



Dura lex, sed lex

*Do you think it's easy to challenge a
125cc kart? At Minardi's they thought
it was...*



Report: Daniele Leone, Photos: Cristiano Avolio

Prologue

*I wanted to astonish you;
a 125cc, a Formula Formula 3000.
I wanted to take you in,
two men driving, one wins,
the other loses. I wanted to stun you.
The ego of a karter, loves a dare,
loves a gamble.
Ambitious, ruthless, unrelenting,
and aggressive.*

Silence

Imagine that you're there, with us.
Eyes longing to see the action. A light
mist that clears up. And you draw closer.
Trees open a way ahead of you; the grass
Springs up beneath your feet quickening
your step. You're there.
Pit... none. Finishing line... none.
Stand... none.
It's not at all like the usual track, now:
there's no one here today. A strange si-
lence echoes
around this theatre for engine. A silence
that's still within you,
one that you'd like to relive, because it's
the prologue
of what's about to happen.
The silence around you is full of life.
A determining silence announcing life
or death.
That's all it meant to you... until you lived
it. This too, has been taken from you, By
an impossible challenge.

Friends

Today the two rivals declare they're
"friends". They know each other and
come to track together.
They even manage to smile to each
other... for the time-being.
You're there with us and the fact that
they're smiling, doesn't appeal to you.
Two rivals never smile.
Two rivals are wary of each other, they're
in guard. And only relax when one of
them is knocked out. These two are hel-
ping each other, mounting their tyres.
How pathetic, ...
almost feel sorry for them... They get on
your nerves! You've come to watch an
old fashioned show, a rare one, when
you were expecting to see life's cruelty
bursting through. Two rivals, one against
each other,
a loser and a winner. You were waiting
to see them ...
fight to the last breath.
Go on, say it.. you wanted to see them in

**GROUP PHOTO**

Fausto and Francesco with Mario, technical manager of the Ippoliti Team.

Then Minardi Team: Tancredi Paiaro (Team Manager), Giovanni Minardi (Sport Manager), Alessandro Baldo (Track and data acquisition engineer), Giorgio Breda and Tommaso Carletti (Car engineer), Mauro Tofetti and Stefano Bellinato (Car chief mechanic), Michele Tisato and Antonio Enriette (mechanics Gianluca Crema (Service)

Ippoliti, nearly wins at Motorshow

The usual races held at the Bologna Motorshow hosted the Formula 3000 Lola B02. Fausto Ippoliti and Davide Rigon, Minardi Team drivers, were also lined up on grids. They had made the most of our impossible challenge held at the karting circuit in Jesolo to practice in view of the future Motor Show. After the close battle between the two team mates in qualifiers and heats, Ippoliti gets to the final as fit as a fiddle and gets ready to fight for the win against Gabriele Lancieri, winner of last edition. It was a very close thing, 18 hundredths, Ippoliti only just missed it, he does however, take home memories of a great performance.

brutal combat! Only then, you'd have felt like one of us. That's what we like.

Rain

The sky weeps for its heroes too. Looks for them.

And so do you. A final touch of inhibition, rain.

Rain-drops dampen your combative spirit

of conflict and determination.

Tears to dirty tyres, when you expected excessive grip, intrinsic racing tension, of rivalry and wickedness that'd melt them.

The lion's den

On the track, the two "friends" get ready

to start.

You realise that they're talking no longer. They work alone, no longer helping each other. You'd never have believed it, put a helmet on and a man transforms.

Brutal and ruthless, he looses all humanity. Like an animal lap after lap, he fights to survive "they'll never get me". Run away?

No, he's determined. His ego determined too. That's what makes him survive.

Fausto Ippoliti and Francesco Martino no longer help each other.

They're in the lion's den now. It's time to fight for your life.

Me or him? Just one. No room for "softness"

When you're in the lion's den.

The track is a new arena made of asphalt and cement. The same importance.

Beat the other.

