



GT NEWS

NEWSLETTER NR 18 - ADRIA

OCTOBER 6th 2006

BACK TO ITALY FOR ROUND NINE

For the final European race of 2006, the teams and drivers will head for their second new circuit of the season : the Adria Raceway, near Venice, in Italy. The new and modern track, with a revolutionary indoor paddock, is relatively short for a GT race, but the tight and twisty circuit should provide an excellent backdrop for the penultimate race of the season. With plenty of overtaking, and qualifying vital for a good start, it should be a very interesting race.

Of course, a lot is still at stake in the 2006 season. Although the Teams titles were decided in Hungary, where Italian team AF Corse secured the first GT2 title for Ferrari since JMB was victorious in 2001, and Vitaphone Racing Team, from Germany, crowned an exceptional season by retaining the title they won last season. But the Drivers titles are as yet undecided, and could still go on until the final race in Dubai. In GT1, the Hungaroring closed up the points even further. The drivers of the nr 1 Maserati MC 12, Michael Bartels and Andrea Bertolini, have a nine-point lead over their three nearest rivals : Zakspeed Racing's Sascha Bert and the Phoenix Racing duo of Andrea Piccini and Jean-Denis Deletraz. But one thing is certain : the 2006 Champion will be racing for a German team ! In GT2, the situation is slightly clearer. Two of AF Corse's drivers will claim the title. At the moment, the favourites are 2003 Champion Matteo Bobbi, of Italy, and his Brazilian team-mate Jaime Melo - who set an unusual record in 2004 when he won races in both GT1 and GT2. But although their rivals, Mika Salo of Finland and Rui Aguas of Portugal, are currently 12 points behind, there are still 20 points on the table... For Adria, the usual field will be joined by Italo-Luxembourg team Edel Cris Racing, with a Ferrari 430 GT2.

Like the other new circuit this year, Paul Ricard HTTT, Adria will be a two-day meeting, with free practice and qualifying on the Saturday, while the warm-up and race will take place on the Sunday. Support events will include the Mitsubishi Race - Formula Adria, the Kia Rio Challenge and the Renault Clio Cup Germany.



Adria Raceway (Italy)

Web site : www.adriaraceway.com

email : info@adriaraceway.com

Circuit length : 2702 m

Media Contact : *Nicola Chiarini*

email : ufficiostampa@adriaraceway.com

FIA GT statistics

First round to be held in 2006



WHAT THE DRIVERS THINK

"Adria is rather twisty and small for GT racing, but I hope it will bring a lot of public to the race, and eventually a lot of action during the race. For sure, it's nice to have two races in Italy."

Andrea Piccini, nr 5 Phoenix Motorsport Aston Martin DBR9

"It's a very small track and quite slow. It will be very difficult to get a clear lap in qualifying and during the race, the GT1 cars will start lapping the GT2 very fast. This will definitely influence the result of the race."

Anthony Kumpen, GLPK Carsport Corvette C6



For more information on the teams,
drivers and everything about the
FIA GT Championship,
please visit :
www.fiagt.com





"This first place is important because we need points, as we were quite unlucky and we have lost so many points already. I have to thank my team, they did a good job, and we are looking forward to the next race"

Jarek Janis - Zakspeed



GROPPI AND SEILER WIN G3 IN BMS ASTON DBRS9

BMS Scuderia Italia entered two Aston Martin DBRS9 cars in the G3 category at the Hungaroring. FIA GT3 regulars Toni Seiler and Franco Groppi were victorious



ZAKSPEED AND SCUDERIA ECOSSE VICTORIOUS VITAPHONE AND AF CORSE WIN TEAM TITLES

As well as enjoying the late summer sunshine, the 12,000 spectators around the Hungaroring, near Budapest, were treated to a close and exciting round of the FIA GT Championship. The Zakspeed Saleen put in a fine performance to claim its second win of the season, crossing the line ahead of the GLPK Carsport Corvette C6, with the leading Aston Martin Racing BMS DBR9 third : three different cars on the podium, separated by 26 seconds. In GT2, Kinch and Kirkaldy put their recent bad luck behind them to claim a hard-fought win from AF Corse's Bobbi and Melo, and their Scuderia Ecosse team-mates Mullen and Niarchos. However, it was AF Corse, second and fifth today, which seized the GT2 Teams title, the other teams now being mathematically unable to catch the Italian squad. A similar story in GT1 saw Vitaphone Racing Team, with fifth and seventh today, put themselves out of reach of nearest rivals Aston Martin Racing BMS, to retain the Teams Championship they already won in 2005.

