



# GT NEWS

NEWSLETTER nr 3 - 5th MARCH 2007

## SUCCESSFUL MEDIA LAUNCH AND TEST SESSIONS IN MONZA

The official launch of the 2007 season of the FIA GT and GT3 European Championships took place at the Autodromo Nazionale di Monza, on February 22nd and 23rd. Over 30 cars took part in two days of official testing around the fast circuit. For the GT1 and GT2 cars, this was a perfect opportunity to test before heading for Zhuhai, as the cars will be air-freighted out to China on March 17th. For the GT3 cars, Monza was the first test session of the season during which the FIA was monitoring the lap times, in order to balance the performance. Official test driver Christophe Bouchut was on hand to drive the cars present. This event also saw two new models make their GT3 debut : the Jaguar XKR entered by Apex Motorsport, and the Ford Mustang, entered by Multimatic Motorsport.

The media day was well attended, with over 100 members of the press present to see the cars, meet the drivers and attend the press conference.

Stephane Ratel, Chairman of SRO, promoter of the FIA GT and FIA GT3 European Championships, welcomed everyone to this 11th launch conference, and gave a first preview of this year's events. With healthy grids expected in both Championships, improved television coverage, reduced costs thanks to a shorter race and race weekends, and a new initiative to encourage non-professional drivers, the Citation Cup, things are looking good for the 2007 season. Guest of honour, downhill skier Kristian Ghedina, explained his love of motorsport, and interviewed Andrea Bertolini (2006 GT1 Champion with Michael Bartels), Andrea Piccini (2006 runner-up with Jean-Denis Deletraz) and Sean Edwards (2006 GT3 Champion). The drivers all said that 150 km/h downhill on skis was much more dangerous than 300 km/h on four wheels !

As for the testing, plenty of teams took to the track. In GT1, Aston Martin Racing BMS, Race Alliance and Phoenix tested their Aston Martin DBR9 cars, All-Inkl.com Racing ran the Lamborghini Murciélago cars which will take part in this year's Championship, while Playteam and JMB ran their Maserati MC 12. Also present was the Rock Media Motors Pagani Zonda. In GT2, AF Corse, Edil Cris Racing and Scuderia Ecosse ran their Ferrari 430 GT2 cars, while Tech9 and BMS Scuderia Italia tested their Porsche 997 GT2. The best time in GT1 was set by the nr 23 Aston Martin Racing BMS car of Jamie Davies and Fabio Babini, with a time of 1:45.504, while Andrew Kirkaldy was fastest in GT2, in the Scuderia Ecosse Ferrari 430 GT2, with 1:49.505.

In GT3, the fastest overall time was one of 1:53.841, set by test driver Christophe Bouchut in the Kessel Racing Ferrari 430 GT3. The best time set by a GT3 car in the hands of GT3 drivers was the Tech9 Porsche, with a lap of 1:55.367 in the final session of the second day.



For more information on the teams,  
drivers and everything about the  
FIA GT Championship,  
please visit :  
[www.fiagt.com](http://www.fiagt.com)

**SRO**  
Motorsports Group

## **“A GREAT SEASON AHEAD..” STEPHANE RATEL’S PRESS CONFERENCE Monza, February 22nd 2007**

I am very happy to launch the 11th season of the FIA GT Championship. It is something to launch a series in Motorsport and do it for a couple of years, but it's something else to build it up over such a long time, and I'm very pleased that with all our teams, and drivers, and organisation, we've been able to continue for more than ten years.



I remember very well, ten years ago, I was in Hockenheim in Germany launching the Championship, with six official manufacturers : Mercedes, BMW, Porsche, Lotus, Panoz and Chrysler. We've learnt from the past – we've learnt two essential things about Motorsport outside Formula One. We learned that it is very difficult to build a Championship with direct manufacturer involvement. Usually they come, they spend a lot of money, they win and they go. If they don't win, they are not happy and they go anyway. So we tried to develop a different philosophy, based on teams : very professional private teams. We like the manufacturers, we like them to produce cars, to support teams, but we prefer them not to run officially in the Championship. Our second lesson was that if you don't control performance, you end up with never-ending technical evolutions, then costs explode, so that no-one can afford to race any more. So the second thing we introduced to the FIA GT Championship was the balance of performance : very sophisticated, controlled by the FIA, which has proved over the last two seasons to be an amazing success. We have had very close races with different winners almost every time, with the overall titles decided at the end of the season, and with races which were amazing to watch. That is a long way from 1998, when Mercedes won ten races out of ten and killed the GT1 category as we knew it.

But we have only gone part of the way. Now more needs to be achieved. Our objective was difficult, and you will understand the problems we were facing : how to follow the increasing professionalisation of a Championship ? Every year the drivers are more professional. There was a time not so long ago when the Championship was mainly Pro-Am, when gentlemen drivers could win the FIA GT Championship. Today, that is no longer possible. So how to support the increasing professionalisation of the teams and drivers while keeping the roots of GT racing alive ? And the roots of GT are the amateur drivers. We hope we have found a solution.

In order to follow the professionalisation we needed more TV; more live TV on more important channels. We were criticised last year for not having much TV in Germany, which was really a problem. So the solution was to have shorter races. When you talk to major television stations and you talk about three-hour races, they simply don't have the time. If you propose two hour races you have a chance. And we are very pleased to say that we have won this challenge and we will have much better television this year. In Germany, which was one of our main objectives, qualifying and all races will be live on Premiere and half of the races will live on DSF, the remainder being shown later the same day. This combination will offer, for that particular market, the strongest coverage GT racing has ever enjoyed in the last ten years that I have been involved in it, including the time when we had all the manufacturers together. In Italy we will be live on Sky Italia, in France on Sport +. I will not go through the list, but we are very pleased with what we have achieved. In Russia, for example, we will be on 7 TV, which is a terrestrial channel which also covers Formula One. The reduction of the race length has been of a great, great help.

