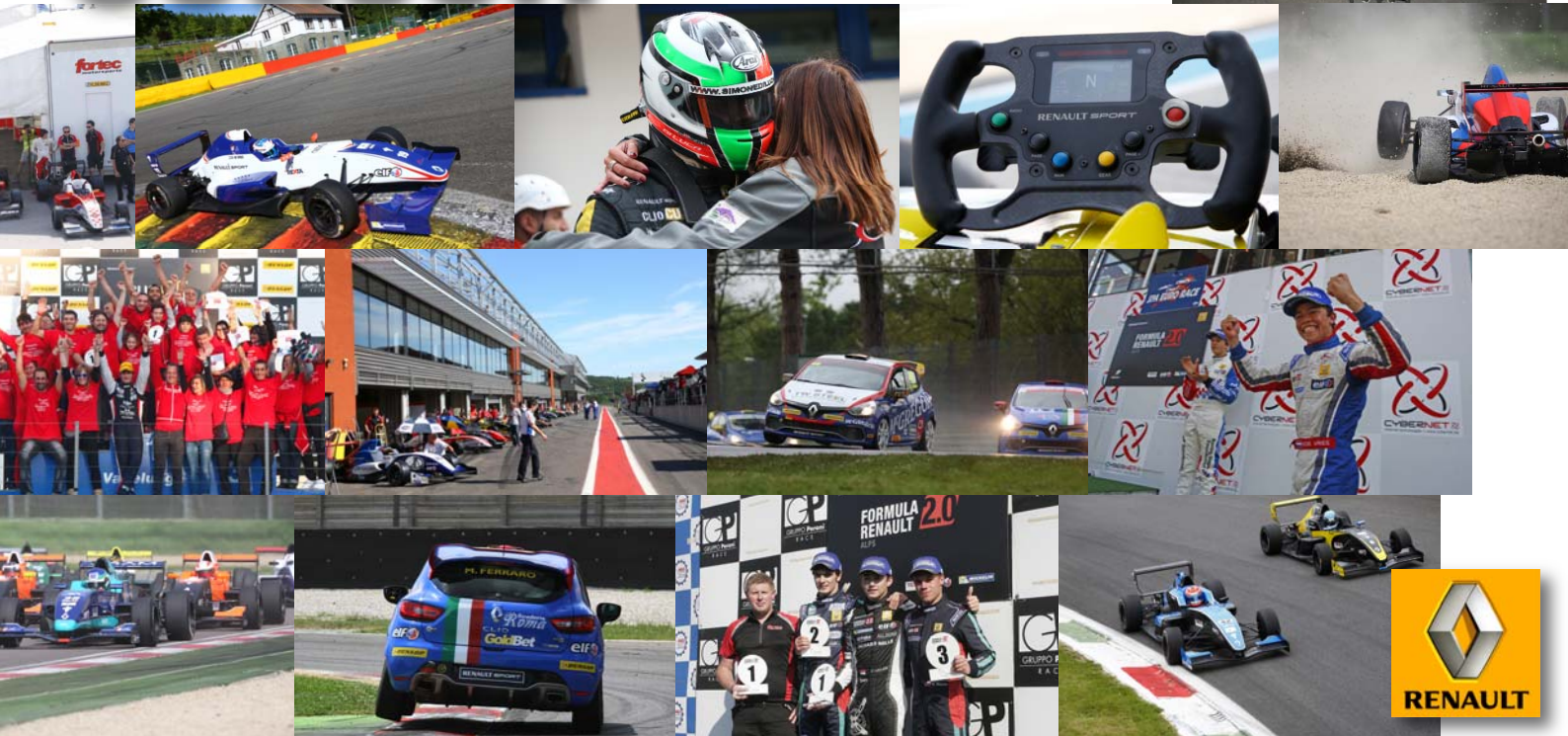


magazine

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An unforgettable season





An unforgettable



The win scored by de Vries, the Dutchman coming from the Junior McLaren team, the growth of rookies Leclerc and Isaakyan, the great races and the innovations announced for the future will turn the 2014 season of the Fast Lane promotion series in a stepping stone to remember

tttable season



The checkered flag that fell in Race 2 at Jerez marked the end of the very successful 2014 Formula Renault 2.0 ALPS season. A season that brought Nyck de Vries an early title in the penultimate round at Mugello. The Dutch youngster, coming from the McLaren Junior program, found a perfect chemistry with Koiranen GP and they cruised to win nine races out of 14. It was a record number which was improved by the victory scored in the Eurocup. With his skills, de Vries proved he can be successful in the World Series Renault 3.5, the championship he will enter in 2015 with Dams.

