

FACTORY USA

STEFANO DE PONTI, HEAD OF DALLARA OPERATIONS IN AMERICA, TELLS US ABOUT THE EVOLUTION OF THE INDIANAPOLIS PROJECT: NEW CAR'S PRODUCTION, A WIDER HORIZON FOR THE BUSINESS AND A LOT OF FUN FOR THE FANS THANKS TO THE NEW DRIVING SIMULATOR

A YEAR IN RACING

FROM F3 TO THE WORLD SERIES RENAULT, FROM GP3 TO GP2, FROM INDYCAR TO INDY LIGHTS: 2010 HAS BEEN A TRIUMPHANT YEAR THAT CONFIRMS THE QUALITY OF BOTH THE DRIVERS AND THE DALLARA CARS



AFTER THE FIRST STONE FOR THE NEW HEADQUARTERS WAS LAID LAST NOVEMBER IN SPEEDWAY, INDIANA, WORK BEGAN ON THE CONSTRUCTION OF A NEW FACTORY, WHICH WILL BE OPERATIONAL BY NEXT AUGUST, A FEW YARDS FROM THE LEGENDARY 500 MILES TRACK. STEFANO DE PONTI, HEAD OF DALLARA OPERATIONS IN THE USA TELLS US WHAT THE NEW BUILDING WILL BE LIKE; HE REVEALS THE COMPANY'S AMERICAN PROJECTS AND EXPLAINS THE REASONS FOR THE SUCCESS AND THE AFFECTION THAT DALLARA HAS RECEIVED ON THE OTHER SIDE OF THE OCEAN

INDIANAPOLIS, DALLARA

- Stefano De Ponti, would you tell us about the experience on the day the first stone was laid for the new Dallara factory?

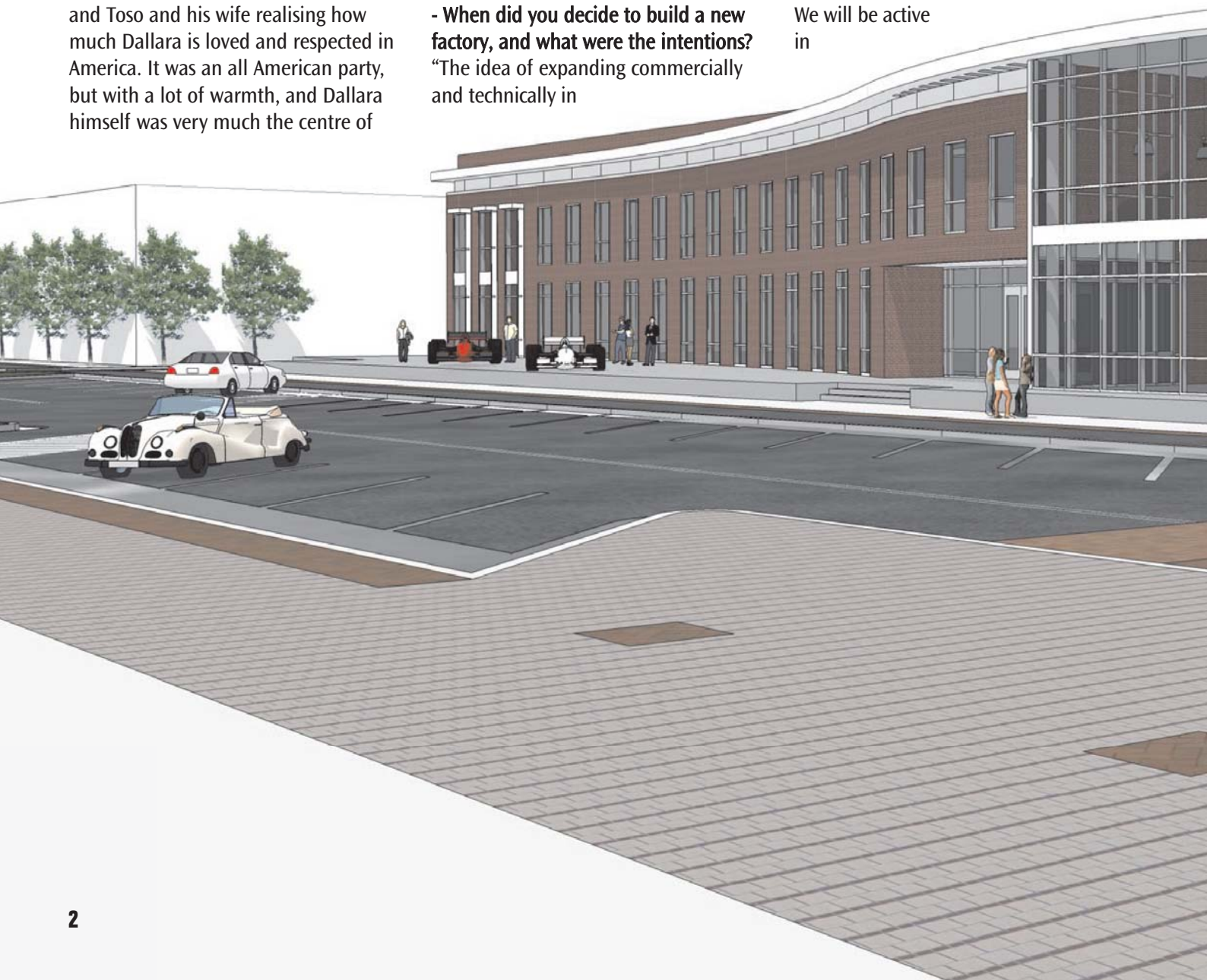
"It really was an experience. In particular for me, living in the States, to see the engineers, Dallara, Pontemoli and Toso and his wife realising how much Dallara is loved and respected in America. It was an all American party, but with a lot of warmth, and Dallara himself was very much the centre of