That's the taste of what you're looking for. With a fine smirk and sly smile

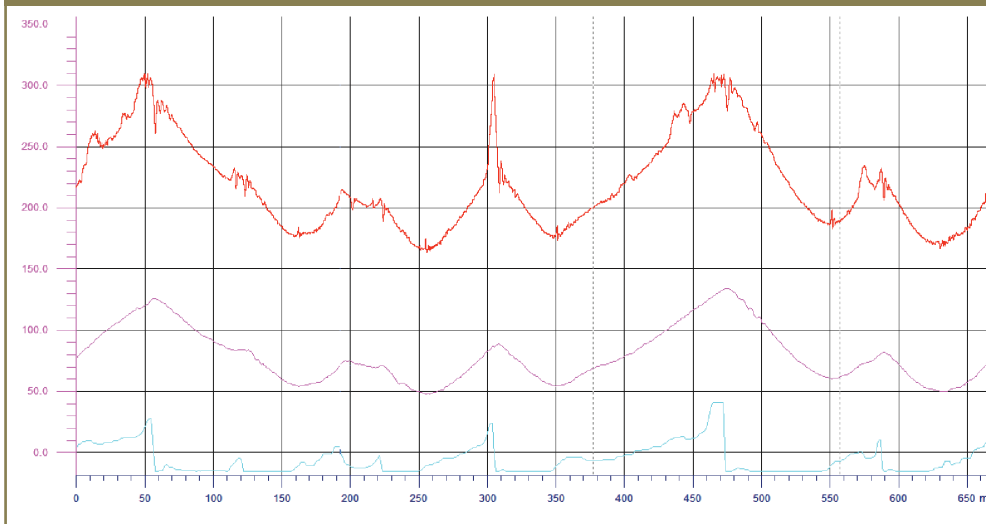
You look at the two matadors swapping places as they roar along the track,

Trying out their set up.

Gear one, gear six and off they go-another lap. S second try And a prayer of thanks for having found the right set up.

You like being a spectator.

Spectator of a macabre show that you too often live during a race.

TELEMETRY

Telemetry of best lap done by Ippoliti's Minardi: 32'.38 along the 670 m long track where the test was carried out at the circuit in Jesolo. Engine line (red) shows that values vary between 9000 revs (high peaks at two straights) and 3000 revs, Peak speed, purple, hasn't gone over 130 Km/h settling to the narrow kart circuit. The blue line shows accelerator use.



Minardi Team G.P. RACING

G.P. Racing by Minardi Team starts its adventure in 2006 after Gian Carlo Minardi, present honorary president joins venture with Mauro Loro and Tancredi Paiaro's G.P. Racing. The Minardi Team enters for the new Euroseries, a continental championship that developed from the Italia CSAI F. 3000 Cup. Their aim is clear, win the championship and launch new talented drivers towards F.1 and other higher car racing classes on a worldwide scale. A recent agreement with Piquet Sports sees the team racing for the 2007 season in GP2, always under Tancredi Paiaro's management and Felipe Vargas' technical assistance.

Match

Tension gets you. You watch them and think it's just a game. True. But, it's got to be taken

Seriously. In the valley, hosting the track, You hear a frightening roar, yes, 470 hp and hardly anything else to say. The CRS engine often roared its impatience. Inadequate proportion. A match without neither technical nor sports rules. True. That's the way we like it. That's how we enjoy watching he who misses flag suffer. Determination and power don't always go together. Not always victory and fame are equal. And for once, there are no rules, so each can say what they want. In their own words.

Usually made up of bigger pistons... compared to what you karter like us have always been used to seeing. Tyres that have no equal. Suspension. More cylinders. Too much horse power. They smirked and though it would be easy to win, the umpteenth win. This time you were there smiling too.

Rage and betrayal

Fausto Ippolito, Francesco Martino. Two names, two champions two destinies. Some choose to remain with the stronger one and dominate Formula 3000 and some opt to fight to the bitter end. A kart. Yes a kart. For karting. Pride and prejudice abound. The duel between two modern heroes, heroes who have decided to duel with the same pride that used to prevail long ago. Here they are, on the track, lapping, waiting for fate to take its course. First one and then the other gain the field.

Destiny to fulfil

"Satisfied" with practice, they both know the only rule, the determining lap, the one that will make or break their reputation. Gossip will follow this impossible challenge, a lot will be said about us too, after. Everybody will enjoy listening, but one won't.

The looser will lower his gaze when asked awkward questions, perhaps feeling a lit-

tle guilty too. He'll remember that unforgettable revenges. Arnoux – Villeneuve. Senna-Prost. Hakkinen Schumacher. All champions before being drivers. Predator before being men.