The ALPS school promotes Leclerc and Isaakyan

Once again, the Formula Renault 2.0 ALPS accomplished the mission it was created for, preparing the young drivers coming from kart racing to the world of motorsports. This season, it was an even bigger success because, behind Champion de Vries, it were two rookies to cross swords for the runner-up position. In



the end it went to Charles Leclerc, a young kid who was still racing go-karts in 2013. The Monaco-based driver, running for Fortec, quickly got the right confidence with the cars and its demands, scoring two wins in the process at Monza. Charles grew up throughout the whole season both in terms of competition and with his approach to the races, on and off the racecar. He has been humble and that attitude definitely pay off. Matevos Isaakyan has been another deserving driver, as he scored third place overall. Fielded by JD Motorsport, the Russian, coming from the French F.4 Academy, was forced to miss one

round due to age restrictions, but then showcased his skills by scoring podium finishes in almost every round. The pinnacle of his season came at Red Bull Ring, where he won both races. A talented driver, Isaakyan is one of those prospects who can be quick straight away without even knowing it. So, he must be addressed the right way. And, under this aspect, the JD guys did a great job once again, improving and refining his skills. In order to complete the work, the performance on new tire must be perfected and once succeeded with that, Matevos could well be bound for some prestigious results.

The Fast Lane Promotion way professionalism and reliability

The two youngsters really highlighted the great character of the Fast Lane series confirming that the "Filiere" concept really works. And that's been true for the series' whole history with many champions that are now in Formula 1 and moved their first steps here. It's also confirmed by the fact that many F.1 Junior programs send here their best talents. As it's usually explained by the promoters, there are no secrets. Only a lot of work to guarantee the technical parity at all levels and an organization that is actually able to simplify things rather than complicate them. The ALPS series has quickly become reliable, exactly like the F.Renault Italia before, and the teams came from everywhere in Europe. With this level of commitment and proficient work it, it wasn't really hard to become a benchmark at international level. But in order to stay at the top of the game, continuous adjustments are needed. That's why there will be many innovations from the 2015 season.

A similar schedule with three races per weekend

The 2015 schedule will feature the same venues of this season. Seven rounds are coming on tracks that are both renowned and useful for the growth of young drivers. The ALPS teams and drivers will take-off from Imola to continue at Bull Ring, Spa, Monza, Mugello before the Jerez de la Frontera finale. The main news is that in three of the weekends (Red Bull Ring, Monza and Mugello) there will be a triple race. It will be a premium new feature to enable the drivers to run more and more kilometers. For the remaining events, there will be two races but with some innovations. There won't be a single 30-minute qualifying session but two separate 15-minute segments for Race 1 and 2. In all rounds there will be two 60-minute sessions of practice, while the race distance will remain unchanged: 25 minutes plus one lap. A decision will shortly be taken on how to set the field for Race 3. So now let's sit back, relax and wait for the engines to roar again.



Nyck de Vries



Matevos Isaakyan



Simon Gachet



Pietro Fittipaldi



Denis Korneev



Charles Leclerc

Drivers Standings

1 – Nyck de Vries	300
2 – Charles Leclerc	199
3 – Matevos Isaakyan	180
4 – George Russell	123
5 – Simon Gachet	78
6 – Alessio Rovera	65
7 – Dario Capitanio	55
8 – Denis Korneev	46
9 – Pietro Fittipaldi	43
10 – Stefan Riener	37
11 – Alex Bosak	37
12 – Luke Chudleigh	36
13 – Akash Nandy	35
14 – Ben Barnicoat	32
15 – Sebastien Morris	31
16 – Hugo De Sadeleer	27
17 – Andrew Tang	24
18 – Philo Paz Patric Armand	23
19 – Martin Kodric	18
20 – Marek Boeckmann	10
21 – Semen Evstigneev	6
22 – Matteo Gonfiantini	5
23 – Dennis Anoschin	2
24 – James Allen	2

Interview with Barbara Petrivelli

Barbara Petrivelli explains the most important news and additions for 2014, and the reasons behind the championship's success as it keeps gathering top-quality teams and drivers from all around the World

“Let’s start from here”

Trying to stop her in the paddock is almost impossible. The things to do, the people to talk with and the requests to satisfy are many, at every race. Barbara Petrivelli, the coordinator of the Formula Renault 2.0 ALPS championship, has always been a reference for teams, drivers, insiders and also the press. She's one of the pillars of the Renault 2.0 ALPS organization and she's one of the people who decides the series' strategies. In Jerez, hosting the final round of the season, she was able to catch her breath so she shared some thoughts over the new additions for 2015.

