



# GT NEWS

NEWSLETTER nr 10 - 15th JUNE 2007

## THE FASTEST WEEKEND OF THE YEAR !

After a break of over a month, the FIA GT Championship springs back into action at Monza, undoubtedly the fastest track of the season, with a full weekend on and off the track.

With the GT1 drivers classification incredibly close, after three different teams have stepped onto the top of the podium so far, another exciting two-hour race is in prospect. The Lamborghini Murciélago and Maserati MC 12 have already claimed victories this season, while the many Corvette and Aston Martin DBR9 cars are all keen to claim their first wins. As for GT2, AF Corse Motorola has claimed all three wins so far, meaning drivers Müller and Vilander have the maximum penalty weight and will face a tough challenge in Monza – all the better for their many rivals, in both Ferrari and Porsche cars, to claim their first victory.

Monza will see the third round of the 2007 FIA GT3 European Championship, and will mark the half-way mark for the season. Kessel Racing's Moser and Vannelet have a healthy lead after making a good start to the season, but JMB Racing's Daoudi and Khan are closing the gap, while the Ford GT claimed its first-ever GT3 win in Bucharest. The gathering masses of Aston Martin DBRS9, Corvette Z06, Lamborghini Gallardo GT3, Ascari KZ1R, Porsche 997 GT3 Cup, Dodge Viper Competition Coupe and newcomers Morgan Aero cars will all be keen to show their pace on this rapid track, which should see two action-packed one-hour races.

The Lloyds TSB Insurance British F3 International Series will also be back in action. The last time this series ran at Monza, in 2005, the races were truly thrilling, and hopefully 2007 will see a repeat performance from the talented, international grid, including plenty of potential stars of tomorrow. Even when the track goes silent on Sunday night, the entertainment will continue, with a two-hour free concert in the paddock, with a host of top Italian performers including Umberto Tozzi and Marco Masini, Irene Grandi, Simone Cristicchi, Povia, Jessica Morlacchi, Marco Baroni and Yle... Motors and Music in Monza !



**Autodromo Nazionale di Monza  
June 23rd - 24th 2007**

**PLEASE NOTE THIS IS A TWO-DAY  
EVENT FOR ALL SERIES**

Web site : [www.monzanel.it](http://www.monzanel.it)

email : [info@monzanel.it](mailto:info@monzanel.it)

Circuit length : 5770 m

Media Contact : *Gianni Cattaneo*

email : [stampa@acimi.it](mailto:stampa@acimi.it)

### FIA GT statistics

*The FIA GT Championship has raced at Monza on six prior occasions.*

*GT1 Pole in 2005 : Phillip Peter 1:45.699  
(JMB Racing Maserati MC 12)*

*GT2 : Tim Sugden - 1:51.412 ( Gruppe M  
Porsche 996 GT3 RSR)*



### WHAT THE DRIVERS THINK

*"I really like going to Italy and Monza, and the circuit is great to drive. You feel the atmosphere from its long and fantastic racing history and the corners are very challenging. But I think Monza will be not easy for us because we saw in the previous races that the car was not fast in the straights, and we have two very long straights in Monza.*

Bert Longin, PK Carsport Corvette C5

*"Monza is a circuit where the cars can reach very high speeds. There are some hard braking points, where you can overtake. It has some very characteristic corners, such as the chicanes with very high kerbs, or the very beautiful Parabolica, or the Lesmo corners, where you can see some amazing fights. It is a very beautiful circuit in a lovely park."*

Christophe Bouchut, All-Inkl.com Racing Lamborghini Murciélago



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



## CLASSIFICATION AFTER BUCHAREST

### GT1 Drivers Classification

Bouchut /Mücke	18
Biagi/Kumpen/Longin	16
Bertolini/Piccini	14
Hezemans/Deletraz	12
Montanari/Ramos	11
Wendlinger/Sharp/Salo	10

### GT1 Teams Classification

Vitaphone Racing	27
All-Inkl.com Racing	18
Pekaracing	16
Scuderia Playteam Sarafree	15
Carsport Holland	12
Jetalliance	10

### GT2 Drivers Classification

Müller/Vilander	30
Tim Mullen	14
Collard/Malucelli	13
Kirkaldy	12
Zani/Busnelli	10
Rugolo/Cressoni	9

### GT2 Teams Championship

AF Corse Motorola	38
Scuderia Ecosse	20
Racing Team Edil Cris	17
BMS Scuderia Italia	13
Ebimotors	10
Felbermayr Proton	8
Tech9 Motorsport	6

### GT1 Manufacturers Cup

Maserati	42
Corvette	37
Aston Martin	20
Lamborghini	18

### GT2 Manufacturers Cup

Ferrari	73
Porsche	37

### Citation Cup Classification

Cloet	20
Macari/Aucott	16
Kutemann/Waaijenberg	12
Vannelet	10
Jakubowski/Labhardt	5
Stepec/Carcone	4

## TOO CLOSE TO CALL ... FIA GT HEADS FOR MONZA



After the traditional June break, the 2007 season of the FIA GT Championship will get underway again with the fourth round, at the Autodromo Nazionale di Monza, near Milan, in Italy. This historic and extremely popular track, the fastest visited in the season, has hosted the Championship on six previous occasions, the most recent being the thrilling season-opener in 2005.

In the past, Monza has seen two wins from Chrysler Vipers (Chrysler Viper Team Oreca in 1999, and Carsport Holland in 2000), one victory from the Lister Storm in 2001, and three wins for a Ferrari 550 Maranello : twice for BMS Scuderia Italia in 2003 and 2004, and once for Larbre Competition in 2005. It is therefore a near certainty that this year will see a new winner at Monza. But will it be an Aston Martin DBR9, a Corvette, a Lamborghini Murciélago or a Maserati MC 12 which steps up to the top of the podium ?

After three races, the points situation in GT1 could hardly be closer : a grand total of 18 drivers are separated by just ten points. The first three races have seen three different winners, and only two cars have managed two top-three placings : current Championship leaders Christophe Bouchut and Stefan Mücke in the All-Inkl.com Racing Lamborghini Murciélago, and PK Carsport's Corvette C5 duo of Anthony Kumpen and Bert Longin, who are currently tied in second place with Vitaphone's Thomas Biagi, who was victorious in Silverstone. A further two points behind are Scuderia Playteam Sarafree's all-Italian duo, Andrea Piccini and Andrea Bertolini, who won the Bucharest street race. With two wins to date, the Maserati MC 12 has taken the lead in the Manufacturers Cup, while Vitaphone Racing has a healthy lead in the Teams Championship. Back in 2005, on the last visit to Monza, a Maserati quartet chased home the winning Ferrari of Gardel and Lamy, after the Corvette C5, making an astonishing debut, had to retire just laps from the chequered flag.