"Rec"

You're there watching them. The ribbon unfolds. The time has come. You get a glimpse of boots, gloves, suits – simple details, the helmet is their only friend. Roaring sounds hit you whilst you stand beneath a dull miserable, rainy sky. A shiver runs up your spine. The Lolo and a Birel are brought onto the track by the faithful supporters of the two bold knights ready to duel to the end. The vehicles, being so different meant that the track had to be modified somewhat. It is now an oval, 670 metres long. Too short for the F.3000's usual run. Two straights and a chicane. Too powerful for the power of a kart. The two knights fight hard, the music starts. The roaring sound of the Zytec 3000 cm3 echoed in our ears

Alessandro Baldo is track engineer in charge of the team of engineers for the two Minardi, he's also responsible for data acquisition



BIREL CRX32

Homologation	N. 79/CH/11
Homologation class	ICA ICAJ ICC SICC
Structure diameter	
Main – mm	32
Wheelbase - mm	1040 – 1054
N. of curves	13
Axle hardness/thickness/length	50x2x1040 F o 40x3x1040 F
Braking system	Hydraulic "C"
Size front/rear discs - mm	150x12 / 200x15
Material	Cast iron

ENGINE Zytek V8

Manufacturer	Zytek Motorsport
Longitudinal position	V8 a 90°
Displacement Volume	2997 cm ³
Valves	32
Maximum speed	9000 RPM (limited)
Maximum power	470HP a 9000 RPM
Maximum torque	380Nm a 6900 RPM
Integrated injection and ignition	Zytek

To beat the formula, seeing the poor weather conditions, Ippoliti Racing team engineer, Mario, worked on the kart loading caster and lifting chassis fore-carriage to the maximum so as to get better corner entry and road hold round corners as this track was faster than usual and also because track surface was wet. Front track was fully widened and rear track narrowed.

as it flashed along the straight.

Can you imagine the spectators... an earthquake. The stand shakes ... the Zytek passes. We are awestruck, we await the match. Do you want to see it, push the button "Rec" in your mind.

Green flag

At last, the adrenalin is released on the track. The Lola is very fast along the straights, first, second, third... only third, that's the F.3000 limit. Fausto Ippoliti controls the car as it looks for the bigger curbs to rest on. Suspension helps its amazing delivery that comes with the Zytek's roar. It is smooth and clean round the chicane and over the last corner he's determined to control the brusque bounces that the car gives as it tries to free itself along the slippery asphalt. Time stopped 32"38, lower than his rival's practice time. Ippoliti then pits and gets out of the car. He's keen to



see his rival, and friend, at work. Francesco Martino looks at him and smiles. Off he goes. First warm up lap. Nervous. He passes in front of the time keeper's photo cell, turns his head... Then like a flash he storms off...

He's determined, there's no one to stop him. He's aware that the straight is penalising for him. But then, perhaps, it's thanks to the slippery asphalt that he can play the ace up his sleeve. He's careful and determined in his drive style, smoothly round corners, he doesn't give in to the

DELL'ORTO VHSH30 PER CRS S1

Idle mix screw. turns	Gas valve bevel	Conical needle	Notch from top	sprayer	Jets Min. Max. starter	Float	Mass	Fuel valve
2	60	U2	2°	DP263	45 142			300

CRS Engine TECHNICAL CHARACTERISTICS

Manufacturer Model	CRS S1
homologation	2004-2009
Induction valve/reed/pistonport cooling/liquid/air	reed liquid
Diameter x stroke - mm	56,00x50,60
Displacement - cm ³	124,57
Comb. chamber vol. - cm ³ (with homologated insert full)	13 min
Compression ratio (2 cm ³ inserts excluded)	12,32:1
Squish (min. height) - mm	0,90
conrod length - mm	108
Piston (N. of segments/segment height/pin ø) - mm	1-1-16
Piston/Cylinder allowance 1/100 mm	5-6
Driving shaft axial clearance 1/100 - mm	20-30
conrod bearing axial allowance 1/100 mm	3,2-3,6
Timing (degrees) - °	
Induction before/after TDC	
Central transfer	N.d.
Lateral transfer	N.d.
Exhaust	194
Clutch (dry/wet/total number of discs)	Dry 5 steel discs and 6 lined
Gear (N. of ratios/oil type)	6 - 0,350 l
Ignition	Pvl o Selettra
Advance - mm	1,5-1,6
Spark plug	Ngk B10EG
Fuel mixture (type or make of oil) - %	4
Power - Kw (hp/rpm)	N.d.
Torque Nm (kgm/rpm)	N.d.
Cost (VAT included) - euro (Accessories)	
	N.d.
	Carburetion, plate and band, muffler, curve, Crs silencer, petrol pump with joint