Another season has gone. What balance can you draw as the series' promoters?

"It's a positive balance. It's being a great season, and I'm not thinking to

the car counts only, albeit they were pretty high, but also to quality. We had some very pleasant surprises from several rookie participants. They were able to fight for the front end of the charts straight away and also showed surprising maturity by cruising to victory. So I can say that the championship definitely confirmed its developmental character".

If somebody went around the paddock asking teams and drivers an opinion on the championship, they would only have positive words. What's the secret?

"First of all, that's a very pleasant thing to hear. There is no secret, we simply try to do our best. Our organization isn't big in terms of numbers but we always tried to keep the pace with the indications from Renault Sport. That means being able to guarantee equal

possibilities to everybody, as well as accurate checks so everybody can run in the same conditions. Se there aren't doubts in the first place, and things are always clear. Starting from a very good base, you can build everything else".

What does that mean?

"For example, thinking to a schedule that includes demanding racetracks. We chose the ideal tracks for a young driver to learn. Formula 1 is racing in some of them and that's a pretty good indication. All the others, although they don't host F.1, offer top-notch characteristics and require a professional approach. For example Pau, a street course that require particular attitude and concentration that will be great for those racing at Monte Carlo in the future. We also have tracks like Mugello or Imola which are really technical".





Porfiri, Heikkinen, de Vries and Barbara Petrivelli

What's the philosophy behind the series?

"We think we really are the first steps towards the upper categories. Even compared to the Eurocup Formula Renault 2.0 which uses the same cars and technical rulebook, we want to be not one step behind, but slightly behind. The young drivers start with us and then they go up to the European championship which has slightly different rules. We live in absolute harmony with Renault Sport, I really want to make it clear, but we don't limit testing so that drivers can make a lot more experience. We think it's the right path and the right role for the developmental path we believe in".

It's confirmed by history. Many champions came from this championship and there are many

many name. The latest are Ricciardo and Kvyat.

"We were really delighted to see them climb up to where they are now and we're equally delighted to see the young driver programs from Formula 1 programs rely on us to develop their talent pool. In addition to the cited duo, I also think to Antonio Fuoco, who's followed by Ferrari, and McLaren's Nyck De Vries. That means they consider our series professional and good for what they want to achieve".

With a very solid base, every series needs to be renewed in order to keep being attractive. Will there be some innovations for 2015?

"There will be many innovations. Following in our strategy that includes a constant exchange with the team, we decided to keep the schedule untouched for the next season. There will be seven rounds, but in three of them there will be three races instead of two. It will happen at Red Bull Ring, Monza and Mugello. There will two one-hour practice sessions, two 15-minute qualifying sessions and all the races will last 25-minutes plus one lap. Summing it up, we will introduce a third race in three 2015 rounds and a second qualifying session for the two-race weekends. Considering the nature of the Spa and Pau tracks, we will go for a longer qualifying session, 20 minutes. The rulebook will include the chance to divide the qualifying sessions in group. It will be decided according to the tracks and car counts but it won't be mandatory".