However, when you will see the final entry list to be released by the FIA in March, you will see that there are many, many cars with two top professional drivers sharing them. We did not want to lose the amateur drivers, and it's true that the Le Mans Series and the development of national Championships – many of which SRO is involved in – have taken many of the amateurs away. But we believe that they should still have their place in a high-level Championship with plenty of television

and beautiful events. That's why we created the Citation Cup. The Citation Cup is simple : a series of eight races as part of the FIA GT races. Any GT1 car is allowed, but the drivers cannot be professionals. I think it will work; our objective is to get an extra six to eight cars in this new classification, which will give rise to a separate podium and classification.

Our second objective is to offer meetings which are more attractive to the public and to get the public to come to GT racing. I always say that if we had ten races like the 24 Hours of Spa, the FIA GT would be a very, very big Championship indeed. Slowly but surely we are building that up. We have Spa, we have the Royal Automobile Club Tourist Trophy at Silverstone, which is very good. You will see, in just over a month, that the Zhuhai International Circuit has made a big effort, and that will be a very big meeting with a lot of public. It was a hiccup last year, but this year we are really going to Bucharest, and in the city centre, this is going to be a special event. Also answering the wishes of the teams we are going to some circuits such as Adria, Nogaro in France, and Zolder in Belgium. These might sound like secondary circuits, but when the FIA GT Championship goes there, it is the circuit's biggest event, and the promoters are determined to do their very best to build it up. I think that we will have a big increase in public attendance this year. And also thanks to the support of a number of partners, the tyre companies such as Pirelli and Michelin, we will have the budget to do a bigger promotion than in the past.

Our next point was to have good packages at the event. We want people to have action-packed weekends when they come to see the FIA GT Championship, especially now that the races are only two hours long. We are building up, step after step, a very exciting package. You all saw last year the amazing success of the FIA GT3 European Championship. We had 48 entries, 44 cars present, 8 different manufacturers represented. It could have gone down a little, but that has not been the case. It is going up and up; we will have to see which entries are really received, but we are looking as if we will have over 50 cars with four new brands joining. Unfortunately we lost Maserati, but we are likely to see four new models : the Jaguar XKR, the Ford GT, the Ford

Mustang and a Morgan. So we should have ten or eleven different models on the grid with around 50 cars, which should be very exciting.



The good complement to GT3 will be GT4 – the same concept, simply for less powerful cars such as the Aston Martin Vantage, the BMW Z4, the Maserati Trofeo and many others. We are starting a bit late but I am confident it will be a big success, increasing in the course of the season.

We are also returning to our first love with the GT 90's Revival Series. At Silverstone, this will bring back the cars which were there at the beginning of this series, and took part in its forerunner, the BPR series. I think you will also be pleased to

see the return of the McLaren F1 GTR, the Ferrari F40 LM, Lotus of all kinds... I think it will be a very nice sight and I am very confident it will be a big success.

We will also welcome in our meetings the SRO-organised Lloyds TSB Insurance British F3 International Series, with many young drivers we hope to see one day coming to GT racing. And we will welcome races from many of the National GT Championships which are promoted by SRO. GT racing is really a full category, growing everywhere in Europe and worldwide. I am pleased to welcome here today my partners in the Brazilian series that we are launching out of an office in Sao Paulo, Messrs Hermann and Derani. There are ten drivers coming here today to test many of the cars and do their shopping; we hope to see later this summer or in September the first Brazilian GT3 race. Britain is developing very well, France as well, Belgium now and the newly-launched ADAC GT Masters in Germany; all of these national Championships will be running in at least one FIA GT meeting. This will show the press and everyone involved that GT racing is really a full

movement and the FIA GT Championship is really the top of it.

What we are developing does not make us forget our main focus, which is that the GT1 category is the highlight of the FIA GT Championship. Some people say it may disappear, but I do not think so. I think these cars are very exciting. What we have done this year is to reduce the cost and I think that in the future we will see more cars coming. On average last year we had 11 GT1 cars, with only two Maserati MC 12s. This year, you will see at Silverstone that we will have six Maserati, five or six Aston Martin DBR9, two to four Corvettes, two Lamborghinis – the GT1 grid has really grown in a very important way. And I don't think it is a dream, I think we will have 20 GT1 cars at Silverstone and about ten GT2 cars – together it will be a fantastic grid, and I think we are getting close to our objective, to become a World Championship soon in the future.

