



GT NEWS

NEWSLETTER nr 17 - 12th OCTOBER 2007

BATTLE COMMENCES : SEASON FINALE IN ZOLDER

The 2007 season might be nearly over ... but with just one race to go, there are more questions than ever in the FIA GT Championship. The last race in Nogaro set up a fascinating season finale. Carsport Holland claimed its second win of the season, while second and third for Vitaphone's Maserati MC12s gave the German team a third consecutive GT1 Teams title. As for GT2, a rare non-finish from the nr 50 AF Corse Motorola Ferrari gave the win to the team's second car of Bruni and Ortelli, and closed up the points. Both the GT1 and GT2 titles are wide open : nine drivers from four teams are still in with a chance of claiming the GT1 Drivers title, while six drivers, from two teams, are separated by just four points in the fight for the GT2 crown. Thomas Biagi leads the GT1 fight, with a five-point lead over his nearest rivals, meaning he just needs to finish on the podium to secure the title. But the drivers of three other cars – the nr 5 Carsport Corvette C6R, the nr 2 Vitaphone Maserati MC 12 and the nr 11 Scuderia Playteam Sarafree Maserati MC 12 – will be ready and waiting should there be any slip by the nr 1 Vitaphone Maserati. In GT2, Dirk Müller and Toni Vilander have a slender one-point lead over their AF Corse Motorola team-mates Stephane Ortelli and Gianmaria Bruni, with BMS Scuderia Italia drivers Emmanuel Collard and Matteo Malucelli a further three points behind. With handicap weights playing a vital role, the possibility of wet weather, and everyone eager to finish the season on a high note, anything could happen!

For this final race of the season, the FIA GT Championship is returning to the Belgian circuit of Zolder. The circuit, near the town of Hasselt, hosted three previous rounds of the Championship, from 1999 to 2001, all of which proved to be thrilling races. As well as the FIA GT Championship, the event will include the final rounds for 2007 of the Mediagroep Van Dyck Belcar, and the Belgian Touring Car series, BTCS. It should make for a thrilling weekend !



ZOLDER

October 20th - 21st 2007

Web site : www.circuit-zolder.be

email : info@circuit-zolder.be

Circuit length : 4 km

Media Contact : Walter Goossens :

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FIA GT statistics :

Races in 1999 - 2001

Pole position in 2001 : Emanuele

Naspetti Ferrari 550 Maranello - 1:30.994
(circuit 3.977 km)



WHAT THE DRIVERS THINK

"I raced in Zolder last year, in the World Series by Renault. It's a particular circuit, with some slower corners, it's not simple. We'll have to see..."

Christian Montanari - nr 2 Vitaphone Maserati MC 12

"This circuit is quite slippery, as it was built on sand dunes. The track is well balanced, and nice to drive. I remember the battle between myself and Jamie Campbell-Walter for the win in 2001, when there were only a few tenths of a second between us. The circuit often sees some great fights."

Christophe Bouchut – nr 7 All-Inkl.com Lamborghini Murciélago



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



CLASSIFICATION AFTER BRNO**GT1 Drivers Classification**

Biagi	55
Hezemans/Deletraz	50
Bertolini/Piccini	50
Montanari/Ramos	50
Wendlinger/Sharp	47
Bartels	39
Kumpen/Longin	35.5
Davies/Babini	30

GT1 Teams Classification

Vitaphone Racing	105
Scuderia Playteam Sarafree	62
Jetalliance	50
Carsport Holland	50
Peka Racing	35.5
Aston Martin Racing BMS	35
All-Inkl.com	25

GT2 Drivers Classification

Müller/Vilander	63
Bruni / Ortelli	62
Collard/Malucelli	59
Zani	35.5
Mullen	34
Ruberti	33.5
Pasini	29.5
Cressoni	28.5

GT2 Teams Championship

AF Corse Motorola	125
BMS Scuderia Italia	59
Scuderia Ecosse	55.5
Racing Team Edil Cris	52.5
Ebimotors	35.5
Tech9 Motorsport	24.5

GT1 Manufacturers Cup

Maserati	171.5
Corvette	102.5
Aston Martin	86
Lamborghini	29

GT2 Manufacturers Cup

Ferrari	228.5
Porsche	142.5

Citation Cup Classification

Aucott	64
Cloet	44
Kutemann	43
Macari	34
Gosse	20
Ferté	20
Waaijenberg	17

DOWN TO THE LINE...

It has been a long time since the FIA GT Championship saw the battle for both Drivers Championships go down to the final race. A very long time – in fact, the last time this situation occurred was in the first year, back in 1997. Since then, either one title or the other has been decided before the final round. In 2005, the GT1 battle went down to the line (and beyond it, in the Court of Appeal), but the GT2 crown had gone to Maassen and Luhr at the ninth round, in Zhuhai. Last year, both titles were effectively decided in Adria, with the only question left for Dubai being whether Melo would hold the title alone, or would share it with his team-mate from rounds one to nine, Matteo Bobbi.