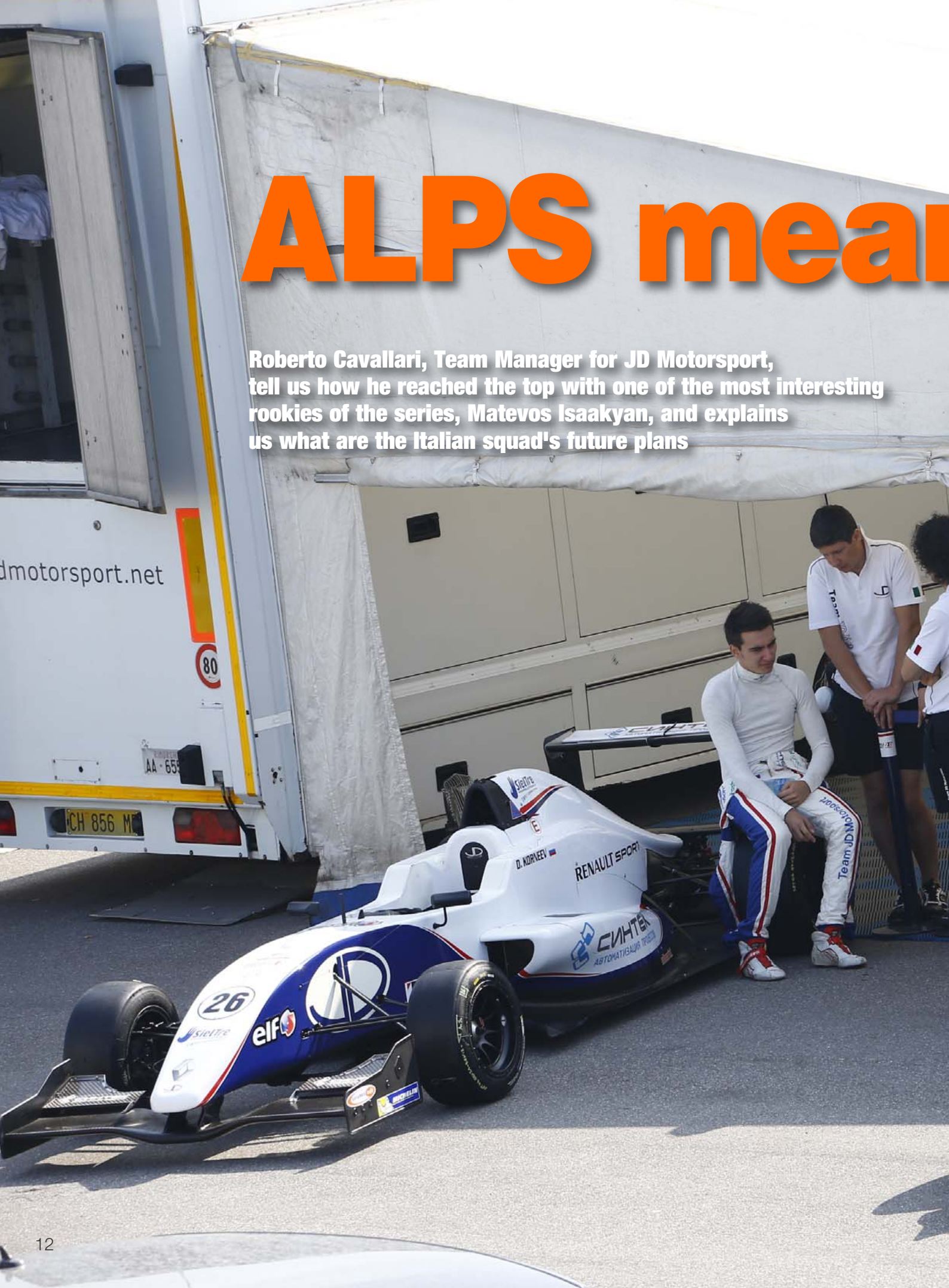
Will there be some prizes?

"The championship's winner will get a Formula Renault 3.5 test. Also, from last year we introduced a prize for the best rookie who only entered the ALPS Series. If he'll decided to go for another season with the same team, he won't pay the championship's inscription fees".



ALPS mean

Roberto Cavallari, Team Manager for JD Motorsport, tell us how he reached the top with one of the most interesting rookies of the series, Matevos Isaakyan, and explains us what are the Italian squad's future plans



ns growing up



JD Motorsport, owned by Roberto Cavallari and Alfredo Cappelletti, is one of the most iconic teams of the series. The two are respectively known as John's and Dedo (that explains the team's name) and they were able to fight at the top end of the charts in a really competitive environment like the Formula Renault 2.0 ALPS. It's nothing new though, as this is their favourite playground, the one where they feel stronger. Their team have always been competitive as demonstrated by their impressive roll of honour. Coming back full-time to the ALPS championship this season, the Piedmont-based operation was back in the hunt for wins with Matevos Isaakyan, a talented Russian youngster who emerged as one of the most dangerous rivals for Nyck de Vries before settling for third place in standings.

This is an obvious question. How does your 2014 balance look like?

"Let's say that our season didn't start in the best possible way given that we missed the round at Imola for age issues with our Russian driver. Then, it has clearly been a positive season. We hit the podium almost everywhere and we also got a stunning double win in Austria. We also had some bad luck as happened in the races at Monza. But definitely ending up third in the championship with a rookie and after missing two races can't really be considered a negative outcome".

Also, you did this in a competitive series like ALPS...