attention. He made two speeches, about his experience as a driver and the American competition, from Roger Penske to Bobby Rahal, from Indianapolis to Sebring, and he really connected with the Americans".

- When did you decide to build a new factory, and what were the intentions?

"The idea of expanding commercially and technically in

the USA had been in the company's plans for a long time. The impetus came with the renewal of the contract to provide the cars for the Indy Racing League, which will begin in 2012. The factory will be Dallara's main project in the USA, but not its only one. We will be active in





A DRIVING THE FUTURE

other fields, even outside motorsport, exporting the technology, know-how and engineering experience that we have acquired in these decades of success in

racing. The idea is to expand the collaboration, which in Europe we have been involved in for some time, to the big American car manufacturers: at a

design level, aerodynamics, safety, not necessarily to do with motorsport”.

- What is the next step and when will





**the factory be officially opened?
Can you give us an idea of the cost involved?**

"After the laying of the first stone, the "groundbreaking" as they call it in America, the demolition work to clear the old buildings in the designated area got underway. The unit will be operational between the end of July and the beginning August 2011. The total cost is 12 million dollars, 7 of which are for the building".

- The American factory is more than just an industry, it also a plan for social and urban regeneration, can you tell us a bit about this important aspect?

"The factory is located in Speedway, a city that is about 3 miles from Indianapolis downtown. It is a city that dates back to the beginning of the twentieth century, it grew around the circuit that in 2011 will celebrate 100 year of the 500 miles. The actual speedway is about 450 yards from the new factory, in the historic centre that hosted a number of companies, such as Riley & Scott, which constructed cars in the thirties that they could then test on the track. Today it is an area of redevelopment, and the Dallara factory is at the centre of this project".

- What has been the key to establishing Dallara in America?

"I think the style, which reflects the founder's style. Dallara was humble when it arrived in the states, it was willing to learn and open discussions, but also came strong in technical competence. It was 1997, two years since Tony George had created the Indy Racing League after the split with CART. Dallara, the engineer, accepted the challenge, setting the business up according to two main principles. The first was safety, essential on circuits where it is quite common to race at over 200 miles an hour; the second is the technical aspect, the tricks of the trade which were new to Dallara on the oval tracks. Thanks to the work of all the engineers, including Andrea Toso himself, they arrived at being the best. And with that came the respect of the Americans who are pragmatic on the track and in business, but who are particularly interested in results".

