



# GT NEWS

NEWSLETTER nr 14 - 3rd SEPTEMBER 2007

## DRIVING INTO THE SUNSET...

From the longest race, on the longest track visited in 2007, to the shortest circuit on the calendar ... and a two-hour race which is likely to be extremely close and action-packed. Moreover, the race will be held in the evening, starting at 19:45 and finishing shortly before 22:00. The last time the FIA GT Championship held a race on the Saturday night was at Silverstone in 2002 - on that occasion, Fabio Babini and Marc Duez were victorious, in their Paul Belmondo Racing Chrysler Viper GTS-R.

After Spa, the title battles have closed up in both GT1 and GT2 categories. With four races remaining, anything is possible, and there will certainly be a fine battle in Adria when the teams, hopefully relaxed and ready for action after the long summer break, meet up once again. Lamborghini, Maserati, Aston Martin and Corvette have all been victorious in GT1, while Porsche and Ferrari are now on almost equal footings in GT2, meaning the season effectively starts over again...

Although Vitaphone Racing Team and AF Corse Motorola are leading the GT1 and GT2 categories respectively, they now face renewed competition from their rivals. But both teams should have good memories of the track, where they effectively sealed their 2006 titles. Adria will also see the Citation Cup back in action, when Tom Cloet in the SRT Corvette is determined to regain the upper hand over JMB Racing's Maserati of Macari and Aucott, who took the Cup lead in Oschersleben after Cloet had to miss the event. The Adria event will be run on Friday and Saturday. Support events include the Gloria Euro Tour, for the Gloria B5 and B4 single seaters, the Superstars Italian Championship, which includes drivers such as Kristian Ghedina, who was the guest of honour for the Monza launch, the KIA Rio Sport Cup, the Italian Touring Car Competition (ITCC) and the Clio RS Challenge.

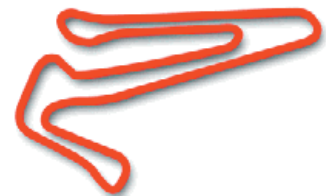


**Adria Raceway**  
**September 7th - 8th 2007**

Web site : [www.adriaraceway.com](http://www.adriaraceway.com)  
email : [info@adriaraceway.com](mailto:info@adriaraceway.com)  
Circuit length : 2702 m  
Media Contact : *Nicola Chiarini*  
email : [ufficiostampa@adriaraceway.com](mailto:ufficiostampa@adriaraceway.com)

### FIA GT statistics

2006 : pole position: 1:11.304 (Zakspeed Saleen - Jarek Janis)  
GT2 : 1:14.622 (Scuderia Ecosse Ferrari 430 GT2 - Andrew Kirkaldy) :



### WHAT THE DRIVERS THINK

*"Adria is our second home race and the good news is that we will be racing in the night..."*

*Andrea Bertolini and Andrea Piccini, Scuderia Playteam Sarafree Maserati MC 12*

*"The circuit is relatively small compared to the other tracks visited, but unlike some drivers I really like it, as what some may see as faults, I see as qualities. It is a good circuit for spectators, and also the team can follow the car visually for almost a full lap. There are always great battles, with the cars extremely close together. However, you have to be very precise in qualifying. Last but not least, the covered paddock is really innovative ."*

*Christophe Bouchut, All-Inkl.com 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 SPA

### GT1 Drivers Classification

Biagi	45
Hezemans/Deletraz	36
Bertolini/Piccini	34
Bartels	29
Montanari/Ramos	29
Kumpen/Longin	28.5
Wendlinger/Sharp	25

### GT1 Teams Classification

Vitaphone Racing	74
Scuderia Playteam Sarafree	40
Carsport Holland	36
Pekaracing	28.5
Jetalliance	27
All-Inkl.com Racing	22
Aston Martin Racing BMS	22

### GT2 Drivers Classification

Müller/Vilander	43
Collard/Malucelli	41
Bruni/Ortelli	36
Ruberti/Pasini	27.5
Lieb	26
Zani/Busnelli	24.5
Mullen	23
Cressoni	22.5
Edwards/Machitski	20.5

### GT2 Teams Championship

AF Corse Motorola	79
BMS Scuderia Italia	41
Racing Team Edil Cris	40.5
Scuderia Ecosse	36.5
Ebimotors	24.5
Tech9 Motorsport	20.5

### GT1 Manufacturers Cup

Maserati	118.5
Corvette	81.5
Aston Martin	50
Lamborghini	22

### GT2 Manufacturers Cup

Ferrari	151.5
Porsche	109.5

### Citation Cup Classification

Macari/Aucott	34
Cloet	30
Kutemann	25
Waaijenbergh	17
Vannelet	16
Kuismanen / Casadei	10

The Total 24 Hours of Spa, with double points on offer for the challenging endurance race, frequently defines the FIA GT Champions. This year, however, the close and thrilling race had an unusual effect on the points : with neither of the Championship leaders winning at Spa, the classification is closer after Spa than it was before it.