"We must not forget this aspect. At Jerez, for example, we had a good qualifying and were less than two tenths of a second away from de Vries, but then we were only fifth of our group and tenth on the grid. It's well-known that the ALPS championship, NEC and Eurocup, are all very demanding and competitive. I want to say one thing though. If a driver wants to become the best driver in the world, he has to battle with the best. And under this particular aspect, the Renault championship have been the best possible choice for the last 20 years. History says it all".

You've been back to the championship full-time after making other experiences. Are you satisfied?

"It's our first full season in the ALPS. Last year, we only made part-time appearances because our main program was the NEC. We fought at the front end



Matevos Isaakyan



Roberto Cavallari



of the charts and obviously we're satisfied. Of course, we also have some regrets like in Pau where Isaakyan was second, made a small mistake on the wet and crashed out. Or Monza when, while running in second was hit by a backmarker and sent in the barriers. But both things can happen in racing, and you expect them to happen especially to a rookie driver".

Have you already laid down your 2015 plans?

"We want to stay in the ALPS series and we would also like to start a program in the European championship. We ave some open talks at the moment and next month we'll have cleared ideas. We're waiting for a response from Renault to our bid for the Eurocup and it won't come before the 15th of December. It's a bit late, but there's nothing we can do. Anyway, the ALPS is one of the top priorities because we find ourself very well suited there".

How do you rate Isaakyan as a driver?

"He has great talent. He's one that can

hit the top level straight away.

He still misses something to go to the top, but he has the ability to accomplish the feature. His laptimes during the races are really good while he still has some work to do on new rubber. We've been very satisfied with him, and he's been satisfied with us. We hope to keep working together. We know he's one of the most desired men for the silly season and we'll try to keep him".

Your team has reaching its 20th birthday. Who has been the most impressive driver for you?

"We've seen many top drivers come and go. We managed to win races and titles and realized their importance just a few years later. I can name Christian Klien, Matteo Grassotto, Raffaele Marciello or Chris Van der Drift. But the talent that impressed me most was Enrique Bernoldi. And the driver who gave me the most satisfactions Gianmaria Bruni. The Brazilian has tons of raw talent, Gimmy has the right work method and the confidence in himself".

Italian style

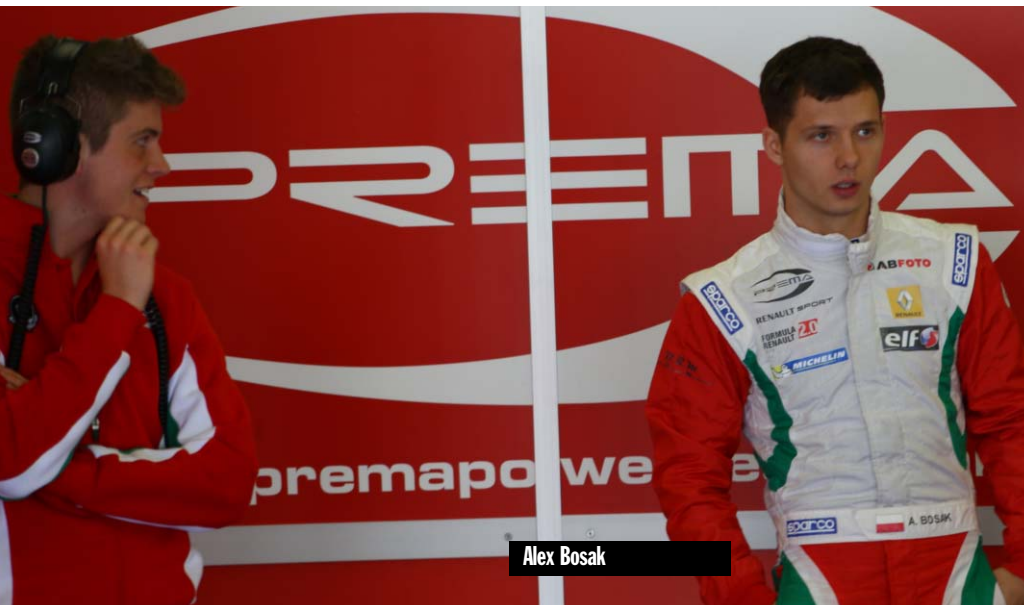
**Cram, Prema, BVM, GSK TS Corse are the Italian teams of the series.
We heard their team managers to learn more about their future goals and programs**



Despite having a strong and highly regarded international identity, the Formula Renault 2.0 ALPS is a concept born in Italy, the operative headquarters are in Rome and all the personnel is Italian. It's a well-oiled and extremely precise machine that has been tied with Renault for a lot of time now. It's pretty obvious to see a large amount of cars fielded by Italian teams. Squads that wrote some very important chapters in the history of the series are paired by up-and-rising operations that want to grow, emerge and leave their own mark. In the previous pages we learned more about JD Motorsport, let's hear from the other Italian teams and their season.



