

## INDYCAR

ENGINEER ANDREA PONTREMOLI REVEALS THE LATEST NEWS ABOUT DALLARA'S COMMITMENTS IN THE USA, ONE YEAR AFTER WORKS BEGAN ON THE NEW FACTORY IN INDIANAPOLIS:

"THIS VENTURE ENABLES US TO EDUCATE PEOPLE ABOUT RACE CAR DESIGN, AND ENTERTAIN THEM AT THE SAME TIME"

## FORMULA 3

THE NEW MODEL WILL DEBUT IN 2012: GIAN PAOLO DALLARA TALKS ABOUT THE CAR, THE CURRENT STATE OF THE CHAMPIONSHIP AT INTERNATIONAL LEVEL AND REAFFIRMS THE COMPANY'S PASSION FOR THE CATEGORY: "A GLOBAL CHALLENGE THAT WE ARE FULLY COMMITTED TO"

## PIRRO & RICCIARDO

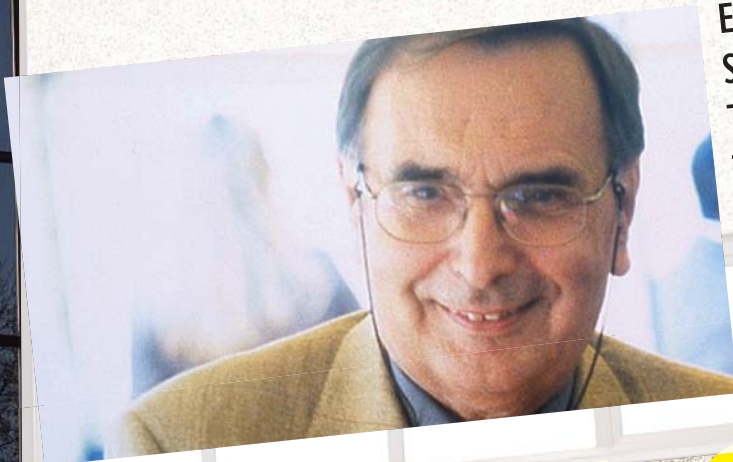
ONE OF THE GREATEST ITALIAN DRIVERS OF THE LAST THIRTY YEARS, AND THE NEW HOPE OF FORMULA 1 TELL US ABOUT THEIR AFFECTION FOR AND INVOLVEMENT WITH DALLARA, EXPLAINING WHY THE ITALIAN DESIGNED CARS HAVE PROVED SO POPULAR WITH DRIVERS OVER THE YEARS











ENGINEER DALLARA  
SPEAKS OPENLY:  
THE SECRETS OF  
THE NEW CAR,  
THE FUTURE OF THE CATEGORY,  
THE STATE OF THE  
VARIOUS CHAMPIONSHIPS,  
FAVORITE MEMORIES

**“F.3 IS A GLOBAL  
CHALLENGE”**





**T**ogether with the IndyCar, the F3 car is probably the one that best symbolizes Dallara's history and tradition. This was Engineer Gian Paolo Dallara's starting point, and it is the point from which he intends to lay down the foundations for the future. The new F3 for the 2012-2015 seasons is almost ready. The rules have changed and it is important to be fully prepared to face a high level of competition. The Engineer invited us into his office to explain how he plans to handle this competition.

**Engineer Dallara, what is the new car like?**

*"It is significantly different from last year's model. A new gearbox, a raised nose that resulted in the need to implement special front torsion springs, general refinements to the build but, above all, we have concentrated on aerodynamics".*

**In your opinion, what will be the main technological challenges in this category over the next few years?**

*"F3 is one of the few categories, together with F1 and the Le Mans prototypes, where there is stiff*

*intercontinental competition. Mygale still continue in from the championship, and we have heard recently that Lola may re-enter the competition in 2013. For this reason, it is important to keep refining the car, while resisting the temptation to revolutionize it, since you never know whether the current solutions will continue to give us the same advantage in the future. The new car must last for at least four years, so it was important to develop an aerodynamic design that would stand the test of time, which is why we spent so many hours in the wind tunnel. In fact, in this case, we weren't striving to build a good car, but to build a better car than our competitors, all of whom are extremely capable".*