### SUMMARY OF TIMES FROM TEST SESSIONS - MONZA

Nr	Team	Category	Car	Thursday	Friday	Fastest
23	Aston Martin Racing BMS	GT1	Aston Martin DBR9	1:46.622	1:45.504	1:45.504
33	Race Alliance	GT1	Aston Martin DBR9	1:47.292	1:46.420	1:46.420
3	Phoenix Racing	GT1	Aston Martin DBR9		1:46.837	1:46.837
8	All-Inkl Racing	GT1	Lamborghini Murciélago	1:47.802		1:47.802
22	Aston Martin Racing BMS	GT1	Aston Martin DBR9	1:49.726	1:48.037	1:48.037
41	All-Inkl Racing	GT1	Lamborghini Murciélago	1:54.662	1:48.621	1:48.621
7	All-Inkl Racing	GT1	Lamborghini Murciélago	1:49.779	1:48.822	1:48.822
63	Scuderia Ecosse	GT2	Ferrari 430 GT2	1:50.602	1:49.505	1:49.505
80	Michelotto	GT2	Ferrari 430 GT2	1:50.157	1:49.739	1:49.739
53	Edil Cris Racing	GT2	Ferrari 430 GT2		1:49.764	1:49.764
52	Edil Cris Racing	GT2	Ferrari 430 GT2	1:50.481	1:51.542	1:50.481
50	AF Corse	GT2	Ferrari 430 GT2	1:52.449	1:51.036	1:51.036
16	JMB Maserati	GT1	Maserati MC 12	1:52.033	1:51.055	1:51.055
99	Tech9 Motorsport	GT2	Porsche 997 GT2	1:51.976	1:52.010	1:51.976
15	JMB Maserati	GT1	Maserati MC 12	1:52.602	1:51.998	1:51.998
97	BMS Scuderia Italia	GT2	Porsche 997 GT2	1:52.259	1:52.083	1:52.083
72	JMB Ferrari	GT2	Ferrari 430 GT2	1:58.870	1:52.648	1:52.648
70	JMB Ferrari	GT2	Ferrari 430 GT2	1:54.237	1:53.924	1:53.924

Some other cars took part in one session only for the benefit of the photographers, such as the Scuderia Playteam Maserati, or took part in the sessions but are not eligible for the Championship, such as the Maserati MC 12 Corse.

## CARSPORT HOLLAND CONFIRMS CORVETTE WITH PHOENIX TO PROVIDE TECHNICAL SUPPORT

Jean-Denis Deletraz, who finished second in the 2006 FIA GT Championship with a Phoenix Aston Martin, and Mike Hezemans, will be sharing a Corvette C6 entered by Carsport Holland, with support from German Phoenix Team in the 2007 Championship.

"I only wanted to race in GTs this year under two conditions," Jean-Denis Deletraz explained. "I wanted to continue with Phoenix, with whom I finished second last year, and I wanted to race with Michelin tyres. And now it's done."

"Our aims for this year are very high," he continued. "After finishing second last year, we can only hope to progress, and aim for the title!"

After five seasons in the FIA GT Championship alongside Andrea Piccini, Jean-Denis had some words for his friend and former team-mate: "I would like to thank Andrea for the five magnificent years we have spent together, and all the help he has given me. He has signed a great deal to race the Maserati MC 12. I'm looking forward to racing against him... Good luck Andrea!"

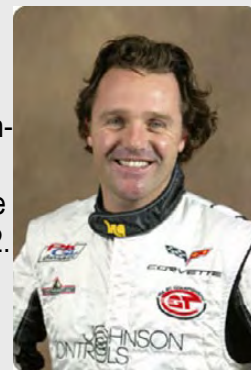
Between them, Mike and Jean-Denis have an excellent record in the Championship, with a total of nine pole positions, 14 wins and 37 podiums!



JEAN-DENIS  
DELETRAZ

Switzerland  
Age : 43

FIA GT Career  
5 wins  
11 podiums



MIKE  
HEZEMANS

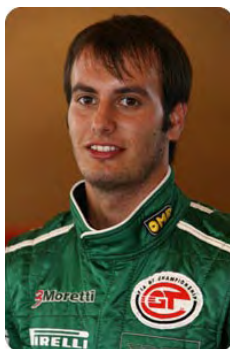
Netherlands  
Age : 37

FIA GT Career  
9 poles  
9 wins  
26 podiums



EMMANUEL  
COLLARD  
France  
Age : 35

FIA GT Career  
5 poles  
12 wins  
25 podiums



MATTEO  
MALUCELLI  
Italy  
Age : 22

FIA GT Career  
1 podium

## BMS SCUDERIA ECOSSE TO RACE PORSCHE IN GT2 CATEGORY

As well as entering two Aston Martin DBR9 cars in the GT1 category, and a trio of Aston Martin DBRS9 cars in the FIA GT3 European Championship, double Champions BMS plan to race a new model Porsche 997 GT3 RSR in the GT2 category. The drivers will be Emmanuel Collard - one of the leading Porsche drivers over the past few years - and Matteo Malucelli, who finished on the podium in Budapest with Babini in the team's DBR9 last year.

"Everything is going well with BMS," Collard said. "The atmosphere is really good with the team - but it usually is with Italian teams! As for the car, it's going quite well. We are still learning, it's a new car, with new things to try from Pirelli, so we still have a lot of work to do. The new Porsche is quite different from last year's car; the weight is different, and it's not so easy over the kerbs. But generally it's not bad at all! It's a big change for BMS, but it's good for a team to run in both categories, and to work in collaboration with another manufacturer. GT2 is going to be really difficult this year; there are some very strong line-ups and good teams, like AF Corse and Scuderia Ecosse. There should be some fine battles! The new Porsche proved its speed in qualifying at Spa last year; I think we'll be good on the fast tracks, but we need to work a bit more on the twisty circuits."

## SRT PLANS CITATION CUP ENTRY FOR 2007

Belgian team SRT, which has already announced its intentions to compete in the FFSA French GT Championship and the 24 Hours of Spa, has indicated that they would like to enter a car in the Citation Cup, run as part of the FIA GT Championship during eight rounds. "Our final project for 2007, next to the FFSA French GT and the Spa 24 hours, is the FIA GT Citation Cup," said Patrick Selleslagh. "However, we are still looking for funded drivers. I'm convinced that SRT is strong enough to perform well in this Cup. We have twice won the Zolder 24 hours and in 2005 we finished first non-FIA GT entrant in the Spa 24 hours. We'll also focus on one car this year, rather than running a two-car squad."