- Who are the people you worked with in the USA, and how did the collaboration come about?

"Dallara USA does not currently exist. We work together in a joint venture with Indy Racing Experience, which is how we are represented in the distribution of our parts in IndyCar and IndyLights. They

have a lot of experience in what they call "moving marketing", they manage all the marketing for the Indy Racing League, with most of the attention being on the public. For example, they manage the two-seater IRL, which is used by VIPs and businesses for racing experiences, and also the trucks that they bring to the races that contain real museums, allowing the spectators to learn and experiment with the technology. In the new building they will be busy with marketing whilst we work on the construction and planning, sharing the space and continuing with a logistical relationship as far as parts are concerned".

- How are the exchanges between Varano and Indianapolis going, in particular from an engineer's point of view?

"The intention is to create a Masters course, together with the University of Indiana and Italian Universities, where Dallara will train the American engineers of the future. The reason Perdue University in Indiana, is interested in this, is so they do not have to go abroad to find motorsport engineers in the field of and they thought it appropriate to work with Dallara. There will be students who come to visit for the varying periods of



time in Verano, and Italian engineers who will spend time at Indianapolis. It is a project that is very much in Gian Paolo Dallara's heart".

- What is going to be the route for the visitor to Dallara at Indianapolis?

"There will be two areas for the fans. Upon entering the Dallara area they will be shown and explained how a racing car is born, they will walk down a path with video displays and it is our intention that the enthusiast will have learnt how to plan and manage a car, from materials to the design of the parts. A virtual museum that can be understood by people, even if they are not engineers. In the second area the fans will be given the chance to experiment in the pit-stop, changing

tyres, simulating refuelling in a mechanic's overalls. Furthermore there will be the chance to ride in a two-seater on the Speedway: in the USA you can put a number plate on a racing car, making it "street legal". Finally, it is going to be possible to visit the more technical areas, the workshop where the cars are designed, assembled, and where we also construct some spare parts. There are also plans for a restaurant".

- What role will the new simulator play, and how similar will it be to that which is about to be unveiled at Varano?

"A smaller version of the simulator that has just been unveiled will be taken to the Indianapolis factory, to be used by the engineers and the team. Then we will have other simulators, with simpler software but highly refined

graphics, available to the spectators".

- Can Dallara become an example of Italian entrepreneurship that knows how to expand thanks to the strength of its ideas and projects?

"Italy should learn from the USA: the openness with regards to ideas, the passion and the willingness to invest. In America there is enormous support for those who come from abroad, it there is the quality; the proof is in the great appreciation Dallara has had in the USA. In the United States you don't get ahead by knowing the right person, or having friends in high places, you need to be good at what you do. If you demonstrate competence and reliability, you will be rewarded".



Edited by
Alessandro Santini

IndyCar

FRANCHITTI STAYS ON TOP



CHAMPIONSHIP 2010

- 1 - DARIO FRANCHITTI 602
- 2 - WILL POWER 597
- 3 - SCOTT DIXON 547
- 4 - HELIO CASTRONEVES 531
- 5 - RYAN BRISCOE 482
- 6 - TONY KANAAN 453
- 7 - RYAN HUNTER-REAY 445
- 8 - MARCO ANDRETTI 392
- 9 - DAN WHeldon 388
- 10 - DANICA PATRICK 367

A great battle between championships that hinged on a high level technical fight between the top teams. In a historic IndyCar season, which saw the announcement of the next generation of cars for 2012, the competition on the track highlighted the quality of the cars and drivers, giving both fans and professionals a memorable year. The two drivers involved in a final race duel, Will Power and Dario Franchitti were racing at their absolute limits; but in the end the versatility of the Scottish driver from the Ganassi team won out once again. The Dallara IR105 has reached its penultimate year; winning races and proving the quality that has already turned Italian constructor into a monopoly. This year, once again the quality of the IndyCar's technical package has been confirmed in the fastest championship in the world, adapting to the different types of track, from the fast oval circuits to those that take place on the roads. There was an extraordinary display of the level of safety achieved, during Mike Conway's incident in the 500 Miles. Someone who really knows how to use the equipment is Franchitti who took wins everywhere, taking the title with relative ease on the Homestead Speedway. However; Power has emerged as one of the greatest drivers of the US scene, and he is one of the favourites to take the title in 2011. A more competitive season that will be the last for the current model, after a long and successful career. Successes that have redefined concepts of safety, reliability and versatility and have meant a new dawn for American open wheel racing.