**Which markets should F3 be aiming to strengthen its position in and which can it break into in the near future?**

*"A lot of categories are experiencing difficulties at the moment, the fact that, as things stand, F3 is so healthy in various parts of the world gives us reason to be satisfied. With the introduction of the new car, there will be a strong competition in Great Britain, Spain, Europe, South America*

*and Japan. The German and Australian championships that use the cars from the previous generation remain important.*

*There are also a several "minor" championships that have a reduced number of races, but still pull their weight in the world of covered wheel competition racing cars. The Italian championship is at a watershed: due to uncertainty about engine design, they have decided not to follow the evolution. I hope that they do not suffer at the hands of the Spanish competition and that they manage to retain the position as a top level championship that they have achieved over recent years".*

**Dallara accounts for more than 90 per cent of the F3 world market. What strategic role does F3 play in the company's development plans?**

*"We learn more from F3 than from any of the other international motor racing categories we are involved in. It is present everywhere apart from Africa and we will always strive to maintain a high level of excellence for this car. For us, abandoning F3 would mean the beginning of a decline: we have been involved for a long time and*

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258  
26  
27  
278



1977/78



1980



1981

FUJI RVP  
26  
RVP-SB4  
27  
FUJI RVP





*we will defend it with all means at our disposal. The simple fact that we know our competitors are good and that we want to keep challenging them is reason enough”.*

**Dallara has been investing heavily in the USA recently: what chance is there of seeing F3 in the United States in future?**

*“In the United States, single seater racing cars are synonymous with IndyCar. There is a possibility that, in the future, in addition to IndyLights (Editor’s note: the preliminary IndyCar category), it may be possible to introduce an entry-level category, such as F3”.*

**FIA recently considered the idea of making it obligatory for drivers to compete in F3 before stepping up to F.1. A valid idea, or one to forget?**

*“I don’t think it should be made obligatory, given that at least 80% of F1 drivers have driven in F3. A small number of drivers came up through GP3, GP2 or World Series by Renault instead of F3. It is also true, however, that F3 provides drivers with a*

*complete racing education, enabling them to exchange ideas with technicians and track engineers, and providing them with extensive knowledge about the car, the various regulations, etc.”*

**In a past edition of this magazine, together with Engineer Concari, the “historical” manager of the F3 project, we counted more than 200 wins between national and international races. When did you realize that this car had the potential to be a key to success for the company?**

*“At the beginning of this adventure we achieved some very good results with the Sportcar models, thanks to the collaborations with Lancia which helped us in our technical development. We got off to a good start with F3, but the step up from national to international level meant coming up against the British, and on their own territory. The great leap forward came when we won in England: we felt “international” for the first time, earning the esteem of the traditional constructors that*

*dominated the market, such as Reynard, Ralt, March or Chevron. Challenging these companies may have seemed a little irresponsible, or even presumptuous, but it was driven by a desire to improve the technical level of F3: our strategy was to concentrate on composites, a carbon body and extensive use of the wind tunnel”.*