## MAXIMUM ATTACK FOR SCUDERIA ECOSSE

Scuderia Ecosse has announced an extremely strong line-up for the 2007 season of the FIA GT Championship ! The Scottish squad will again run two Ferrari 430 GT2 cars, having entered into a new partnership with Pirelli, which will see the team working very closely with the Italian tyre manufacturer.

One car will be raced by Chris Niarchos, who won the final race of the 2006 season with Tim Mullen, and Andrew Kirkaldy, 2006 GT2 'Driver of the Year' and record-holder for the number of pole positions in a season.

The other car will be driven by 2006 race winner Tim Mullen and two new recruits, Tomas Enge and Jarek Janis, both from the Czech Republic and both familiar faces to the FIA GT Championship.

Tomas will drive for the team at seven of the ten FIA GT rounds in 2007; when he is on ALMS duty, his place will be taken by Jarek Janis, who finished 3rd in the GT1 category last year after victories and pole positions in the Zakspeed Saleen. Jarek will also compete for Scuderia Ecosse in the 24 Hours of Spa.

Team Principal, Stewart Roden, explains his choices: "We are very clear on what we want to achieve in the FIA GT Championship this year. We want the title and I believe this line-up will deliver. Tim (Mullen) gets his shot at the title this year and has two hugely talented team-mates to help him get there. Tomas (Enge) is an incredible driver with a lot of experience and Jarek (Janis) is without doubt the rising star of GT racing. We already have a great team and I feel that these two will bring a new enthusiasm that will keep us on our upward path. Chris (Niarchos) has improved massively over the last three years under the tutelage of Tim. We decided to pair him with Andrew (Kirkaldy) in 2007 as the combination of Andrew's all-out speed and proven ability as a driver coach will provide Chris with what he needs to move to the next level. We've also moved over to Pirelli tyres and are very pleased to be starting a new technical partnership with them; the Championship will be tight this year so we will be working together very closely."

Tim Mullen is looking forward to going for the Championship in 2007. "This is an incredible opportunity for me. After driving with Chris for so long it's going to be strange to have him as competition. I may yet regret teaching him too much! I can't wait to get stuck in and I'm so pleased to be racing with drivers of the calibre of Tomas and Jarek. We've got everything we need to get the job done!"

Tomas Enge has a busy year ahead as his FIA GT campaign runs alongside a full ALMS season in another Ferrari 430. "This is a big new challenge for me: doing two GT series on two continents in the same car. I'm looking forward to working with Tim (Mullen) and getting the maximum out of the Ferrari. I want to win!"

Jarek Janis took the GT world by storm last year with his fantastic performances in the FIA GT Championship. "I'm very pleased to be driving with Scuderia Ecosse," said the young Czech. "This is a new experience for me as I haven't raced a Ferrari 430 before. I am happy to be driving for a successful team and I believe that we can do very well."

"This is going to be a great year for us," said Chris Niarchos. "Tim, who has taught me so much over the last few years, now has a great opportunity to go for the title so I'm pleased for him. I'm really looking forward to learning from Andrew now and continuing to improve as a driver."

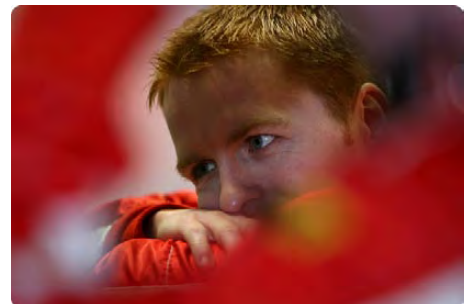
"It's going to be a lot of fun driving with Chris," according to Andrew Kirkaldy. "I'm sure I can teach him a thing or two but, knowing Chris, I'm sure he'll be teaching me a lot of things too! There are a couple of things that I noticed last year that I know will help him; I could have told him last year but he might have beaten me then!"



ANDREW KIRKALDY - GBR - 31  
8 pole positions - 6 podiums - 3 wins  
GT2 Driver Performance of the Year 06



CHRIS NIARCHOS - CAN - 41  
4 podiums - 1 win



TIM MULLEN - GBR - 30  
2 pole positions - 11 podiums - 3 wins



TOMAS ENGE - CZE - 30  
3 pole positions - 1 podium



JAREK JANIS - CZE - 23  
4 pole positions - 4 podiums - 2 wins  
GT1 Driver Performance of the Year 06

## GT3 CHAMPIONS PREPARE FOR GT2



Sean Edwards and Leo Machitski were present in Monza to test their Tech9 Porsche 997 GT2 car in preparation for the new season, which starts in Zhuhai on March 25th. "The first test day at Monza went very well as we ended up being the fastest Porsche," Sean Edwards said. "The second day started off well again, as I

matched my new tyre time from the previous day on old tyres. The second session we had a list of changes to do, to improve the car's balance before trying a different compound of tyre. But unfortunately this could not happen as Leo had to alter his line to let an Aston past and he went off in the gravel at the end of the first session. It took a long time to get all the gravel out, as this car has a flat floor and it gets everywhere! So we missed the crucial second session and all the time to develop the car. But we have learnt a lot over the two days and will continue in Nogaro next week and try to get Leo more time in the car!

Looking onto China now, it's approaching so fast! Where does the time go... We will see everyone's true pace in the first qualifying season of the 2007 season. I am really looking forward to this year, as there is such a strong GT2 field. My objective is to win, but the main one is to be the top Porsche in the series and see how we compare to the Ferrari's. I am sure we will be right up there with them and have some good battles, it's going to be a close one this year!"

