



# GT NEWS

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## WHAT A START ! FIRST LAMBORGHINI WIN FOR ALL-INKL ONE-TWO FOR AF CORSE MOTOROLA

The 2007 season of the FIA GT Championship got off to an exciting start at the Zhuhai International Circuit, where the All-Inkl.com Racing Lamborghini Murciélago took a closely fought victory, giving Lamborghini its first international motorsport win. In front of the packed grandstand, with 22,000 spectators watching, the newly-adopted two-hour format gave a fantastically close race in both categories. The Lamborghini was chased across the line followed by two Corvettes. In GT2, AF Corse Motorola inherited a fine one-two after the first car across the line, the BMS Scuderia Italia Porsche 997 GT3 RSR, was excluded following a ride-height problem.

Christophe Bouchut and Stefan Mücke started the season in the best possible way, giving All-Inkl.com Racing and the Lamborghini Murciélago their first FIA GT win. With the new two-hour format, where strategy is incredibly important, the timing of the second pit stops along with a safety-car period saw the nr 7 car take the lead in the closing stages of the race. At the re-start, a storming Bouchut kept the advantage ahead of Philipp Peter, sharing the nr 19 PSI Experience Corvette C6 with FIA GT newcomer Luke Hines, and the PK Carsport Corvette C5 of Bert Longin and Anthony Kumpen. With fastest laps being set one after the other, a frantic finish finally saw Lamborghini claim its first win. "This victory is important for Hans Reiter, for our sponsor All Inkl and for Lamborghini," Bouchut said afterwards. "I have worked a lot to develop this car, and I really wanted to give to Lamborghini this first win. Winning was one of our goal this season, we did it here in Zhuhai, for the first race. It is great for the team and for all the people who have worked hard." As for Stefan Mücke, this was a brilliant start to his GT career. "Unbelievable - I still can't quite believe it!" the German driver said afterwards. "It was a great feeling to be on the top of the podium and hear the national anthem."



### ROUND 1 - ZHUHAI (PRC)

- 1: Bouchut/Mücke All-Inkl.com Lamborghini Murciélago
- 2: Peter/Hines PSI Experience Corvette C6
- 3: Kumpen/Longin PK Carsport Corvette C5
- 4: Babini/Davies Aston Martin Racing DBR9
- 5: Hezemans/Deletraz Team Carsport Holland Corvette C6
- 6: Biagi Vitaphone Racing Maserati MC 12

- 1: Muller/Vilander AF Corse Motorola Ferrari 430 GT2
- 2: Ortelli/Bruni AF Corse Motorola Ferrari 430 GT2
- 3: Mullen/Enge Scuderia Ecosse Ferrari 430 GT2
- 4 :Zani/Busnelli Porsche 997 GT3 RSR
- 5: Kirkaldy/Niarchos Scuderia Ecosse Ferrari 430 GT2
- 6 : Edwards/Machitski Tech9 Motorsport Porsche 997 GT3 RSR

### WHAT THEY SAID

*"This is a great moment. Honestly, this is my best victory in the FIA GT Championship. When the Safety Car came, we had to wait around 4 laps before calling Stefan to the pits, in order to give him 35 minutes in the car. Then all the others pitted later than us, so I was first at the restart. I thought that the others would come back quickly, so I decided to do the last 10 laps flat out. Until the finish I was driving over the limit, and I discovered that the car has an interesting potential when you push it over the limit. It is going to be more difficult at Silverstone, but I tell you, we will win again this year!"*

Christophe Bouchut, All-Inkl.com Lamborghini Murciélago

*It's a really good start to the season. Pole position yesterday, fastest in my stint and the victory – it couldn't really be better. I knew that it was going to be tight, and it was."*

Dirk Muller, AF Corse Motorola Ferrari 430 GT2



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



Such a result seemed very unlikely in the early part of the race, which was dominated by the battle between Thomas Biagi in the nr 1 Vitaphone Maserati, and the Corvettes of Carsport Holland and PK Carsport. Hezemans, in the nr 5 C6, led for the first 22 laps, when Biagi overtook, leading until his first pit stop, despite having lost part of the roof of the Maserati. After all the cars had stopped, the PK Carsport Corvette C5 was in the lead. But when the safety car was sent out, due to some circuit damage, the cars which had made the earliest stops were able to come straight back in to the pits, their obligatory minimum 35-minute stint having been completed; this gave them a decided advantage. The nr 7 Lamborghini was therefore in the lead for the restart, and Bouchut managed to keep that advantage until the chequered flag, despite pressure from the nr 19 PSI Corvette, which had also stopped early, and the nr 4 PK Carsport C5.

Fourth place went to the Aston Martin Racing BMS DBR9 of Babini and Davies, ahead of early leader Carsport Holland, with the Corvette C6 in the hands of Deletraz and Piccini. Thomas Biagi was sixth in the Vitaphone Maserati MC12, his team-mate Bartels failing to score due to narrowly missing the mandatory 35 minutes driving time. The second Vitaphone car was seventh, with newcomers Barwell picking up the final point for eighth in the Aston Martin DBR9 shared by Jonny Kane and Jonathan Cocker.

Newcomers Scuderia Playteam Sarafree saw both Maserati cars stop due to fuel miscalculations. Furthermore, the nr 11 car of Bertolini and Piccini has a 30-second penalty for the next race, due to stopping before a penalty for not respecting a yellow flag. This will be added to their race time in Silverstone. Jetalliance Racing also had an unlucky weekend, being forced to shuffle their pit crew after illness. Both cars finished, but outside of the points. The JMB Maserati MC 12 of Macari and Aucott finished 16th overall after a steady performance.

## AF CORSE MOTOROLA STARTS 2007 WITH ONE-TWO



The GT2 race was equally exciting, as the first lap congestion saw the leading cars fall back, before gradually climbing back up the grid. First across the line was the BMS Scuderia Italia Porsche 997 GT3 RSR; however, the car later failed scrutineering due to the ground clearance. Its exclusion meant that AF

Corse Motorola Ferrari cars inherited first and second, giving Dirk Müller and Toni Vilander their first victory. Stéphane Ortelli and Gianmaria Bruni, whose car had been delayed due to a puncture, were second, with Scuderia Ecosse's Mullen and Enge third.