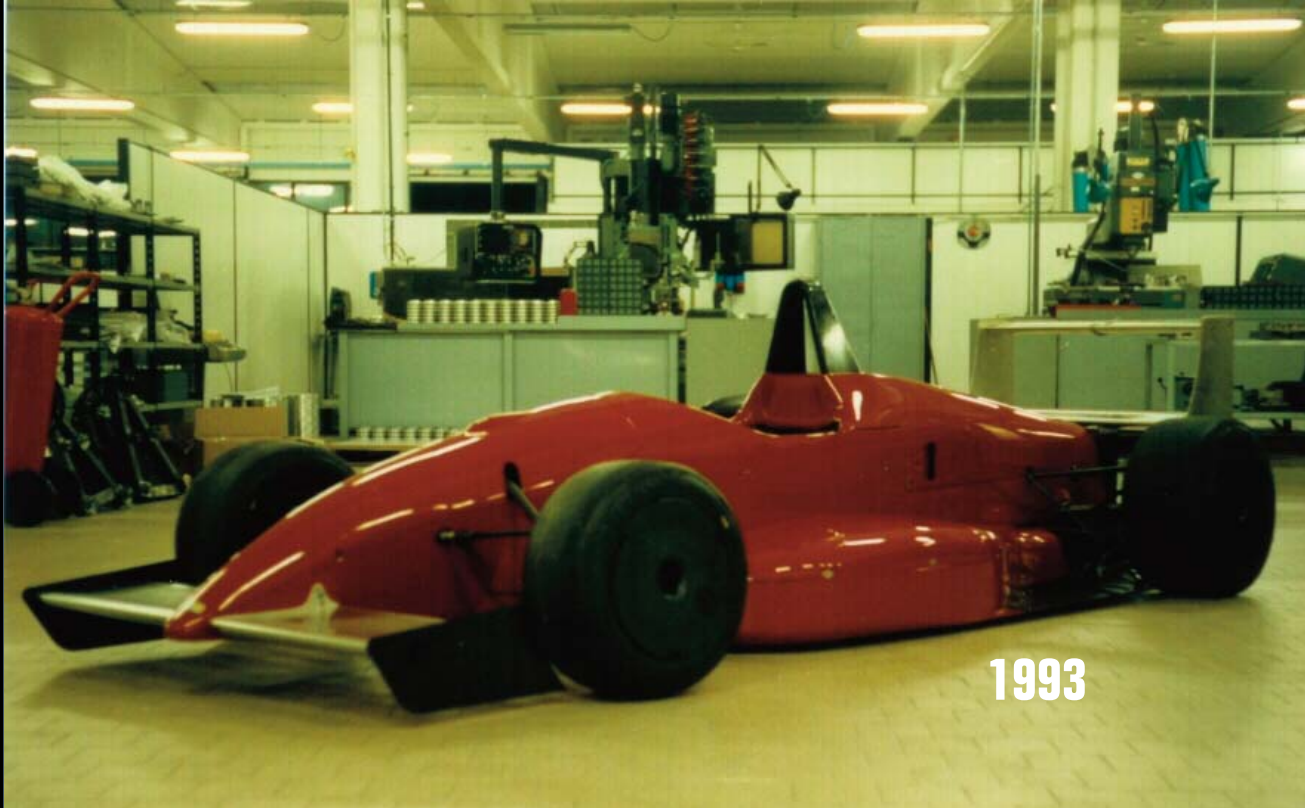
**From the first F3 in 1978 up to today, what are your favorite memories associated with this car?**

*“I would say our first win in the Italian championship, with the Tuscan driver Guido Pardini in 1980, the European championship in 1985 with Alex Caffi, the French championships with Jean Alesi, the first wins in England in 1993 with Warren Hughes. To win in Italy was almost taken for granted, after all, we were playing at home where we could keep a close eye on both teams and drivers. The greatest satisfaction was winning in England because it earned us the respect of the motor racing world, which confirmed our faith in our own abilities”.*

**Alessandro Santini**

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258  
26  
27  
27A



1993



1995



2011

FUJI RVP  
26  
RVP-S84  
27  
FUJI RVP





**PONTREMOLI:**  
**“PEOPLE WILL HAVE FUN**  
**LEARNING HOW A RACE**





A LITTLE OVER A YEAR AGO, ON 14TH JULY 2010, IN INDIANAPOLIS, IN THE PRESENCE OF THE GOVERNOR OF THE STATE OF INDIANA, DALLARA MADE A FORMAL COMMITMENT TO BUILD THE CARS FOR THE INDYCAR SERIES FOR THE NEXT 5 YEARS. THIS WILL BE THE FOURTH GENERATION OF DALLARA INDYCARS, AFTER THE 1997, 2000 AND 2003 MODELS. WE ASKED ENGINEER ANDREA PONTREMOLI, WHO SIGNED THE CONTRACT TOGETHER WITH THE CEO OF INDYCAR, RANDY BERNARD, FOR MORE INFORMATION

# UN, WHILE ING CAR IS BORN"





### Engineer Pontremoli, what is stated in the contract?

*"The contract states that we will supply all the cars for the IndyCar championship until 2016, that the cars shall be lighter than the previous generations, shall consume less fuel and cost less. Moreover, in order to ensure an acceptable degree of diversification, and hence competition, the design shall include a series of aerodynamic components that third parties such as teams, sponsors, automobile manufacturers, motorists and engineering companies, etc. will be free to develop independently. These are the components that, among other things, define the look of the car to a large extent".*