Alessio Rovera



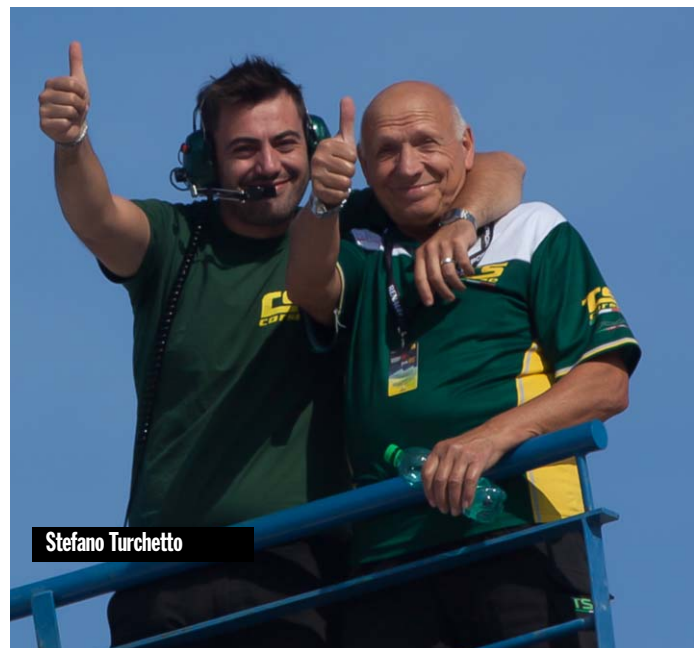
Alex Bosak



Daniele Cazzaniga

**Grazia Troncon
(PREMA POWER TEAM)
Driver: Alex Bosak**

"We didn't have great expectations because we entered the series with a young driver that had the main goal of growing up. I'd say that he accomplished the mission, so from this point of view we think that our season has been really positive. We also left a strong impression with the drivers involved in the European series (Bruno Bonifacio and Dennis Olsen) who used the ALPS championship as a training due to its high competitive level. We can say we're satisfied. The future will see us competing both here and in the Eurocup and both championships are a great fit with our strategies. We think the ALPS is a key series for the growth of young drivers because it allows them to get all the track time that is necessary. Last year, we won with a rookie who then also left his mark in other series. The technical and organizational staff is excellent and the calendar features some really interesting venues. There is everything what it takes for an high-quality championship".



Stefano Turchetto

**Stefano Turchetto (TS Corse)
Drivers: Matteo Gonfiantini,
Pietro Peccenini**

"The season has been positive with both car. We have to underline though that Matteo Gonfiantini was making his open-wheel debut, and for how his season developed, I can't complain at all. In some races we struggled a lot, but in others, like Monza, Pau and Red Bull Ring we held a great pace. For next year, the goal is to stay in the series and promote more drivers coming from kart racing. I believe this is one of the most competitive championships in Europe. The cars are equal, plus the level of teams and drivers is high so, if a driver wants to grow up professionally, he or she must come to this series".



Gonfiantini and Peccenini



Simone Rosei (GRAM MOTORSPORT)

**Drivers: Alessio Rovera,
Stefan Riener, Vasily Romanov**

"We entered the series after a 2-year break and we did it with a rookie driver like Alessio Rovera. In addition to that, we still had to figure out a car we didn't know and, given what we did in the championship, we can be satisfied because we grew up so much that we scored some podiums and took the win. And that's never easy in a competitive series like this. Next year we'll return to ALPS and we'll also be looking for a driver for the Eurocup. At the moment though, the program only includes this championship which is incredibly high-level in terms of teams and drivers. The demonstration is that de Vries faced the same amount of struggle in both the ALPS and the Eurocup. So, until Formula Renault will exist, we'll be there. It's part of the history and heritage of our team".