Car Lola B02/50 - Technical characteristics

Chassis	Carbon fibre leather and honeycomb aluminium inserts
Body	Carbon fibre leather, fibre glass and honeycomb Nomex
Front/rear suspension	Front/rear double independent suspension with pushrod
Shock absorber	Ohlins TT44 3-Way Adjustable
Gears	Lola/Hewland 6 gears plus transversal sequential rear gear/magnesium tyre
Acquisition data	PI System, Delta/Sigma display
Clutch	Carbon AP Racing
Self-locking differential gear	Lola/Hewland with clutch
Brakes	Brembo system with 4 pistons, steel discs
Cooling system	Left water radiator - right, oil and water radiator
Belt	6 point Sabelt
Steering wheel	Sabelt diameter 280 mm
Rims	OZ 13 mm Magnesium
Tyres	Michelin control tyres, front 26/64 - 13 Rear 32/66 - 13
Fuel tank	ATL 125 litre capacity
SIZES	
Wheelbase	3000 mm
Front tread	1476 mm
Rear tread	1411 mm
Fuel consumption	Average 1 litre X 1.8 Km
Weight	545 Kg 665 Kg in working order with pilot on board and 2 Kg of fuel in tank



Having taken off his kart suit to choose a G.P Racing driving seat for Minardi Team. Fausto Ippoliti behind the Formula 3000 steering wheel is just beaten by our karter, Regional Champion Lazio 125 Senior, Francesco Martino.



urge to press accelerator full down: 32"24 – he wins the challenge. Brilliant, having controlled his urge and keeping a perfect control over his CRS he made it.

Summary

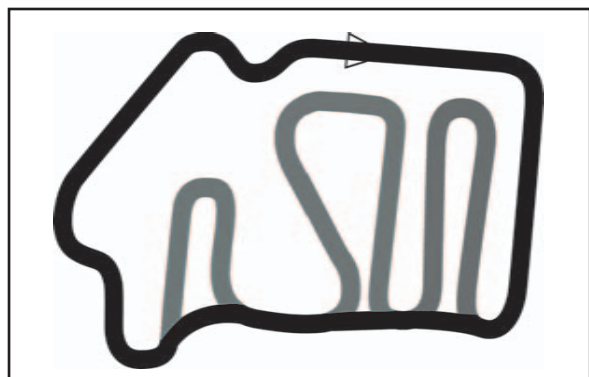
Just think. You were here watching the challenge. The Lola has been beaten by a kart, unbelievable, the kart has won again. Can you imagine their faces. First confident, then challenging and at last satisfaction. Undoubtedly the rain helped. And probably, there's someone to thank. Someone will be thanked. Howe-

ver, what counts are the results, we all know the rules. The Formula 3000 isn't at home on such a track, it thinks about a desire for revenge. Law has been abided by. The track test has rewarded the nimbler vehicle that has won over mere power. 470 hp is really a lot. A pleasure to listen to. But the Impossible Challenge tells us that muscles aren't the only thing that counts... a kart has beaten a Formula 3000 car.

Dura lex, sed lex.

So much for the Regional

Francesco Martino has been racing for 2 and a half years "Just with the 125cc cos I love changing gears!". This year he's taken the 125cc Senior Lazio Regional Championship win and soon after he was absolute first, beating 164 drivers who raced at the Ayrton Senna Trophy event held in Sarno. He races as a private driver, even if he thanks Chiodi and Tagienti, tuners, for their invaluable help in past years. He says, "I'm a motorbike retailer, all in all karting is just a hobby for me, and sometimes I don't understand those people who take it too seriously". I'm driving just for fun and look at the results, just think what would happen if I did it seriously....



Track Test Jesolo

To make the "Impossible Challenge" fairer and in order to host the Minardi's 470 hp, the track in Jesolo was slightly modified. The slow corners were eliminated to get an oval with two chicanes along the relative straight. The 670 metre long track, therefore supplied a right compromise between the requirements of a kart and that of the F. 3000.