### Customizing the bodywork is a great innovation. Are there any others?

*"Since we are committed to building part of the IndyCar in the United States, we have established a company there that is capable of assembling the cars, manufacturing some of the components directly, buying, selling and providing post-sales service and*

*offering teams and other players in the American motoring sector technical consulting. A "sister" company with a lot to learn, but at the same time, we believe, much to teach us".*

### How is the work progressing?

*"We acquired a plot of approximately 23.700 m2 which will house a building covering 8.150 m2. Building work started on 25th May and we have almost completed work on the roof. The facility will be complete by 15th October when we will be able to start transferring all the machinery and materials from our temporary premises, which are located opposite. The inauguration is scheduled for 11th November, exactly a year after the Groundbreaking ceremony".*

### Where will you be recruiting personnel from?

*"Mainly from America. We have already identified the people who will be responsible for administration, the technical office, metal working, purchasing, warehousing, production*

*planning, assembly and quality control. All personnel have selected by Dallara Italy in conjunction with the CEO and General Manager for the American company, Stefano De Ponti. A number of them have already received the necessary training in Varano, and others will be coming over in the next few months".*

### How would you summarize the new venture?

*"The intention is to establish a presence in America in the full knowledge that we are doing something unique, with the aim of carrying it out as efficiently as possible and the desire to publicize it through a new concept known in the English speaking world as 'edutainment': a mix between education and entertainment. The place will be called the "Dallara IndyCar Factory".*

### Can you tell us a little more? What does the Dallara IndyCar Factory aspire to be?

*"It aspires to be a lot of things. First of all, an interactive journey where*





Engineer Andrea Pontremoli, right, signs the contract together with Randy Bernard, CEO of IndyCar

people can learn what it means to design and build vehicles that reach speeds of nearly 400km/h, while enjoying themselves at the same time. A place where you can see cars being assembled, and learn how they are designed by touching, seeing and hearing them.

A stimulating place where you can set up your own imaginary car and simulate its performance using the Dallara Lap Time Simulation before testing it on our simulators. It will also be possible to test drive the cars using the Indy Racing Experience program and our two-seaters”.

#### **In addition to the fun, is there a scientific side to all this?**

“Certainly. The factory will offer people a truly exciting experience, but above all it will enable them to learn new concepts and return home having acquired a unique insight into competition racing cars and the associated engineering topics: the basic principles of physics, the engine, aerodynamics, design, carbon fiber and vehicle dynamics. A new way of

stimulating enthusiasm for technology, innovation and engineering”.

#### **Will future visitors also be able to enjoy additional services?**

“Together with third parties, we are looking into the idea of creating a restaurant that would promote Italian culture and cuisine, providing good quality food, a merchandising area and space for corporate events and conferences and a Dallara museum that recounts the history of our company, Engineer Dallara’s, past projects and collaborations, our values and, above all, our people”.

#### **A movement designed to create a positive synergy for the local community and the stakeholders too?**

“We want to help rebuild a great racing culture, in a legendary place like Indianapolis, and support economic growth in the local area by creating new employment opportunities, making new investments, helping to develop

tourism, and sharing our knowledge and experience. The benefits of this initiative will be felt by the government, the public institutions, the local community and local industries, which will have the chance to develop new partnerships, exploit this new “wave” of technological know-how and discover new business opportunities”.

#### **Do you expect to involve the academic sector too?**

“In conjunction with two important partners, the University of Indiana and the University of Bologna, we intend to establish an intensive new, one year master degree course, specializing in motorsport, and with a basis in our knowledge and expertise in manufacturing competition racing cars”. So many activities, so many ambitious projects. All that remains is for us to wish Engineer Pontremoli and all the staff at Dallara all the very best in this new venture.

Alessandro Santini  
Francesco Ravanetti



FROM THE 52 YEAR OLD PIRRO TO THE 22 YEAR OLD RICCIARDO, DALLARA CONTINUES TO BE AN IMPORTANT FACTOR IN THE CAREERS OF MANY SUCCESSFUL DRIVERS. HERE'S HOW TWO DRIVERS FROM DIFFERENT GENERATIONS EVALUATE THE IMPORTANCE OF THE ITALIAN FACTORY IN THEIR CAREERS AND FOR THE DEVELOPMENT OF MOTORSPORT ALL OVER THE WORLD

# PIRRO: “I RACED FOR THE ENGINEER, NOW I WOULD LIKE MY SON TO WORK FOR HIM”

*“I never got the chance to drive a Dallara during my time in F3 – recalls Pirro – But while I was racing in F1 for Scuderia Italia, I established an excellent relationship with the Engineer, based on mutual respect and friendship. I mean, we’re fond of each other! But apart from that, I have always maintained that, while Dallara is highly thought of abroad, with the exception of the excellent results it has achieved, Dallara does not receive the recognition it deserves in Italy. The Engineer has managed to make a virtue of that seriousness which, in the eyes of the rest of the world, is sometimes perceived as lacking in us Italians. He has also achieved this by collaborating with different manufacturers on the same project: something that can only succeed if you guarantee absolute honesty and professional efficiency. In Italy, we still fail to realize what Dallara has created”.*

Pirro believes that Dallara’s size, which enables it to be both intimate and familiar, and super-professional and globalized, is a very important “plus”, from the point of view of whoever dreams of

designing the cars, and whoever dreams of driving them. Today, just like yesterday. “I read a few days ago that the company most new graduates would most like to work for in Italy is Ferrari: it would be nice if a few more were to consider

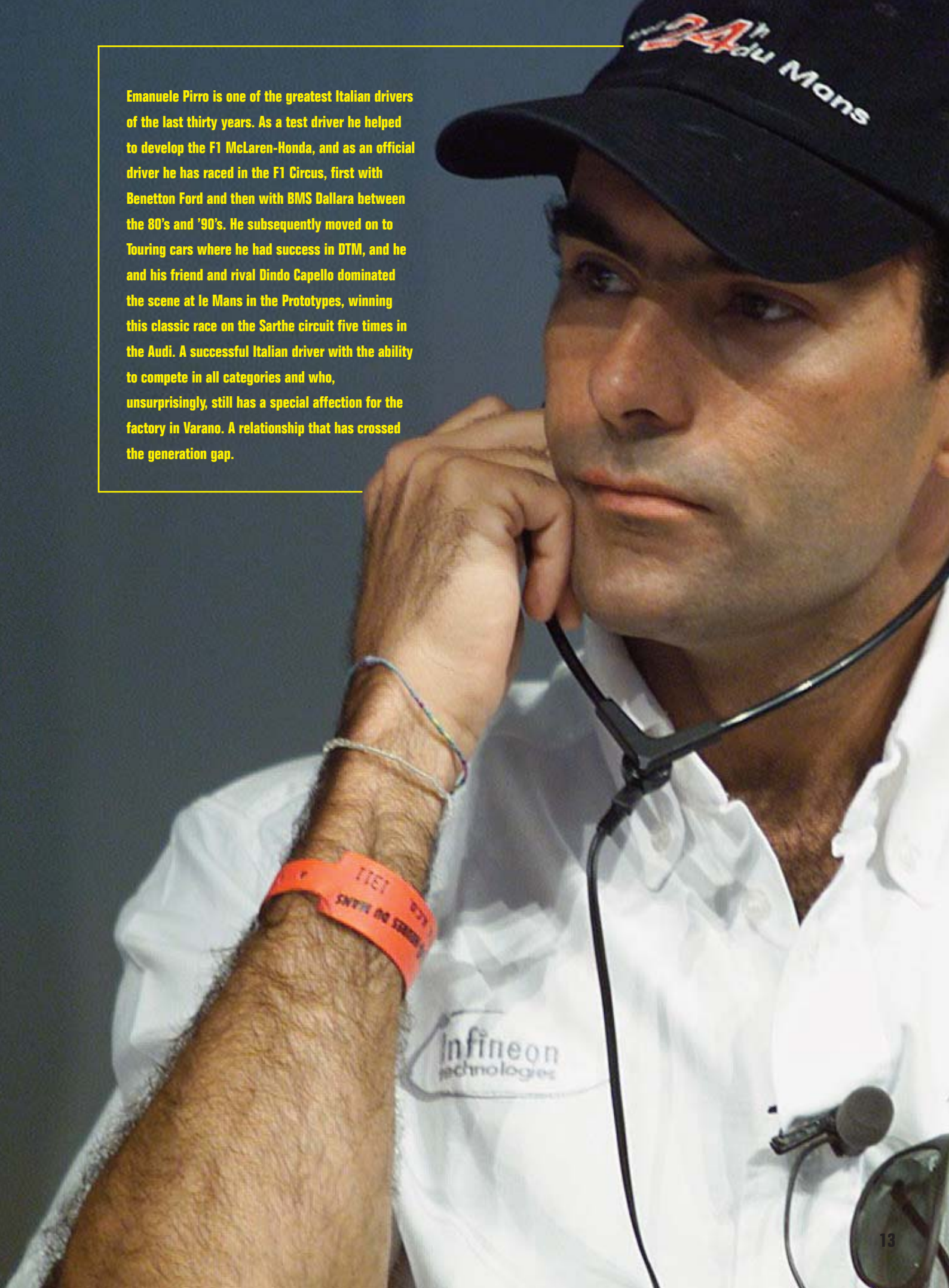
Dallara. Not least because Dallara has always developed its own engineers, rather than poaching from others. In fact, I remember when I signed my contract with Scuderia Italia, and went to visit the Dallara factory, I got into a technical