## ASTON MARTIN RACING BMS FASTEST IN MONZA



Aston Martin Racing BMS started the season in fine form, setting the best time in testing at Monza. The nr 23 car, was driven by Fabio Babini, who was with the team in 2006, and Jamie Davies, who raced last season for Vita-phone Racing, winning the Dijon and Adria rounds. Their best time in Monza was a lap of 1:45.504 - faster than the pole time in 2005, when the FIA GT Championship last raced at the Italian track.

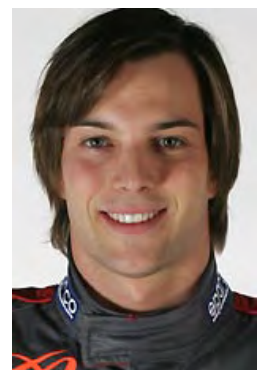
"It's going very well," Jamie Davies said in Monza. "I fitted into the team quite quickly. We had a test at Paul Ricard and we were quickly down to business. Obviously I've driven for the team in the Nürburgring LMES, so I knew many of the guys, and I've tested with the Aston Martin for BMS at the beginning of last season, so I am slightly familiar with the team. It's really nice to be back in the car again, to start a fresh season, with a nice team, a good team-mate. Everything at the moment is very good, I'm very

happy and just looking forward to the first race. I've never been to Zhuhai before so it's going to be a bit different. I've raced Formula Three in Macau, so I've made the trip there. I think it's going to be quite tough with plenty of competition from Maserati and the other Aston Martins. But I think we're in quite good shape; Pirelli have worked very hard over the winter, and have some good tyre formulas for us, so I'm quite confident. "

## ASTON MARTIN RACING BMS ANNOUNCES MONDINI TO REPLACE BONETTI

Aston Martin Racing has announced that due to a clash of sponsorship, Alessandro Bonetti will now not be racing in the 2007 FIA GT Championship. The young Italian had been due to race alongside Ferdinando Monfardini in the nr 22 Aston Martin DBR9, but it has appeared that there is a product incompatibility between the plans of his sponsors and one of the team's long-term partners. However, the relationship between BMS and Bonetti will continue in the BMS Junior programme.

26-year-old Giorgio Mondini, from Geneva, a talented single-seater driver, will now share the wheel of the nr 22 car with Monfardini. They will start the season together in Zhuhai. Swiss driver Mondini was the Formula Renault V6 Eurocup Champion in 2004; since then he has raced in the World Series by Renault with Eurointernational before moving to GP2 with David Price Racing. In 2006, Mondini was the third driver for Midland F1 Racing in Formula One.



## EDIL CRIS RACING TEST IN MONZA

Edil Cris Racing, which made such a good performance at Adria in 2006, finishing second in GT2, had two Ferrari 430 GT2 cars testing in Monza.

Drivers included Paolo Ruberti, who was part of the team in Adria last year, and who has a long history in the FIA GT Championship, previously racing a Saleen S7R.

## WENDLINGER TO CONTINUE WITH RACE ALLIANCE



Austrian team Race Alliance has announced that it will continue to compete in the FIA GT Championship in 2007. The team will run two Aston Martin DBR9 cars; Karl Wendlinger is the only driver confirmed to date.

"I am very happy that we're able to extend this working relationship because it's something very special for an Austrian driver to drive for an Austrian team,"

the former Formula One driver explained. "We proved in 2006, Race Alliance's first season, especially in the second half of the season, that we are able to compete at the top level. Our goal for 2007 is to be competitive from the very beginning, and we should be able to do that."

Team owner Lukas Lichtner-Hoyer added: "We have great plans, and we are in a lot of negotiations, but we'll present it all at a press conference in early March."

The team undertook its first test of the season in Valencia. "We mostly dealt with setup work in Spain," Karl explained. "We were able to pick up where we left off at the end of 2006. Now it's all about fine tuning to make the car go even quicker." The team was also present at Monza, where it set the second-fastest time.

## ALL-INKL.COM TESTS BOTH LAMBORGHINIS IN MONZA



All-Inkl.com Racing ran both its Lamborghini Murciélago cars during the Monza test session, with drivers Christophe Bouchut, Stefan Mücke, Peter Kox and Jos Menten at the wheel. Despite being busy with the GT3 testing, Bouchut also managed to find time to try the Lamborghini he will be driving this season. "It was the first time that the two cars were together, and I think All Inkl.com forms a fine team! The Reiter car is a much more recent evolution than mine (the nr 7) but we should receive all the necessary changes before the race in Zhuhai. The team is very motivated and I am certain that Zhuhai will be a good circuit for the Murciélago. Everyone is dreaming of a first victory, but I think we'll have to be patient."

Jos Menten, driving the nr 8 car, was also pleased with the progress made: "We can look back on a short but efficient test. These were my very first laps at Monza, excluding the runs I did on the Playstation! Right from the beginning we were able to clock competitive lap times. During the winter period, the team has made a lot of progress and Thursday's lap times prove that the hard work of Hans and his crew paid off. I am really looking forward to the start of the season in Zhuhai."

The fourth member of the 2007 team was announced shortly before Monza: former DTM driver, Stefan Mücke, who will be Bouchut's team-mate. "I am very pleased that I was quickly able to get used to the Lamborghini," he said. "I felt good in the car, although it is different from a DTM car, meaning a change in my driving style. I am satisfied with my times. The car has a lot of development potential, and we have some work to do, but if all goes well, podium finishes should be possible this season. I really enjoyed driving the car, and I am looking forward to the start of the season in Zhuhai."

