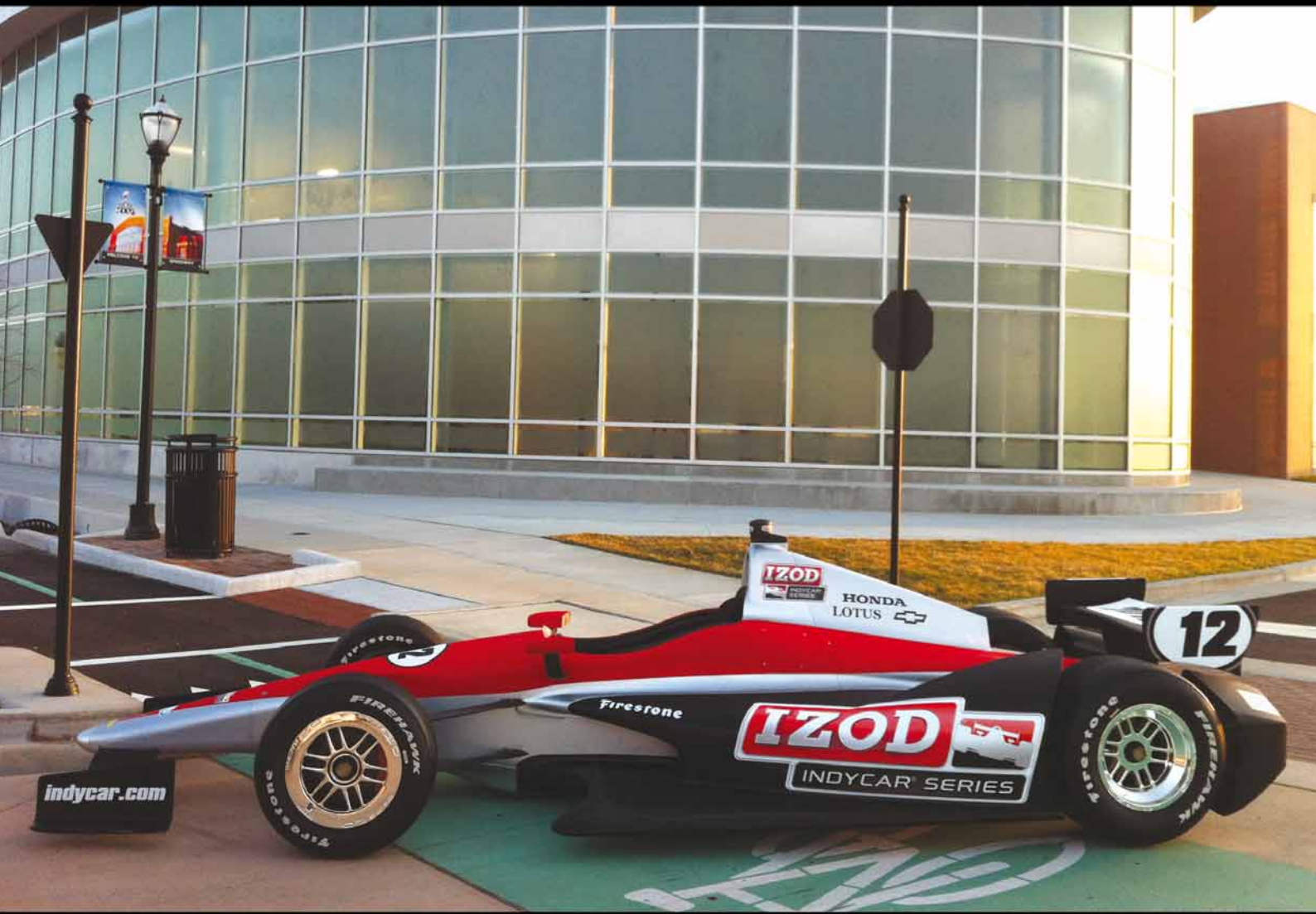
IndyCar Experience Garage – a 1200 m2 area that can host up to 550 people for company dinners (standing room for 1,100).

Conference room – the conference room on the second floor is ideal for meetings of 30-32 people.

You may also wish to include one or more of the following features in your event:

- . Guided tour of the Dallara factory
- . a complete IndyCar test on the simulator
- . Personalised show cars
- . a slide show on the display screen
- . a simulated pit-stop
- . a ride in the two-seater street version IndyCar
- . kart racing

For more information: Kinsey Collins, kcollins@indyracingexperience.com - www.indycarfactory.com



The Dallara IndyCar Factory is located less than 1/3 of a mile from the historic Indianapolis Motor Speedway. More than 22,500 square feet of interactive and hands-on exhibits centered around engineering and technology of the world's fastest sport! While you're here enjoy Street-Legal IndyCar 2 Seater, Racing Simulators, Dallara factory tours, Green Screen Photo Op, and Gift Shop.

dallara
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317-243-7171 | www.indycarfactory.com

Open Monday - Saturday, from 10 a.m. - 6 p.m.
Dallara factory tours - 11 a.m., 2 p.m., and 3 p.m.



THE GP3 2013 MODEL IS ALREADY AVAILABLE FOR TEAMS AND DRIVERS

After two days of testing the new GP3/13 on the track at Estoril, Mitch Evans was given the chance to test the new model on the simulator at Dallara, and, 100 laps later, was able to confirm that the virtual car corresponds perfectly to the real one. Now teams and drivers can also take advantage of this facility, using it to test a car's settings, tyres, aerodynamics and mechanics even before they take it out onto the track; this means that they can be absolutely certain that their results will be reproduced on the circuit, and hence enables them to reduce their costs significantly



«DALLARA'S F.1 C

A young man with dark hair, wearing a white t-shirt, is smiling while sitting in a racing simulator. The simulator is a Dallara GP3, with the brand name 'dallara' visible in yellow on the black bodywork. The cockpit is filled with various controls, including a steering wheel and pedals. The background shows a complex network of cables and mechanical components.

GRADE SIMULATOR»

MITCH EVANS, THE 2012 GP3 CHAMPION, INAUGURATED THE DALLARA SIMULATOR IN THE NEW MODEL DESIGNED FOR THIS CATEGORY, WHICH WILL BE AVAILABLE TO THE TEAMS OVER THE WINTER PERIOD. THIS TOOL, WHICH USES STATE-OF-THE-ART TECHNOLOGY, PROVIDES THE DRIVERS AND TEAMS WITH INVALUABLE ASSISTANCE AS THEY COLLECT THE DATA THEY NEED BEFORE TEST DRIVING STARTS. THE NEW ZEALANDER REVEALS THE SECRETS OF THE SIMULATOR AND RECOUNTS HIS TRIUMPHANT SEASON



Mitch Evans, what was the purpose of your sessions on the simulator?

"I tested the new Pirelli tyres for the 2013 season by completing hundreds of laps of the Barcelona circuit, as well as carrying out a series of aerodynamic balance tests. After that, we implemented various mandatory adjustments and evaluated how the car responded to the corresponding changes in the mechanical grip".

What's it like to sit inside Dallara's "beast"?

"I'd never been here before, but I was made to feel very welcome, and I was very impressed with the quality of the project. I think the simulator represents a very good starting point for both Dallara and the organisers when developing a new model, but above all it gives the drivers and the teams the chance to work on the car even before they get out onto the track".

Have you also had the chance to try the Red Bull simulator? How does it differ from the Italian facility?

"I've had a lot more time on the Red Bull simulator, and I'm very comfortable with that one too, but I have to say that Dallara's version is every bit as good as the ones the Formula 1 teams use".

What's your overall impression of the 2012 season?

"Up and down! The final stages were absolutely incredible, but there were also difficult moments, for instance when we had three punctures in three consecutive races during a key stage of the championship. The team and I worked really hard to overcome these problems in record time".

You're helping to develop the GP3 car. How did it compare to the old model during testing at Magny-Cours?