Pirro with F1  
BMS Dallara



Emanuele Pirro is one of the greatest Italian drivers of the last thirty years. As a test driver he helped to develop the F1 McLaren-Honda, and as an official driver he has raced in the F1 Circus, first with Benetton Ford and then with BMS Dallara between the 80's and '90's. He subsequently moved on to Touring cars where he had success in DTM, and he and his friend and rival Dindo Capello dominated the scene at le Mans in the Prototypes, winning this classic race on the Sarthe circuit five times in the Audi. A successful Italian driver with the ability to compete in all categories and who, unsurprisingly, still has a special affection for the factory in Varano. A relationship that has crossed the generation gap.





conversation with a young lady who turned out to be the Engineer's daughter, and responsible for aerodynamics". A company that has grown a little at a time, but has always had big ambitions: "Gian Paolo Dallara has never come under the spell of F1: he is aware that F1 can be a two-edged sword and that it can easily ruin you, so he has always limited his involvement to supplying his clients with chassis for their cars. I have never heard anyone say anything negative about Dallara, either as a man or as a professional. And believe me, there are not many people you can say that about in this business. I regard him as a friend, and I think the feeling is mutual". A bond that could bridge the generation gap, so to speak. If Pirro was welcomed to Dallara by the Engineer's daughter

during the Scuderia Italia years, one day we may bump into a Pirro junior around the benches and test rooms at Varano. "My son is just starting out as an engineer and I must admit I would be really pleased if he went to work for Dallara. Gian Paolo knows my family well, I have never mentioned my desire to my son as I want him to make his own career choices". Maybe as part of Dallara's new American venture: "Yes, apart from anything else, he is studying at university in England, so he would feel at home there. Dallara's move into the American market is just the latest demonstration that, through no fault of Ferrari's, there is little interest for anything beyond Ferrari in the Italian motorsports scene. Dallara is something to be proud of, not only in the motorsports sector, but for Italian

industry as a whole. And a great deal of this is thanks to the Engineer". According to Pirro, this is in no small part due to his ability to see the problem as a whole. "Nowadays there are many young engineers who handle various single aspects for the company. Dallara continues to work in silence, "low profile" as they say abroad, but his opinion and his technical and common sense is invaluable to the new generations of engineers. The risk today lies in over-specialization, and the loss of a overview of the complete project. It was Patrick Head during his time at Williams who had to give Adrian Newey, a genius who was capable of coming up with brilliant but unfeasible solutions, a sense of proportion. In the same way, Gian Paolo Dallara continues to be a reference point for everyone".