But this year, both the GT1 and GT2 titles are still wide open. In GT1, a total of nine drivers could still claim the crown, representing four teams and three different cars. Vitaphone's Thomas Biagi, in the nr 1 Maserati, has a five-point lead over Carsport Holland's Corvette, driven by Hezemans and Deletraz, Scuderia Playteam Sarafree's Maserati of Piccini/Bertolini and the second Vitaphone crew of Montanari and Ramos. A further two points behind, Jetalliance's Aston Martin, driven by Wendlinger and Sharp, still have a mathematical chance of winning. Should Biagi finish on the podium in Zolder, he will claim the 2007 title, adding it to that he won in 2003. If he finishes fourth or below, the Championship is a lot more open ... As well as the points, penalty weights will play their part : both Vitaphone Maserati cars and the Carsport Holland Corvette gained weight after Nogaro, while Scuderia Playteam Sarafree and Jetalliance have lost some of their kilos. Add in the other unknowns, such as a track where the Maserati has never run, and the weather – which could turn chilly and damp in late October – and everything is in place for a thrilling –and potentially explosive – final race. With everything at stake, Carsport Holland, with Phoenix Racing, have responded by entering a second car, the Aston Martin DBR9 which finished as runner-up last year, for Spa winners Marcel Fässler and Fabrizio Gollin.

The battle is just as close in GT2. AF Corse Motorola, winners of the title in 2006, have dominated the season with their two Ferrari 430 GT2 cars, winning eight of the nine races held to date. The wins have been shared between their two crews, with five victories to Dirk Müller and Toni Vilander, and three to the duo of Gianmaria Bruni and Stéphane Ortelli. With one race to go, just one point separates them. However, they are not the only ones in the title fight. BMS Scuderia Italia won this category in the Total 24 Hours of Spa with the nr 97 Porsche 997 GT3 RSR, and drivers Emmanuel Collard and Matteo Malucelli are just four points behind the leaders. Once again, penalty weight will play a role. Bruni and Ortelli will have a massive 75 kg for Zolder, while Collard and Malucelli have 50 kg. Müller and Vilander – who have led the category since their victory in China – have lost 20 kg further to their retirement in Nogaro, and will only have 30 kg. All three cars will have an additional 28 kg due to having two professional drivers in the car.

The FIA GT Championship has not raced in Zolder since 2001, meaning that many teams and drivers have little recent experience. This might give an advantage to teams such as PK Carsport, with its drivers Anthony Kumpen and Bert Longin, who race there regularly in Belcar, or to drivers such as Montanari, whose recent single-seater experience has given him knowledge of the track.

And as well as those teams and drivers fighting for the ultimate glory of the title, there are plenty of others who would like to finish their season on a high note. The season started with a Lamborghini win, and both All-Inkl.com Racing and Reiter would dearly

ZOLDER

love to end the season in the same way. Aston Martin Racing BMS has claimed a number of podiums this year, but a first win with their DBR9 cars has still eluded them. PK Carsport, facing a busy weekend with their title defense in the Belcar series, would love a home victory with the Corvette C5R. And new team Gigawave Motorsport, entering an Aston Martin DBR9 for Philipp Peter and Luke Hines, will be keen to show what they can do in their first-ever race. In GT2, Scuderia Ecosse has claimed poles and podiums, but has failed to claim a win in this season dominated by AF Corse Motorola, while Ebimotors, a regular points-scorer and multiple fourth-place finisher, is keen to see a podium finish at last. Racing Team Edil Cris will miss this round, while Prospeed Competition, which raced in Monza and Spa, will be back in contention, with a high-profile line-up of Marc Lieb, victorious in Spa, and Marc Basseng..

Not forgetting G2, where Belgian Racing has been the most consistent competitor over the season, racing the Gillet Vertigo with local heroes Bas Leinders and Renaud Kuppens. Having gained speed and reliability over the last few races, they hope for a fine performance on home ground.

The Citation Cup, for gentlemen drivers in GT1 cars, has swelled the grid of the category this year, bringing back cars such as the Ferrari 550 Maranello and the Chrysler Viper to the Championship. JMB Racing's Ben Aucott secured the Cup in the previous round in Nogaro, but the fight will surely go on in Zolder, to bring this inaugural season to a fine close.

One thing is certain : by the end of the weekend, we should have a much clearer idea of who will be the 2007 FIA GT Champions !