The nr 9 Zakspeed Saleen claimed its second victory of the season at the Hungaroring, crossing the line ten seconds ahead of the nr 4 GLPK Carsport Corvette C6, with the nr 23 BMS Aston Martin DBR9 third. The trio of Jarek Janis, Sascha Bert and Andrea Montermini put the bad luck from the previous rounds behind them to put in a dominant performance, pulling away from pole and despite pressure from the nr 23 Aston Martin BMS DBR9, keeping the lead except for brief periods during the pit stops. For the final stint, Montermini was chased first by Fabio Babini in the nr 23 BMS DBR9, and then by the rapid Anthony Kumpen in the nr 4 Corvette, who overtook Babini with nine laps remaining. Kumpen crossed the line in second position to give GLPK its third podium finish of the season. The nr 23 Aston Martin finished third, equaling its best results of 2006 in Brno and Silverstone. With Babini setting the fastest lap of the race, and Malucelli claiming a podium finish for his first race with Babini as a team-mate, the pair were delighted. Fourth went to the nr 5 Phoenix Racing Aston Martin of Jean-Denis Deletraz and Andrea Piccini, reducing the gap in the Drivers Championship to nine points with two races remaining, and keeping firmly in the title chase.

"It has been such a frustrating year for us because either we finished first, or we did not finish... but it is a great result today," Nathan Kinch commented after Sunday's victory for the nr 62 Scuderia Ecosse Ferrari 430 GT2. At the Hungaroring, despite dropping back at the start, the nr 62 put in a fine performance, fighting the team's second car during the first stint and taking the win once JMB GruppeM's Ferrari, which made a very late first stop, had to stop late in the third hour for a final refueling. Once again, there was an all-Ferrari podium, as the nr 62 crossed the line a lap ahead of the AF Corse Ferrari 430 GT2 of Bobbi and Melo, who increased their points lead over their nearest rivals and team-mates Salo and Aguas. With 12 points separating them and two races remaining, 2003 Champion Bobbi remarked that he had already bought a new evening suit in case he needs to go to Monaco...

GT1

- 1: Janis/Bert/Montermini
Zakspeed Saleen S7R
- 2: Hezemans/Longin/Kumpen
GLPK Carsport Corvette C6
- 3: Babini / Malucelli
Aston Martin BMS DBR9
- 4: Deletraz/Piccini
Phoenix Aston Martin DBR9
- 5: Bartels/Bertolini
Vitaphone Maserati MC 12
- 6: Gollin / Ramos

GT2

- 1: Kirkaldy/Kinch
Scuderia Ecosse Ferrari 430
- 2: Bobbi/Melo
AF Corse Ferrari 430 GT2
- 3: Niarchos//Mullen
Scuderia Ecosse Ferrari 430
- 4: Sugden/Alexander
JMB GruppeM Ferrari 430 GT2
- 5: Salo/Aguas
AF Corse Ferrari 430 GT2
- 6: Felbermayr/Ried
Felbermayr Porsche 996 GT3

Third place went to the second Scuderia Ecosse car of Tim Mullen and Chris Niarchos in the nr 63 car. This is a busy season for the pair, who are in the lead in the Avon Tyres British GT Championship, but they have nevertheless claimed four podium finishes in the FIA GT. However, Chris will not score any points from this round, as he was just under the minimum driving time per driver.

Fourth went to JMB GruppeM, whose nr 55 car of Sugden and Alexander led the final hour thanks to a different pit-stop strategy. However, a late final fuel stop dropped them to fourth, ahead of the second AF Corse Ferrari. The nr 59 car of Salo and Aguas lost time in the pits when the hydraulic jacks failed, and the team could only change the tyres on one side at a time.