"I am very happy for the team," Vilander said. "We didn't have much testing over the winter. Our approach for this race was to take it easy and avoid mistakes in the early stages of the Championship. I think we didn't completely use the potential of the car today, there were some issues with the safety car. We did a pretty decent job; Dirk was good in qualifying and the race. From here on, we can only improve."

Fourth place went to the Ebimotors Porsche of Emanuele Busnelli and Marcello Zani, finishing ahead of early race leader Kirkaldy and Niarchos in the nr 63 Scuderia Ecosse Ferrari. 2006 FIA GT3 European Champions Tech9 Motorsport finished sixth and last in GT2, after leading the category at the mid-race point thanks to a long stint from Sean Edwards, although unfortunately a wheel problem dropped them back.

## CLASSIFICATION R1

### GT1 Drivers Classification

Bouchut /Mücke	10
Peter/Hines	8
Kumpen/Longin	6
Babini/Davies	5
Hezemans/Deletraz	4
Biagi	3
Montanari/Ramos	2
Kane/Cocker	1

### GT1 Teams Classification

All-Inkl.com Racing	10
PSI Experience	8
Pekaracing	6
Aston Martin Racing BMS	5
Vitaphone Racing	5
Team Carsport Holland	4
Barwell Motorsport	1

### GT2 Drivers Classification

Müller/Vilander	10
Bruni/Ortelli	8
Mullen/Enge	6
Zani/Busnelli	5
Kirkaldy/Niarchos	4
Edwards/Machitski	3

### GT2 Teams Championship

AF Corse Motorola	18
Scuderia Ecosse	10
Ebimotors	5
Tech9 Motorsport	3

The Manufacturers Cup classification will be published at a later date.

## PROVISIONAL HANDICAP WEIGHTS FOR R2

nr 7 Lamborghini	+40 kg
nr 19 Corvette	+30 kg
nr 4 Corvette	+ 20 kg

All Maserati MC 12 cars have +25kg from the GT Bureau for performance balancing.

nr 50 Ferrari	+20 kg
nr 51 Ferrari	+15 kg
nr 62 Ferrari	+10 kg
These three cars have an additional 28 kg due to two well-known drivers.	

NOTE : Weights from the GT Bureau can be changed up to the day before scrutineering for the next event.

## FIRST POLE POSITIONS FOR BIAGI AND MÜLLER

The FIA GT Championship opened its eleventh season with the 2006 Championship-winning teams claiming pole in both categories – although for both drivers, it was their first FIA GT pole position ! 2003 Champion Thomas Biagi placed the nr 1 Vitaphone Racing Team Maserati MC 12 at the front of the grid for the first round, while FIA GT newcomer Dirk Müller gave AF Corse Motorola its first GT2 pole position with the nr 50 Ferrari 430 GT2.

Thomas Biagi, the 2003 Champion, finally claimed the statistic he was missing and set his first-ever FIA GT pole position. Racing this year alongside 2006 Champion Michael Bartels, the Italian emerged ahead of two Corvettes in an extremely close 15-minute qualifying session, setting a time of 1:31.339. “This pole was one of my goals this season, so now it is done, I feel more relaxed,” Biagi said. “The race is going to be really tough, and with the new two-hour format it is going to be interesting.”

He was just five thousandths of a second ahead of Mike Hezemans, in the nr 5 Carsport Holland Corvette C6R, and 25 thousandths faster than Anthony Kumpen, in the PK Carsport Corvette C5. “The car just worked fine, we were in the top three all the time, and it is important for tomorrow as the race is going to be tight and we do not know how the conditions will be,” Hezemans explained. His former team-mate Kumpen was equally pleased : “We have one of the oldest cars, but we are still in the front. Our team did a great job during the winter, as they completely rebuilt the car, we have to thank them because with their hard work we are in third position today. I hope it will continue this way.” Fourth place went to FIA GT newcomers Scuderia Playteam Sarafree, with the nr 11 Maserati MC 12 in the hands of reigning Champion Andrea Bertolini. Placing the PSI Experience C6 in fifth position, Philipp Peter confirmed the speed of the Corvette cars around the Zhuhai circuit. The leading Aston Martin was sixth, Fabio Babini setting a time of 1:32.304 in the nr 23 Aston Martin Racing BMS DBR9, just ahead of Karl Wendlinger in the nr 33 Jetalliance Racing DBR9. The top seven qualified within one second of each other. The nr 7 All-Inkl.com Lamborghini Murciélago was tenth.

AF Corse Motorola claimed the front two places for the GT2 grid, Dirk Müller having claimed the category pole position with the nr 50 Ferrari 430 GT2, while Gianmaria Bruni took second place with the nr 51 car. Andrew Kirkaldy, who claimed eight pole positions last season, had to be content with third position, putting an end to the run of ten consecutive poles for Scuderia Ecosse.

Müller, returning to his endurance roots after a number of years in the FIA European and then World Touring Car Championships, was delighted with his result. “One – two for AF Corse, and my first pole position for Ferrari : I’m really happy,” he said. Bruni was equally pleased with his starting position for his first race out of single-seaters, and thanked his experienced team-mate, double FIA N-GT Champion Stephane Ortelli: “He has so much experience and a very good career in GT racing, so he is helping me a lot, and gives me good advice. I have to thank him.”

Kirkaldy made up another all-Ferrari top three, on the first time out with Pirelli tyres. “We are going to have a hard fight in GT2 this year; it is going to be great ! This session was close, we worked hard with Pirelli. They did a great job for us. We are learning with them, they are learning with us, and we are moving forwards together.” He was closely followed by Emmanuel Collard in the BMS Scuderia Italia Porsche 997 GT2. Fifth in the session was the second Scuderia Ecosse car, which had broken its engine in the first free practice session. Due to this, its times were cancelled and the car will start from the back of the grid. This promoted the Ebimotors Porsche shared by Busnelli and former GT3 race-winner Marcello Zani to fifth. Tech9 were sixth on their GT2 debut, ahead of Felbermayr-Proton’s Porsche 996 car.