### BIAGI LEADS GT1 ... BUT DELETRAZ AND HEZEMANS CLOSE BEHIND



GT1 has seen five different winners out of six races, with four different cars taking an overall win : the nr 7 All-Inkl.com Lamborghini Murciélago in China, the nr 1 Vitaphone Maserati MC 12 in Silverstone and Oschersleben, the nr 11 Scuderia Playteam Maserati MC 12 in Bucharest, the nr 33 Jetalliance Aston Martin DBR9 in Monza and, most recently, the nr 5

Carsport Holland Corvette C6R in Spa.

The only driver to win twice so far this season, 2003 Champion and Vitaphone Maserati driver Thomas Biagi, is currently leading the GT1 Drivers Classification, nine points ahead of Carsport Holland's Mike Hezemans and Jean-Denis Deletraz. The Spa winners are two points ahead of Scuderia Playteam Sarafree drivers Andrea Bertolini and Andrea Piccini. Miguel Ramos and Christian Montanari are in joint fourth place, after an incredibly consistent season in which they have scored points at each race. They are on equal points with their team leader, Michael Bartels, who missed two races after undergoing surgery. Just half a point behind are the PK Carsport Corvette C5 drivers Kumpen and Longin, who finished third at Spa. Jetalliance's Wendlinger and Sharp are the leading Aston Martin DBR9 drivers, having taken full points after six hours at Spa, while leading Lamborghini drivers Bouchut and Mücke have slipped back down the table, after going out early in the 24-hour race.

Vitaphone Racing Team, the only team to place both of its cars in the points at Spa, has a healthy lead in the Teams classification, 34 points ahead of Scuderia Playteam Sarafree, with Team Carsport Holland, despite only having entered one car, just four points behind in third. However, with 72 points still available for two-car teams in this year's classification, nothing is over yet.

So what about Adria ? Last year's race saw a Maserati one-two for Vitaphone, but the race also saw strong performances from the Lamborghini Murciélago, which has shone this year, and from the Aston Martin DBR9 cars. The Italian teams will obviously be keen to win on home ground, with Scuderia Playteam Sarafree looking for a second win after their Bucharest triumph, while Aston Martin Racing BMS is still in search of a first victory with the DBR9 - why not in Adria ?

### GT2 and G2: ONLY TWO POINTS SEPARATE THE LEADERS

In GT2, AF Corse Motorola won the first five races of the year with its two Ferrari 430 GT2 cars. Dirk Müller and Toni Vilander won the first three races, while their team-mates Gianmaria Bruni and Stéphane Ortelli won in Monza and Oschersleben. However, the team failed to finish in Spa, and now leading Porsche drivers and Spa winners Emmanuel Collard and Matteo Malucelli, driving the nr 97 BMS Scuderia Italia Porsche 997 GT3 RSR, are only two points behind Müller and Vilander. Adria will be vital...

However, it should be pointed out that after two hours in Spa, the AF Corse Motorola cars were in first and second places, and the team is determined to keep their advantage.

Italian teams dominate the GT2 Teams classification, where AF Corse Motorola has a good lead ahead of BMS Scuderia Italia and Racing Team Edil Cris, currently separated by just half a point.



For this round, there have been a number of driver changes. Experienced driver Maurizio Mediani will be alongside Matteo Cressoni in the nr 53 Edil Cris Ferrari. It should be remembered that Edil Cris made its FIA GT debut in Adria last year, where it crossed the line in third position, inheriting second.

Scuderia Ecosse, victorious in Adria last year with Tim Mullen and Marino Franchitti, has some changes for this race. Mullen will be accompanied by British driver Darren Turner - last seen in the factory Aston Martin in 2005 - while Chris Niarchos will share the nr 63 Ferrari 430 GT2 with Tim Sugden. The Ebimotors Porsche will be in the hands of team regular Marcello Zani, and Frenchman Xavier Pompidou, who raced for the team at Spa

The Belgian Racing Vertigo will be the only car competing in the G2 category. The car, which underwent a total redesign for Spa, started off strongly in the 24-hour race but unfortunately ended its race prematurely after a crash. The Vertigo had its best-ever FIA GT result in Adria last year, and a repeat performance would be excellent for the popular team and car.



So who is going to win in Adria ? GT2 saw an all-Ferrari podium in Adria last year, and it is definite that the Ferrari contingent will be keen to make up for the Porsche whitewash in Spa. The category is totally open, and anything could happen on the short, twisting circuit in the night.

### CITATION CUP : A FIERCE BATTLE AHEAD

The Citation Cup, a new concept for 2007, gives gentlemen drivers in the GT1 category their own classification. Belgian driver Tom Cloet, in the SRT Corvette C5, won the first three rounds, with a different team-mate at every race : Pertti Kuismanen at Silverstone, Gilles Vannelet in Bucharest and Mauro Casadei in Monza. However, with Cloet unable to race in Oschersleben round, JMB Racing's British duo of Joe Macari and Ben Aucott, who had finished second to Cloet in the first three rounds, took both the win and the Cup lead. Cloet, however, is determined to regain the advantage, and has stated that he will be able to take part in the last four rounds. For Adria, he will be partnered by Italian driver Davide Amaduzzi, who last competed in the Championship in 2005, with the Czech National Team Porsche. However, Macari and Aucott, who claimed a fine points finish at Spa in their Maserati MC 12, will be equally keen to retain the lead.



### A NIGHT RACE

The sun should be setting as the cars set off for the seventh round of the 2007 FIA GT Championship, and the race is likely to finish in full darkness, although the short circuit will be fully floodlit. Night races always have a special atmosphere, and this should be no exception !

### IMPORTANT NOTES

- The anti-doping tests carried out by the Belgian government after the Total 24 Hours of Spa have all proved negative.
- The final round of the 2007 FIA GT3 European Championship, which will take place at the Dubai Autodrome, will now take place from the 15th to 17th November 2007.



### PROVISIONAL HANDICAP WEIGHTS R7

nr 1 Maserati	+ 70 kg
nr 5 Corvette	+ 70 kg
nr 11 Maserati	+ 25 kg
nr 15 Maserati	+ 40 kg
nr 18 Corvette	+ 40 kg
nr 36 Aston Martin	+ 40 kg
nr 50 Ferrari	+ 20 kg
nr 51 Ferrari	+ 45 kg
nr 53 Ferrari	+ 20 kg
nr 97 Porsche	+ 50 kg

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

All newcomers, or cars which have missed a race 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.



Dodge has been the Official Car Supplier for the FIA GT and GT3 European Championships since 2006, supplying six vehicles for each event, including a Dodge Viper leading car, a Dodge Charger Safety car, a Dodge Caliber Course Car, a Dodge Charger Medical Car and two Dodge Nitro as VIP and Media Shuttles.

GT News spoke to Jason Machasic, International Marketing Manager for Dodge during the Total 24 Hours of Spa :

*“What is the reason behind Dodge’s implications in the FIA GT and GT3 European Championships ?”*

“With our launch into the European market we want to get the Dodge name known, and to let the public know what Dodge stands for : bold, powerful and capable vehicles. Having the Viper as a leading car around the circuit is wonderful : it shows that our vehicles are indeed powerful and capable. The various markets get involved with displays and similar things at each of the events, which is great, as it gives our individual countries a chance to display the vehicles they offer, and to talk to people about the product. With Dodge being so new to Europe, being involved in the series is a great opportunity for us, to expand, to let people know that we have other vehicles apart from our Chrysler and Jeep brands. It’s good to show that we are expanding outside North America.”

*How does the international calendar of the Championship suit Dodge ?*

“The markets that the FIA GT calendar hits on is just great for us; for instance, we have Italy and Czech Republic rounds coming up, and these are some growing markets for us. In Belgium, to have a presence at such a large event as the Total 24 Hours of Spa is great - you have so many attendees at the event, so it is a great opportunity to talk to so many different people, to show the cars and the logo.”

*The Dodge cars really stand out - they are very large and powerful...just like cars running in the FIA GT Championship.* The overall styling of the Dodge vehicles is in-your-face bold design. The people who are looking to buy a Dodge are looking to emphasise their individuality, to show that they are different from most people. They want something powerful and stylish to show their difference from the rest of the car-buying market. Our styling with our signature cross-hair grille, chiseled lines, and bold wheel flares provides that uniqueness.

We are selling the Viper in many markets. It is also a good opportunity for us to be here, where teams are independently running the Viper, to let the public know that these are Vipers, that they are Dodge vehicles. Again, having a Dodge Viper as the lead car is very good for us. To see it lead the pack, in front of the whole grid of cars, is a very great thing to show the powerfulness of the car and the brand.

This is our second year involved with SRO, the promoter of the FIA GT Championship. It is very important to us to have the link between our core values, and the power that exudes here in the racing today.



## TEAM NEWS

### BIAGI LEADS HEADING FOR ADRIA



Vitaphone Racing Team's Thomas Biagi is currently leading the GT1 Drivers classification by nine points. He was victorious in Adria last year, so is in a good position to strengthen his place at the top: "Adria is a circuit I like and that I know well," he said. "I have done many 24-hour races at the track, for charity, in Mitsubishi road cars. They organise these races before Christmas each year. We won in

Adria in 2006, but it will be difficult this year as we have 70 kg penalty weight, which is a lot for a short circuit. The car also has smaller restrictors this year, and I think it gives us poor torque in low revs. It will not be easy, but I will do my maximum. I was surprised at how close the race was last year, with so much overtaking. There are two straights and some hard braking points, so you can manage to overtake. The track is also very good for the spectators, as they can see nearly the whole track. In general, it's important to have very good traction and mechanical grip. Last year, we didn't use sixth gear at all... Concerning the title fight, I have a nine-point lead but I prefer not to think about it yet. I need to keep my feet firmly on the ground, and take things race by race, trying to do my utmost. It's a very big challenge and there is still a long way to go and very hard competition."

### DELETRAZ AIMS TO CLOSE THE GAP...



Jean-Denis Deletraz and Mike Hezemans claimed a fantastic win in the Total 24 Hours of Spa, in the Carsport Holland Corvette C6 they shared with Marcel Fässler and Fabrizio Gollin. Scoring maximum points, they have now placed themselves as the main rivals to Vitaphone's Thomas Biagi in the GT1 Drivers Classification.

"Adria is a small circuit, where traffic can be a real problem," Jean-Denis Deletraz explained. "Therefore, strategy is all-important. You need a car with good engine function, which should favour the Maserati cars, with their rear engine. But apart from that, I think the favourites for the race will be Jetalliance. The Aston is extremely competitive, powerful and has all the 2007 evolutions - and it has no handicap weight. It'll be hard to beat... One unknown factor is the night... the track doubles back on itself, and the cars cross non-stop, which means that you could be facing the headlights of cars on the next loop. That could be really difficult. Our main objective will be to finish ahead of the nr 1 Vitaphone Maserati and to narrow the gap - we will both have plenty of handicap weight..."

### PICCINI : PERFECT FOR A NIGHT RACE

Andrea Piccini and Andrea Bertolini will be back behind the wheel of the nr 11 Scuderia Playteam Sarafree Maserati MC 12 for the seventh round, on home ground, and lying third in the Drivers classification. "Adria is very spectacular for the public because they can see most of the circuit and there is plenty of overtaking!" Andrea Piccini commented. "It is also a perfect circuit for a spectacular night race because has great artificial lighting and I think will be a unique event!..."

So how does he rate his hopes of a home win? "The strong points of our car on this circuit will be brakes and traction, but we have no chance in acceleration with the huge restrictors of the Aston...I know because I drove it last year!"



### BUSY WEEKEND FOR KUMPEN AND LONGIN



Anthony Kumpen and Bert Longin are facing a very busy weekend. After finishing third in the Total 24 Hours of Spa with their team-mates Kurt Mollekens and Fred Bouvy, they will be taking part in the 24 Hours of Zolder ... as well as racing in Adria. "We are very motivated for Adria," Kumpen commented. "It's a slow and technical track which should suit our car. There are no very fast and challenging corners, but personally I do like it, even if it's a very small track. It will be a very hectic weekend for us as we are also taking part in the Zolder 24 hours with our Corvette GT3. We are leading the Belcar championship so we will have to do well in Zolder. Currently I jointly hold the overall victory record with one other driver, we both won the race 4 times. I hope I will put a 5th on my list this year. We'll fly up and down a few times so we can do both qualifying, practices and races. I think we can do well in both races, the objective is to have two podium finishes in the same weekend."