So who is likely to triumph in Monza? Championship leaders Bouchut and Mücke will be carrying a total of 70 kg in their Lamborghini Murciélago, which could be telling on the fast, heavy braking circuit. As for the Maserati MC 12 cars, 2005 proved that the circuit suited them; Scuderia Playteam Sarafree will be keen to do well at home, while Vitaphone Rac-

ing Team should see the return of team leader Michael Bartels to the nr 1 car. The Corvettes have been strong this season, with a total of four podium appearances for PSI, PK Carsport and Carsport Holland; a first win must surely be on the cards soon. And the Aston Martin DBR9 is also looking for a first win of 2007. Jetalliance was extremely competitive in Bucharest, with Robert Lechner qualifying extremely well and Wendlinger leading the race for much of the first hour. And Aston Martin Racing BMS will be on home territory, at a track where they triumphed in the past with their Ferrari, and where they were fastest in pre-season testing : Monza would be a perfect place to claim their first win with the DBR9.





In total, 19 cars are due to compete in GT1 at Monza, while 11 in GT2 and G2 will bring the grid up to thirty, which should make a fine show for the spectators at this legendary circuit. Among the GT1 and G2 cars, six Citation Cup competitors will battle for the magnificent trophy presented by the Cessna Corporation. SRT's Tom Cloet, current leader, will be paired for Monza with frequent FIA GT racer Mauro

Casadei, and will be keen to claim the third win for his Corvette C5. But the competition will be fierce, with two JMB Racing Maserati MC 12 cars, two Ferraris – a 550 Maranello from Solution F, and a 575 M Maranello from GT3 leaders Kessel Racing, and the Red Racing Chrysler Viper, G2 class winner in Silverstone.

While variety is the watchword in GT1, GT2 has seen some tremendous battles in the extremely high-quality field of Ferrari and Porsche cars, but has, to date, had just one winner : the AF Corse Motorola Ferrari 430 GT2 car of Dirk Müller and Toni Vilander.

The runaway Championship leaders will have the maximum of 50 kg penalty weight – plus 28 kg for having two professional drivers – on board their car, which could make Monza more difficult. There are plenty waiting to claim their crown, including their teammates Bruni and Ortelli in the nr 51 Ferrari, the two Scuderia Ecosse Ferrari cars, which should see the return of Tomas Enge, and the two Racing Team Edil Cris Ferrari 430 GT2, which made an excellent debut in Silverstone. The Porsche contingent should not be ruled out either : BMS Scuderia Italia's Collard and Malucelli are currently third in the points, and were second in Bucharest, while Tech9 Motorsport has put in some excellent performances for its first season in GT2. Ebimotors were third here in 2005, behind the two GruppeM cars, and will be keen to repeat that podium performance. Monza will also see the debut of Belgian team Prospeed Competition, entering a Porsche 997 GT3 RSR for Franz Lamot and Rudi Penders, who have both competed at Spa in previous years.



An extremely close and open field, plenty of excitement, and two hours of thrilling racing : round four of the 2007 FIA GT Championship should live up to all expectations !

## JUNE FOR ENDURANCE

Before the FIA GT Championship turns to endurance mode at the end of July, for the Total 24 Hours of Spa, June is the month of Endurance racing, with the legendary 24-hour races at the Nürburgring and Le Mans. FIA GT competitors have traditionally shone at these events, and 2007 looks like being no exception. Chaotic weather conditions caused problems at the Nürburgring, which saw victory go to Manthey Racing's Porsche 997 GT3 RSR, driven by a quartet who have all competed in the FIA GT Championship, including double Champion Marc Lieb, Timo Bernhard, Romain Dumas and Marcel Tiemann. As for triple FIA GT Champion and current Championship leader Christophe Bouchut, he finished second with the Zakspeed Chrysler Viper he shared with Tom Coronel, Duncan Huisman and Patrick Simon. Bouchut, on his first time in the race, said afterwards : "I am pretty happy with our result. The team did a great job and the car was very comfortable to drive. Of course, the weather was grueling at times and you really had to rely on your instincts more than on what you could actually see. I am certainly a little bit disappointed as well, because winning here would have been another great achievement in my career, but as they say, you can't always win." Moving on to the Sarthe region of France, and the 24 Hours of Le Mans, which take

## PROVISIONAL HANDICAP WEIGHTS R4

nr 7 Lamborghini	+ 70 kg
nr 11 Maserati	+ 40 kg
nr 2 Maserati	+ 20 kg
nr 4 Corvette	+ 10 kg

nr 50 Ferrari	+ 50 kg
nr 51 Ferrari	+ 15 kg
nr 66 Porsche	+ 35 kg
nr 97 Porsche	+ 15 kg

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

All newcomers have 40 kg in GT1 and 20 kg in GT2.

GT2 cars deemed to have two professional drivers have an additional 28 kg

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



place this weekend, FIA GT regulars are much in evidence on the entry list. After qualifying, it is worth noting that Christophe Bouchut, in the AMR Larbre Aston Martin DBR9, took pole in GT1, Scuderia Ecosse's Andrew Kirkaldy took GT2 pole in the Ferrari 430 GT2, and All-Inkl.com's Stefan Mücke was awarded the trophy as the best rookie after qualifying.

## WHAT THEY SAID

**Christophe BOUCHUT** – nr 7 All-Inkl.com Racing Lamborghini Murciélago :

"Bucharest was a fine result for the whole All-Inkl.com tea. We are surprising everyone with these good results – a win and a second place from two races, as far as my participation is concerned – but the whole team is working well, thanks to the support of René Munnich, without whom none of this would be possible. We are leading the Championship ... everything is possible for the rest of the season!"

**Anthony KUMPEN** – nr 4 PK Carsport Corvette C5 :

"Monza, in 2005, saw the debut for our C5 and we were battling with Bartels and Lamy for victory until the engine broke 10 minutes before the end. I really like this track a lot. I have raced there many times in Formula and GT cars. Unfortunately I think for our current C5 it's the least suited track for us this season. We lack massively in top speed compared to the other GT1 cars. But on the other hand our car is very good under braking which is also important in Monza. We have to do our best to get as many points as possible for the championship bearing in mind that there will be some tracks in the coming races that are very suitable for the C5"

**ANDREA PICCINI** - nr 11 Scuderia Playteam Sarafree Maserati MC 12 :

"What I've realised in the past years racing against the Maserati is that this car is very strong in the fast circuits like Monza not because of the engine, but because of the good aerodynamics. Our car is pretty strong also on braking but we will be carrying success ballast for the first time this year. It does not look as if it will be an easy race for us, but we are very motivated coming from the victory in Bucarest and we will be more than ready to fight! Moreover, the team is getting stronger and everything is starting to run in a proper way...as shown by the all-Playteam first row in Bucarest!"

**Dirk MÜLLER** – nr 50 AF Corse Motorola Ferrari 430 GT2 :

"I am very much looking forward to Monza! Another Victory will be very difficult, but we will all try very hard for it. The most important thing will be to finish in the big points. For the first time, a lot of my friends will come to see me and so this feels like a home Race! I personally like Monza very much. It is very challenging and I have had good races there!"

**Sean EDWARDS** – nr 99 Tech9 Motorsport Porsche 997 GT3 RSR :

"Monza is going to be a hard race for the Porsche, as the Ferrari is really good on the brakes. The best we can hope for is to be the top Porsche and anything else that comes from that is a bonus. I personally do not really like stop start tracks like Monza, but we just have to make the best of it and see where we end up on Sunday. We hope to get a few days testing somewhere before Monza, so Leo can really get his head round driving a Porsche, as it is completely different to his Aston and not an easy car to drive at all! So for Monza, we should have a much stronger driver pairing hopefully."

## RESULTS FROM R1 2005



### GT1

1. Lamy/Gardel - Larbre Competition Ferrari 550 Maranello
2. Bartels / Scheider - Vitaphone Maserati MC 12
3. Babini/Biagi - Vitaphone Maserati MC 12
4. Peter / Buncombe / Rusinov - JMB Racing Maserati MC 12
5. Bertolini / Wendlinger - JMB Racing Maserati MC 12
6. Bryner / Calderari / Zaccchia - Larbre Competition Ferrari 550 Maranello

### GT2

1. Lieb / Rockenfeller - GruppeM Porsche 996 GT3 RSR
2. Collard / Sugden - GruppeM Porsche 996 GT3 RSR
3. Moccia / Busnelli - Ebimotors Porsche 996 GT3 RSR
4. Racz/Venc - Machanek Racing Porsche 996 GT3 RS
5. Kaufmann / Jurasz - Renauer Motorsport Porsche 996 GT3 RS
6. Ried / Ried - Proton Competition Porsche 996 GT3 RS

### QUALIFYING

Pole position in GT1 : Philipp PETER, JMB Racing Maserati MC 12 - 1:45.699

Pole position in GT2 : Tim SUGDEN, GruppeM Porsche 996 GT3 RSR

### OFFICIAL TEST SESSION .

#### MONZA 2007

1: Aston Martin Racing BMS Aston Martin DBR9 : 1: 45.504 ( Jamie Davies)

2: Jetalliance Aston Martin DBR9 1:46.420 (Karl Wendlinger)

Fastest GT2 lap : Scuderia Ecosse Ferrari 430 GT2 : 1: 49.505 (Andrew Kirkaldy)



## MOTORS & MUSIC IN MONZA !

**Two hours of music on Sunday June 24th in the paddock at Monza, starting from 19:00**

### **Umberto Tozzi – Marco Masini:**

Their new album entitled “Tozzi Masini” won a gold disc just a few days after it came out, while the “Venice Music Awards” named them the ‘Best Tour of the Year’.

(Official site: [www.umbertotozzi.com](http://www.umbertotozzi.com) – [www.marcomasini.it](http://www.marcomasini.it))

### **Irene Grandi:**

After excellent collaborations with major international artists, Irene Grandi has a new single out, “Bruci la città”, currently first in the “Nielsen Music Control” – a new album is out shortly (Official site: [www.irenegrandi.it](http://www.irenegrandi.it)).

### **Simone Cristicchi:**

The revelation of the year, after the last edition of the Festival di Sanremo where he won the Critics Prize with the song “Ti regalerò una rosa”.

(Official site: [www.simonecristicchi.it](http://www.simonecristicchi.it)).

### **Povia:**

Came to the attention of the public after taking part in the 2005 Festival di Sanremo with “I bambini fanno oh..”, winning the year after with “Vorrei avere il becco”.

(Official site: [www.povia.net](http://www.povia.net)).

### **Jessica Morlacchi:**

Winner of the 2001 Festival di Sanremo 2001 with the group “Gazosa” and the song “Stai con me (forever)”, she has now started a solo career and looks like being one of the revelations of the summer

(Official site: [www.jessicamorlacchi.it](http://www.jessicamorlacchi.it)).

### **Marco Baroni:**

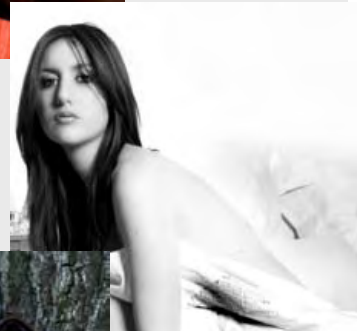
He took part in the most recent edition of the Festival di Sanremo with the song “L’immagine che ho di te” in the youth category. His first album has just come out on the EMI label, named “Marco Baroni”.

(Official site: [www.marcobaroni.it](http://www.marcobaroni.it)).

### **Yle:**

presents an extremely lively rock band, with touches of the blues.

(Official site : [www.myspace.com/yledream](http://www.myspace.com/yledream)).





## MONZA : HALF-WAY THERE !

Monza, which will host the FIA GT3 European Championship for the first time, will mark the half-way point of the season. After Silverstone and Bucharest, the teams and drivers will face a fast circuit, meaning that the two one-hour races will be more action-packed than ever, with just one aim for most of the competitors : to catch up with leaders Henri Moser and Gilles Vannelet.

Gilles Vannelet and Henri Moser, with the nr 38 Kessel Racing Ferrari 430, are currently in control of the 2007 Championship. With two wins and a third-place finish, the two men have made a near-perfect start to the season. Only their retirement from the second Bucharest race slightly delayed their progress. Nevertheless, Moser and Vannelet will undoubtedly be the men to watch on the fast Monza track. Currently second in the Championship classification, Stéphane Daoudi and Ian Khan, winners of the first Bucharest race in their JMB Racing Ferrari, will be their closest rivals, but there is a long list of potential winners.

Third in the classifications, Maxime Dubrulle and Nicolas Navarro, driving the nr 10 First Racing Lamborghini Gallardo, have been very consistent this season, but the young French duo are still looking for their first win. This rapid circuit could suit the First Racing and S-Berg Racing Lamborghini cars well. The two teams are looking to this round in order to make up their deficit, as are the Corvette teams. Riverside and Martini Callaway Racing have put everything in place in order to claim a first win of the season as soon as possible.