"The new GP3 is on an entirely new level. It's faster, more powerful and gives much higher levels of performance. It's a lot closer to the GP2. The most significant improvement is the new engine, it sounds great, and I think just that will be enough to make a lot of people happy. It's a fun car to drive and I think the drivers competing in the 2013 GP3 championship will appreciate the developments".

GP2 and GP3 use two different Dallara cars. What are the differences between the two from a mechanical point of view?

"From a technical point of view, the construction and composition of the tyres is radically different. The car is heavier and there's a significant aerodynamic effect that helps to increase the speed on curves".

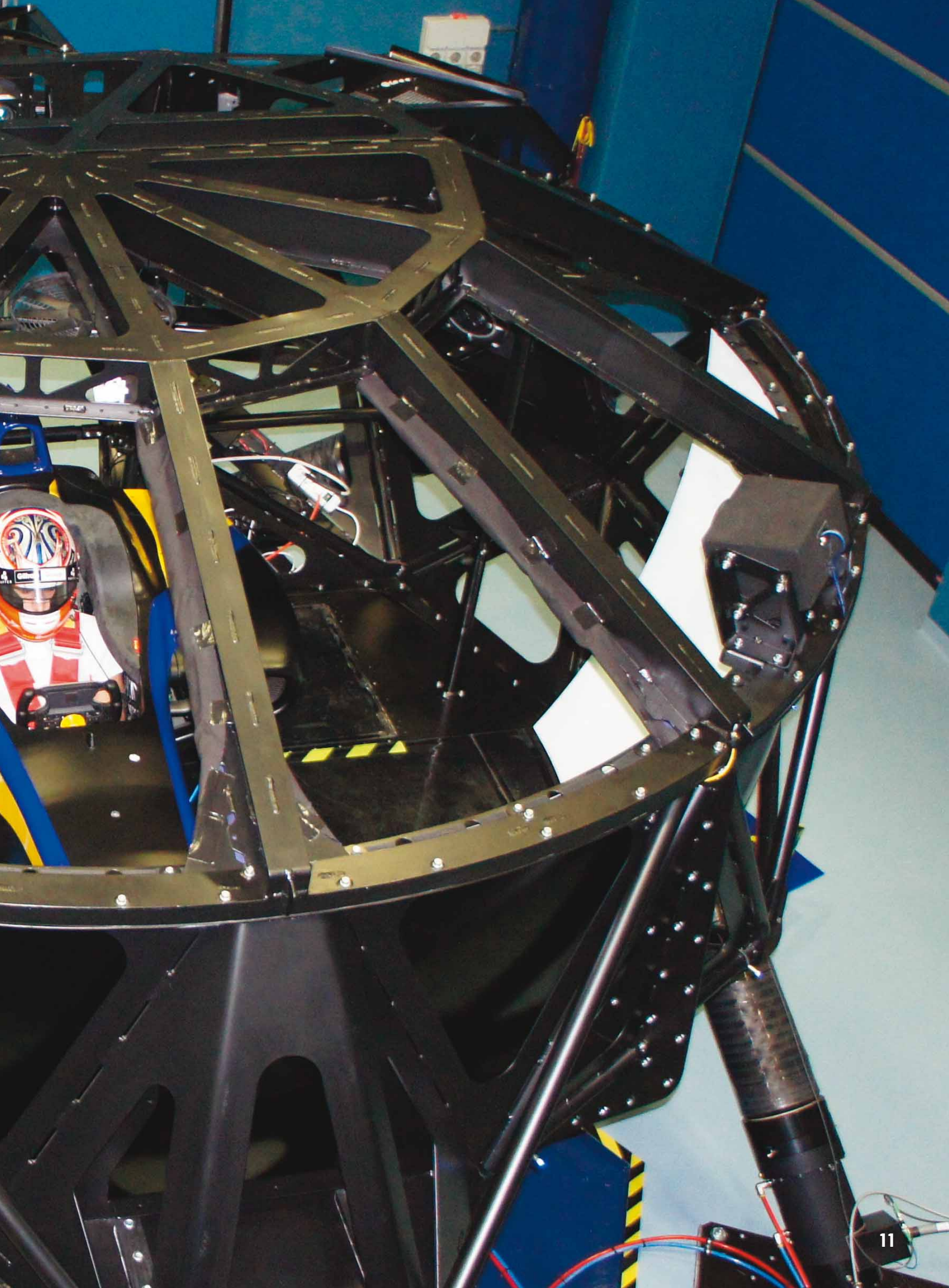
What was it like working with Italians?