### IMPORTANT !

A Manufacturers' meeting took place at the FIA in Paris on August 23rd, where the possible evolution of the FIA GT categories was discussed. In order to avoid any misunderstandings, Stephane Ratel would like to present the project that was discussed in Paris to the FIA GT teams and members of the press. After the presentation, he will be happy to answer any questions you may have.

This meeting will be held in Adria on Friday September 7th, at 19.30, in the briefing room on the first floor.

## TEAM NEWS

### AF CORSE MOTOROLA FIGHTS ON



Despite failing to finish in Spa, AF Corse Motorola is still leading both the Teams and Drivers classifications heading for Adria, their second national race. "After Spa, we are confident to return to our standard," Team Manager Antonio Cazzago explained. "All the team, drivers and Michelin are concentrating hard to try to win the Championship in these last 4 races, even if we know very well that Porsche is very fast and it will

be very difficult and a tight fight." Dirk Müller is leading the Drivers classification with his team-mate Toni Vilander in the nr 50 Ferrari 430 GT2. "I've been to Adria for some tests in the past," the German driver explained. "But I've never raced there. I'm very much looking forward to this special event, because I like the idea of driving into the night."

### TURNER AND SUGDEN JOIN SCUDERIA ECOSSE

Jarek Janis should have been racing alongside Tim Mullen in Adria, but the young Czech driver unfortunately hurt his back during the recent 1000 km of Spa, and has therefore been forced to miss the event. He will be replaced by Darren Turner. The British driver competed for Team Maranello Concessionaires in 2003, claiming two pole positions with a Ferrari 360 Modena. More recently, he drove the factory Aston Martin DBR9 at Silverstone and Spa in 2005, finishing second in the Tourist Trophy. As for the nr 63 Ferrari 430 GT2, Chris Niarchos will be racing alongside Tim Sugden, as Andrew Kirkaldy has commitments with his Formula Renault team.



### DRIVER CHANGE AT RACING TEAM EDIL CRIS



Racing Team Edil Cris made its FIA GT debut at Adria last year, where the team's Ferrari 430 GT2 claimed second place. The team has had an impressive season in 2007, and is currently third in the Teams classification, just half a point behind BMS Scuderia Italia. The team has announced that Italian driver Maurizio Mediani will be joining the team for the

Adria race, sharing the nr 53 Ferrari 430 GT2 with Matteo Cressoni.

Mediani had a long career in single-seaters, especially in Formula Three, and was the Russian F3 Champion in 2001. He moved into GT racing in 2003 / 2004, and has raced successfully in Italy and the United States of America, as well as in the Open GT series. The nr 52 car will be in the hands of Paolo Ruberti and Damien Pasini. The team thanked Michele Rugolo for his professionalism and for the work done, with sincere wishes for his future career. Rugolo's best result was third at Silverstone, with Cressoni.

### HOME RACE FOR BMS SCUDERIA ITALIA

After their sublime victory in the Total 24 Hours of Spa, when the nr 97 BMS Scuderia Italia Porsche 997 GT3 RSR led home a Porsche trio, team regulars Emmanuel Collard and Matteo Malucelli are now just two points behind category leaders Müller and Vilander. For Adria, however, the car will be carrying 50 kg penalty weight - plus an additional 28kg from the Bureau for the drivers. But with BMS Scuderia Italia being one of four Italian teams in GT2, there is sure to be a strong fight to claim the honours of winning on home ground! The team will also be present with its two Aston Martin DBR9 cars in the GT1 category. Davies and Babini will share the nr 23 car, with Monfardini's team-mate in the nr 22 still to be confirmed.

### POMPIDOU & ZANI FOR EBIMOTORS



After a good performance at Spa in the nr 74 Ebimotors Porsche 997 GT3 RSR, Frenchman Xavier Pompidou will be back alongside Italian driver Marcello Zani for the Adria round of the FIA GT Championship. Pompidou took part in a number of races in the early days of the Championship, between 1999 and 2001, including a podium in 1999 with a Chamberlain Engineering Chrysler Viper GTS-R



### TECH9 AIMS FOR MORE PODIUMS

Tech9 Motorsport finished third in GT2 at Spa - the team's first podium since moving up to the GT2 category.

"Spa was great, we got on the podium finally and what a race to do it at!" Sean Edwards commented. "The team and drivers all worked seamlessly and we had no major problems in the race at all. Adria is looking good, Leo improved a lot at Spa and we should definitely be a lot more competitive over the race distance now. I liked driving at night in Spa, except for the GT1 head lights, so Adria should be good as well, I am really looking forward to it after such a long break. We are aiming to be on the podium again in Adria, hopefully two steps up this time!"



### WELCOME SOPHIE !

There have been some changes in the SRO organisation from Adria onwards. Within the context of the continuous growth of the SRO-operated GT platform, it has been decided to re-structure the team so that all championships are organised in the same way and offer their competitors the best possible service.

From August 20th, the day-to-day running of the FIA GT Championship has been managed exclusively from Paris. Thus, Paolo Callea will concentrate on the team coordination and relations for the Avon Tyres British GT Championship, while Sophie Peyrat has been appointed as the new FIA GT Teams Coordinator.

She will work in close collaboration with Cyrille Taesch Wahlen, who has joined SRO on a freelance basis and who represents SRO at the FIA GT sporting and technical working groups and commissions and oversees commercial aspects and relations with team managers.

Sophie will be based in the Paris office. You can contact her at [sophie@sro.fr](mailto:sophie@sro.fr) or on +33 1 56 64 04 44 We would like to take this opportunity to thank Paolo for the work he has done on the FIA GT Championship and to wish Sophie, who you will all meet in Adria, all the best.



### SUCCESSFUL DEBUT FOR THE BRAZILIAN GT3 CHAMPIONSHIP



Continuing its worldwide expansion, GT3 made an extremely successful South American debut on August 11th and 12th at Taramã, with the first two races in the Brazil GT3 Championship. In the fine winter sunshine, the numerous spectators were treated to two excellent races, proving once again the global potential of this category. Paulo Bonifácio and Alceu Feldmann went down in history as the first-ever race winners, winning round 1 of the 10-race series in their Lamborghini Gallardo. The second one-hour race, on the Sunday, was won by the Dodge Viper Competition Coupé of Andreas Mattheis and Xandy Negrão. The series is promoted by SRO Latin America, and is the fifth national series for GT3 cars organised by the SRO Motorsports Group, after

France, Britain, Belgium and Germany, following on from the success of the FIA GT3 European Championship.

The series continues with rounds in Curitiba on September 1st and 2nd, Rio de Janeiro on Sept. 29th and 30th, and two rounds in Sao Paulo. The first will take place on November 11th and 12th along with the Mil Milhas, and the season finale will be held at Interlagos on December 1st and 2nd.

### STEPHANE RATEL VISITS POTRERO DE LOS FUNES

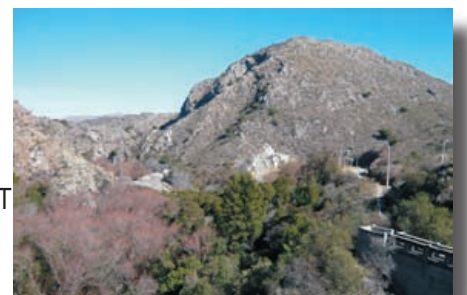
The 2008 FIA GT Championship is likely to include San Luis in the Republic of Argentina, further to a recent visit to the province by SRO Motorsports Group chairman Stephane Ratel last week.

The future Potrero de los Funes circuit, in an amazing setting circumnavigating a lake, will be 6.2 km long. "My first impressions on seeing the location is that it is a unique location which, once the impressive development planned will be completed, would result in one of the most impressive circuits in the world" Ratel commented.

A press conference was held at the Hotel del Potrero de los Funes, including Mr Angel Ruiz, representing the Governor, the president of the AAV, Mr Juan María Traverso, Mr Carlos Bassis of the Provincial Roads Authority and the representative of the Argentine Automobile Federation, Mr Carlos García Raimoldi.

Construction will start on the new semi-permanent circuit at the end of the month, and will take approximately nine months. Work will concentrate on the corners and on the barriers. As well as international competition, the new circuit should host rounds of the national TC 2000 and Super TC championships.

Subject to contractual details, the principle of an agreement to hold a round of the FIA GT Championship in the province of San Luis has been finalised. Should the site of Potrero de los Funes not be ready or homologated on time, another circuit, recently built next to San Luis, is available and should be FIA homologated in the next few months.



## TV DISTRIBUTION FOR ROUND 7 - ADRIA

FIA GT LIVE			
CHANNEL	COUNTRY	QUAL	RACE
7TV	Russia	-	Live
ART	Middle East and North Africa	-	Live
CT4	Czech Republic	Live	Live
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 TV	Portugal	Live	Live

FIA GT 52' HIGHLIGHTS		
CHANNEL	COUNTRY	52' HIGHLIGHTS
ESPN STAR	Asia	To be confirmed
Al Jazeera	Middle East and North Africa	No scheduling available
FOX Sports	Australia	05/10/07 1930
NTV Plus	Russia, CIS, Baltics	12/09/07 2100 + 4 repeats
Nuvolari	Italy, Switzerland, San Marino, Vatican	15/09/07 1800
Sky Sports UK	United Kingdon, Eire	12/09/07 2300 + 3 repeats
Speed Broadband	USA	On Demand
Speed SA	South America	4 weeks after the race
Sport +	France and French speaking territories	12/09/07 2300 + 3 repeats
Zee Sports	India, Pakistan, Bangladesh	22/09/07 2100 + 2 repeats

FIA GT 26' HIGHLIGHTS		
CHANNEL	COUNTRY	26' HIGHLIGHT
Channel 4	United Kingdom, Eire	13/09/07 0300
RTL Club	Belgium	15/09/07 2230

FIA GT MAGAZINES			
PROGRAMME NAME	DISTRIBUTION (m Homes)	PROGRAMME LENGTH	FIA GT FOOT-AGE
Maxpower	170	52'	5'
Motorsport Mundial	73	26'	5'
Planet speed	217	26'	5'

## ADRIA 2006



### QUALIFYING

#### GT1

1. Janis - Zakspeed Saleen 1:11.304
2. Piccini - Phoenix Aston DBR9 1:11.392
3. Bertolini - Vitaphone Maserati 1:11.437
4. Bouchut - AllInkl Lamborghini 1:11.529

#### GT2

1. Kirkaldy - Ecosse Ferrari 430 1:14.622
2. Melo - AF Corse Ferrari 430 1:14.999
3. Ruberti - EdilCris Ferrari 430 1: 15.013
4. Sugden - JMB Ferrari 430 1:15.069

### RACE RESULTS

- 1: Davies / Biagi - Vitaphone Racing Team Maserati MC12
- 2: Bartels/Bertolini - Vitaphone Racing Maserati MC 12
- 3: Hezemans/Kumpen/Longin GLPK Carsport Corvette C6
- 4: Babini / Pescatori - Aston Martin Racing BMS DBR9
- 5: Gollin /Ramos - Aston Martin Racing BMS DBR9
- 6: Janis/Bert/Montermini - Zakspeed Racing Saleen S7

#### GT2 / G2

- 1: GT2 : Mullen / Franchitti -Scuderia Ecosse Ferrari 430 GT2
- 2: GT2 : Ruberti / Giammaria - Edil Cris Ferrari 430 GT2
- 3: GT2 : Sugden / Alexander - JMB Gruppem Ferrari 430 GT2
- 4: GT2 : Moccia / Busnelli - Ebimotors Porsche 996 GT3 RSR
- 5: G2 : Leinders / Kuppens - Belgian Racing Gillet Vertigo
- 6: GT2 : Bobbi / Melo - AF Corse Ferrari 430 GT2





## SUPPORT RACES IN ADRIA

### KIA RIO CHALLENGE CUP



Adria International Raceway decided to start the Kia Sport Cup to reduce costs to a minimum and enable enthusiasts to approach motor-sports more easily. It is a championship that represents an authentic revolution in the national motor-sports panorama; it is made possible by the cooperation between the Adria autodrome and the Korean manufacturer with the

support of Telethon and SportAutoMoto. Anyone can take part in the whole endurance championship with a budget of just 12.000 euro which includes full technical assistance, fuel and tyres for tests and races, and technical fireproof clothing. Currently 20 Kia Rio Turbodiesel are taking part, prepared by the technical staff of Adria International Raceway and driven in the race by the same number of teams (3 drivers per car). The engine, a four-cylinder of 1.500 cm<sup>3</sup>, has been developed to 140 horsepower - 40 more than the 110 original ones. The Rio car, duly lightened, has a sport set up, suitably studied by our test drivers. Of course, the car is equipped with all the safety measures required by a racing car: rollbar, racing seats with six points belts, fire extinguishers, apparel to detach the battery. Each team is made by three members taking 25 minutes shifts each, during the 90-minute endurance including pit stops and driver change-overs.