The most recent winners, Romain Bera and Stefan von Campenhout (nr 43 Matech Racing Ford GT) are determined to continue their winning ways, as Romain Bera explained : "The first win is always the hardest to get. We managed that in Bucharest during the second race, while Martin Martek and Thomas Mutsch came very close during the first. We are therefore extremely motivated for Monza".

The Aston Martin DBRS9 cars will also try to change the established order, after two difficult races in the streets of Bucharest, which saw damage for a number of cars. At home, BMS Scuderia Italia will be keen to shine, with five Italian drivers who know the circuit perfectly, while Hexis Racing is also ready to put Bucharest behind it. The Ascari

cars also suffered badly in Romania, and it is not sure that all six cars will be ready for Monza. But the Ascari KZ1R GT3 cars entered by Damax and Team Berlanga will certainly be potential podium finishers.

The Porsche cars were on the pace in Bucharest, and both Trackspeed Racing and Tech9 Motorsport intended to use the gap between Bucharest and Monza to work on their cars. Second in the FIA GT3 European Teams Championship, Trackspeed needs a good score to catch up with Kessel Racing. Last but not least, the RPM Dodge Viper Coupe Competition cars and the Auto GT Racing Morgan Aero 8 will also be aiming for good results.

With over forty cars expected, two thrilling races are on the cards. Both one-hour races will take place on the Sunday, and after this third meeting of the season, the season will be more than half over, with Brno and Dubai still to come.



## THE ITALIAN CONTINGENT !



At least six Italian drivers will take part in this third round of the FIA GT3 European Championship. Luca Pirri, in nr 18 Martini Callaway Racing Corvette Z06R GT3, will share the car with Jurgen von Gartzen. With 11 points, currently 4th in the FIA GT3 European Driver Championship, Pirri and von Gartzen will be pushing hard to win their first race of the season.

All the other Italian drivers will race for an Italian Team : BMS Scuderia Italia.

In nr 23 Aston Martin DBRS9, Diego Alessi and Alex Frasinetti are leading the Aston Martin Manufacturers Cup. Both drivers are well motivated to score big points in the FIA GT3 European Championship, and if they want to remain in the fight for the title,

they need a victory. Francesco Maggi and Gian Marino Zenere will try, in their home race, to score their first points in the FIA GT3 European Championship. And driving with Swiss driver Toni Seiler, Sandro Sardelli is one more chance for Italy to get a driver on the podium.

## FIRST RACE FOR MARGOT LAFFITE :



Young French driver Margot Laffite will race for the first time in the FIA GT3 European Championship, in an Auto GT Racing Morgan Aero 8 alongside George Alexandre Sturdza. Used to racing on ice, in the Andros Trophy, as well as in the Fun Cup, Margot will race for the first time in Monza, which will also be her first GT race. Helped by his father, Jacques

Laffite, Margot will first need to learn, but she certainly has serious ambitions for the future. "I drove the Morgan in Dijon few days ago" she said. "Monza is going to be something really special. I will have to learn the track, the car, and GT competition, because it is going to be my first-ever GT race. I was in Bucharest to see the race, it was just crazy but everybody told me that GT racing is not always like that! This year I'm here to learn, and if I do well, maybe one day I will race alongside with my father". Margot will be the only girl on the starting grid this weekend.

### WHAT THEY SAID ...

Richard WILLIAMS – nr 5 Trackspeed Porsche 997 GT3 Cup : "The Ferrari, the Aston Martin and the Ford GT will be hard to beat. Monza is a high speed circuit, it is not really the best track for our car. But we work hard and I hope will be on the pace. In Bucharest the car was OK, but for us Silverstone was much more difficult."

Gianmarino ZENERE – nr 22 Aston Martin DBRS9 : "Monza is the fastest track in Europe and one of the most technical, with all the curves slow and fast, it is a track with a straight where you can push and drive as fast as you can but has also a lot of demanding bends both for the cars and for the drivers. I am preparing myself both physically and mentally; concerning the physical activities I am going to the gym, biking etc..., concerning the mind, I am learning the track on my PlayStation"

Diego ALESSI, nr 23 Aston Martin DBRS9 ; "I always had a great feeling with Monza! I think it is one of the last remaining tracks where you can feel something really special. Technically Monza is a place for very "hard brakings"...so I think we are going to see two very close races. Ferrari will still be the car to beat together with the Lamborghini. Anyway, I think the Corvette is now strongly competitive everywhere and Porsches will can take advantage from his excellent aerodynamics. Obviously I hope that we will be on the fight for the victory: if we still want to fight for the Championship, we have to score two top 3 finishes, at the least...."

Stephane DAOUDI – nr 34 JMB Racing Ferrari 430 : "I think the Ferrari is going to be efficient on this track. Our main goal is to finish in front of Moser and Vannelet in order to catch them in the Championship. It is possible, as since the beginning of the season we have been on the right pace, and we have a real change to succeed. Monza is a perfect track for the Ford GT, so we have to keep an eye on them. For the Championship we also have to take care of the Lamborghini, which could also be very fast there."

Stefan van CAMPENHOUDT – nr 44 Matech Racing Ford GT : "We planned a lot of work between Bucharest and Monza. Our top speed was not so good since the beginning of the season, and for Monza you need a real good top speed. So we need to win speed somewhere and I hope we will have the solution. We'll see!"

## POINTS AFTER EVENT 2 DRIVERS CLASSIFICATION

Moser/Vannelet	26
Daoudi/Khan	16
Dubrulle/Navarro	13
Pirri / von Gartzen	11
Bera/Van Campenhoudt	10
Williams	10
Mutsch/Bartek	9
Jirik/Janis /Pickford	8
etc	

### TEAMS CLASSIFICATION

Kessel Racing	30
Trackspeed Racing	22
First Racing	19
JMB Racing	17
BMS Scuderia Italia	13
Tech9 Motorsport	10
Martini Callaway Racing	8
S-Berg Racing Team	8
Team Berlanga	8
etc	

### ASCARI CUP

Spooner/Wilmott	20
Stanton/Morris/Bertram	18
Erik Zwart	16

### ASTON MARTIN CUP

Alessi/Frassinetti	26
Mateu/Rodrigues	26
Seiler/Sardelli	18

### CORVETTE CUP

Pirri/Von Gartzen	26
Martini/Ludwig	11
Ruffier/Peyrolles	11

### FERRARI CUP

Moser/Vannelet	28
Daoudi/Khan	28
Kremer	24

### FORD CUP

Mutsch/Bartek	13
Bera/van Campenhoudt	7

### LAMBORGHINI CUP

Navarro/Dubrulle	28
Knauss Grobl	27
Tuchbant	21

### PORSCHE CUP

Hooker/Pickford/Williams	34
Ferrier/Quaife	27
Buncombe	18



## ASMER LEADS MONZA RETURN FOR BRITISH F3 INTERNATIONAL

On June 24th 2007 the Lloyds TSB Insurance British F3 International Series will return to the home of the Italian Formula One Grand Prix for the first time since 2005. Two races on Monza's 5.7km circuit will test the skills of the teams and drivers to the max.



The races held at Monza two years ago were hailed as two of the best ever staged in the 43 year history of the world's leading Formula 3 category and 2007 promises to have more of the same with thirty-one cars confirmed as travelling to Italy.



With eight of the twenty-two races completed, Estonian Marko Asmer currently holds a commanding 48 point lead over his rivals and with five wins the 22-year-old Hitech driver is going to take some beating this season. Asmer is one of three drivers currently competing in British F3 who raced at Monza two years ago.

Last time out at Snetterton the Carlin Motorsport team took five of the six available podium positions and a 2nd and 3rd places for Britain's Sam Bird put the rookie driver from Roehampton into second place in the championship ahead of Raikkonen Robertson Racings Stephen Jelley. Jelley has yet to win in 2007 but, like Asmer, he raced at the Italian circuit in 2005 and will be hopeful for a change of fortune.

Alberto Valerio also scored a double podium in Norfolk, with the Brazilian former South American F3 Champion settling in at his new team. 2006 Formula BMW champion Niall Breen became the 4th different driver to win a race this year, joining Carlin teammates Sam Bird and Maro Engel on the top step in only his 7th BF3 race and pushing the Irishman to 4th in the championship table. Maro Engel scored two solid points finishes but the young German will need to return to winning ways in Monza if he is going to stand a chance of closing the gap to Asmer.

Jonathan Kennard has shown that he has the pace to take his first overall win in British F3 but a number of factors have denied the 2004 Formula Palmer Audi Champion. Kennard has taken pole positions and fastest laps this year; equaling the Oulton Park lap record at Easter; but he has yet to step onto the top step of the podium. As one of the three drivers who raced at Monza two years ago, the driver from Kent will be looking to put this knowledge to good use and move his 2007 title charge up a gear.



Fortec's Sebastian Hohenthal got a great start to his first year in British F3 but the luck didn't run his way in Bucharest and at Snetterton. The 2006 UK Formula Renault champion has shown he has the pace to challenge for the win but has only scored 13 points in the last four races. Currently lying in 8th overall, the Swedish racer will be looking to up his game on the fast curves of the Monza, a circuit that will suit his driving style.

Hohenthal's Fortec teammates will be looking forward to racing at Monza for the first time, a circuit well known to their father. Nigel Mansell won the 1991 Italian Grand Prix for Williams and was a favourite amongst the Italian fans during the two years he drove for Ferrari, with the Tifosi calling him 'Il Leone'; The Lion. Younger brother Greg is currently joint 9th in the championship table after a good start to his rookie British F3 season, including a podium finish at Donington Park. His pace belies the fact that this is only his, and brother Leo's, second year in racing and many of their rivals have years of karting experience over them. However their father will be on hand in Italy to give his sons some advice on how to tackle the high speed corners at one of the fastest race circuits in Europe.

2006 British F3 National Class Champion Rodolfo Gonzalez rounds out the current top ten, and the young Venezuelan is also the top Mugen Honda runner. The T Sport driver has been finding the highly competitive Championship Class challenging but at Snetterton he showed flashes of his 2006 winning style and will be up there challenging in Italy.

Amongst the rest of the twenty-one driver strong Championship Class field there will be a local driver for the Tifosi to cheer. Milan based driver Francesco Castellacci is racing for 2002 British F3 championship winning team Alan Docking Racing, but the young Italian is still finding his feet in the world's leading Formula 3 championship. However he is looking forward to racing at Monza for





the first time and is sure to get a boost from racing in front of an Italian crowd for the first time in 2007.

While Asmer is the run away leader in the Championship Class, the National Class is a closely fought affair, with Mexico's Sergio Perez and China's 'Frankie' Cheng tied at the top of the table. Perez didn't

get the best of starts to the season but three wins has vaulted him to the top of the table while Cheng started well with two wins but has struggled a little in Bucharest and Snetterton.

Iceland's Viktor Jensen has been getting stronger as the season progresses and a win in Round 8 in Norfolk was his just reward for the former Formula Palmer Audi racer. Oxfordshire's Michael Meadows also has two wins to his credit but two non finishes in Bucharest and Snetterton has dropped him to 4th in the championship table. The ten driver strong National Class grid has plenty of contenders, with Bahrain's Hamad Al Fardan looking for his first win of the season after a double podium at Snetterton to add to the one he took in Romania.

Rounds 9 & 10 of the 2007 Lloyds TSB Insurance British F3 International Series will take place on Sunday 24th June, with Round 9 due to start at 10:00 (local time) and Round 10 later in the day at 18:00.

## CLASSIFICATION AFTER ROUND 8

### CHAMPIONSHIP CLASS

1. Marko ASMER	126
2. Sam BIRD	78
3. Stephen JELLEY	77
4. Niall BREEN	67
5. Maro ENGEL	64
6. Alberto VALERIO	50

### NATIONAL CLASS

1. Sergio PEREZ	102
= Cong Fu CHENG	102
3. Viktor JENSEN	78
4. Michael MEADOWS	71
5. Salman AL KHALIFA	48
= Alistair JACKSON	48

## MONZA TRACK GUIDE BY JONATHAN KENNARD

There is no circuit in the world quite like Monza, 3.61 miles long, it really is a temple of speed as it is comprised of mainly long straights and tremendous slipstreaming opportunities.

It is an extremely special place, as upon arrival you immediately get a feel of the unbelievable atmosphere and an ambiance for the past. The place has a rich history and one immediately thinks of the drivers who used to race on the old banking, some of which remains to this day.

The current Grand Prix circuit is the format that the British Formula Three drivers will be fortunate enough to be using in 2007 and I will take you through a lap of this exciting but demanding track, which I have won twice at in the past.

Past the pits we will be reaching speeds of around 155 mph. This is where drivers will be looking for any opportunity for a toe from another car. The first chicane comprises of very heavy braking as we will be losing around 100mph and using 2nd gear. This is critical to a lap time as you have to keep it nice and tidy and use the correct amount of curb. Then we are immediately into the Curva Grande, which for a Formula Three car is actually more of a straight as it is easily flat out.

The second chicane is a little more violent than the first, as the curbs are higher and more aggressive. It is very easy to make a mistake here and blow a good qualifying lap. After the chicane you enter the first and second Lesmo's in 4th gear. The exit curb is flat and smooth but tends to be slippery, so that is something to look out for.

Next you are heading down another huge straight, under the old banking and into the Ascari chicane, which is a real test of both driver skill and car setup. It really does demand a lot from the car, with high speed directional change leading to an important corner exit.

Then, once again we are onto another long straight, leading towards the famous Parabolica. This is one of those corners which is so difficult to get absolutely right as you need to have a fast entry, but also a clean and tidy exit.

We are now crossing the start/finish line, have a quick glance at the pit board, and get ready for a new lap of the fantastic Monza circuit.

## LOOKING FORWARD TO ... ROUND 5 - OSCHERSLEBEN



After Monza, the FIA GT Championship will head north, to Oschersleben and the Motorsport Arena. This is a special year for the circuit, which is celebrating its first decade of competition. The FIA GT Championship was the first international series to race there, when it held the opening round of the 1998 season in Oschersleben. Since then, the circuit has been a regular feature on the Championship calendar, and 2007's race will be the 8th time that the GT teams and drivers have headed for Oschersleben for another close race.



For 2007, the circuit has undergone some changes to the first section, and the track is now 3,696 km long, compared to the previous length of 3.667 km.

The 2007 event will include the second round of the GT4 European Cup, and the second round of the ADAC GT Masters, which had an extremely successful first meeting at the Nürburgring this past weekend, as one of the opening events for the ADAC Zürich 24 Hours of the Nürburgring. The event will also include rounds of the ADAC Procar-Meisterschaft and the Formula Renault Northern European Cup

## LOOKING FORWARD TO ... ROUND 6 - SPA

July 26th - 29th will be the traditional summer highlight of the FIA GT Championship : the Total 24 Hours of Spa. A new title sponsor, newly rebuilt facilities, and the prospect of another fantastic round of the FIA GT Championship.



The 2006 edition was a true classic - a 24-hour race which felt more like a sprint, thanks to the race-long battle between the Phoenix Racing Aston Martin DBR9 and the Vitaphone Racing Team Maserati MC 12, with the result being decided in the final minutes.

The new title sponsor came quite naturally, as Total has been associated with the race for a number of years, as Frédéric Petit, director of RACE and organiser of the Total 24 Hours of Spa explained : "The 24 Hours have a long history with Total, who has supported the event over the years, as well as giving their support to various teams, many of which have gone on to win the race. It has also been present all around the circuit, in the form of banners, and, of course, in the heart of the Raidillon, on the balcony known by all as the 'Total Chalet'. This was a totally coherent choice."

The heart of the circuit has undergone a total transformation, and the Total 24 Hours of Spa will be able to take advantage of the new infrastructures installed for September's FIA Formula One Grand Prix. Some of the teams will be in the new paddock and pits, while the rest will be in the 'Endurance pits' at the foot of the Uniroyal tower."

The first opportunity for most to see the new infrastructures will be the official test day, which will take place on July 2nd. This will be purely a test day, with a press conference scheduled to take place on July 3rd!

For more information on the event, please visit the new website : [www.total24hours.com](http://www.total24hours.com)





## ADAC GT MASTERS : A SUCCESSFUL DEBUT

Fifteen Lamborghini, Porsche, Dodge, Ferrari and Corvette cars made their way to the famous Nuerburgring to celebrate the debut of the German ADAC GT Masters. This new Championship follows the same rules as the FIA GT3 European Championship. At the first event of the ADAC GT Masters, the Lamborghini Gallardo GT3 were the fastest cars on the 5,1 kilometre track. Jeroen Bleekemolen, in the #53 Reiter Gallardo, dominated both free practice sessions and took pole position for the second race of the weekend. The pole for the first race was also claimed by a Reiter Lamborghini, this time with Christopher Haase at the wheel.



Haase, who is only 19 years old, accelerated early as the green flag for race one was shown and kept first place until the obligatory pit stop for driver change. Kenneth Heyer had a good start and went from fourth to second position. As Haase drove into the pit lane, Heyer was first and stayed on the track longer than the other teams. But this did not prove to be the right strategy, as Christian Mamerow (Porsche 997) took over the leading position in front of Gianni Morbidelli and Wolfgang Kaufmann (both Lamborghini Gallardo). On lap 27, Morbidelli overtook Mamerow and started to pull away, with a gap of over six seconds when the chequered flag was shown. Haase / Morbidelli therefore won the first ever race of the ADAC GT Masters, Mamerow / Mamerow were second and Kaufmann / van der Lof third.

On Saturday, the second race started under cloudy conditions. Again the Lamborghini Gallardo had the leading role. Morbidelli made an excellent start, followed by Jeroen Bleekemolen, Bouchut, Kaufmann and Ludwig. After four laps, Bleekemolen overtook Morbidelli and lead the field by a few seconds. But the star of the first half of the race were the Corvette Z06 cars of the Martini Calaway team. Klaus Ludwig claimed third position while Toni Seiler, in the second car, put on a great show for the numerous spectators on the tribunes, overtaking several cars in amazing style. Unfortunately both cars had to retire with broken drive shafts. After the pit stops Christopher Haase was in front of the pack and looked like the secure winner of race two. But a series of stop-and-go-penalties also hit the leading car. Only Kaufmann / van der Lof did not have to stop a second time and took the win in the second heat of the ADAC GT Masters. Haase / Morbidelli were second with Bleekemolen / Ritskes third.

**Next round : Oschersleben (Germany) on July 6th - 8th - For more information see [www.gtmasters.org](http://www.gtmasters.org) or contact Christian Freyer on [cf@gtmasters.info](mailto:cf@gtmasters.info)**

## A REAL SUCCESS FOR THE FFSA GT AND GT3 CHAMPIONSHIPS



The only national GT Championship with GT1, GT2 and GT3 classes, the FFSA GT Championship and the FFSA GT3 Championship have been a real success so far. After six races, Soheil Ayari and Raymond Narac, in the nr 9 Team Oreca Saleen S7-R, are leading the FFSA GT Championship, with four wins from six races! The other Saleen Oreca, driven by Laurent Groppi and Bruno Hernandez is second, 42 points behind the leaders (for info, a victory is 30 points).

Very consistent and regular since the beginning of the season, Jerome Policand and Gabriel Balthazard, in the Luc Alphanand Aventures Corvette C5-R, are third, but are still looking for their first victory of the season. With four Saleen S7-R, three Corvette C5-R,

three Viper GTS-R, one Ferrari 550 Maranello, one Corvette C6.R and one Aston Martin DBR9, the level is incredible this season. In the "Trophee GT2", the IMSA Performance Matmut Porsche 997 GT3 RSR has proved to be unbeatable. Michel Lecourt and Richard Balandras have won all the races so far.

