

# THE INSIDER

RACE 6 // NÜRBURGRING // GERMANY // 22-24 JULY //

CHARLES PIC AWAY FROM THE TRACK // DINO LUISSO ASK THE EXPERT // ➔

**PIRELLI**

SUPPLIER TO GP2/GP3

## LORDS OF THE RING

FILIPPI AND GROSJEAN TAKE GERMANY SPOILS



**HARYANTO AND BOTTAS REIGN IN THE RAIN**





## Q&A LUCA FILIPPI SCUDERIA COLONI

**Luca, congratulations on your first win of the season: how was it inside the car?**

First of all I am extremely happy: I couldn't believe it when I was P1 and building a gap between me and Charles! Everything went so

well, from the pitstop when we decided to pit one lap after him, and I really pushed to the pit entry 100 per cent, almost to the guardrail!

**You've had great form this year but been unlucky with results, does this make up for it?**

Yeah, I have lost a lot of points but today was another day. All the mechanics were motivated, and I was able to see how much

everybody wanted this victory. Until now, the season wasn't so great for them with Rigon's injury. But once they had a chance to show how good they are they did everything perfectly!

**Does this mean your luck is starting to change?**

First of all, I can't complain about bad luck because I've done many GP2 races, and that makes me feel a very lucky guy!

Two podium places for Romain Grosjean extended his lead to 18 points



RACECARD // GERMANY

## GROSJEAN EXTENDS CHAMPIONSHIP LEAD

RACE REPORT GERMANY // FEATURE RACE WINNER: LUCA FILIPPI // SPRINT RACE WINNER: ROMAIN GROSJEAN

After a trip to Hockenheim in 2010, GP2 returned to the Nürburgring for its 2011 German round, and was treated to two fantastic races.

### FEATURE RACE

Charles Pic began on pole, with Luca Filippi a surprise front row starter after switching from Super Nova to Coloni. When the race got underway, Pic and Filippi maintained their positions, while behind them a grand battle emerged between French rivals Romain Grosjean and Jules Bianchi, with the latter taking the early advantage. The

race came down to pit strategy, with Grosjean jumping Bianchi in the pitstops to move into third, and Filippi also stopping one lap after race leader Pic to move ahead. It was a popular win for the Italian on his 100th GP2 race start.

### SPRINT RACE

The reverse grid Sunday race saw Sam Bird on pole, but with a dry line starting to form on the wet track following the GP3 race, the contest became another strategic battle as everyone had to make the call of when to switch onto slicks. Incredibly, the

race once again became a battle between Bianchi and Grosjean, with Filippi also in the mix. But in the end, an error from Bianchi handed Grosjean an opportunity to take the lead, which he duly pulled off to take his fourth win of the season ahead of his countryman and the Italian. Christian Vietoris took fastest lap and fourth place having started 23rd.

With neither Bird, Pic nor Van der Garde scoring in the Sprint race, Grosjean extended his championship lead for the second weekend in a row to move 18 points clear.



## AWAY FROM THE TRACK CHARLES PIC

ALL-ROUND SPORT

There are three things that I really enjoy when I am not racing. The first is to play sport with my friends. I like playing football, tennis and riding my bike. My friends and I get together for football games, usually about six or seven of us.

I like going to the cinema, but I wouldn't say there is any genre I enjoy more than any other. I just go where my mood takes me. So, comedy or an action film, I don't mind. It is a nice distraction.

Also I love to play video games. Of course I play racing games, but I like all sports games and I really enjoy strategy games. I don't really play online, I prefer to have friends come over.

I'm living in Valencia at the moment, close to the team, and that's cool because me and Giedo get to hang out. At the weekends though, I get to go home to the south of France.



MORE NEWS



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## SIMULATION STIMULATION

GP2 Series partner Dallara not only designs the cars, it has also developed its own simulator. Rapax driver Fabio Leimer is already a huge fan.

"I have used Dallara's simulator twice. It is really good and compares well with the F1 technology I've used."

As Leimer explains, it is a useful tool even though the simulator has its limits.

"You have to get used to the fact that it is a simulator and not a real car... the feedback, the braking and movement. But you can try a lot of things with your engineers and know whether they work or not. To give you a direction and additional information, the simulator is really good."



### LUCA FILIPPI

Moved back to the team where his GP2 career began for his 100th race... and promptly won it! There has rarely been a more popular GP2 Series victory.



### ADAM CARROLL

Back in GP2 and, like Filippi, back at the team where it all started. With minimal experience of the car, Carroll outqualified his teammate for the Feature and finished in the points in the Sprint Race.



### CHARLES PIC

Win some, lose some. Pole position and a podium on Saturday, but black flagged on Sunday after taking a drive-through penalty too late.



### SAM BIRD

Needed a good weekend to get back on terms in the championship, but a single point from Germany didn't go anywhere near matching his high expectations.



### STEFANO COLETTI

As the only driver to record DNFs in both the Feature and Sprint races in Germany, the Nürburgring proved not to be a particularly happy hunting ground for the Monegasque racer.

Michel: "Anything is possible in terms of where we race"



## ASK THE EXPERT DINO LUISO

TEAM MANAGER, SCUDERIA COLONI

"Usually the temperature shift between Germany and Hungary is quite big, but we've seen the forecast for Budapest and it doesn't look good either... cold and rain I think.

"A good comparison between a hot race and a cold race this year would be between Valencia and the Nürburgring. In Spain, we raced in close to 40°C, then on Sunday in Germany the track temperature was only 10°C. It changes the way the teams have to work, and the biggest issue is managing the tyres.

"You need your driver to be able to manage the race, to look after his tyres and for the driver and team to then make the right call with the pitstop in terms of how many tyres to change.

"If the weather in Hungary is like it was in Germany then the only real changes you will need to make are specific to the track. But if you find a balance with the car and with the tyre which works in one set of conditions, you tend to stick with it.

"The issue then is qualifying. The drivers aren't making many mistakes so it is close, but sometimes traffic can play a big role. So luck comes into it as well."

## BRUNO MICHEL: BRAVE NEW WORLD – GP2 AND GP2 ASIA TO MERGE

"The reason we have merged the championships is that for the first time, we have the same teams doing both series and for the first time we use the same car for both series, which was not the case before.

We noticed that almost 90 per cent of the drivers who compete in the Main Series had also taken part in the Asia Series, so the Asia Series had been used as a preparation for the Main Series. As such, it made complete sense to merge the two.

"Of course this means we will have more races in a championship year, and we

will be able to have a GP2 Series which looks a bit more like a Formula 1 season and which follows Formula 1 for more weekends. The more F1 tracks we race on, the better preparation GP2 will be for the future F1 drivers.

"In terms of where we race, anything is possible. We are working on the calendar so it is too early to say, but we are definitely aiming to have up to 13 rounds and since we know that there are only nine European races, we will definitely be going to countries that GP2 has not been yet."



## GRAND FINALE

The GP2 Series has announced that it will hold a one-off season-ending non-championship race event at the Yas Marina Circuit in Abu Dhabi, on the penultimate weekend of the 2011 F1 World Championship. All 13 GP2 teams will compete and official Series partner and sole tyre supplier Pirelli will hand out a special prize to the two highest-placed GP3 Series graduates competing in the race.



**PIERO LOSI //**  
MOTORSPORT TECHNICAL  
DIRECTOR, PIRELLI



## PRESSURE POINTS

Pirelli provides the GP2 and GP3 Series with indicators for recommended inflation pressures for its racing tyres in order for teams to optimise the use of the P Zero tyres.

Ideal tyre pressure is subject to many variables such as track surface, weather conditions, car set-up and driving style. For these reasons Pirelli provides the teams with specific indicators for each circuit.

Pressure is measured in pound-force per square inch (psi) which is the pressure generated by applying the weight of one pound to an area of one square inch. The table below shows Pirelli's recommended inflation pressure ranges and targets for its P Zero GP2 tyres.

### Recommended levels

Since tyres are rated for specific loads at certain pressures, it is important to keep the pressure within an optimal range. Tyres are rated for their optimal pressure when hot, but Pirelli also suggests a minimum cold pressure to avoid the tyre being stressed during heating up.

According to the specific features of the track, Pirelli recommends keeping pressure levels around 12.5-13 psi when inflating the tyres for the first time (cold). As the car completes a few laps, the tyres warm up and pressure begins to increase. During races, the recommended pressure ranges from a minimum of 18 to a maximum of 21 psi for the slick tyres and from

18 to 20 psi for the wets (hot dry/hot wet). When a driver stops in the pits during track activity, his team of technicians check the levels of the pressure of the tyres to make sure they are within the ideal range. If not, the tyres are inflated or deflated accordingly.

### Low pressure, low speed

If a driver runs on tyres with psi levels exceeding the recommended range, he will end up wearing out the central part of the tyre tread. This happens because with higher pressure levels, the radial stiffness of the cover increases, reducing the contact patch of the tyre which is limited to the area between the shoulders. However, if psi levels are below the suggested range, the tyres will wear out in an even way as the radial stiffness of the cover decreases resulting in a larger contact patch area, from shoulder to shoulder.

Generally speaking, lower levels of pressure are likely to be used at low-speed tracks while higher levels are more indicated for high-speed tracks. This is because high-speed tracks usually feature long straights, which help to cool down the air inside the tyre and consequently decrease the pressure. Slow-speed tracks instead feature a number of corners where traction and braking occur: two factors that bring the air inside the tyre to overheat and the pressure to increase.

CIRCUIT	DRY SPEC.	COLD MIN.	PRESSURE INFORMATION (PSI)			
			HOT DRY		HOT WET	
			TARGET	RANGE	TARGET	RANGE
SILVERSTONE (TEST)	DM	13	19,5	18.5-20.5	19	18-20
BARCELONA (TEST)	DH	13	19,5	18.5-20.5	19	18-20
ISTANBUL	DM	13	19,5	18.5-20.5	19	18-20
BARCELONA	DH	13	19,5	18.5-20.5	19	18-20
MONACO	DSS	12,5	19	18-20	19	18-20
VALENCIA	DS	12,5	19	18-20	19	18-20
SILVERSTONE	DM	13	19,5	18.5-20.5	19	18-20
NÜRBURGRING	DS	13	19,5	18.5-20.5	19	18-20
BUDAPEST	DS	12,5	19	18-20	19	18-20
SPA	DM	13	19,5	18.5-20.5	19	18-20
MONZA	DH	13	20	19-21	19	18-20

## PREVIEW // HUNGARORING // BUDAPEST // HUNGARY

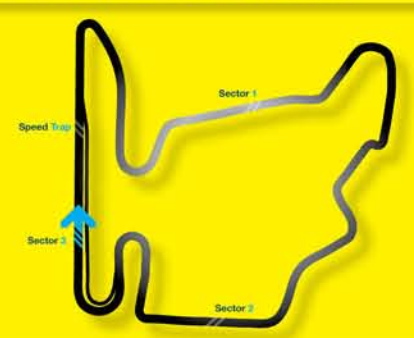
TRACK LENGTH // 4.381KM

2010 TRACK TEMP // 43°C

2010 RACE WEATHER // SUNNY

2010 SPRINT RACE WINNER // GIACOMO RICCI (DPR)

2010 FEATURE RACE WINNER // PASTOR MALDONADO (RAPAX)



**MARIO ISOLA //**  
RACING MANAGER, PIRELLI



**Looking ahead to Hungary**  
"For Budapest, Pirelli will bring its P Zero GP2 and GP3 soft compound tyres because of the specific characteristics of the circuit which has a slow, tight and twisty layout," says Pirelli's Racing Manager Mario Isola.  
"The Hungaroring puts heavy demands on both drivers and cars on a track where strategy rather than speed can often decide the outcome of the race.  
"The cars are likely to run high downforce just like at the Nürburgring, where we equipped both the GP2 and GP3 series with our soft compound tyres," he adds.

## RACE REPORT NÜRBURGRING // 22-24 JULY RACE 1 WINNER: HARYANTO // RACE 2 WINNER: BOTTAS

# BOTTAS HOME AND DRY

As is often the case at the Nürburgring, the changeable weather played a key role in events. This was the GP3 Series' first visit to the legendary German circuit, and it was one that will not be forgotten in a hurry.

**RACE 1**  
With a dry track, but rain forecast, some drivers gambled on starting the race with wet tyres. However, polesitter Mitch Evans and second placed Antonio Felix da Costa were guilty of making late calls on tyre choice, and both were given penalties that ended their respective challenges. When the rain did arrive, the majority of drivers were faced with

the challenge of keeping slick-tyred cars on a soaking track, and a three-way fight was eventually won by Rio Haryanto after a stunning drive, from Lewis Williamson and Valtteri Bottas.

**RACE 2**  
The contest started in the wet and finished in the dry, but the drivers were forced to keep their wet tyres for the duration. In tricky conditions, Bottas shone again and eventually took his first victory of the season from Alexander Sims, who after Silverstone, had another fabulous wet race, with Nigel Melker third. The results mean that Sims extends his championship lead over Evans and Williamson, now tied in second place.



FULL REPORT

## A DESIGN FOR LIFE

GP3's rising stars explain why they chose the colours, patterns and logos on their helmets



**CALLUM MACLEOD**

When I was karting, my go-kart was black. Green was my favourite colour and yellow was the favourite colour of my mechanic, so together we came up with a basic design and developed it over the years. I've added a few things including some trick bits, like glitter and putting my name on the back.



**LEONARDO CORDEIRO**

For my first helmet, I picked the colours of my father's company; white, orange and blue. Then I just kept improving the design - I wanted it to

look aggressive and to have connotations of speed and racing, so I gradually changed it to the current style. I like it and I think it reflects my personality.

**CONOR DALY**

I had a bunch of helmet design sheets that I used to take to school and I came up with the design I have now, but I've just modified it. I changed it to black and green, and put the US flag on top. I wanted to incorporate some Irish, so I have the leprechaun from Lucky Charms on the back too!





**PIC OF THE WEEK**

Number ten! Lotus ART's Valtteri Bottas celebrates his maiden GP3 victory, and becomes the tenth different Series winner in 2011!



**DIDIER PERRIN**  
2013 IS GO!

"We are already thinking about the next generation car and how we can improve the show and the series for the drivers. I have already started to talk to drivers, team principals, engineers, journalists and fans about what they would like to see.

"The general comments at the moment lead us towards the idea that we will think about increasing the challenge for the drivers.

"We have a clear itinerary. The specification of the car that will race in 2013 must be finalised by the end of 2011. It requires one complete year to design the new car, put the prototype on track, validate and produce it before we deliver it. The specification must be 100 per cent agreed and frozen by the end of this calendar year."



**Q&A RIO HARYANTO**  
MARUSSIA MANOR RACING

**How do you hang on in such difficult wet conditions?**

I just tried to drive as smoothly as possible and find the driest lines on track. We were just trying to be gentle and not make any mistakes. It's so easy to run off the track and miss your breaking point or to lock up your wheels. But in the end I managed to hold on.

**How were the tyres?**

Well it was just so slippery. I was sliding everywhere, and in those conditions it's just up to the driver to do the job and try to find grip and traction.

**We saw on the podium that you were very emotional, what does this win mean to you?**

It's such a special moment and I'm honestly just a bit speechless. I'm from Indonesia and there are not many racing drivers there, so to win in these conditions, it's a special day.

**YOUR DREAM DRIVER?**



**DAVID HAYLE**  
ATECH CRS

Looking back at drivers I worked with, like Button, Kovalainen, Di Grassi, Piquet, I don't think any of them were perfect at that time. At this level, drivers are here to learn, but they all had something in common – they made my life

easy. Someone who can pull out a lap, or set a time when you need him to, regardless of circumstances. Someone who can read the conditions and drive round them and someone who doesn't have to be taught the basics, but can be moulded.

The quietest day I ever had was when I tested Jenson Button in F3000. He did most of the job for me. That's what I look for.

**NÜRBURGRING /// THE STATS**

**9 DEGREES.**  
TRACK TEMP FOR START OF RACE 2.  
**LOWEST OF THE SEASON**



**SOMETHING TO REMEMBER...**

Expect the unexpected. In this part of the world, the weather can turn in an instant. Spa Francorchamps isn't a million miles away from the Nürburgring, and last year's amazing meteorological twists and turns in Belgium were replicated this weekend in Germany. What did we learn? Pack a jacket, and put your faith in wet tyres...