GP2

PASTOR THE RAPAX



**CHAMPIONSHIP
2010**

- 1 - PASTOR MALDONADO 87**
- 2 - SERGIO PEREZ 71**
- 3 - JULES BIANCHI 52**
- 4 - DANI CLOS 51**
- 5 - SAM BIRD 48**
- 6 - OLIVER TURVEY 47**
- 7 - GIEDO VAN DER GARDE 39**
- 8 - DAVIDE VALSECCHI 31**
- 9 - CHRISTIAN VIETORIS 29**
- 10 - CHARLES PIC 28**
- 10 - LUIZ RAZIA 28**

Once again the champion of GP2 has graduated to F1. Fresh Williams signing, Pastor Maldonado, joins a long list of drivers: Nico Rosberg, Lewis Hamilton, Timo Glock, Nico Hulkenberg, all of whom were promoted to the main world series. It has been an important year for the closest category to F1, in terms of the performance of the Dallara-Renault-Bridgestone package. A year that marked the end for the second single-seater constructed in the Italian factory. Starting from 2011 the changes begin: a car equipped with very similar aerodynamics to the current F1, with an 625 horsepower engine and brand new Pirelli tyres. The first testing began on 18th November at the Le Castellet circuit with more than satisfactory results. The new car with Italian tyres and a developed engine was available for all the teams. Despite the uncertainty of a new car there were no significant technical problems.

Pastor Maldonado and the Italian Rapax team dominated the 2010 season. The Venezuelan driver achieved six consecutive main race wins, taking the title with one race of the championship left to run. Maldonado's biggest and most consistent rival was Sergio Perez, who is also going to drive in F1 next season, with the Sauber team. Diving with the Addax team, the Mexican driver took an overall second place, with two main race wins at Monte Carlo and Abu Dhabi and more victories at Silverstone, Hockenheim and Spa in the sprint races. Perez was followed by Jules Bianchi in the overall classification, the best new driver who is with the ART team and is the new test driver for Ferrari F1. GP2 Asia, on the other hand, was won by Davide Valsecchi and by the iSport team. Dallara provided the cars for the first three years of the pre GP2 Main Series, 2005 to 2007, a car that will now be put into retirement.

GP3



FIRST TIME FOR GUTIERREZ

This year motorsport has seen the start of a new category: GP3. All the cars carry the Dallara logo and have Renault 280hp engines and Pirelli tyres. A classic training series, newly introduced to the European Formula One weekends. Thirty cars signed up for a total of ten teams, each being asked to provide three cars. The championship was extremely hard fought and saw many young drivers from all over the world participating. Once again, Dallara proved to be the constructor of good quality and reliable cars in GP3, the perfect bridge between F3 and GP2.

In the end, the title went to Esteban Gutierrez of the ART team. The Mexican won the race at Monza, the season finale. The new test driver for Sauber F1, Gutierrez, beat Robert Wickens, the Canadian driver for the Status GP Team, and Nico Muller from the Jenzer team. Gutierrez was already far ahead in the classification, after five victories and a series of other good finishes.





CHAMPIONSHIP 2010

- 1 - ESTEBAN GUTIERREZ 88
- 2 - ROBERT WICKENS 71
- 3 - NICO MULLER 53
- 4 - ALEXANDER ROSSI 38
- 5 - RIO HARYANTO 27
- 6 - ROBERTO MERHI 26
- 7 - DEAN SMITH 24
- 8 - JAMES JAKES 21
- 9 - STEFANO COLETTI 18
- 10 - MIKI MONRAS 1





CHAMPIONSHIP 2010

- 1 - MIKHAIL ALESHIN 138
- 2 - DANIEL RICCIARDO 136
- 3 - ESTEBAN GUERRIERI 123
- 4 - STEN PENTUS 78
- 4 - ALBERT COSTA 78
- 6 - STEFANO COLETTI 76
- 7 - NATHANIEL BERTHON 60
- 8 - JEAN ERIC VERGNE 53
- 9 - DANIEL ZAMPIERI 51
- 10 - BRENDON HARTLEY 50

World Series LAST MIN

The World Series Renault 3.5 has been the most exiting championship in living memory. The single-brand Dallara championship with a Renault V6 3500cc engine was decided a few miles short of the finishing line in the final race at Barcelona, concluding a long duel between Mikhael Aleshin and Daniel Ricciardo. The Russian driver overtook the Australian before going on to take the championship. The first Russian to win a European high level championship was driving a Dallara for the Carlin team, whilst Ricciardo was challenging him with the same brand of car for Tech 1. Amongst the stars of 2010, Esteban Guerrieri should be mentioned with the new ISR team. The Argentinean driver was particularly unfortunate to run into couple of disqualifications which ended up being decisive. Both Aleshin and Ricciardo then went on to test for F1 at Abu Dhabi, for Renault and Red Bull respectively. It was the Australian who had the best time, showing with his Dallara that he had the skills required for F1.

In order to meet the demands and requests



Renault

NUTE ALESHIN

of the teams to combat the economic crisis, it has been decided that next year the World Series Renault will continue to use the same type of car, postponing the new car until 2012. The development of this new car has already begun in the factory in Varano, Italy. The championship will continue to be contested over nine races, with two connected to other events (Monza with WTCC and Monte Carlo with F1 and GP2) whilst the other seven will all be Renault events.





Formula 3

MORTARA'S MASTERPIECE

The F3 Euro Series in 2010 has survived the crisis, with an average of 14 Dallara cars (the Italian factory has a monopoly) with engines from both Mercedes and Volkswagen. The season was won by Edoardo Mortara in a Dallara managed by the Signature team with a VW engine. It is the second year in a row that the Italian driver, who lives in Geneva, has won the classic end of series GP in Macao. Montara's success in the F3 Euro Series has interrupted the dominance of ART in the category, the had won every year since 2004.

In the Italian F3 championship, where Dallara had to deal with opposition from the French Mygale team, the Brazilian Casar Ramos won in his Dallara for the BVM Target team, becoming champion in the final race at Monza. At the start of the race Stephane Richelmi, Andrea Caldarelli and Daniel Mancinelli were all still in the running for the championship, all driving Dallara cars with Fiat engines. In Spain, the European F3 Open (cars all provided by Dallara and all engines by

Toyota) saw Marco Barba win the championship, who had come back to the series that he had previously left a few years ago. In the British F3 it was another success for the Carlin team. The Frenchman Jean-Eric Vergne was victorious in a Dallara powered by a Volkswagen engine. Vergne was making his debut in F3, but there was nobody who could challenge his dominance. In Great Britain the teams are free to choose whichever car they like; all teams opted for a Dallara. Finally in the German Formel 3, first place went to Tom Dillmann of HS Technik. Another Frenchman and expert in the category, driving a Dallara with a Volkswagen engine, beat the German rookie Danie Abt from the Van Amersfoort team, in the final race of the season. A mention is due for the Japanese F3, an high level championship that started in 1973. Honda and Toyota are involved in the series where 20 Dallara 309 and 306 run in the National Class, in 2010 the title went to Yuij Kunimoto, the brother of Keisuke.



**CHAMPIONSHIPS
2010**

F.3 EURO SERIES

- 1 - **EDOARDO MORTARA 101**
- 2 - **MARCO WITTMANN 76**
- 3 - **VALTERI BOTTAS 73**
- 4 - **ALEXANDER SIMS 62**
- 5 - **ROBERTO MERHI 56**





F.3 ITALY

- 1 - CESAR RAMOS 165**
- 2 - STEPHANE RICHELMI 153**
- 3 - ANDREA CALDARELLI 148**
- 4 - DANIEL MANCINELLI 138**
- 5 - SERGIO CAMPANA 114**

FORMEL 3

- 1 - TOM DILLMANN 120**
- 2 - DANIEL ABT 112**
- 3 - KEVIN MAGNUSSEN 96**
- 4 - STEF DUSSELDORP 88**
- 5 - FELIX ROSENQVIST 83**

BRITISH F.3

- 1 - JEAN ERIC VERGNE 392**
- 2 - JAMES CALADO 293**
- 3 - OLIVER WEBB 250**
- 4 - ADRIANO BUZAID 238**
- 5 - FELIPE NASR 136**

EUROPEAN F3 OPEN

- 1 - MARCO BARBA 154**
- 2 - CALLUM MACLEOD 112**
- 2 - DAVID FUMANELLI 112**
- 4 - KEVIN CECCON 92**
- 5 - TONO FERNANDEZ 83**

JAPANESE F3

- 1 - YUJI KUNIMOTO 139**
- 2 - YUHI SEKGUCHI 81**
- 3 - RAFAEL SUZUKI 78**
- 4 - KOKI SAGA 68**
- 5 - ALEXANDRE IMPERATORI 52**





CHAMPIONSHIP 2010

- 1 - JEAN KARL VERNAY 494
- 2 - JAMES HINCHCLIFFE 471
- 3 - MARTIN PLOWMAN 392
- 4 - CHARLIE KIMBALL 388
- 5 - PIPPA MANN 313
- 6 - ADRIAN CAMPOS 307
- 7 - DAN CLARKE 304
- 8 - SEBASTIAN SAAVEDRA 303
- 9 - PHIL MAJOR 299
- 10 - GUSTAVO YACAMAN 293





Indy Lights

VERNAY THE FRENCH FLAIR



Running alongside the IndyCar Series is Firestone Indy Lights, a Dallara single brand tournament, which has provided a great show on the track. Even if the season proved to be a showcase for the talented Jean-Karl Vernay, who left little room for competition. The French driver, who came from Formula 3, has been impressive since his first few laps, immediately adapting himself to IndyCar. Winning on both the street circuit of St. Petersburg and on the track at the Barber Motorsports Park, Vernay also won another three races allowing him to get the better of James Hinchcliffe. The Canadian's test laps should also be mentioned, he was more constant with the alternating types of circuit, keeping his nerve on the oval circuits even in difficult moments. They all confirmed their skills; now Indy Lights must face the challenge of being a starting point for the young drivers at the start of their IndyCar racing careers. After the Raphael Matos's debut in the main series in 2008 with the De Farran Dragon team, JR Hildebrand is also ready to begin after his success last year. Still focusing on the reliability of the technical package that will continue to offer an almost unbeatable cost to performance ratio, the "Road To Indy" programme is ready to come alive, allowing for the creation of strong ties between Dallara and Indy Lights.





THE COMPANY IS CERTIFIED
ISO 9001:2008
A SPECIAL DIVISION IS
DEDICATED TO ACCEPTING
AND MAKING DECISIONS ON
ALL COMPONENTS OF THE CAR.