The brand new FFSA GT3 Championship is also a real success: five Dodge Viper, three Lamborghini Gallardo, three Ferrari 430 GT3 and two Aston Martin DBRS9... the grid is quite incredible for a first season. Fabien Giroix, in nr 71 First Racing Lamborghini is leading the FFSA GT3 Championship. On the podium at each race, with Cyril Helias at the beginning of the season, and Nicolas Navarro more recently, Giroix's goal is to win this Championship. But Dany Snobeck and Christopher Campbell, in nr 75 Sport Garage Ferrari 430 GT3, in second position, are threatening him. With the Hexis Racing Aston Martin DBRS9 of Bastien Briere and Romain Yvon, on third position, three different makes are on the top 3 so far.

After a difficult beginning of the season, Gilles Vannelet, the FIA GT3 European Championship leader, is coming back in nr 74 Sport Garage Ferrari 430 GT3. As in the FIA GT3 European Championship, Vannelet is driving with a young and promising driver: Michael Petit.

**Next round : Val de Vienne (FRA) on July 6th - 8th- For more information see [www.ffa.org](http://www.ffa.org) or contact Frédéric Espinos on [frederic@sro.fr](mailto:frederic@sro.fr)**

## GT3 TAKES BRITISH GT BY STORM !

Five different winners in the first five races have made the 2007 Avon Tyres British GT Championship the most closely contested major race series in the UK. This season started with the move to GT3 as the main class and this decision has been proven to be very popular with the teams and drivers, with eight manufacturers represented and more set to join later in the year.

Ferrari took the first win of the season at Oulton Park at Easter with Hector Lester and 2006 British GT Champion Tim Mullen taking the chequered flag in the Christians in Motorsport Ferrari 430. The second 60-minute race of the opening weekend went to the Tech 9 Porsche 997 GT3 of Oliver Bryant and Matt Harris, a fitting return to the British GT Championship for the European GT3 Championship winning team from Liverpool.

Two weeks later it was the turn of Donington Park to host Rounds 3 & 4 of the championship, which turned out to be a great weekend for the Barwell Motorsport team, taking five of the six podium positions. The first race went to the rookie pairing of Guy Harrington and Ben de Zille Butler; Race two saw a Barwell podium lockout, with Tom Alexander and Michael Bentwood becoming the fourth different driver pairing to win in 2007.

The first two hour race of the year was held at Snetterton six weeks later and made UK motorsport history with the Bio-ethanol powered Aston Martin DBRS9 of Jonny Cocker and Paul Drayson becoming the first bio fuel race car to win a major championship race in the UK. The Team Eurotech Preci Spark Ascari KZ1R of brothers David and Godfrey Jones finished a mere six seconds adrift of the victorious Aston Martin, with Guy Harrington and Ben de Zille Butler continuing their incredible start to their debut BGT season in third. Snetterton also saw the championship debut of the Lamborghini Gallardo, with Adam Jones and Rob Wilson finishing 4th overall and setting a new British GT lap record at the Norfolk circuit, ably demonstrating the race potential of the V10 powered Italian supercar.

The GTC class has shrunk in size this season but what it lacks in quantity it certainly makes up for in quality. The Team Tiger Marcos of Jon Finemore and Chris Beighton took a double win in Cheshire but engine problems have kept the team away from the track since then. The Beechdean Ferrari 360 Modena of Aaron Scott and Andrew Howard cleaned up with a double win at Donington Park. Six weeks later, victory in the 2-hour race at Snetterton went to the Team Aero Morgan Aero 8 of Steve Hyde and Keith Ahlers after a race long battle for class honours with the RSS Performance Porsche 996 of Graeme Mundy and Jamie Smyth. The win gave the Team Aero pairing the lead of the GTC championship after five races.

Jonny Cocker and Paul Drayson hold a slender three point advantage in the overall championship with the next two races in the 2007 Avon Tyres British GT Championship taking place on the Brands Hatch Grand Prix circuit in July.

**Next round : Brands Hatch on July 13th - 14th - 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)**

## SUCCESSFUL FIRST HALF OF THE SEASON FOR NEW-LOOK BELCAR



With races at Zolder, Donington and Spa, the Mediagroep Van Dijk Belcar Championship lived a very varied first part of the season. The new GT3-concept has been a very good choice. In three races, three different makes took pole – with the Viper ladies Stéphanie Boden and Van de Velde on pole at Spa - and three different teams took chequered flag in first position. Even on the podium, this diversity carried on, as four makes and six teams finished on the podium.

With entry numbers between 35 and 40 cars, Belcar has proved to be in good health and GT3 seems to be a perfect match for a national championship. Not only were the numbers good, competition is also increasing. Where the PK Carsport Corvette of Longin and Kumpen still has a rather easy second half of the race in the opening round in Zolder, the races in Donington and especially Spa were real thrillers.

The Corvette lost the race in the closing stages in Donington, where the Gravity Mosler of Lémeret and Radermecker finally took its first GT3 win. Some weeks later, weather conditions in Spa gave us one of the most unpredictable and crazy races ever seen in Belcar. Finally, the G&A Mosler of Kenis and De Keersmaecker took the spoils.

In the standings, the green Corvette of Kumpen and Longin now leads the Porsches of Soulet-Dumarey and Maes-Duez.

The second half of the season starts in few weeks at Zolder and then goes straight to the Zolder 24 hours on the 8th and 9th of September. Two classic races, one at Spa and one at Zolder, together with FIA-GT, will finish the first Belcar GT3 season.

**Next round : Zolder (BEL) on June 28th - For more information see [www.sro-belgium.be](http://www.sro-belgium.be) or contact [info@sro.belgium.be](mailto:info@sro.belgium.be)**