### ITALIAN TOURING CAR CHAMPIONSHIP

The fifth round of the 2007 Italian Touring Cars Competition (ITCC) will take place at the Adria International Raceway on the first weekend of September. The series, reserved for Super 2.0 and Super Produzione cars, is returning to Italy after the race at the Oporto circuit in Portugal, alongside the FIA World Touring Cars Championship (WTCC) for the whole national sporting movement. The increasing appeal of the ITCC can be seen by the constant growth in entries, and Adria looks to be a very important round.



Leading the competition before the summer break was Cremonesi (BMW 320i Arsenio Corse), who made the most of the double-header round in Portugal to take the lead, eight points ahead of Pasquinelli (BMW 320i Zerocinque Motorsport) and Peroni (Alfa Romeo 156 Sportauto).

### CLIO RS CUP



The RS Cup is a new series for 2007, reserved for Renault Clio Cup cars. The technical rules use from the 2006 Renault-run Championship in order to limit costs and to provide spectacular races, such as the three run to date. In each race, the winner was only determined in the last few metres, with Lenzotti (Rangoni) winning twice, while Sciegli (Proteam) claimed the starring role in

Adria at the end of May. In the classifications, these two drivers are separated by two points, with the leader being the Team Rangoni driver. In the Under 25 rankings, Biffis is in the lead, only one point ahead of Rizzoli, who has paid the price for an unlucky third round in Misano, after taking two wins at the start of the season. Chasing him are Bergonzini, Gnerro and all the others. Adria is the mid- point of the season, before the three final rounds, including the double-header in Vallelunga at the end of October.

### SUPERSTARS



With the Adria round, Superstars will enter its final rush, with only three races for the teams and drivers to conquer the title. The cars will be heading for Adria after the Nürburgring round, the organisers having chosen to give an international flavour to the competition by alternating races linked to Italian championships, with those linked to major series such as the FIA GT Championship or the Le Mans Series. The races are always animated, with plenty of overtaking and hard braking being the Superstars' "menu" for every racing weekend.

The struggle for success is between top-class cars like Jaguar S-Type R, BMW 550i and M5, Audi RS4, Cadillac CTS-V and prestigious drivers as Gianni Morbidelli, Max Pigoli, Alessandro Balzan and former international ski champion Kristian Ghedina, while less famous drivers also demonstrate their abilities in the fight for victory.

### GLORIA EURO CUP



The 2007 season of the Gloria Euro Tour will visit Italy and Germany, to allow the drivers in national series using Gloria B5 and B4 cars to confront each other. The season includes races in Misano, Lausitzring, Nurburgring, Adria and Oschersleben. Although there is no overall classification, the series has prize-money for the B5 drivers, while the best B4 driver will take part in a race of the Italian Prototype Series (IPS).



## PRACTICAL INFORMATION

### MEDIA ACCREDITATION

For last-minute International Accreditation, please contact Jacquie Groom on [jacquie@sro.co.uk](mailto:jacquie@sro.co.uk).

### MEDIA ACCREDITATION CENTRE

Located just outside the main entrance to the Adria International Raceway.

The opening hours are :

Friday 7th September :	08:00 - 18:00
Saturday 8th September :	08.00 - 18.00

### TELECOMMUNICATIONS

The media centre will have wired and wireless internet connections, available free of charge to members of the press

**TIMETABLE** - Please note that this a TWO-DAY EVENT for all series.

### FRIDAY SEPTEMBER 7th

08.00	Driver's Briefing
09.20 - 10.40	Free Practice 1
13.10 - 14.30	Free Practice 2
17.45 - 18.20	Qualifying
18.30	Press Conference

### SATURDAY SEPTEMBER 8th

13.40 - 14.10	Warm-up
19.45 - 21.45	Race
22.10	Press Conference



### RACE WEEKEND CONTACTS

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

Reports, Results, Live Timing and Photo Gallery available on [www.fia.gt.com](http://www.fia.gt.com),  
Photos copyright DPPI / FIA GT