DALLARA BUSINESS IN QUALITY

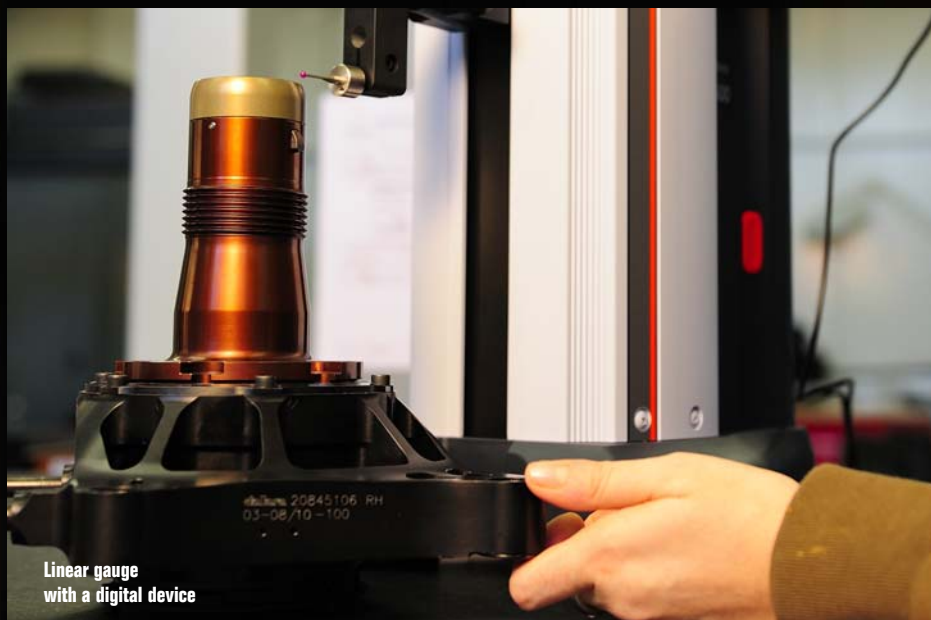
Dallara sees quality as an essential factor in order to be a leader in the racing and automotive markets. To guarantee the quality of Dallara products, in recent years the company has taken the decision to embark on two important developments. First of all to organise the Dallara quality control department with qualified staff and innovative equipment; and to obtain the certification ISO

9001:2008 with which the company will devote itself to guaranteeing a high quality standard able to meet the increasing needs of the customer, also through shared effective company procedures. The quality control department is the centre of this company system, it works full time to guarantee the quality and reliability of the Dallara cars. This institution is involved in the business of testing semi-manufactured

materials and checking before delivery to the customer. The quality control technicians check that every detail of the physical object corresponds with the CAD plan. For important structural pieces, non-destructive testing is also carried out, applying techniques such as magnetic control, dye penetrant inspection, ultrasounds, a type of scanning of the pieces (in this last example it also applicable on composite materials).



Thread profile measurement



Linear gauge with a digital device



Laser marking in the Dallara laboratory

of the checked components. The staff follow training courses to utilise this equipment, including the three dimensional equipment; and they have obtained internationally recognised licences in the techniques of non-destructive testing. At Dallara quality control it is possible to carry out three dimensional tests of an entire chassis, with precision to a hundredth of a millimetre, and laser scanning to check the aero dimensional surface, thanks to a precision laser scanner installed on the same mechanical testing arm. The precision of the testing and the attention to detail is guaranteed also by other precision testing equipment such as the geometric profile detector (with which, for example, the grooved and threaded profiles are checked) and the micrometric testing of the roughness.

The components that pass the established checks for the various families of products are labelled, if possible, with the Dallara logo, code and serial number in order to guarantee the possibility to retrace the production cycle. All testing is then registered in purpose-built software.

The quality control organization also offers service to those who have specific testing needs, carrying out 3D checks, superficial testing and non-destructive checks.

Dallara's quality control is a continually evolving organisation that searches, inasmuch as is possible, to get as close as it can to the ever growing needs of the client. For this reason it is able to continually improve, an essential factor in guaranteeing a quality product on the market.

Paola Carlorosi
Quality Control Manager



These inspection methods allow for verification of the absence of cracks and irregularities in the structure of the components without having to cut or dissect.

The quality control organisation has highly qualified staff who carry out three dimensional checks, superficial tests, non-destructive tests (NDT in technical jargon), checks on the bench (with gauges, altimeters, micrometres, etc.) and laser marking

dallara

www.dallara.it

THE PURSUIT OF EXCELLENCE

On the road since 1972.

- Consultancies, design and production of racing cars and high performance road cars.
- Aerodynamics: wind tunnel and computational fluid dynamics (CFD).
- Research & development: vehicle dynamics and driving simulator.



www.dallara.it