What the drivers are saying :

Jean-Denis DELETRAZ - nr 5 Carsport Holland Corvette C5 : "We are confident and serene, as we know we have done our maximum. Our car is prepared superbly, and we have a second car to help us in the points and to help us in the tyre choice and to try to take points away from Biagi. And then both our Corvette and Mike know Zolder by heart, which is an advantage that the Aston and Maserati teams do not have. If it doesn't rain, our hopes are intact, and our motivation is immense."

Andrea PICCINI - nr 11 Scuderia Playteam Sarafree Maserati MC 12 : "It will be a nice battle for sure and I think we have good chance to win! We have no weight, we are extremely motivated, and the conditions could be changeable. If it rains a lot, if it's damp, if it's cold, our tyres are better, and those are all conditions we can easily find in Zolder. It will be difficult anyway to recover 5 points because it will be important not only to win, but to have other cars between us and Thomas - and there are too many with the same target...we will see! Concerning the circuit, I like it and I've done some good races there in '96, '97 and '98 when I was driving FormulaOpel Lotus - I don't think it's been changed much."

Bas LEINDERS - nr 101 Belgian Racing Gillet Vertigo : "I am very happy to have this race in Zolder. This is actually my real home track, my parents still live 30km from Zolder. It was here that I first drove with the Gillet Vertigo in the Belcar series in 2001 together with Eric Van de Poele. Belgian Racing have come a long way since then. The team and the car are improving constantly and we hope to make an extra step for the final race."

Tim SUGDEN - nr 63 Scuderia Ecosse Ferrari 430 GT2 : "I really can't wait for the Zolder race and I'm looking forward to driving with Andrew (Kirkaldy) again. The car seems to be going really well at the moment and I'm just back from winning my last two races in China so I'm feeling confident that we can get a good result."



PROVISIONAL HANDICAP WEIGHTS R10

nr 1 Maserati	+ 30 kg
nr 2 Maserati	+ 60 kg
nr 5 Corvette	+ 40 kg
nr 33 Aston Martin	+ 40 kg
nr 50 Ferrari	+ 35 kg*
nr 51 Ferrari	+ 75 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, plus any weight they might have from previous races in the Championship this season.

*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.

BIAGI LOOKS FORWARD TO ZOLDER

Thomas Biagi goes to Zolder with a five-point lead over his rivals, hoping to claim his second FIA GT title. "I have mixed and strong feelings about Zolder. It was there that Gilles Villeneuve died in 1982, the day after my birthday. He was my father's hero, and I was just starting to watch Formula One. So it was very emotional. In 2001, I set the lap record there, when I was fighting for the Euro 3000 title with Felipe Massa. It was a nice season, I was the only driver to beat him in qualifying. Concerning this year's title, whenever you fight for a Championship, you have strong feelings and some pressure. In 2003, it was very nice, because it was my first year in the FIA GT, and it was like a dream. This is the third time I have fought for the title until the end – I think it is very important for a driver to show this sort of consistency. I am very proud to be part of the Vitaphone Team. If they have kept me for three years there must be a reason. I think a lot of the whole team, especially Michael Bartels, who is like a big brother to me, and Rafael Calafell... I am proud of the results of the Team because when you win it is thanks to all the members, who all add something from their experience, their effort... stability is a key for the success. Finally I'd like to say that I hope the sport will be the winner in the last race, with a fair way..."

**SECOND CAR FOR CARSPORT HOLLAND**

Carsport Holland, whose drivers Mike Hezemans and Jean-Denis Deletraz are fighting for the GT1 Drivers Championship, has announced that the team, in partnership with Phoenix Racing, will enter a second car in Zolder, for Marcel Fässler and Fabrizio Gollin. The car will be the Aston Martin DBR9 which won the last round of the 2006 FIA GT Championship, then in the hands of Deletraz and Piccini.



"We would like to have the same chances as the other teams fighting for the Championship, which all run a two-car team," Dirk Theimann commented. Fässler and Gollin were part of the four-man team, with Hezemans and Deletraz, which won the Total 24 Hours of Spa earlier this year, in the Carsport Holland Corvette C6-R run with technical support from Phoenix Racing. Hezemans and Deletraz are in joint second place in the GT1 Drivers Championship, five points behind leader Thomas Biagi, and jointly with Scuderia Playteam Sarafree's Piccini and Bertolini and Vitaphone's Montanari and Ramos. However, they have two wins to their credit, compared to the other two cars.

BOUCHUT TO RACE WITH DUEZ IN ZOLDER

With Stefan Mücke unavailable to race in Zolder, Christophe Bouchut will have a new team-mate in the nr 7 All-Inkl.com Racing Lamborghini Murciélago. Belgian driver Marc Duez, a frequent competitor in the Championship from the start, will join Bouchut for the last round of 2007. "This will be my third race at Zolder this year, after the 24 Hours and the ADAC GT,"

Bouchut commented. "So I've definitely got my bearings. It would be nice to finish on a high note. Considering the problems with reliability we've had in recent races, I doubt if we can finish on the podium but a finish in the points would be good. The team has been working hard and there is a good atmosphere, so we will hope for a good result."