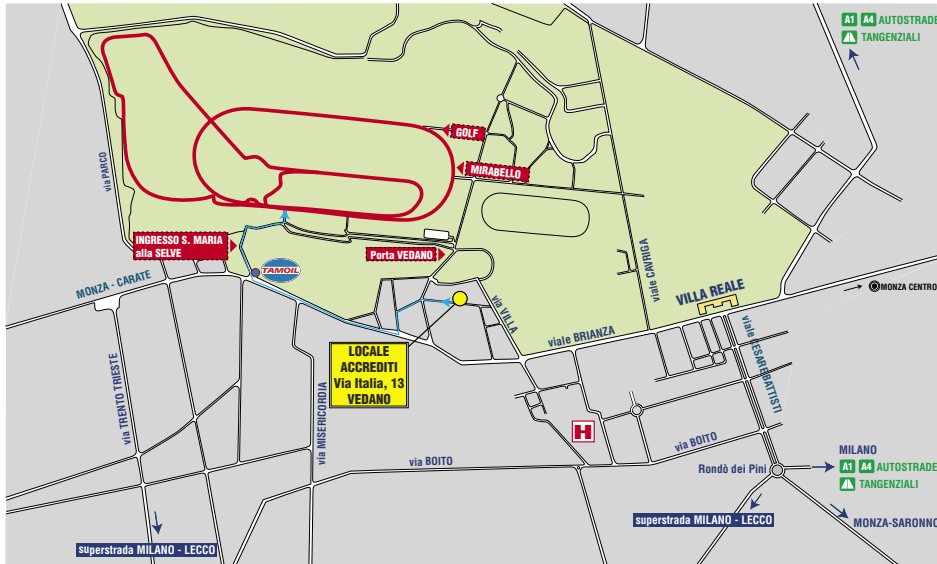
## TELEVISION FOR MONZA

FIA GT LIVE	CHANNEL	COUNTRY	QUALIFYING	RACE
	7TV	Russia	-	Live
	ART	Middle East	-	Live
	CT4	Czech Republic		
	DSF	Germany, Austria, Swizerland, Lichchenstein	-	Live
	Men & Motors	United Kingdom, Eire	Live	Live
	Premiere	Germany, Austria, Swizerland, Lichchenstein	-	Live
	Sky Sports Italy	Italy, Switzerland, San Marino, Vatican	-	Live
	Sport 1	Netherlands	-	Live
	Sport +	France and French-speaking territories		Live
	Sport TV	Portugal	Live	Live

52' HIGHLIGHTS	CHANNEL	COUNTRY	DETAILS
	ESPN STAR	Asia	02/07/07 2130-2230 + repeats
	Al Jazeera	Middle East	No scheduling available
	FOX Sports	Australia	times not confirmed
	NTV Plus	Russia, CIS, Baltics	times not confirmed
	Nuvolari	Italy, Switzerland, San Marino, Vatican	times not confirmed
	Sky Sports UK	United Kingdom, Eire	27/06/07 1900-2000 + 3 repeats
	Speed Broadband	USA	On Demand
	Speed SA	South America	4 weeks after the race
	TV Berlin	Germany	01/07/07 1800 + repeats
	Zee Sports	India, Pakistan, Bangladesh	01/07/07 1900 + repeats
26'	Channel 4	United Kingdom, Eire	times not confirmed
	RTL Club	Belgium	30/06/07 2230-2300

FIA GT3 LIVE	CHANNEL	COUNTRY	FIA GT3 RACES (local time)
	CT4	Czech Republic	Live
	Men & Motors	United Kingdom	Live
	Nuvolari	Italy, Switzerland, San Marino, Vatican	Live
	Premiere	Germany, Austria, Switzerland, Lichcenstein	Live
26'	SPEED SA	South America	4 weeks after the race
	NTV Plus	Russia, CIS, Baltics	times not confirmed

FIA GT news	PROGRAMME NAME	DISTRIBUTION	PROGRAMME LENGTH	FOOTAGE
	Maxpower	170	52'	5'
	Motorsport Mundial	73	26'	5'
	Planet speed	217	26'	5'
	Weekend Sportif	RTBF (Belgium)	10	5'
	Speed Action	AB3 (Belgium)	2	7'
FIA GT3 news				
	Maxpower	170	52'	5'
	Motorsport Mundial	73	26'	5'
	Planet Speed	217	26'	5'
	SNTV	198 countries	NEWS PROVIDER - FIA GT AND FIA GT3	



## CAMPIONATO FIA GT

Autodromo Nazionale Monza  
23-24 Giugno 2007



### Monza (Italy) – June 23rd – 24th, 2007 Provisional Timetable

#### Saturday, June 23rd

09.00 – 10.20	FIA GT Championship	Free Practice 1
10.30 – 11.15	Lloyds TSB Ins. British F3 Int. Series	Free Practice
11.25 – 12.25	FIA GT3 European Championship	Free Practice 1
12.35 – 13.55	FIA GT Championship	Free Practice 2
14.05 – 15.05	FIA GT3 European Championship	Free Practice 2
15.15– 15.45	Lloyds TSB Ins. British F3 Int. Series	Qualifying Practice 1
30'		
16.00 – 16.30	Demonstration and VIP laps	
16.45 – 17.20	FIA GT Championship	Qualifying Practice
17.30 – 18.00	Lloyds TSB Ins. British F3 Int. Series	Qualifying Practice 2'
18.10 – 19.00	FIA GT3 European Championship	Qualifying Practice

#### Sunday, June 24th

09.00 – 09.30	FIA GT Championship	Warm Up '
10.00 – 10.30	Lloyds TSB Ins. British F3 Int. Series	Race 1
11.00 – 12.00	FIA GT3 European Championship	Race 1
12.15 – 12.35	Demonstration and VIP laps	
13.15 – 15.15	FIA GT Championship	Race
15.30 – 15.50	Demonstration and VIP laps	
16.30 – 17.30	FIA GT3 European Championship	Race 2 '
18.00 – 18.30	Lloyds TSB Ins. British F3 Int. Series	Race 2

## PRACTICAL INFORMATION

### MEDIA ACCREDITATION

For last-minute International Accreditation, please contact Jacquie Groom on [jacquie@sro.co.uk](mailto:jacquie@sro.co.uk). For National accreditation, please contact Gianni Cattaneo on [stampa@acimi.it](mailto:stampa@acimi.it)

### TELECOMMUNICATIONS

The media centre will have wireless internet connections. The price will be 40 euros for the two-day meeting.

### MEDIA ACCREDITATION CENTRE

Located on via Italia in Vedano, close to the Vedano entrance to the Monza circuit.

The opening hours are 08:00 - 18:00  
on Saturday June 23rd,  
08:00 - 12:00  
on Sunday June 24th

PLEASE NOTE THAT THIS IS A TWO-DAY EVENT AND THE MEDIA ACCREDITATION CENTRE WILL NOT BE OPEN ON FRIDAY.

### RACE WEEKEND CONTACTS

Jacquie Groom  
Media Delegate  
email : [jacquie@sro.co.uk](mailto:jacquie@sro.co.uk)  
tel : +41 79 206 4661

GT3 Press Officer: Frédéric Espinos  
email : [frederic@sro.fr](mailto:frederic@sro.fr)

BF3 Press Officer : Jeff Carter  
email : [jeff@motion-works.co.uk](mailto:jeff@motion-works.co.uk)

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and [britishf3international.com](http://britishf3international.com)

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