Sergio Cane (GSK)

**Drivers: Daniele Cazzaniga,
Matteo Cairoli, Danylo Pronenko**

"Our season weren't really in line with our expectations. During the winter, we invested on a driver that could have brought us to the front end of the pack. And he proved that in collective testing and during the first round at Imola. Then, after a big crash in Imola, he decided to stop. This forced us to revise our plans and we decided to give a hand to Daniele Cazzaniga. We had won another series with him, but in order to grow up quickly, the ALPS is the right place given the high technical level. Obviously, since we had different plans at the start, we aren't fully satisfied so we'll be working hard to better ourselves next season. We'll try to have two cars and make some steps forward. The championship is really competitive and the whole wild-card concept must be revised. On one side, wild cards help to fill the grid, but they also make the competition more exasperate. That could make young drivers, who don't have the same possibilities, to look away".

Giuseppe Mazzotti (BVM)

**Drivers: Dario Capitanio, Danylo
Pronenko, Semen Evstigneev**

"Let's say that we are mostly in line with that we anticipated. Obviously, I would have liked to score more points with Capitanio, but he sometimes got very unlucky during the races. On the other hand, I consider his a pretty positive season because it feels that the overall championship's level has grown up considerably. The newcomers adapted themselves in an excellent fashion and they were extremely quick straight away. Last year, it felt like was a tad easier. Regarding us, I've some regrets for the rounds at Monza and Mugello, where we thought we could have been on the podium. It's racing though, and we're going to try again next year. Our goal is to field three cars. It won't be easy, but sure we're going to try very hard. This is a really high-level championship and this is both a positive and a negative. If you're not at the top of the game, it's easy to be confined to the back of the pack. That's also the good side. There's much more satisfaction in fighting to emerge!".





Rangoni
CORSE
CAMPIONI ITALIANI
CAMPIONI EUROPEI
CLIO 2014

The Cannibal

Fielded by Italian squad Rangoni Corse, **Oscar Nogues** managed to become a benchmark in the international Renault Clio panorama. Let's discover his feelings and his thoughts about present, past and future





If Oscar Nogues was one of the most successful men in Renault Clio racing, in 2014 the 36-year-old Catalan driver quickly became an undisputed number one. Being the Clio Cup Italia and Eurocup Clio Champion, Nogues not only managed to understand the new car on every type of track, but also drove the wheels off it, beating his rivals on-track. And his desire for more wins is unstoppable.

It's been one great year, what are your first feelings?

"For me, 2014 has been a sensational year both in the Italian series and in the Eurocup. In particular, the Clio Cup Italia was a great surprise because I didn't expect the level of drivers to be so high.

Instead, there were at least four drivers constantly fighting with each other. The start hasn't been easy with the new car, that needed to be adapted and set-up perfection. But then, once ok with that, with a set-up I liked, we were really fast".

So, great results apart, it's been a positive balance for the Italian Series...

"Yes of course, it's a great championship. In the end, with Iacone, we were pushing really hard, and I also managed to do the same in the European championship. This is an additional proof that, when at the top of the game, the level of the Italian series was close to the Eurocup mainly thanks to Iacone, Pedalà and Puccetti".

How did you merge with the new car?

"The new one is really different from the older. The obvious thing is having turbo engines, but the chassis also makes a great difference. I like it a lot, and like all the race cars from Renault, its performance is extremely consistent. You can rely on them".

Was it difficult to adapt to a turbocharged engine?

"Actually, not. I started to race with a Seat Leon Supercopa which was also turbo, and the general feeling with the new Clio has been great straight away. It was tougher to adapt to the older one, because while with the turbo is not really needed to push the revs so high, with the naturally aspirated



engine it's key. For me, it's something that makes a lot of difference. The rest of the work regarded the set-up. It hasn't been easy to find a solution that could work well on all the circuits".

You also got the European title... it's been a phenomenal season. Are you ever tired of winning?

"No! It's like always, you push to win every championship you enter. In Europe we were in seven, eight very strong drivers that are among the frontrunners in their respective national championships, but the Italian championship had nothing to envy. And, more than that, the Clio Cup is challenging for drivers.

After the first few races you come to a point where the car is set-up well for most of the drivers, and the difference is made by the fight with your opponents, finding that slight edge over the limit".

How's your relationship with Rangoni Corse?

"For me it's like being part of a family. I came here four years ago and since our early outings, they dedicated to making me feel comfortable, making my life easy. I'm happy, really happy to work with them, and I hope that many more years will come".

Have you already decided what to do next season?

"We didn't know yet, there are so many choices. One of the main ones is to enter the Italian Clio Cup Championship, but we also have an interest in the TC3 Championship. For now I can rule out an entry in the Renault RS.01 series, because it would have a large budget for us and it's tough to find the sponsors needed to buy the car and make it run".