Emanuele Pirro crosses the finish line to win the Le Mans in 2002







# RICCIARDO: “DRIVING A DALLARA: PURE EXCITEMENT”

**Daniel, what's your opinion of the Dallara, F3 and WSR single seaters that you have driven during your career?**

*“They are the most exciting cars I have driven so far, with the exception of Formula 1. The Formula 3 is really great fun to drive and provides drivers with the experience they need when they move onto to the next categories”.*

**What struck you the most about the Dallara F3 car?**

*“The net advantage and the superiority with respect to the other chassis manufacturers was obvious from the start. It has the best braking of all the*

*minor formulas, very powerful and extremely effective, it reduces reaction times and forces you to adapt your style in hurry, teaching you the right way to drive”.*

**And the WSR Dallara?**

*“This car has been designed to be similar to a Formula 1 car, and in a certain sense this has been successful. It's a very powerful single seater that can be a little difficult to control at times so that you find yourself attempting to find the limit, but each time you get in one you find that you can push it a little more, in the knowledge that you are driving a reliable,*

*high-performance racing car”.*

**Did it help you to make the step up to driving a Formula 1 car in any way?**

*“If you think about it, the Formula 1 car I'll be driving this season is partly a Dallara, since it is based on the 2010 chassis built by the Italian company, so you could say that, over the last few years, I've always driven their cars. Formula 1 has a style that is completely different from other cars, but when you're competing in the preliminary categories you learn how to drive, so, yes, it has been a great help to me”.*



**Daniel Ricciardo was born in Perth, Australia in 1989. This descendent of immigrants from Messina in Italy will be driving the HRT in the Formula 1 championship this year**





# “VARANO AND DALLARA: A FRIENDSHIP THAT WAS BORN ON A FOOTBALL PITCH AND GREW INTO A GREAT PARTNERSHIP”



AN INTERVIEW WITH ALESSANDRO MEGGI, DIRECTOR OF THE VARANO AUTODROME: THE BIRTH OF THE FACTORY AND THE CIRCUIT FROM A COMMON DREAM, THE PARTNERSHIP AND THE LIFELONG FRIENDSHIP. TODAY, THE CIRCUIT WHERE ALL F3 CARS FIRST SEE THE LIGHT OF DAY HOSTS A BRAND NEW INITIATIVE: FORMULA SAE, WITH A VIEW TO RE-ESTABLISHING ITSELF ON THE NATIONAL CHAMPIONSHIP CALENDAR







### **How did the relationship between Dallara and the Riccardo Paletti circuit in Varano de' Melegari come into being?**

*"The bond was formed many years ago. The circuit was created in 1969, and rebuilt in its current form in 1972, and since then Engineer Dallara has been involved in the project, together with his father and mine, who were among the founders of this structure. The circuit and Dallara Automobili have grown together, maintaining such a close relationship that the company uses our circuit to test their new cars. The track has its limitations, there are no long straights or fast bends, but it's a perfect circuit for a shake down. The first time the Bugatti Veyron and the KTM X-Bow ventured onto the track it was on our 2,360 meter circuit, and over the years all the cars that later went on to become the benchmark models in the international Formula 3 market first saw the light of day here".*

### **Two important figures in the national motorsports scene just 700 meters apart. How come you're so close together?**

*"We were founded just before Dallara, I remember the Engineer's first factory building, which was behind my aunt's house. The position is right at the edge of town and symbolizes the close ties between ourselves, Dallara and the local community. In 1969, four friends decided to build a race track round a football pitch, one of whom was Engineer Dallara. We've grown up a bit since then, but all the credit is due to the stature of the men who started it all".*

### **What kind of relationship is there between the Autodrome and Dallara?**

*"There's a personal relationship,*

*which means that I have a very close bond with Engineer Dallara. I would describe him as an enlightened person who illuminates everything around him. On a professional level there is a very good team spirit between our two organizations. We let them use the circuit when they need to carry out tests and whenever we have important customers we always take them on a tour of the Dallara factory, which never fails to impress visitors.*

*Also, for a number of years, we have been hosting their annual company dinner in July, when we organize kart racing for their employees".*

### **What is Formula SAE?**

*"It's an international competition between universities, with technical, sporting and economical regulations that are designed to get the very best out of university students. It covers various aspects, not just how to build a racing car but also team budget management. It has been held on our circuit for several years now, and this year, at the beginning of September, students from all over the world will be competing under the watchful gaze of such important judges as Engineer Dallara, as well as experts from Ferrari and Great Britain".*

### **How would you evaluate the status of your circuit at a national level?**

*"We are a medium-small circuit. We could realistically aspire to hosting Italian national championships, but certainly not the large-scale international events that are held at Monza and Imola. We lost our place on the Formula 3 calendar a few years ago, and is essential that we start hosting those races again, because, after all, this is the track those cars call home".*

Antonio Caruccio



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