## SKI-ING VERSUS MOTORSPORT ? PLAYTEAM DRIVERS MEET GHEDINA

During the FIA GT launch press conference, guest of honour Kristian Ghedina interviewed Playteam drivers Andrea Bertolini and Andrea Piccini. "Both Andrea and I told Ghedina that we thought that the crazy ones were the skiers like him, who go at 150 km/h on two pieces of carbon, not the drivers like us," Piccini said afterwards.

"The similarities between ski and motorsport are the speed, for sure, but also the sense of the lines and the ability to use the distribution of weight to improve your performance. However, one difference is the concentration you need. Ski races are very short, and you have to give everything in less than two minutes, while our races are long.

Ghedina said that he finds it difficult to concentrate for such a long time. He also said that Motorsport has always been his dream, but living in the mountains, it was easier to become a skier! " Piccini and Bertolini did not get the opportunity to drive during the test day, as the car only did a couple of laps for the benefit of the photographers. "The test we did the week before in Vallelunga was pretty good because I started to get used to the car, the team and the tires and we could finalize all the work we planned," Piccini said. "In the team there is a very nice atmosphere and even if we know that the season will be very hard we are ready for the fight!"



## ROCK MEDIA MOTORS TESTS PAGANI

Czech team Rock Media Motors was present in Monza to test their Pagani Zonda. The team hopes to race in the FIA GT Championship during the 2007 season.

Drivers present were team owner Antonin Herbeck - who raced his Ferrari 575 Maranello in Brno two years ago - and Erik Janis, younger brother of 2006 'Driver of the Year' Jarek.



## **SCUDERIA PLAYTEAM SARAFREE TO SUPPORT UNICEF'S GLOBAL CAMPAIGN "UNITE FOR CHILDREN, UNITE AGAINST AIDS"**

Since its debut, Scuderia Playteam SaraFree has always distinguished itself by its social commitment in projects of "Corporate Social Responsibility". In 2005 the Scuderia supported the fund raising activity of the "Fondazione Alessio Tavecchio Onlus"; last year it promoted an important initiative regarding Road Safety in collaboration with the Don Mazzi's Fondazione Exodus. Thanks to this engagement, UNICEF has recognised Scuderia Playteam SaraFree's good work in the field of social communication: the Scuderia has been named a UNICEF Partner for 2007 and will support the global campaign "Unite for children, Unite against AIDS", through which UNICEF wants to fight the pandemic by 2010.



Through the global television coverage of the FIA GT Championship, this will allow the UNICEF campaign to reach a very large audience. The Team's cars will display UNICEF's global campaign slogan, "Unite for children, Unite against AIDS", on the roof.

Giambattista Giannoccaro, C.E.O. and driver of the Scuderia Playteam SaraFree, declared: "I'm proud that our social commitment has obtained the agreement of UNICEF, one of the most important institutions in the world. Scuderia Playteam SaraFree is the first team to be named a UNICEF Partner in the history of Motorsport." He added: "This partnership with UNICEF involves our drivers too, as they have been chosen as "UNICEF Spokesperson" for the 2007 season. Andrea Bertolini, the winner of the 2006 FIA GT Championship, declared: "It is the first time I have run for a Team which is a UNICEF Partner. I'm proud to have the chance, both as a driver and a man, to contribute in awakening our audience to these important social issues".

The Scuderia Playteam SaraFree will contribute to the global campaign "Unite for children, Unite against AIDS", in two ways: first of all the Scuderia will devolve to UNICEF the 1% of its yearly sportive sponsorship sales in 2007, and secondary they will arrange fund raising activities, in its hospitality area, through the sales of gadgets linked to the campaign.

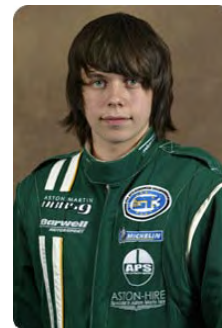
## **BARWELL MOTORSPORT SIGNS KANE AND COCKER FOR ZHUHAI GT1 DEBUT**

British team Barwell Motorsport, which is planning to make its FIA GT debut in Zhuhai, has announced an exciting driver line-up for the first race in Zhuhai, China. It has secured the services of former British F3 Champion Jonny Kane and former British GT Champion Jonny Cocker, to drive its Aston Martin DBR9 in the first round of the FIA GT Championship.

Kane, 33, has driven for several factory teams in both the ALMS and LMES for the past six years, including two Le Mans with the works MG LMP675 car, and claimed second place for the factory Aston Martin Racing DBR9 team at Road Atlanta in 2005. Whilst this will be Kane's first event for Barwell, former British GT Champion Cocker (20) is a stalwart of the Surrey team's Aston GT3 campaigns, and is making his GT1 race debut after a very impressive testing performance in a factory car at Paul Ricard recently. Cocker had a brief run in Barwell's DBR9 in the wet at Snetterton in February, but Kane will not be able to sample the Gigawave-backed car until free practice at Zhuhai.

"We are extremely excited about our line-up for Zhuhai" says Barwell's Chris Needell. "To have a driver of the calibre and experience of Jonny Kane on board is a major bonus as we step up to GT1. After Jonny Cocker's superb test run at Ricard, it is also fitting that he is getting a chance to show his talents on the world GT1 stage."

At the moment the Kane/Cocker line-up is just a one-off for Zhuhai, and the team is still finalising its plans for further outings in both the FIA GT Championship and Le Mans Series.