MÜLLER NEEDS SOME LUCK

Having led the GT2 category since Zhuhai, where Dirk Müller and Toni Vilander started to collect victories in their AF Corse Motorola Ferrari 430 GT2, they go into the final round with just one point ahead of their team-mates Ortelli and Bruni. "Unfortunately it is very tight," Müller commented. "The last time I was in Zolder was in 1998 so it is a while ago! Anything can happen but Toni and myself will do our best to win the title for AF Corse Motorola, for Ferrari and for ourselves! For sure the lighter car will help, but even a comfortable position like in Nogaro with a big lead didn't help! So we have to have some luck! I'm very much looking forward to the race, and I will have big supporters from my MOTORSPORT club with more than 50 people plus all my family will be there! So there is nothing to lose!"

BEN AUCOTT WINS THE CITATION CUP FOR JMB

Although the final round of the inaugural season of the Citation Cup will take place at Zolder, the overall winner is already known: British driver Ben Aucott claimed the title with a fourth consecutive win in Nogaro, in the JMB Racing Maserati MC 12 he has shared with Joe Macari, Alain Ferté and Stéphane Daoudi this season. "It's fantastic to win the Citation Cup, which is my first title," Ben said. But he does not intend to rest on his laurels in Zolder. "We'll have to see what we can do in Zolder to finish off the season," he commented. He is likely to face quite a lot of opposition, with at least four cars competing, including a Porsche Bi-Turbo entered by Belgian team PMB Motorsport.



FIA GT CHAMPIONSHIP - ZOLDER TV

For this round, please note that Fox Sports will show the FIA GT season finale Live !

FIA GT LIVE			
CHANNEL	COUNTRY	QUAL	RACE
7TV	Russia	-	Live
ART	Middle East	-	Live
Czech TV	Czech Republic	Live	Live
DSF	Germany, Austria, Swizerland, Lichchenstein	-	14.30 - 16.00
Fox Sports	Australia		Live
Men & Motors	United Kingdom, Eire	Live	Live
Premiere	Germany, Austria, Swizerland, Lichchenstein	-	Live
Sky Sports Italy	Italy, Switzerland, San Marino, Vatican	-	Live
Sport +	France and French-speaking countries	-	Live
Sport 1	Netherlands	-	Live
Sport TV	Portugal	Live	Live

FIA GT 52' HIGHLIGHTS

CHANNEL	COUNTRY	52' HIGHLIGHT (Local time)
ESPN STAR	Asia	01/11/07 1800 + 3 repeats
Al Jazeera	Middle East***	Not available
NTV Plus	Russia, CIS, Baltics	Not available yet
Nuvolari	Italy, Switzerland, San Marino, Vatican	27/10/07 1700
Sky Sports UK	United Kingdon, Eire	24/10/07 19.00 + 3 repeats
Speed Broadband	USA	On Demand
Speed SA	South America	4 weeks after the race
Sport +	France and French-speaking countries	25/10/07 - TBC
Zee Sports	India, Pakistan, Bangladesh	13/10/07 2100 + 3 repeats

FIA GT 26' HIGHLIGHTS

CHANNEL	COUNTRY	26' HIGHLIGHT (local time)
Channel 4	United Kingdom, Eire	30/11/07 late night
RTL Club	Belgium	28/10/07 22.30
RTBF	Belgium	tba

FIA GT MAGAZINES

Maxpower	170	5'
Motorsport Mundial	73	5'
Planet speed	217	5'
Weekend Sportif	RTBF (Belgium)	5'
Speed Action	AB3 (Belgium)	7'

ROUND9 - NOGARO**QUALIFYING GT1**

1. Thomas Biagi - 1:23.763
2. Robert Lechner - 1:23.763
3. Karl Wendlinger -1: 23.792
4. Christian Montanari - 1:23.883

QUALIFYING - GT2

1. Gianmaria Bruni - 1:27.028
2. Dirk Müller - 1:27.594
3. Rui Aguas - 1:28.099
4. Emmanuel Collard - 1:28.193

RESULTS - GT1

1. Hezemans/ Deletraz - Carsport Holland Corvette C6R
2. Biagi / Bartels - Vitaphone Maserati MC 12
3. Montanari/Ramos - Vitaphone Maserati MC 12
4. Babini / Davies - Aston Martin Racing BMS DBR9
5. Wendlinger/Sharp - Jetalliance Aston Martin DBR9
6. Bertolini/Piccini - Scuderia Playteam Sarafree Maserati MC 12

RESULTS - GT2

1. Bruni / