

RENAULT BRIDGESTONE

THE GP2 INSIDER



ISSUE 31 SILVERSTONE

BATTLE OF BRITAIN

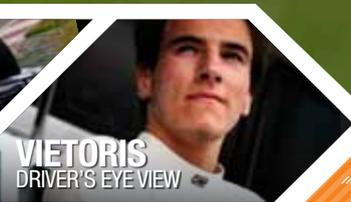
Feature race glory at Silverstone leaves Pastor Maldonado flying high in the championship



BIANCHI
FOOTBALL STAR



GP2/11
NEW CAR TESTED



VIOTORIS
DRIVER'S EYE VIEW

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RUMBLESTRIP

ALL THE NEWS FROM AROUND THE PADDOCK



BIRD LIVES F1 DREAM

GP2 is all about preparing drivers for Formula 1, but ART's Sam Bird sneaked in the back door recently when he drove cars from two different eras at the Goodwood Festival of Speed in the UK. Bird demonstrated the current Williams FW32 that is raced by reigning GP2 champion Nico Hülkenberg, and then swapped it for something very different in

the shape of the McLaren M23 – the car that Emerson Fittipaldi used to win the 1974 F1 world championship. "It was a privilege to drive both cars," Bird said. "The 1974 car was a shock – I don't think I've had to clutch on an upshift in a racing car in my life! It was very different, but it was an amazing car."

KRAL ON THE MEND

Super Nova's Josef Kral (right) is continuing to make a good recovery from his accident in the Valencia sprint race in late June. The Czech driver suffered two fractured vertebrae in the crash, and doctors expect him to make a full recovery, although it is still too early to guess when he might be fit enough to return to the cockpit. Everyone at The GP2 Insider sends Josef their best regards, and we're looking forward to seeing him back in the paddock as soon as possible!



NEW GP2 CAR UNVEILED IN FRANCE

The future look of GP2 was revealed earlier this month when the car that will be used between 2011-2013 took to the track for the first time. Former GP2 racer Ben Hanley had the honour of putting the GP2/11 through its paces on its maiden run at Magny-Cours, marking the start of a lengthy development process that will continue over the coming months. The car signals a radical visual departure from its predecessors, with a long nose,

large front wing and smaller rear wing, making it similar to those seen in Formula 1. GP2 Series organiser Bruno Michel said that the new car will play an important part in the series future, not least because it will be the first car to race in both the main series and the Asia Series at the same time. "It's quite difficult to put a new car together, because we need to make sure that the car will

continue to evolve. We also have to get it as close as possible to Formula 1, where the regulations change quite often," said Michel. "We also need to keep the costs at a reasonable level, which is especially important this year. The same car will be used for both championships, so we need something that is really good and reliable." **Turn the page to get GP2 technical director Didier Perrin's thoughts on the 2011 car**

FILIPPI RETURNS

Series veteran Luca Filippi made his GP2 comeback at Silverstone as stand-in for the injured Josef Kral at Super Nova. The Italian contested four seasons of GP2, where he scored both of his victories. It made him a natural choice when a driver was needed at short notice. "It took a while to get used to the car, but I was happy with my pace." He hopes to contest the next round at Hockenheim.



MALDONADO ON TOP FORM

Pastor Maldonado was on top form again at Silverstone, the Venezuelan taking his third win of the season in the feature race. Polesitter Jules Bianchi was second with Racing Engineering's Dani Clos third. In the sprint race, Sergio Pérez reversed his recent run of bad luck to score a commanding victory, crossing the line a staggering 15.3s ahead of second-placed Oliver Turvey – not that the iSport rookie was complaining, having taken his first series podium in front of his home crowd. Clos pushed him hard all the way but was unable to find a way past and settled for third ahead of Maldonado.



GOOD MONTH

PASTOR MALDONADO
The championship lead has been extended to 19 points now, and the Venezuelan driver's rivals are going to have to act quickly to stop him from wrapping the championship title up early.

JULES BIANCHI
The Frenchman is brimming with talent, and a strong performance at Silverstone suggests that his 'settling-in' phase is now complete.

CHRISTIAN VITORIS
The Racing Engineering driver has been both quick and unlucky in equal parts over the first part of the season, but Silverstone gave us a genuine glimpse of what he is capable of.

SAM BIRD
Pace has not been a problem for the ART rookie, but of the various misfortunes that have prevented him from winning a race this year, the engine failure at Silverstone was the most cruel.

LUIZ RAZIA
The Brazilian started the season with an unbroken streak of points, until he arrived in Valencia – and through little fault of his own, he hasn't managed to score a point since. But don't be surprised to see him put that right in Germany.

BAD MONTH



Q&A

OLIVER TURVEY iSPORT

Q: You had to work hard for your first podium – what was the pressure like over those last few laps?

OLIVER TURVEY: It was very difficult. Our race pace wasn't so strong, although we made a change overnight and it was better for the sprint race. But I got a good start from pole, had a good first lap, but once Sergio [Pérez] came along he caught me very quickly. He was much better on the brakes and passed me quite easily and it wasn't possible to fight. I'd have liked to battle him for the win. But I think we did the maximum. There was quite a lot of pressure from Dani [Clos] and Pastor [Maldonado] at the end, but I managed to hold



them back and get a podium, so I am pleased with that.

Q: You've been building up to this result, haven't you?

OT: Yes. I always thought it was possible, but I had a bit of bad luck in the first few rounds, I made a mistake in Barcelona, and then the drive-through in Istanbul cost us a potential podium. But it has been coming for a while. I think we've been improving all the time, but we need to find a bit more pace in the race.

THE GALLERY



Jules Bianchi's late dash to join the riders in the Tour de France proved to be in vain



Racing Engineering pair Dani Clos (left) and Christian Vietoris enjoy a brief pause in the conversation



A bad weekend for Bruno Senna, but he was putting on a brave face when he visited the GP2 paddock



And after the GP2 race, an Addax mechanic turns his thoughts to the weekend's other big sporting event



The heat was on at Silverstone on one of the warmest days of the year



Venezuela's Johnny Cecotto (Trident Racing) was enjoying the famous British summer



Some sound advice on the back of Adrian Zaugg's Trident Racing car



The GP2 grid attracted some of motor racing's bigwigs, like FIA president Jean Todt

AWAY FROM THE TRACK

JULES BIANCHI ART GRAND PRIX



"When I am not at the track I am mostly training! I do some karting with Maranello, which was my team when I raced in karts. But I really only do training because that's my life, and I have to get prepared for the races. I like neck training in particular because it's so important for a driver. Okay, it's a bit boring

but its something you need, so it's good to do. I also like playing squash and football. I play up front, as a forward. It's easier, because you just have to wait and the ball comes to you! It's nothing serious though, as I would hate to get injured in a football match. So I just play for fun with my friends."

SILVERSTONE STATS

1m39.189s

JULES BIANCHI'S FEATURE RACE POLE TIME

15.386s

SERGIO PÉREZ'S VICTORY MARGIN IN THE SILVERSTONE SPRINT RACE

208.606km/h

AVERAGE SPEED OF PASTOR MALDONADO'S FASTEST LAP IN THE SILVERSTONE FEATURE RACE



aero to match what is done in F1, not only in terms of looks, but also in terms of the way the aerodynamics work.

So we decided to go for an F1-like front wing and rear wing. We also moved the exhaust from the bottom to the top of the gearbox. The chassis is basically the same, we just improved the head protection. So the suspension, the uprights and so on are the same in order to minimise the costs for the teams.

Q&A

DIDIER PERRIN TECHNICAL DIRECTOR

Q: What do you expect in terms of performance?

DP: Our goal is not to find the ultimate performance of the car, although this new machine will be slightly faster than the previous one. We will work on two very key points, which first is overtaking opportunities. We want to keep providing a good show. The second key point is the handling of the car. The GP2/11 must remain very difficult to drive: the drivers' skills are better displayed that way.

Q: The GP2/11 was shaken down for the first time last week. How did it go?

DP: Very well. However, this was just a shakedown. The purpose of these two days was to check that the gearbox was working, that the car was turning in the same direction as the steering wheel...

Q: The car looks very different to its predecessors...

DP: The target was to update the

Q: So what can the drivers expect after driving the new car then?

DP: They can expect to be fully prepared for Formula One!

CLICK HERE FOR BIANCHI'S PROFILE

CLICK HERE FOR MORE FROM DIDIER



GP2 ONLY VISITS HOCKENHEIM EVERY TWO YEARS AND NONE OF THE CURRENT GRID HAVE EVER WON A GP2 RACE THERE

RACE PREVIEW

GERMANY

HOCKENHEIM (24-25 JULY)

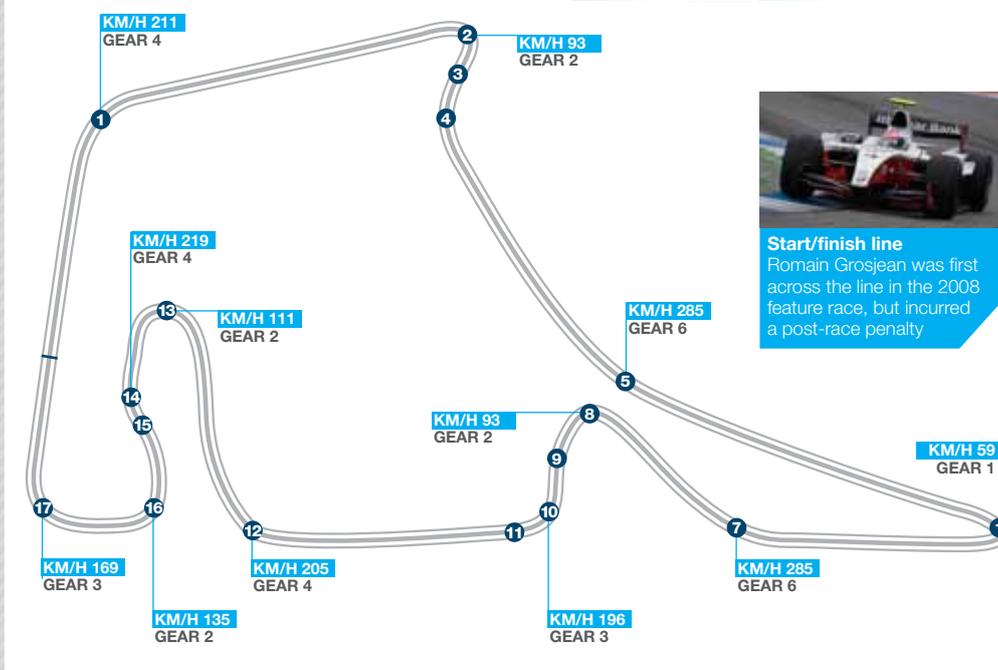
TRACK LENGTH
4.574KM

2008 FEATURE RACE WINNER
GIORGIO PANTANO (RACING ENG.)

2008 SPRINT RACE WINNER
KARUN CHANDHOK (ISPORT)

2008 track temp
27°

2008 race weather
22°



Start/finish line
Romain Grosjean was first across the line in the 2008 feature race, but incurred a post-race penalty

TYRE CHOICE: HOCKENHEIM



Hirohide Hamashima,
director of
Bridgestone Motorsport Tyre Development

"Hockenheimring is a track with a combination of high and low speed corners, which makes it technically challenging. The long left hander at turn five is particularly hard on the right rear tyres because of the sustained high speed load. After the hairpin, traction is important as the drivers accelerate out of the corner. In the final complex, car balance is crucial as mechanical grip is required to be quick here. The last sector can make a big difference to a driver's overall lap time."

DRIVER'S EYE VIEW

CHRISTIAN VIOTORIS
RACING ENGINEERING



"Going to tracks that you don't know is quite tough in GP2, so that's why I am particularly looking forward to Hockenheim, as it is a track I know very well!

There are a lot of hard braking zones, so the cars will probably require a lot of downforce to improve the braking. There are a lot of fast corners as well, so

it's a bit in-between. You need a lot of aero for the fast corners and braking stability, but you also have a very long straight, so you need to set up the car for that as well. It's a challenging place for a driver, too.

There are two or three places on the circuit where you can overtake

– the hairpin, and turn two especially. I think the temperature will be quite high, so the tyres will only be good for one, maximum two laps, which means that you have to pull it together.

You need a clean lap in qualifying without any traffic, and just put your lap together. That's the most important thing there."

[CLICK HERE FOR CHRISTIAN'S PROFILE](#)

STATS

1m24.545s
GIORGIO PANTANO'S
FASTEST LAP
IN THE 2008
FEATURE RACE

0.702s
KARUN CHANDHOK'S
WINNING MARGIN
IN THE 2008
SPRINT RACE



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