After their wet victory in Mugello, the Porsche cars could not repeat their fine performance in the Hungarian sunshine, and the leading 996 GT3 RSR was the Felbermayr-Proton car of Christian Ried and Horst Felbermayr Jr, ahead of the two Ebimotors cars, Riccitelli and Alzen seventh, despite finishing the race in the gravel, and Moccia/Busnelli claiming the final point for eighth.

2006 TEAMS CHAMPIONSHIP FOR VITAPHONE



Although German team Vitaphone only claimed six points in Budapest, its two Maserati MC 12 cars weighed down with a total of 85 and 105 kg respectively, this proved enough to secure the 2006 GT1 Teams Championship. Already victorious in 2005, the team has consistently scored points at every round. Today, points for fifth and seventh positions brought their

score up to 99, which puts them out of reach of their nearest rivals, Aston Martin Racing BMS. Vitaphone Sporting Director Rafael Calafell was naturally delighted with the result. "We are really happy to win the FIA GT Team Championship, it was a really hard season. We have to thank everybody, all the team crew, the cars, the drivers... and to congratulate them for their great job. Now we are concentrating on the Drivers' title, but it is going to be difficult. We are very glad to have claimed this title, and now we will keep going for the next target."

GT2 TEAMS CHAMPIONSHIP FOR AF CORSE

It is now clear who will follow GruppeM in the honour roll of the FIA GT2 Championship. AF Corse has been amazingly consistent this season, scoring points with both cars at every race. With 122 points accumulated so far, their nearest rivals, Scuderia Ecosse, could not catch them even if they finished first and second in Adria and Dubai.



The team has claimed three wins, including the Proximus 24 Hours of Spa. The team is also assured that the title will go to its drivers, as the battle is now down to Bobbi and Melo versus Aguas and Salo. "It is definitely a good day for the team, as we have won the FIA GT2 Team Championship with this result," Bobbi explained. "AF Corse really deserves this Championship title as they worked so well all year. I just have to say thank you to AF Corse and to Pirelli, I'm really glad to be here, and to be part of this kind of team. It is also a pleasure to drive with Jaime." Ferrari has already claimed the GT2 Manufacturers Cup, managing a one-two-three in all but three races this year.



GT1 DRIVERS CLASSIFICATION

1. Bertolini/Bartels - 61
2. Bert - 52
- = Piccini/Deletraz - 52
4. Janis - 51
5. Babini - 41
6. Davies / Biagi - 38
7. Hezemans/Kumpen/Longin - 34
8. Wendlinger/Peter - 28.5
9. Gollin - 26.5
10. Pescatori - 24
- = Montermini - 24

GT1 TEAMS CLASSIFICATION

1. Vitaphone Racing Team - 99
2. Aston Martin Racing BMS - 56.5
3. Phoenix Racing - 52
- = Zakspeed - 52
5. GLPK Carsport - 34
6. Race Alliance - 28.5

GT2 DRIVERS CLASSIFICATION

1. Bobbi / Melo 67
- 2: Salo / Aguas - 55
3. Kinch/Kirkaldy - 43
4. Mullen - 40.5
5. Riccitelli - 33
6. Sugden / Alexander - 32
7. Collard - 31
8. Ried / Felbermayr Jr - 24.5
9. Niarchos - 21.5

GT2 TEAMS CLASSIFICATION

1. AF Corse - 122
2. Scuderia Ecosse- 83.5
3. Ebimotors - 49
4. JMB Gruppe M - 33
5. Team Felbermayr Proton - 26.5

GT1 MANUFACTURERS

1. Aston Martin - 142
2. Maserati - 99
3. Saleen - 54
4. Corvette - 52
5. Lamborghini - 5

GT2 MANUFACTURERS

1. Ferrari - 232
2. Porsche - 87.5

QUALIFYING ... VARIETY IN GT1, DOMINATION IN GT2

Qualifying this season, taking place during a single twenty-minute session, has seen two totally different patterns emerge in the GT1 and GT2 categories. GT1 has seen great variety, with six different drivers claiming pole position, and only one person taking pole more than once : Jarek Janis, who has placed the Zakspeed Saleen at the front of the grid on three occasions. Joining him at the front have been Mike Hezmans, Michael Bartels, Andrea Piccini, Jos Menten and Andrea Bertolini. Four different makes of car have taken pole : the Saleen S7 three times, the Corvette C6 and Maserati MC 12 twice each and the Aston Martin DBR9 once. So far this season, no make has taken the pole twice in a row.