"I like Italy and Italians, and I love the food! The other driver on my team this year was David Fumanelli, a really nice lad, and I found the Dallara engineers to be highly competent and well-prepared".

What are your future career plans?

"I would like to compete in GP2, it seems like a natural step up after two years in GP3, and naturally I'd like to win that title too. However I need to find the right budget first, and that's not going to be easy".





«A THRILL ON ON EVERY CURVE WITH THE NEW F.3»

IN ADDITION TO BEING ONE OF THE MOST EXCITING YOUNG SPANISH PROSPECTS FOR THE POST-ALONSO ERA IN FORMULA 1, CARLOS SAINZ JR. IS ALSO THE SON OF THE GREAT CARLOS SENIOR, A MOTORSPORTS LEGEND AND TWO-TIME WORLD RALLY CHAMPION. WITH SUPPORT FROM RED BULL, CARLOS JUNIOR DEBUTED IN FORMULA BMW, FOLLOWED BY A PERIOD IN FORMULA RENAULT BEFORE MOVING INTO FORMULA 3 THIS YEAR WITH DALLARA

Sainz, what do you think of the new Dallara F312?

«The chassis is very interesting and well-designed. The car is radically different to the ones I was driving in Formula Renault 2.0, especially on the fast curves where its high aerodynamic loading makes it a joy to drive».

Have you had a chance to drive any other cars produced by the Italian manufacturer?

«Yes, in addition to the current Formula 3 model and the old F308, I also drove the old World Series Renault in test sessions reserved for the top Eurocup drivers at Alcaniz last year. And I stood in for Aaro Vainio during GP3 testing at Montmelo at the beginning of 2012 while he was taking his school exams».

Which was your favourite?

«The GP3 is a fantastic car, but the engine is not at the same level. The

World Series Renault is incredible because the driver can feel the power of the engine, and it's a very demanding drive. I'm in a much better position to judge the Formula 3 though, because I've had a lot more experience with it, I know how to take it to its limits and I really like it».

Have you ever been to the Dallara factory?

«I got quite close during testing at the Riccardo Paletti Autodrome in Varano. Unfortunately I haven't been able to find the time to visit the headquarters yet; but I will».

Their simulator is one of the most highly thought of in the sector, have you ever tried it?

«No, Red Bull have their own simulator in Milton Keynes and I tend to work there for logistical reasons since Carlin is an English team. But I'd love to be able to compare the two systems in the future».

Antonio Caruccio





IL PREMIO

A WINNING ATTITUDE

GIAN PAOLO DALLARA WAS PRESENTED WITH THE PRESTIGIOUS “BARSANTI E MATTEUCCI” AWARD IN PIETRSANTA. THE TUSCAN TOWN ALSO PUT FOUR CARS FROM THE FACTORY IN VARANO ON DISPLAY IN THE MAIN SQUARE AND CREATED AN EXHIBITION ABOUT THE HISTORY AND PHILOSOPHY OF DALLARA AUTOMOBILI

Engineer Dallara receives the “Barsanti e Matteucci” award from President Gaspa



“I am not seduced by the knowledge of the learned, nor do I fear the power of the great, truth and justice dominate my will”: these are the words of Father Eugenio Barsanti, a Piarist monk born in Pietrasanta in 1821, and co-inventor of the internal combustion engine together with the engineer from Lucca, Felice Matteucci.

In order to honour them, the beautiful town of Pietrasanta, with its rich artistic and historical heritage (the great Michelangelo spent time here and today it is one of Fernando Botero’s favourite residences) founded the “International Barsanti and Matteucci Award”, which in this, its XIII edition, was presented to Engineer Gian Paolo Dallara.