## QUALIFYING RESULTS

- 1: Biagi Maserati MC 12 1:31.339
- 2: Hezemans Corvette C6 1:31.344
- 3: Kumpen Corvette C5 1:31.364
- 4: Bertolini Maserati MC12 1:31.551
- 5: Peter Corvette C6 1:32.113
- 6: Babini Aston Martin DBR9 1:32.304

- 1: Müllen Ferrari 430 GT2 1:35.113
- 2: Bruni Ferrari 430 GT2 1:35.214
- 3: Kirkaldy Ferrari 430 GT2 1:35.246
- 4: Collard Porsche 997 GT3 1:35.683
- 5: Zani Porsche 997 GT3 1:36.572
- 6: Edwards Porsche 997 GT3 1:36.588

## QUALIFYING UPDATE

After moving to a single 20-minute qualifying session in 2006, the system has changed again for 2007. There will now be two 15-minute sessions, where the GT1 and GT2/G2 categories will qualify alone.

Although for Zhuhai the GT1 cars went out first, followed, after a five-minute break, by the GT2 cars, this will change for Silverstone onwards.

Further to the agreement of the World Motor Sport Council, the GT2 session will take place first, followed by the GT1 session, which will normally set the overall pole position.

This change had been suggested by the TV channels which will cover the qualifying sessions live for the rest of the season.



## HISTORIC FIRST FOR LAMBORGHINI IN CHINA



Three years ago, at the Spanish circuit of Valencia, Lamborghini claimed its first podium in international competition, finishing third in the second round of the 2004 FIA GT Championship with the Lamborghini Murciélago in the hands of Peter Kox and Oliver Gavin.

Finally Lamborghini has claimed its first international win, the culmination of seven years of work from Hans Reiter, who has been developing Lamborghini cars and racing them in the FIA GT Championship since 2000.

With a combination of perfect timing and strategy, the All-Inkl.com Racing Lamborghini Murciélago was in the lead when the safety car pulled back into the pits. And with

all the skill of the triple FIA GT Champion, Christophe Bouchut defended that lead from his rivals at the restart, holding a charging Philipp Peter and an equally keen Anthony Kumpen and Fabio Babini behind him until the chequered flag.

Lamborghini's racing history started in the 1980's, with a car developed for the Group C championship season, although a lack of sponsorship caused it to miss the season. The company supplied engines to Formula One between 1989 and 1993. The Lamborghini Diablo was raced in the Lamborghini Supertrophy, the single-make series run by SRO. The Murciélago R-GT was developed by Lamborghini as a production racing car to compete in the FIA GT Championship, the Super GT Championship and the American Le Mans Series in 2004, with the season highlight being Valencia. In 2006, during the opening round of the Super GT championship at Suzuka, a car run by the Japan Lamborghini Owners Club garnered the first class victory by an R-GT.

Now, with overall victory in Zhuhai, Lamborghini has joined the other winning makes in the FIA GT Championship, along with McLaren, Mercedes, Porsche, Chrysler, Lister, Ferrari, Maserati, Saleen, Aston Martin and Corvette

### A LOOK AT THE FIRST FIA GT VICTORIES....

The first overall win of a new car or model is not something that happens every race ... although since 2004 such events have been more frequent than during the first few years of the FIA GT Championship !

The table below shows some of the big 'first times' in terms of overall wins, over the last ten years. The shaded rows show the manufacturer entries - full entries in 1997 - 1999, and then cars entered with factory support for purposes of showing the potential of the car before it is handed over to client teams for full entries.

McLaren F1 GTR	1997	R1 : Hockenheim	Lehto/Soper	Team BMW Motorsport
Mercedes CLK GTR	1997	R4 : Nürburgring	Scheider/Ludwig	AMG Mercedes
Chrysler Viper GTS	1999	R1 : Monza	Beretta/Wendlinger	Chrysler Viper Team Oreca
Chrysler Viper GTS	1999	R8 : Homestead	Belmondo/Ciérico	Paul Belmondo Racing
Lister Storm	2000	R1 : Valencia	Bailey/Campbell-Walter	Lister Racing
Porsche 911 GT2	2000	R8 : Lausitzring	Kaufmann/Haupt	Freisinger Motorsport
Ferrari 550 Maranello	2001	R8 : A1 Ring	Rydell/Kox	Prodrive AllStars
Ferrari 550 Maranello	2002	R4 : Jarama	Deletraz/Piccini	BMS Scuderia Italia
Porsche 996 GT3 RS	2003	R6 : Spa	Ortelli/Lieb/Dumas	Freisinger Motorsport
Ferrari 575 Maranello	2003	R9 : Estoril	Peter/Babini	JMB Racing
Saleen S7R	2004	R3 : Magny-Cours	Bartels/Alzen	Vitaphone Racing Team
Maserati MC12	2004	R11 : Zhuhai	Bertolini/Salo	AF Corse
Maserati MC12	2005	R2 : Magny-Cours	Wendlinger/Bertolini	JMB Racing
Aston Martin DBR9	2005	R3 : Silverstone	Lamy/Kox	Aston Martin Racing
Corvette C5-R	2005	R4 : Imola	Hezemans/Kumpen/Longin	GLPK Carsport
Aston Martin DBR9	2005	R11 : Bahrain	Bouchut/Garcia	Russian Age Racing
Corvette C6-R	2006	R5 : Paul Ricard	Hezemans/Kumpen/Longin	GLPK Carsport
Lamborghini Murciélago	2007	R1 : Zhuhai	Bouchut/Mücke	All Inkl.com Racing

Note : both Chrysler Viper and Porsche cars claimed wins in the GT2 category in 1997 and 1998, but 1999 was the first season that the cars were racing in the main category.

The Freisinger Porsche of Ortelli, Lieb and Dumas is to date the only car from the second category to claim an overall victory, winning the 24 Hours of Spa in 2003.

# TEAM NEWS AFTER ZHUHAI

## PSI DELIGHTED WITH SECOND PLACE



Racing in Zhuhai was a last-minute decision for Philippe Tillet's team, PSI Experience, and the two drivers Philipp Peter and Luke Hines. The Corvette came through to take second place, after good strategy followed by a fine performance from the Austrian driver in the final laps, when he was pushing Bouchut all the way to the line. "It's really unbelievable," Philipp said afterwards. "I got my

ticket last Wednesday; I was not supposed to be here. I'd like to thank everybody behind the scene who tried to make this happen. We had a strong pair of drivers, we knew it. I tried to push hard at the end to catch Christophe, but he was just flying. We had a good strategy, the team did a good job, we just had some problems to start the engine so we lost some seconds. My new team-mate had no laps in the dry, so he did a great job, and all the team together made this happen." Luke, on his FIA GT debut, was equally pleased with the result: "I'm really happy! I've only had one year in GT, last year in the British GT. We only found out that we were coming here last week, thanks to PSI, and it's obviously a good result." The team's plans are not fixed for the season, but such a good start should help their cause!

## FOURTH FOR ASTON MARTIN RACING BMS



In the GT1 category, the two Aston Martin Racing BMS DBR9 cars finished the race, with the nr 23 DBR9 of Jamie Davies and Fabio Babini fourth and the leading Aston Martin. "It was not easy, so I am pleased with fourth place," Babini said. "I made a good restart after the safety car period but the Corvette was too fast. I was happy with the set-up and the tyres have real potential." As for Jamie, he commented: "Pirelli did a very good job for the weekend especially with the variable weather for the first race of the season. I am glad to be team mates with Fabio because we have a similar driving style and like a similar set up for the car which helps developing it from race to race."

The nr 22 car, in the hands of newcomers Giorgio Mondini and Ferdinando Monfardini, had a good first race but finished tenth in GT1. There was disappointment, however, for the nr 97 BMS Scuderia Italia Porsche 997 GT3 RSR, which crossed the line first but was later excluded due to failing the ride-height test in post-race scrutineering.

## GOOD START FOR EBIMOTORS IN CHINA



Italian team EbiMotors made a good start to the season, scoring four points for fifth position and the leading Porsche in the classification, after the exclusion of the winning car. The Porsche was in the hands of team regular Emanuele Busnelli and Marcello Zani, a race-winner in the FIA GT3 European Championship last season and, like Sean Edwards and Leo Machitski, making his debut in the FIA GT.

## THE RIGHT DECISION FOR PK CARSPORT

Anthony Kumpen and Bert Longin finished third in their Corvette C5 in Zhuhai, ending any comments concerning the decision to run the older model of the car, used by GLPK Carsport in 2005, and by the Belgian duo in their victorious Belcar campaign in 2006. "We took the decision to run the C5, and people were saying we were crazy. But I don't think they'll say that again," Bert Longin said.



"We were fastest in the first free practice, we were quick in qualifying, fastest in warm-up – we're there! Furthermore, the team atmosphere is excellent – these are our boys, we've worked together for seven years in Belgium and we know them all well. I think we were unlucky; we could have won this race." Kumpen agreed that victory would have been possible: "When we came in for the first time, I was second, and when we went out again, Bert was in the lead. I think Vitaphone and Carsport were on the same strategy as us, and I think it was the best one. It's all down to bad luck if the safety car comes out. We tried to do a long first stint, and I think the real battle would have been there in the end between us and the Vitaphone car." The duo went on to win the first Belcar GT3 race - see page 11!

## A PROMISING START FOR CARSPORT HOLLAND



The Carsport Holland Corvette C6R, with technical support from Phoenix Racing, made a promising start in Zhuhai, with Mike Hezemans leading the race for much of the first hour. However, the car then developed brake difficulties and dropped behind the Maserati. Although the team lost out in the safety-car lottery, it also cooled their brakes and allowed

them to finish: "Without that, we would either have slipped back or been forced to retire. With difficulty, we finished fifth, just 11 seconds behind the winners, pushed by the nr 1 Maserati," explained Deletraz. "Although the result is disappointing, it is not so bad, as our main rivals either finished behind us or retired. We know now that we are competitive, and we will start the first European race with our ambitions intact, our only goal for 2007 being to win the title."



## DIFFICULT DEBUT FOR SCUDERIA PLAYTEAM SARAFREE



Neither of the Scuderia Playteam Sarafree Maserati MC 12 cars managed to reach the finish line in Zhuhai, both cars suffering from fuel problems. Alessandro Pier Guidi had a clean start in the nr 12 car, bringing him up right up behind the race leader Thomas Biagi "But it all went sour when I felt the car slowing down.

It was obviously a problem with the fuel and I had to park the car on the side of the track on the grass on that lap." Reigning Champion Bertolini suffered a similar problem, having started from fourth place. After contact at the start, the car spun in the first corner of the race, but Bertolini recovered and made his way up the field. "I felt something was not right on the car and I decided to bring it back to the box," he explained. "I had no idea that the fuel could have been miscalculated as the machine was very reliable and as fast and performing as expected."

## BARWELL DELIGHTED WITH FIRST POINT



With its first race in the GT1 category, Barwell Motorsport proved that it could race with the best GT teams on Sunday, when drivers Jonny Kane and Jonny Cocker brought the Gigawave-supported Aston Martin DBR9 GT1 car home in eighth place overall (and second Aston) in round one of the FIA GT Championship at Zhuhai, China. In doing so Barwell

scored an FIA Championship point on its debut at this level. "We had some problems on Saturday with braking, and we changed the pads overnight," Jonny Kane said : "The car was much better today. I got a good start but didn't make the most of it. I'm quite happy with how we went, and we were able to set some good times right at the end, when we still had quite a lot of fuel onboard, so it's been quite a good weekend. Neither Jonny nor I knew the track. We've showed that we are pretty much on the pace; we finished, which was what we wanted to do. All in all, quite a good day."

## SCUDERIA ECOSSE INHERITS THIRD AND FIFTH



The first round of the season did not exactly go to plan for Scuderia Ecosse, after an engine failure in free practice reduced the track time for the nr 62 car and forced it to start from the back of the grid. The team finished fourth and sixth on the track, moving up a place after the exclusion of the nr 97. However, the team has proved they have the pace to get the job done this year. When the race got

underway, after losing places at the start, Kirkaldy surged through into the GT2 lead by the end of lap one and built up almost a 20-second gap to the second-placed car. Unfortunately, the team lost out in the safety car period. As for Tim and Tomas, they had to fight their way through from the back of grid as a result of their engine change and had a few dramas of their own including an extra pit stop. After the race Stewart Roden reflected on the season-opener: "There was a lot going on this weekend and I think we've had more than our share of dramas. Fourth and sixth place [over the line - Ed] don't reflect our pace at all; I think we have what we need to win this year so we'll be back at Silverstone to prove that."



## CITATION CUP FOR SRT

Belgian team SRT has announced that it will be entering the Citation Cup from Silverstone, with their Corvette C5-R and endurance specialist drivers Tom Cloet and Finnish driver Pertti Kuismanen. The 24 Hours of Spa, although not part of the Citation Cup, is also on the team's calendar. "Our C5-R is the perfect car for the Citation Cup," team owner Patrick Selleslagh said. "The Corvette is still fast, just look at the podium in China, and with good drivers you can definitely try your luck." Tom Cloet said: "I'm really pleased to be racing with C5-R again. I have retained some great memories of the car and Patrick's team, and will be ambitiously leaving for Silverstone" The team will compete in selected rounds.



## GET WELL SOON TOMAS !



Czech driver Tomas Enge, who shared the nr 62 car with Tim Mullen, and who is competing in both the FIA GT and the ALMS this season, suffered a serious crash last weekend in the race at St Petersburg. Enge is reported to be a stable condition in hospital and we all wish him a speedy recovery.

## OPEN-TOPPED EXPERIENCE FOR BIAGI

Zhuhai started off extremely well for the Vitaphone Racing Team, with Thomas Biagi claiming his first pole position, and leading the race convincingly, despite losing part of his roof. But the car lost out under the safety car, and finished sixth, with the team's second car, driven by Ramos and Montanari, seventh. There was more bad news afterwards, as reigning Champion



Bartels was excluded, due to not completing the reglementary 35 minutes behind the wheel. "I think the whole team performed very well - we were competitive throughout the weekend, but unfortunately due to our pit-stop strategy and a mistake on Bartel's stint time, we only finished 6th," Thomas said. "It was a very strange feeling to drive without the roof, and not very nice as a lot of dust and small stones came into the cockpit - my shoes were full by the end. I definitely prefer to have a roof on the car! For sure, the end of the race was difficult, and I didn't expect to be in 6th position, but I think we showed we were in good shape. Michael Bartels showed that he believes in me, which is very good for my confidence. It is nice to be working with Michelin; there are a lot of familiar faces from 2003 when I won the title with them in the Ferrari 550 Maranello!"

## BOTH CARS REACH THE FINISH FOR JETALLIANCE



Although both cars reached the chequered flag in Zhuhai, the first round did not go exactly to plan for Austrian team Jetalliance. Two mechanics became unavailable due to illness, meaning the entire pit crew had to be reshuffled in China.. The cars performed well in the wet and dry conditions in Free Practice, Lukas Lichtner-Hoyer having set the third-fastest

time in the second session. But during the race, Karl Wendlinger and Ryan Sharp in their Jetalliance Aston Martin DBR9 were not able to finish higher than P9, Lukas Lichtner-Hoyer and Robert Lechner were classified sixteenth (P12 GT1) in the second Aston Martin. Wendlinger suffered tyre problems: "The soft tyres degraded so fast that I didn't stand a chance, and when I got back into the car for the final stint, the rear tyres were gone already once again. I had hoped they would cool off during the long safety car period and regain grip. But unfortunately that didn't happen, and then one after another they drove right past me." As for the second Jetalliance Aston Martin of Lukas Lichtner-Hoyer and Robert Lechner, tyre failure was followed by a problem with Lichtner-Hoyer's cooling vest. "Basically, both cars were fast and the setup was alright. But then too many mistakes just started to creep in all around. We will need to analyse this event thoroughly in the days to come," Lichtner-Hoyer explained.

## POINTS FINISH FOR TECH9 MOTORSPORT



Reigning FIA GT3 European Champions Tech9 Motorsport made a good impression in their first race in the GT2 category. Sean Edwards was second in the early stages, then led the class for the rest of his stint, during which he was the last to pit. "The car was really good for the first 30 minutes and then began to fall away a bit," Sean Edwards said. "It was hard to keep cars behind me. I did quite a long stint, about 1 hour and 10 minutes. Then, in the pit stops, one of the wheel nuts wouldn't come off, and we lost about ten minutes. Leo had to do his 35 minute stint, so we couldn't come in again during the safety car. But it was going well at the end, and I did a 1:37 on my last lap, which was good." Finishing sixth in GT2, the team and drivers scored three points.

Team boss Phil Hindley commented: "Zhuhai was a fascinating experience for all of us involved. For me personally having never visited the far-east, it was a great event, well promoted by the SRO, and a fantastic crowd greeted an incredible race. It was tough logistically to have the first event as a fly-away, also as FIAGT virgins, the Tech 9 crew adapted very well to working out of flight cases and we were not short of anything over the course of the weekend."

## FREE PRACTICE RESULTS

### SESSION 1

1 Kumpen/Longin	Corvette C5
2 Ramos/Montanari	Maserati MC12
3 Deletraz/Hezemans	Corvette C6
4 Bertolini/Piccini	Maserati MC12
5 Wendlinger/Sharp	Aston Martin DBR9
6 LichnerHoyer/Lechner	Aston Martin

1 Collard/Malucelli	Porsche 997
2 Bruni/Ortelli	Ferrari 430 GT2
3 Niarchos/Kirkaldy	Ferrari 430 GT2
4 Vilander/Muller	Ferrari 430 GT2
5 Busnelli/Zani	Porsche 997
6 Ried/Basseng	Porsche 996

### SESSION 2

1 Hines/Peter	Corvette C6
2 Deletraz/Hezemans	Corvette C6
3 LichtnerHoyer/Lechner	Aston Martin
4 Giannoccaro/Pier Guidi	Maserati MC12
5 Bouchut/Mücke	Lamborghini
6 Babini/Davies	Aston Martin

1 Collard/Malucelli	Porsche 997
2 Niarchos/Kirkaldy	Ferrari 430 GT2
3 Busnelli /Zani	Porsche 997
4 Machitski/Edwards	Porsche 997
5 Ried/Basseng	Porsche 997
6 Vilander/Muller	Ferrari 430 GT2





## ROUND 2 : SILVERSTONE

The second round of the 2007 FIA GT Championship will take place in Silverstone, with an action-packed weekend of racing. For the FIA GT Championship, round two is the Royal Automobile Club Tourist Trophy, with the coveted and historic Trophy itself as the ultimate goal. Silverstone will also see the first round of the Citation Cup, for non-professional drivers in GT1 cars, running within the FIA GT race, but with its own points and classification. A grid of up to six cars is expected for round 1.

The 2007 season of the FIA GT3 European Championship will take place during the meeting, with one race on Saturday and one on Sunday. After the undeniable success of 2006, the Ascari, Aston Martin, Corvette, Dodge, Ferrari, Lamborghini and Porsche cars will be back on track, to be joined by four new models : the Ford Mustang FR500 GT, Ford GT, Morgan Aero V8 and Jaguar XKR GT3. The event will also see the first round of the GT90's Revival Series, which has seen great interest from drivers and owners alike, and should thrill the crowds. And last but not least, the GT4 European Cup, based on the successful principles behind the GT3 category, but for less powerful cars.



### THE ROYAL AUTOMOBILE CLUB TOURIST TROPHY



A coveted and historic trophy, the Royal Automobile Club Tourist Trophy was first awarded to the winner of an FIA GT race in 2005, for the centenary running of the event. In 2005 it was won by Pedro Lamy and Peter Kox of Aston Martin Racing, while in 2006 it was future Champions Michael Bartels and Andrea Bertolini who claimed the prestigious trophy, having won for Vitaphone Racing and the Maserati MC 12. In the long history of the race, this was the very first time that a Maserati was victorious.

### GT3 & GT4 - TESTING IN ADRIA AND DIJON

The testing and performance balancing process in the FIA GT3 European Championship and the GT4 European Cup will continue this month with a further two official test sessions, at the Italian circuit of Adria on April 11th, and the French track of Dijon-Prenois on April 17th and 18th.

Both test days are open to GT3 and GT4 cars only, meaning there should be plenty of track time.

For more details, please contact Sandrine Jarnet on sandrine@sro.co.uk  
Tell :+44 207 835 2571

## 2007 LONDON TO SILVERSTONE SUPERCAR TOUR : MUCH ANTICIPATED !

Friday May 4th



After the success of the first London to Silverstone Supercar Tour in 2006, the event will be back, bigger and better, for 2007, and will form the opening ceremony for the weekend.

The Tour is open to 21st century supercars. The participants will leave the Royal Automobile Club in Pall Mall on the Friday morning after breakfast, and proceed under special Police motorcycle escort through to outer London. Refreshments will be provided en route at two meeting points, before heading for Silverstone, and completing laps of the circuit on arrival.

The participants will then enjoy a private hospitality suite at the track to enjoy the afternoon's track action, as well as tickets for the rest of the weekend.

Entries for 2007 are extremely promising, with over 40 cars expected to take part. These include a Bugatti Veyron, Koenigsegg CCX and a Spyker C8 Laviolette, as well as a wide range of Aston Martin cars, Bentley, Jaguar, Ferrari, Maserati and Porsche cars.

Anyone wishing to take part should contact Motion Works by email on [info@motion-works.co.uk](mailto:info@motion-works.co.uk), or by phone on +44 1327 856 024





Preparations are well underway for the first round of the GT 90's Revival Series, which will take place at Silverstone on May 4th - 6th. There will be two forty-five minute races for GT cars of the 1990's. The new series has attracted plenty of interest, with a rich and promising grid including three McLaren GTR, two Porsche 911 GT1, a Lotus GT1, a Harrier and several Venturi, Ferrari, TVR, Stealth and Marcos.

The second round of the 2007 season has now been confirmed for Magny-Cours, in France, on October 11/14.

Held together with the FFSA French GT Championship, this should be an exciting event with good crowds. The Formula One track will suit the competitive GT90's cars, and to add to the atmosphere, the race will be held at sundown, giving a suitable 'Le Mans' feeling for cars of this era.

For more information, see [www.gt90s-revival.com](http://www.gt90s-revival.com) or contact Olivier Lyonnet on +33 611 63 92 07 or by email on [olivier@gt90s-revival.com](mailto:olivier@gt90s-revival.com)

## TEST DAY FOR THE JAGUAR XKR

The Apex Motorsport Jaguar XKR GT3 programme took significant strides forward with the completion of a full, trouble-free test day and the announcement that another team car has been sold.

At a very wet and windy Silverstone Circuit in Britain, former Jaguar Le Mans stalwart, David Leslie, put the new GT3 challenger through its paces - both with and without passengers.

Alongside the planned test and development programme, part of the day was given over to members of the media who were invited by Apex Motorsport and Jaguar Cars to experience passenger rides in the car. All climbed out of the car with broad smiles on their faces, including very experienced chauffeur, Leslie, who was driving the car for the first time.

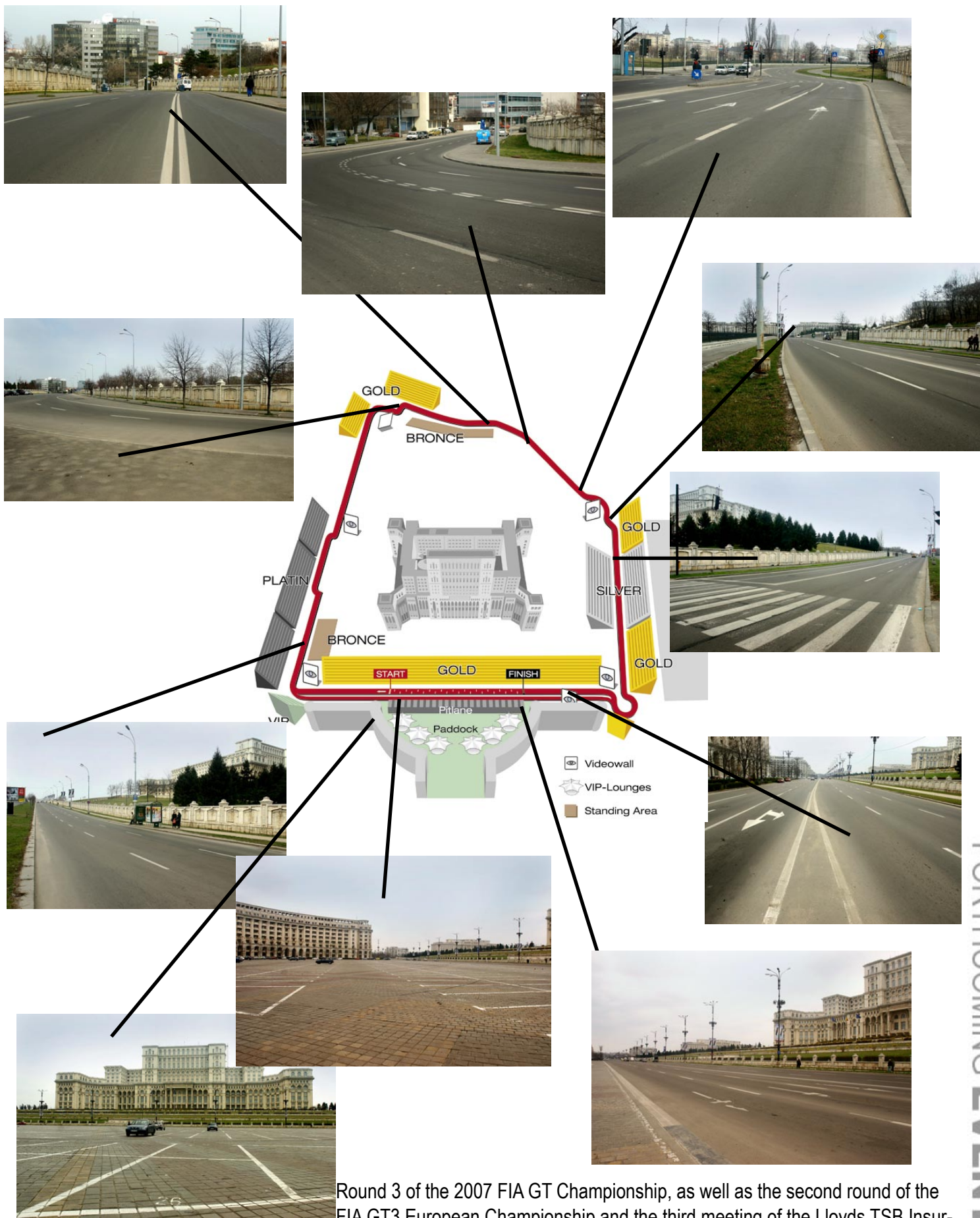
"This is really an excellent chassis. It handles extremely well, even in the very wet conditions, and it ran reliably all day. The aerodynamic balance, brakes and transmission are all very good and the car, of course, looks phenomenal. Apex is a very well organised team and I'm quite sure that the finished package will be capable of delivering success to all the team's customers."

Later in the day, when it was not so wet, potential customers and drivers had an opportunity to drive the car and the team was able to gather valuable data and feedback on the XKR's track performance.

Richard Lloyd was pleased with progress. "A good day at the "office". We plan to build on this with another day at Silverstone next week, this time on the Grand Prix circuit so we will then get a good idea of where we are in outright performance terms."



# LOOKING FORWARD TO ROUND 3 : BUCHAREST



Round 3 of the 2007 FIA GT Championship, as well as the second round of the FIA GT3 European Championship and the third meeting of the Lloyds TSB Insurance British Formula Three International Series will be held in Bucharest, on a city circuit built around the impressive parliamentary buildings. A look around the streets which will make up the course...



## SUCCESSFUL FIRST ROUND FOR NEW-LOOK BELCAR

In near summer conditions, over than 20.000 spectators turned up for the Belgian First Race featuring BTCS, the first round of the Mediagroep Van Dyck Belcar.

The first half of the race, which marked the beginning of the GT3-era, was without doubt of a very high level, with four different makes within a handful of seconds. Bert Longin in the Corvette, Heyer Jr in a Dodge Viper, Soulet in a Porsche and Marchal in an Aston Martin provided exciting viewing up till the pit stops. The only make missing from the roll call was Mosler; they disappeared far too early from the race.

At times it looked easy for Bert Longin, who started from pole, but appearances were deceptive. First he saw his lead melt like snow under the sun with the appearance of the Safety Car – there was debris on the track– and then a quirky accelerator pedal and overheating brakes made things difficult for the driver from Leuven. “The throttle cable was not returning progressively, which was definitely losing me a second per lap and on top of that it was anything but ideal for the gearbox”, Bert explained after finishing his stint. But once again PK Carsport proved their reputation during the driver changeover. The team gained no fewer than 24 seconds ... while standing still. The young reigning champion, Anthony Kumpen, drove his nr 1 Corvette Z06 to a perfect victory, with approximately a 25 second margin over the young wolves in the GPR Porsche 997: Maxime Soulet and Guillaume Dumarey, who also both drove a magnificent race. A small excursion into the sand trap lost Canadian driver Mark J Thomas a podium place in his Dodge Viper of GS Motorsport, which he shared with Heyer Jr. In the end it was the other GPR Porsche, driven by Duez and Maes, who were narrowly third, after an impressive final rush. Marc Duez explained: “We lost the race during the pit stop. The Porsche’s rear tyres were completely shot, amongst other things due to the heavy braking and we therefore had to change the rear (contrary to the other leaders). On top of that it was really so hot in the car that we made a hole in the car’s windscreen.”

An extremely successful first race, as summed up by Kumpen: “I think that all expectations of this new series were met,” Bert said afterwards. “It was an absolute success. A good grid, plenty of people in the grandstands. I think teams that opted for this new GT3 formula made the right choice.”



**Next round : Donington Park (GBR) on April 21st - 22nd - For more information see [www.sro-belgium.be](http://www.sro-belgium.be) or contact [info@sro.belgium.be](mailto:info@sro.belgium.be)**

## ALL EYES ON NOGARO FOR START OF FFSA GT CHAMPIONSHIP



The FFSA French GT Championship will get underway this coming weekend in Nogaro, with the traditional Easter Cups. The incredibly competitive GT1 category will feature four Saleens, entered by Oreca. Team Tarres and Protek. PSI Experience is entering two Corvettes, with two more from Belgian team SRT and Jérôme Policand. Larbre Competition will run a Ferrari 550 Maranello and an Aston Martin DBR9. There will also be a number of Chrysler Viper GTS-R cars, still competitive thanks to some adjustments to the regulations, and the Red Racing Lister. The GT2 Trophy will also be very close, featuring a number of competitive Porsches, a Ferrari Maranello and a Porsche bi-turbo, among others.

But new this year will be the GT3 category, inspired by the FIA GT3 European Championship. The Dodge Viper GT3 cars will make up the largest group. Pilotage Passion will enter one car for Arnaud Peyroles and Didier Moureu, GCR Racing will enter two cars, as will Ruffier Racing.

The Vipers will be faced with a number of Aston Martin DBRS9, Lamborghini Gallardo and Ferrari 430 GT3 cars.

Thanks to the efforts of Hexis Racing, two Aston Martin DBRS9 cars will take part. Manuel and Julien Rodrigues will drive the first, while a young duo of Romain Yvon and Bastien Brière will be in charge of the second car.

Another novelty will be three Lamborghini Gallardo GT3 cars, entered by First Racing: Ulrich Amado and Bruno Dubreuil will drive the first, Antoine Leclerc and David Tuchbant the second, and finally Cyril Hélias and Fabien Giroix in the third.

Two teams have opted for Ferrari, and the efficient 430 GT3 - which won the first-ever GT3 race in Silverstone last year. Sport Garage will enter three cars. The first will feature 2001 FIA GT Champion Jean-Philippe Belloc and Michael Petit. Dany Snobeck will make a return to GT racing on the second, with team-mate Christopher Campbell. The third car will be in the hands of two regular ice-racing competitors, Wilfried Merafina and Christian Berougeon. Another Ferrari will be entered by Thierry Boutsen Energy Racing for Pascal Balay and Johan Boris Scheier. Finally, some Porsche 996 Cup cars will join the field, including that of Philippe Lelièvre and Frédéric Polette for the IMSA Porsche Rouen team.

The GT3 cars compete in two one-hour races with the GT1 and GT2 categories, although they have separate qualifying sessions.

**First round : Nogaro (FRA) on April 7th - 9th- For more information see [www.ffsa.org](http://www.ffsa.org) or contact Frédéric Espinos on [frederic@sro.fr](mailto:frederic@sro.fr)**

## STRONG LINEUP FOR 2007 AVON TYRES BRITISH GT CHAMPIONSHIP

The official launch of the 2007 Avon Tyres British GT Championship at Silverstone saw the entry list for the season announced. The new GT3 class, which will produce the overall 2007 British GT Champion, which will feature eight different manufacturers, with another two, Jaguar and Morgan, due to compete later in the season and this promises to be the most closely fought championship for many years.

Barwell Motorsport will be looking to add the team title to the GT3 drivers crown it won with Leo Machitski in 2006 and will field three Aston Martin DBRS9's, including a bio fuel powered car for Paul Drayson and 2004 British GT champion Jonathan Cocker. Reigning GT3 team champions Lotus will also be fielding three Sports Exige GT3 cars. Team RPM are entering two Dodge Vipers and a pair of Porsche 997's.

A Porsche 997 will also be run by FIA GT3 champions Tech9, with the Liverpool based team returning full time to the British GT championship this season with race winners Oliver Bryant and Matt Harris. Front running Britcar team Moore Racing is moving up to British GT and is entering a V10 powered Dodge Viper for Paul Fenton and Mike Gardiner. 2002 British GT Champion Tommy Erdos is teaming up with Stephen Keating for a second assault on the British GT crown with the Damax prepared Ascari KZ1R. A second Damax Ascari is will also be competing full season, with a third car in selected rounds. A pair of Ferrari 430 GT3's will also contest the 2007 championship, with Phil Burton and Adam Wilcox in the VRS Motor Finance entered car and the other driven by Hector Lester and Allan Simonsen. However Simonsen will miss the opening two races of the season due to a trip to Australia and Lester will be joined by fellow Ulsterman and reigning British GT Champion Tim Mullen for the Oulton Park meeting. The 7-litre V8 powered Mosler MT900R will contest the British championship in the hands of Craig and Elliot Cole for Eclipse Motorsport. And finally Team Modena are entering a pair of Lamborghini Gallardos, however delays have forced the team to revise their plans and the first one will now appear at Donington Park later this month with Antonio Garcia at the wheel and a second car will make its debut later in the season.

Last season the GTC class saw plenty of action and while this year the grids will be smaller, the quality of the cars involved will mean this class will be just as hotly contested, with competitors including the Team Aero Morgan, Beechdean Motorsport with a Ferrari 360 Modena, David Dove in a Ferrari 360, the Richmond Racing Ginetta G20 and the RSS Performance Porsche 996 of Graeme Mundy and Jamie Smyth.

The 2007 season will be held over 14 rounds at 8 meetings all in the UK, with 2-hour feature races being held at Snetterton in June and Silverstone in August. British GT will line up alongside the Lloyds TSB Insurance British F3 International Series at all of these meetings, which will also include a action packed support race programme which will feature UK Formula Ford, Caterhams, Ginettas and the Volkswagen Racing Cup.

**First round : Oulton Park on April 7th - 9th - For more information see [www.britishgt.com](http://www.britishgt.com) or contact Jeff Carter at [jeff@motion-works.co.uk](mailto:jeff@motion-works.co.uk)**



## ADAC GT MASTERS : ON TRACK FOR FIRST ROUND IN JUNE



Things are looking good for the new German series based on the FIA GT3 European Championship, run by SRO Germany.

Currently, there are 16 full season entries for the inaugural season, including Porsche, Lamborghini Gallardo, Dodge Viper Competition Coupe, Ferrari 430 GT3) and Corvette, as well as five race by race entries. Another five or six additional full season entries are expected.

"The calendar is very interesting for teams and sponsors," Jürgen Barth explained.

"We will start during the 24 Hour race at the Nürburgring in June; there are usually about 150.000 spectators. The second round will take place alongside the FIA GT Championship in Oschersleben. In August we will race together with the Champ Car World Series in Zolder, and our final race is at Hockenheim with the DTM. Last year, the tickets for that race sold out!"

In the other two races, at the Sachsenring and the Eurospeedway, the ADAC GT Masters is the main event.

Negotiations are still ongoing concerning TV coverage. "Germany is a difficult market since the end of the Schumacher era," Barth continued. "The success of TV coverage is based on that era, so the TV stations are quite reserved. But we are still optimistic to get a good package."

**First round : Nürburgring (Germany) on June 8th - 9th - For more information see [www.gtmasters.org](http://www.gtmasters.org) or contact Christian Freyer on [cf@gtmasters.info](mailto:cf@gtmasters.info)**