THIRD POLE FOR JAREK JANIS

In Budapest, Jarek Janis placed the nr 9 Zakspeed Saleen on pole position for the third time this season, using what has now become his usual technique: waiting in the pits, then claiming pole with on his first or second flying lap. The young Czech driver set a best lap of 1:42.034, which was slower than the best free practice time, set in the cooler morning temperatures. "The team chose to keep me in the pits for a long time... they put pressure on me, they told me to stay in, and I could see all the times on the screen before going on track. At the end I have to thank them, because it worked well," he said afterwards. He was to start alongside

Fabio Babini in the nr 23 Aston Martin Racing BMS DBR9, after the team's best qualifying performance of the season. Third went to Andrea Bertolini in the nr 1 Vitaphone Maserati, despite the significant penalty weight carried by the car.

ANDREW KIRKALDY - RECORD BREAKER

While variety has been the watchword in GT1, GT2 has seen total domination so far, with British team Scuderia Ecosse claiming pole on all eight rounds held so far. While Tim Mullen claimed pole in Brno, on all the other occasions it has been Andrew Kirkaldy who set the best time.

In Budapest, Andrew Kirkaldy maintained Scuderia Ecosse's 100% pole record, with his seventh pole position and his sixth in a row, with a time of 1:46.774 This is a new record for the FIA GT Championship, as until now, no-one had managed to set more than six poles in a season. However, Kirkaldy's session finished in the barriers after a spin for the nr 62 Ferrari. "It is great to be on pole position once again," he said. " We did not have a result in Mugello, so we lost weight, which is always good for qualifying. Unfortunately I went off at the end of qualifying, and the car is damaged. Not too badly, but it is always a shame to crash the car, especially when you are on pole position."



Starting from 11th position on the grid, he was to have Mika Salo alongside him in the nr 59 AF Corse Ferrari 430 GT2, with Tim Mullen qualifying the second Scuderia Ecosse Ferrari third. Jaime Melo, in the second AF Corse car, carrying the maximum penalty weight, was fourth, ahead of Tim Sugden in the nr 55 JMB GruppeM Ferrari. When the flag was shown, Stéphane Daoudi had placed the nr 56 JMB Ferrari in sixth position, but the car lost its best time due to failing to stop for scrutineering. This promoted the leading Porsche, the nr 75 Ebimotors car of Riccitelli and Alzen, to sixth, ahead of the team's second car, and the nr 66 Felbermayr Proton Porsche, qualified by Horst Felbermayr Jr.

BUDAPEST QUALIFYING

GT1

1. Janis - Zakspeed Saleen 1:42.034
2. Babini - BMS Aston DBR9 1:42.510
3. Bertolini - Vitaphone Maserati 1:42.750
4. Kumpen - GLPK Corvette - 1:42.872
5. Piccini - Phoenix Aston DBR9 1:43.024
6. Gollin - BMS Aston DBR9 1:43.326

GT2

1. Kirkaldy - Ecosse Ferrari 430 1:46.774
2. Salo - AF Corse Ferrari 430 1:47.198
3. Mullen - Ecosse Ferrari 430 1:47.471
4. Melo - AF Corse Ferrari 430 1:47.625
5. Sugden - JMB Ferrari 430 1:48.108
6. Riccitelli - Ebimotors Porsche 1:49.581

STATISTICS 2006

GT1 POLE POSITIONS

Jarek Janis	3
Mike Hezemans	1
Michael Bartels	1
Andrea Piccini	1
Jos Menten	1
Andrea Bertolini	1