What's been your approach to Vallelunga without Iacone?

"Iacone or not, I want to win every race I can. I'm sorry he couldn't race at Vallelunga. But I can understand him as he was closely fighting for another championship. I also hope he pushed as hard as I did to try and win it!".

Kingdom of Spain

Oscar Nogues is the new king of the Clío Cup Italia. At Vallelunga, the track hosting the final round of the season, the Rangoni Corse Spaniard was officially crowned, at the end of a season that also saw him winning at European level. Nogues landed at the Roman venue with the championship already in his pocket after his main rival, Simone Iacone, did not enter the season finale. To say the truth, for the Essecorse contender it was an almost impossible task. Nogues only needed three points to mathematically clinch the honours, and only a disaster, which would have been really improbable, would have deprived him of the title. But, even if the challenge for the title was missing, the Spaniard's title was really well deserved. Fast, sometimes hard but definitely consistent, Nogues built most of his advantage in the penultimate round of the season at Mugello, where he got two wins while his rival experienced his worst weekend of the year. A seventh place and a DNF was all that Iacone was able to achieve. The few points he scored enabled his direct opponent to fly away in standings and break the balance that had been a key aspect throughout the whole season. The rest is history: Nogues also wanted to put his mark on the Vallelunga finale, just to remind that he is the best. Standing on the podium with him, there were the other components of his success, Rangoni Corse. The Bologna-based team, directed by Michael Rangoni, prepared Nogues' Clío which ironically has the same livery of the WTCC car of Tom Coronel. After coming back to the series this season, Rangoni Corse immediately found the right chemistry with the new Clío RS 1.6 Turbo. The experience and the abilities of their staff enabled Nogues to

always have a car that was capable of winning. And that's exactly what happened in the Drivers', Teams' and also in the Gentlemen's standings thanks to Michele Puccetti. It's been a triumph. On the other hand, Iacone must have no regrets. He's been a top-notch contender, able to win since its first race. Together with the small Essecorse team, he tried to challenge Nogues. They managed to do it until the penultimate round of 2014 and they deserve some credit for keeping the championship alive in a spectacular fashion. The first season that saw the new Clío in action will be one to remember. The top-class duel for the title didn't hide all the other stars that were highlighted throughout the year. Like Simone Melatini, who raced with the Clío fielded by Melatini-Veregra and was able to end up in third place overall. Often involved in fights at the front end of the charts, Melatini was able to get a great podium finish that pushed him to top in the overall standings. It's been the same for Michele Puccetti, who cruised to fourth place overall after winning the Gentlemen's trophy. Ivan Pulic, together with Lema, also tried to attack Oscar Nogues and Simone Iacone. He even managed to accomplish the feat, at least until Mugello, with successful results. Then, he also had to surrender. More drivers must be named, like Lorenzo Nicoli, Lorenzo Pegoraro, Massimo Ferraro, Daniele Pasquali, Luciano Gioia, Massimiliano Danetti, Zeliko Cumurdzic, Enrico Bettera, Marco Cassarà. All of them contributed to keeping the races alive this year. Also, the spot appearances of Massimiliano Pedalà, Cristian Ricciarini and Simone Di Luca must be remembered, as of them wrote

important chapters of this series. And it was great from them to honour it as much as they could. The efforts of the teams also need to be praised, including Oregon Team, Composit and MC Motortecnica. These are top-class outfit made of passionate people who take sacrifices to follow their dreams. The engines might be off, but the future is coming. The Clío Cup Italia will be back with plenty more excitement in 2015.





Drivers Standings

1 – Oscar Nogues	233
2 – Simone Iacone	146
3 – Simone Melatini	120
4 – Michele Puccetti	114
5 – Ivan Pulic	109
5 – Massimo Ferraro	108
7 – Lorenzo Nicoli	91



Di Luca seguito da Nogues



Paolo Gnemmi



Simone Melatini

8 – Daniele Pasquali	47
9 – Lorenzo Pegoraro	46
10 – Cristian Ricciarini	46
11 – Simone Di Luca	44
12 – Luciano Gioia	29
13 – Massimiliano Danetti	21
14 – Zeljko Cumurdzic	19
15 – Enrico Bettera	16
16 – Paolo Gnemmi	16
17 – Marco Cassarà	10



Lorenzo Nicoli



Daniele Pasquali



Cristian Ricciarini



Michele Puccetti



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