The purpose of the award, which is one of the most important annual events in Pietrasanta, is recognise contributions to continued research into, and improvement of, motor vehicles, both at national and international level, and its past recipients include such illustrious figures as: Cav. (Sir) Giorgetto Giugiaro (President of Italdesign Giugiaro), Prof. Gerhard Ertl (Nobel Prize for Chemistry), Engineer Massimo Lucchesini (General Manager Alenia Aermacchi) and Commander Maurizio Cheli (Astronaut and Chief Test Pilot on EF2000) etc. The award ceremony, which was co-hosted by the Viareggio Versilia Rotary Club, who inaugurated the Award, is sponsored by the seven local councils of the Versilia area, the Province of Lucca and the Tuscan Regional government, as well as enjoying the support of the President of the Republic.

Gian Paolo Dallara was presented with the award by the rotarian Piero Maremmani, on 27th October in Pietrasanta Theatre. The event was attended Engineer Stefano Iacopini, ex President of the FIAT Research Centre and member of the Award scientific committee, Domenico Lombardi, the mayor of Pietrasanta, Francesco Gaspa, the new president of the Award committee, and Fabrizio Papi, President of the Viareggio Versilia Rotary Club.

Engineer Dallara was also presented with the President of the Republic’s bronze medal as an example of Italian ingenuity capable of “conquering” the world. Gian Paolo Dallara was clearly moved by the recognition he received: “when Engineer Iacopini told me about

the award – he revealed – I felt that, after this, anything else would have been superfluous”.

The ceremony concluded with an informal interview with the sports journalist, Guido Schittone, who retraced the various phases of the Engineer’s life, from the early days at Ferrari and the foundation of his own company, right up to the present day, and such current themes as reducing pollution and the role played in this process by new forms of energy and the aerodynamic efficiency of the cars.

Dallara offered a message of hope and optimism: “My company’s growth has been a gradual process, and has always been fuelled enthusiasm and a drive towards the future, which is why we continue to invest in young people, who I believe are extremely well-prepared for, and positive about the future.”

But there’s also a private side to Engineer Dallara, who likes nothing better than game of cards with his old friends in his local bar of an evening, and who is a passionate fan of Parma Football Club: “I took my wife to a game once - he said - but she was so embarrassed when I suddenly turned into a fanatical football supporter that she vowed never to come again. To be honest I’m quite a mild man, but when I’m at the ground my passion takes over, fortunately it’s something I share with my daughter!”

The interview was followed by a selection of classical music by Verdi and Puccini, including a very special guest in the person of the Tuscan tenor, Andrea Bocelli.

In addition, four famous Dallara cars were put on display in the Pietrasanta town square for three days: the Formula 3 that Guido Pardini drove to Dallara’s first Italian championship win in 1980, the 2008 Team BVM Formula 3 model, the Italian team’s 1988 Formula 1 car, and the most successful IndyCar in the history of Indy racing, with seven Indianapolis 500 victories, which was first produced in 2003 and used by the teams until 2011.

Also in Pietrasanta, a public exhibition entitled “Gian Paolo Dallara: from Varano to Indianapolis” was on display in the central Palazzo Panichi facing the Piazza Duomo, from 27th October until 11th November, and attracted around

1,200 visitors. The exhibition was divided into four rooms: the first dedicated to the life of Gian Paolo Dallara, the Dallara company and the successes achieved over 40 years of history; the second was dedicated to innovation, concentrating on the simulator and aerodynamics; the third room was dedicated to design, research and development, and collaboration with the automotive sector; while the last was dedicated to composite materials, safety design (structural analysis and crash tests) and production.

In addition to the display panels, the rooms also featured video content illustrating the techniques used to process composite materials, the driving simulator, the wind tunnel and the poster-rig.

A charming initiative, in an evocative Italian cultural and historical setting, that did a great deal to promote the passion and technical excellence that are a by-word at Dallara and bring them to a wider audience.

Alessandro Santini



Dallara with the tenor Andrea Bocelli

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