GT1 POLE POSITIONS - CAR

Saleen S7	3
Corvette C6	2
Maserati MC 12	2
Aston Martin DBR9	1

GT1 WINS PER CAR

Maserati MC 12	4
Saleen S7	2
Corvette C6	1
Aston Martin DBR9	1

GT2 POLE POSITIONS

Andrew Kirkaldy	7
Tim Mullen	1

GT2 POLE POSITIONS - CAR

Ferrari 430 GT2	8
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GT2 WINS PER CAR

Ferrari 430 GT2	7
Porsche 996 GT3 RSR	1

GT2 WINS PER TEAM

Scuderia Ecosse	3
AF Corse	3
JMB Gruppe M	1
Ebimotors	1

TV COVERAGE FOR ADRIA LIVE

FIA GT CHAMPIONSHIP

15th October 2006

- BRAVO 2 (UK) - 12:15
- SKY ITALIA (ITALY) - 13:15
- AB MOTEURS (FRANCE) - 13:15
- SPORT 1 (NETHERLANDS) - 13:15
- AL JAZEERA SPORT (Middle East) - 15:15

FIA GT 52' HIGHLIGHTS

PLAYER - UK

Schedule TBC

BRAVO - UK

Schedule TBC

NUOVOLARI - ITALY

Schedule TBC

SPORT 1 NETHERLANDS

Schedule TBC

SLOVAK TV 2 - SLOVAKIA

Schedule TBC

MOTORS TV - EUROPE

Wednesday 18th October 20:00 + 8 repeats

AL JAZEERA - MIDDLE EAST

Schedule TBC

FUTURE TV

Schedule TBC

SPORT TV - BRAZIL

Saturday 21st October

FOX - AUSTRALIA

Schedule TBC

FIA GT 26' HIGHLIGHTS

CHANNEL 4 - UK

Saturday 21st October 07:30, 8th 0100

ITALIAN SWISS TV

Saturday 21st Oct

CT4 - CZECH REPUBLIC

Saturday 21st Oct.. 20:00 + 2 repeats

DSF - GERMANY

Wednesday 18th Oct 22:15

ESPN STAR - ASIA

Schedule TBC

SPORT + FRANCE

Wednesday 18th Oct, Thursday 19th

5th, Friday 20th (times to be confirmed)

FIA GT MAGAZINE

SKY ITALIA - ITALY

Tuesday 17th October 20:00

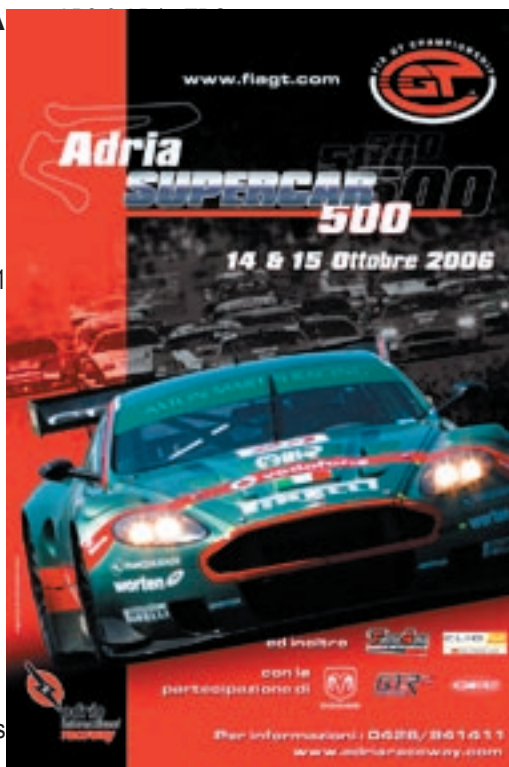
HIGHLIGHTS

ORT - 5' news - Sunday 15th Oct 18:00

MOTORSPORT ASIA MAGAZINE (various channels) - 5' highlights - schedule varies, 4 repeats on average.

RTL (Moteurs Mag) - Thursday 19th, evening, Friday 20th mornings

KANAAL 2 - 10' Highlights - Sat. 21st Oct 15:00 and Sunday 22nd Midnight



PROVISIONAL HANDICAP WEIGHTS FOR ROUND 8

Vitaphone Maserati nr 2 + 40 kg
Zakspeed Saleen nr 9 +40 kg
GLPK Corvette nr 4 +30 kg
Race Alliance Aston nr 33 + 30 kg
Vitaphone Maserati nr 1 + 30 kg
Phoenix Aston Martin nr 5 + 20 kg
BMS Aston Martin nr 23 +20 kg

GT2

AF Corse nr 58 + 50 kg
Scuderia Ecosse nr 63 + 25 kg
Scuderia Ecosse nr 62 +20 kg
AF Corse nr 59 +20 kg

New or returning entrants : + 40 kg in GT1, or + 20 kg in GT2 + previous kg
Furthermore, the GT Bureau has imposed the following weights to balance performance for Round 8.

Please note that these are provisional and may be altered up to the race.

Maserati nr 1 and nr 2 : +25 kg
Zakspeed Saleen nr 9 : + 30 kg
GT2 teams with two 'well-known' drivers : + 28 kg (nr 62 - nr 58 - nr 59 - nr 75)

IMPORTANT !!

PLEASE NOTE THAT BOTH THE ADRIA AND DUBAI EVENTS WILL TAKE PLACE OVER TWO DAYS !

ADRIA : Free Practice and Qualifying on Saturday 14th October
Race on Sunday 15th Oct.

DUBAI : Free Practice and Qualifying on Friday 17th November
Race on Saturday 18th November

MEDIA ACCREDITATION 2007

ALL MEMBERS OF THE WRITTEN PRESS WISHING TO APPLY FOR PERMANENT MEDIA PASSES FOR THE 2007 SEASON OF THE FIA GT CHAMPIONSHIP ARE ADVISED THAT THE CLOSING DATE FOR ENTRIES IS

NOVEMBER 3rd 2006

Forms are available from the Media Delegate. They must be completed and returned, with complete dossier, to the FIA in Paris before the specified date.

In general, passes can be obtained for all publications or agencies which have attended at least five events in 2006, and which show sufficient proof of coverage during the past season.

Forms will be available in the Adria press room, or can be requested by email from jacquie@sro.co.uk

Permanent passes for electronic media, as well as for team press personnel, will be handled by SRO early in 2007.



TEAM NEWS

BERT : LOOKING FORWARD TO ADRIA



After bad luck in the past two races, things went to plan for Zakspeed in Budapest, with the nr 9 Saleen claiming pole position and victory. With ten points, Sascha Bert is now on equal points with Phoenix drivers Andrea Piccini and Jean-Denis Deletraz, in joint second place. "I am really looking forward to Adria," German driver Bert explained. "I don't

know the track, but I didn't know the Hungaroring either, and that went really well. I'm planning to fight hard in both Adria and Dubai !"

FINE PERFORMANCE FROM LAMBORGHINI MURCIELAGO

The nr 38 All-Inkl Racing Lamborghini Murciélago, entered by Waiblinger Motorsportclub, put in an impressive performance in Budapest, in the hands of Christophe Bouchut and Peter Kox. Running well in the top six for the first stint, Christophe Bouchut brought the car up as high as second as the cars started to pit. Peter Kox put in a spirited performance, resisting the combined pressure of the two Vitaphone Maserati cars and an



Aston Martin DBR9 to maintain his fifth place until the end of his stint. Unfortunately, a problem with a wheel followed by a drive-through for pit lane speed infringements saw the car finish down in eighth, to take the final point. "It was fantastic," Peter Kox said. "I had poor grip and not such a good balance, and when I saw that Michael Bartels was behind me I thought that he was going to pass me right away. But I kept the pace. Michael drove in a sporting way, like I did. Hans Reiter did a great job to improve this car, it is going better and better, we proved it today. Unfortunately we had a problem with a wheel during the second pitstop. But we are happy with the performance, and I know that there is still improvement and I hope we will find the solution to do it."



GLPK TAKE THEIR LUCKY MASCOT TO ADRIA

GLPK Carsport claimed a second-place finish in Budapest, their best result since the Paul Ricard. For Adria, the team will have a special guest, Jurgen Vanlangenakker, a young cystic fibrosis sufferer who is a great fan of Bert's, and who has become almost a team mascot. Bert

visited Jurgen in hospital recently, and invited him to join them in Adria. A good omen for the team - the last time Jurgen was a guest, the team went on to claim their first win with the Corvette, in Imola last year !

EDIL CRIS RACING TEAM JOINS FIA GT FOR ADRIA

A new face for the Adria race will be Italo-Luxembourg team Edil Cris Racing, who will enter a Ferrari 430 in the GT2 category. Management and logistics for the team are provided by Luxembourg-based 3-p Events. The car will bear the nr 81. Drivers will include Paolo Ruberti, a familiar face in the FIA GT Championship in recent years, most frequently with the Graham Nash Saleen, and Raffaele Giammaria, who also did one race last year with Graham Nash.

The team was only created in February this year, and has been running in the GT Open series, where it is currently second. "We are pleased to be joining the FIA GT Championship for Adria," team press officer Patrick Picco explained. "First of all, because it is good to be doing a race in Italy for our Italian sponsors. But the main aim of our participation is to test ourselves against the opposition in the international field, to see how we fare. We are keen to show our abilities to the international press and all those present. It is a good opportunity to test ourselves, in preparation for the future."

DOUBLE PODIUM FOR BMS SCUDERIA ITALIA



Budapest proved to be a good weekend for the Italian team, as not only did it place its two Aston Martin DBR9 cars in 3rd and 6th positions, strengthening its position as second in the GT1 Teams Classification, but its two Aston Martin DBRS9 cars finished the race, with FIA GT3 frontrunners Toni Seiler and Franco Groppi winning the G3 class. This meant two podiums for Aston Martin Racing BMS, with, as a bonus, the fastest race lap for Fabio Babini. "We set the fastest lap time and reached the podium, I can say this is a good race result!" Babini said afterwards. "It was not easy to overtake and I drove a fantastic first part of the competition. Unfortunately during the last laps, while I was passing a lapped car it touched me and damaged my car: from this moment on it was extremely difficult to finish the race as my DBR9 was not the same. This cost me the second final position."



A LAP OF ADRIA WITH ANDREA PICCINI

Andrea Piccini and Jean-Denis Deletraz are currently in joint second position in the GT1 Drivers' Championship. Their Phoenix Racing Aston Martin DBR9 has been a consistent points-scorer, and for Adria, their penalty weight will be down to 20 kg – very useful for the tight circuit.

Andrea Piccini takes us around the Adria circuit :

“Corners one and two are taking in second gear; both are tight in the entrance and get wider in the exit. Braking for corner two is difficult, because you brake turning a little bit to the right and it's very easy to lock up.

Corner three is the slowest of the circuit: a 180° corner, taken in first gear.

Another short straight and we reach the chicane where you have to use the kerbs a lot, especially on the right side. It's a strange chicane because the second corner, the left one, is very long and if you go into the right a little bit to fast, it's very difficult to accelerate for the left.

Right after the chicane we have the fastest corner of the circuit, a third gear left-handed turn.

After a very short straight, there is another braking section in a bend, just like for corner two. This time, we are going into a second-gear double left corner, that you need to do take as if it was just one corner. There are a lot of different lines for this corner.

We now arrive at the last corner, a 2nd gear right-hand turn, a bit wider in the entrance, closing after the middle of the corner, which puts you into the main straight.”



ADRIA - A MODERN FACILITY

Built in 2002 Adria International Raceway is the core of a big avant-garde multiutility center, projected by a group of entrepreneurs in love with motorsport. The circuit is located near the Po Delta nature park, between Venice and Rovigo.

A very modern speedway, as recognized by the FIA, which homologated the track for Formula One tests, and which will now host a round of the FIA GT Championship. The circuit has very high safety standards and infrastructures with no equal, such as the paddock, which is completely covered and air-conditioned.

The list of services includes a three-floor building which contains a comfortable hotel, a restaurant, briefing and meeting areas, a modern press room organized to receive journalists and photographers with all facilities.

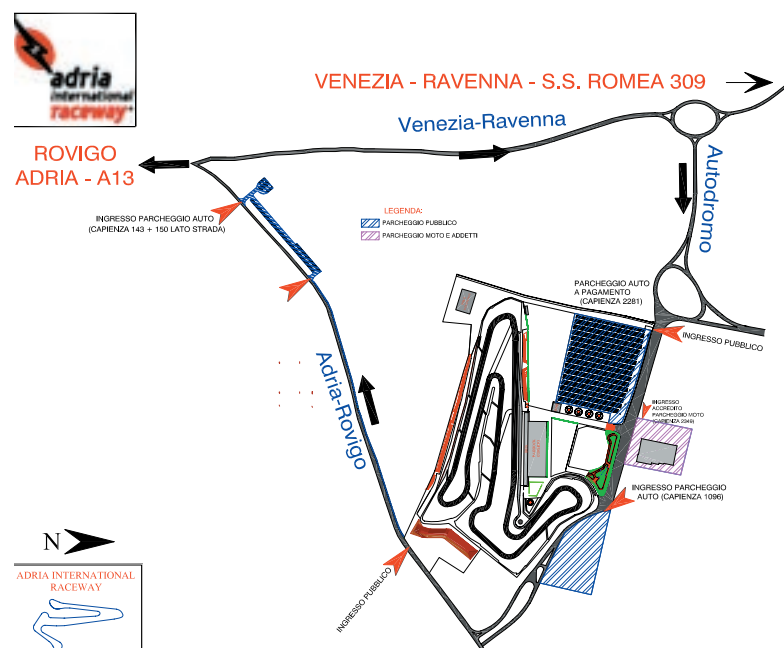
The complex supports a very technical speedway, built thanks to the competence of experienced people who love motorsport. The circuit is almost three kilometres long, alternating fast straights and interesting corners, an option aimed at encouraging overtaking, in order to offer exciting races to the people.

The Racetrack can be divided in two shorter and independent tracks, equipped with an artificial dampening system useful for driving school and tests.

- The circuit : 2702 metres
- Track width : 12 metres
 - Starting grid : 14 metres wide
 - Pit lane : 16 metres wide



HOW TO GET THERE !



Adria SUPERCAR 500

PRACTICAL INFORMATION Oct 14th - 15th 2006

PRESS INFORMATION

Media Accreditation

The Media Accreditation Centre will be located just outside the main entry to the circuit

Opening times :

Friday : 08:00 - 18:00

Saturday : 08:00 - 18:00

Sunday : 08:00 - 13:00

Telecommunications

Both a wireless network and wired ADSL lines will be available in the media centre. Access is free for journalists and photographers

Tabards

The yellow FIA GT armbands are obligatory for track and pit-lane access. Please collect your arm-band from the media centre. A deposit of 20 euros will be requested.

Shuttles

There will be media shuttles around the service roads. Photographers are allowed to use scooters on the service roads.



TIMETABLE - ADRIA SUPERCAR 500

Saturday October 14th

08.15 - 08.35	Mitsubishi Race	Free Practice
08.50 - 09.20	Renault Clio Cup Germany	Free Practice
09.35 - 11.05	FIA GT Championship	Free Practice 1
11.20 - 12.05	Kia Rio Challenge	Free Practice
12.20 - 12.40	Mitsubishi Race	Qualifying
12.55 - 13.40	Kia Rio Challenge	Qualifying
14.00 - 15.30	FIA GT Championship	Free Practice 2
15.45 - 16.15	Renault Clio Cup Germany	Qualifying
16.45 - 17.10	Mitsubishi Race	Race 1
17.30 - 17.50	FIA GT Championship	Qualifying
18.00	FIA GT Championship	Press Conference
18.20 - 18.55	Renault Clio Cup Germany	Race 1

Sunday October 1st

08.45 - 09.10	Mitsubishi Race	Race 2
09.20 - 09.35	FIA GT	Warm-up
10.00 - 10.35	Renault Clio Cup Germany	Race 2
11.00 - 12.30	Kia Rio Challenge	Race
13.30 - 16.30	FIA GT Championship	Race (186 laps)
16:50	FIA GT	Press Conference



Race Weekend Contacts

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