**JONATHAN COCKER**  
Great Britain  
Age : 20  
2004 British GT  
Champion  
FIA GT3 2006  
1 pole and 1  
podium  
FIA GT 2004  
1 podium



**JONNY KANE**  
Great Britain  
Age : 33  
1997 British F3  
Champion  
FIA GT Career  
2 races with the  
Spyker Squadron  
and 2 with LNT  
1 podium



## FIA GT3 EUROPEAN CHAMPIONSHIP MONZA : A FIRST WORK SESSION

Ten teams and eight different cars were in Monza, for the first official FIA GT3 European Championship test of the season. 2006 FIA GT3 European Champion, Tech 9 Motorsport was there with a Porsche 997 GT3 Cup, and two other Porsche cars were entered by Trackspeed, the 2006 British GTC Team Champion. This team is expected to enter the 2007 FIA GT3 European Championship for the first time, and is extremely motivated for the new season.

One Lamborghini Gallardo GT3, for team S-Berg Racing, was present, with its new livery. Two Corvette Z06R GT3 cars were entered by a new team, called Martini Callaway Racing; during the winter Uli Berberich-Martini bought the Callaway-Carsport team, and renamed it. As last year, former FIA GT Champion, Klaus Ludwig, is planning to drive one of the Martini Callaway Racing Corvette Z06R GT3 cars. With two Aston Martin DBRS9, BMS Scuderia Italia was preparing for the 2007 season by testing several drivers, including Diego Alessi, Giorgio Bartocci, Luca F. Formilli, Alex Frassinetti and the young Mattia Pavoni.

Three Ascari KZ1R cars were on track, two for Damax, and one for Ascari. Due to enter three cars in this year's Championship, Loris Kessel Racing was testing the Ferrari 430 GT3 with its new evolutions. As well as confirmed drivers Freddy Kremer and René de Luigi, several other drivers were invited to test the car, including Henry Moser, Michael Forsten, Marco Coldani and Ivan Capelli.

And of course, two new cars went on track for the first time: the Apex Motorsport Jaguar XKR GT3 and the Multimatic Motorsport Ford Mustang FR500 GT. Over the two days, most of the teams tested many evolutions and different drivers. For most of the teams, this testing day was the first of the season, so it is obviously too early to draw up a reliable hierarchy.

The main task of this official test session was for the FIA Bureau to start the task of balancing the performance of the cars.

Therefore Christophe Bouchut, the official FIA test driver, got behind the wheel of all the cars. "All the cars have evolved a lot, like the Ferrari 430 GT3 which is really impressive. I also discovered new cars such as the Ford Mustang. This car looks like a road car, but its potential is very interesting. It is too early to talk about the performances of all these cars, the tests in Nogaro are going to give more answers to our questions," declared Christophe Bouchut.

During the two days, the fastest time was set by the Kessel Racing Ferrari 430 GT2, with a time of 1:53.8, ahead of the nr13 S-Berg Racing Lamborghini Gallardo GT3 and the nr31 Ascari KZ1R. These cars were all in the hands of triple FIA GT Champion, Christophe Bouchut. The best time set by a GT3 car with a GT3 driver was the reigning Champion, the nr 1 Tech9 Motorsport Porsche, closely followed by the nr 4 Trackspeed Porsche.

The next test will take place in Nogaro, on March 6th & 7th. Two months before the start of the season, the teams are working really hard to be on top at Silverstone, and all of them are waiting for the official FIA entry list, before announcing their drivers' line-up.



## FIA GT3 EUROPEAN CHAMPIONSHIP 2007 TWO NEW CARS TAKE TO THE TRACK !

After the first season of the FIA GT3 European Championship, when the Ascari KZ1R, Aston Martin DBRS9, Corvette Z06, Dodge Viper Competition Coupe, Ferrari 430 GT3, Lamborghini Gallardo, Maserati GranSport Light and Porsche 997 GT3 took part in the five meetings, a number of new cars are keen to join in, and two of them took part in the Monza test sessions.



For the first time, the Jaguar XKR GT3 and the Ford Mustang FR500 GT took to the track during the official FIA GT3 test in Monza. For both teams it was an important time, and even if they all know that there is a lot of work to do before the first race in Silverstone, they are confident and enthusiastic. There was much enthusiasm by the members of the press present to see them take to the track for the first time.

Andy Wallace, always linked to Jaguar, is in charge of the development of the Apex Motorsport Jaguar XKR GT3. Although he was not able to do many laps in Monza, the famous British driver is really motivated by this mission, and he will do his best to help Apex Motorsport and Jaguar to be ready on time. But to be in Monza was a first satisfaction for the team, as Richard Lloyd, Apex Motorsport Team Principal, explained:

“For us, it is like a victory to be here. The car is running for the very first time so it is just a shakedown for us. We know that there is a lot of work to do on the car, but we are proud of it. We built this car in only three months, so it was a great challenge. We still have more than two months to go before the start of the season. We need to work on the roll bar, the suspension and other things... The car is going to be one step further in Nogaro, and we hope that in Adria everything is going to be ready in order to gain the final homologation. We have planned different testing sessions before the first race. It is important for us, and for Jaguar, to be ready on time.”

The Ford Mustang FR500 GT also made a big sensation. In Monza, the American team Multimatic Motorsports was in charge of the first test; afterwards, the car is going to be entered and developed by Zakspeed, always in partnership with Racing4you. This impressive car showed a real potential as Christophe Bouchut, official FIA test driver explained: “Welcome to the world of the “fast & furious”. This car has an incredible look! The engine is very good, with an impressive torque. With a good development, this car could be really efficient”.



Both cars are expected for the next official test sessions in Nogaro (France), where they should be joined by another newcomer: the Ford GT. Then in Adria (Italy), the last official FIA GT3 test session, they should be ready for the final homologation.

### CONTACT INFORMATION

FIA GT Championship - for all press information, please contact Jacquie Groom on [jacquie@sro.co.uk](mailto:jacquie@sro.co.uk)

FIA GT3 European Championship : for all press information, please contact Frédéric Espinos on [frederic@sro.fr](mailto:frederic@sro.fr)

Photos from Monza (c) DPPI. High resolution photos are available from the websites - please contact us for access.

## SUMMARY OF TIMES FROM TEST SESSIONS - MONZA

\* times in bold official test times set by Christophe Bouchut

Nr	Team	Car	Thursday	Friday	Fastest
37	Loris Kessel Racing	Ferrari 430 GT3	1:56.619	<b>1:53.841</b>	<b>1:53.841</b>
13	S-Berg Racing	Lamborghini Gallardo GT3	2:01.125	<b>1:54.462</b>	<b>1:54.462</b>
31	Ascari	Ascari KZ1R	1:57.028	<b>1:54.767</b>	<b>1:54.767</b>
16	Martini Callaway Racing	Corvette Z06 GT3	1:56.101	<b>1:55.078</b>	<b>1:55.078</b>
1	Tech 9 Motorsport	Porsche 997 GT3 Cup	1:56.103	1:55.367	1:55.367
4	Trackspeed	Porsche 997 GT3 Cup	<b>1:55.895</b>	1:55.484	1:55.484
29	Damax	Ascari KZ1R	1:58.067	1:55.891	1:55.891
28	Damax	Ascari KZ1R	1:56.658	1:56.113	1:56.113
5	Trackspeed	Porsche 997 GT3 Cup	1:56.331	1:56.487	1:56.487
17	Martini Callaway Racing	Corvette Z06 GT3	1:56.867	no time	1:56.867
23	BMS Scuderia Italia	Aston Martin DBRS9	<b>1:57.997</b>	1:56.887	1:56.887
55	Multimatic Motorsports	Ford Mustang FR500 GT	no time	<b>1:57.987</b>	<b>1:57.987</b>
22	BMS Scuderia Italia	Aston Martin DBRS9	2:00.450	2:03.657	2:00.450

## TEST SESSIONS AT NOGARO - MARCH 6th & 7th

The second official test session organised by SRO will take place at the French circuit of Nogaro, on March 6th and 7th. Although cars from the FIA GT and FIA GT3 are welcome, most of the competitors are likely to come from the FFSA French GT Championship and the Porsche Carrera Cup. This is the second of three official tests for the FIA GT3 European Championship, and the task of balancing the performance will continue, supervised by the FIA, and with Christophe Bouchut in charge of the testing. Any members of the press wishing to attend the test sessions should contact Frédéric Espinos on [frederic@sro.fr](mailto:frederic@sro.fr)



## NOGARO - A NEW START

Nogaro is one of the most famous tracks in France, and 2007 is a new start for this circuit, with a brand new pitlane and garage complex, with all the latest technology.

The first ever race at Nogaro took place on October 1960; at this time the track was quite short (1752 metres). In 1973, the new track was much longer (3120 metres), and Nogaro became an important place, where Alain Prost, Rene Arnoux, Nelson Piquet and Ricardo Patrese showed their potential! In 1987 the track was made wider, changing again in 1989 (3636 metres). It then became a very technical circuit, renowned for its organisation and the crowds it attracted. Several Formula One teams, such as Williams or BAR, used to come to Nogaro in order to prepare for the Monaco Grand-Prix.

In 2006, it was decided to modernize all the infrastructures, and over more than a year, a new pit lane was built, with a huge modern garage complex. The track might have changed again, for safety reasons, but the philosophy has stayed the same.

Based on the equipment used at the Paul Ricard HTTT, all the latest technologies have been used in order to build a modern and useful race complex. New race control, new media centre, new pits, new time keeping room, new VIP suites, a new TV compound... these buildings will make Nogaro one of the leading French tracks, with top facilities. Along with this investment and equipment, International races are returning to the track, such as the ninth round of the 2007 FIA GT Championship.

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London, United Kingdom (EGLC)	Brno, Czech Republic (LKTB)	CJ2 or Citation Excel	2:02	4.300,00
London, United Kingdom (EGLC)	Milan, Italy (LIML)	CJ2 or Citation Excel	1:41	4.200,00
London, United Kingdom (EGLC)	Liege, Belgium (EBLG)	CJ2 or Citation Excel	0:56	5.100,00
Milan, Italy (LIML)	Coventry, UK (EGBE), Silverstone	CJ2 or Citation Excel	1:53	3.100,00
Milan, Italy (LIML)	Bucharest, Romania (LRBS)	CJ2 or Citation Excel	2:11	3.200,00
Milan, Italy (LIML)	Brno, Czech Republic (LKTB)	CJ2 or Citation Excel	1:20	3.000,00
Milan, Italy (LIML)	Liege, Belgium (EBLG)	CJ2 or Citation Excel	1:16	4.150,00
Paris, France (LFPB)	Coventry, UK (EGBE), Silverstone	CJ2 or Citation Excel	1:02	3.200,00
Paris, France (LFPB)	Bucharest, Romania (LRBS)	CJ2 or Citation Excel	2:55	3.600,00
Paris, France (LFPB)	Brno, Czech Republic (LKTB)	CJ2 or Citation Excel	1:48	3.350,00
Paris, France (LFPB)	Milan, Italy (LIML)	CJ2 or Citation Excel	1:17	3.250,00
Paris, France (LFPB)	Liege, Belgium (EBLG)	CJ2 or Citation Excel	0:47	4.300,00

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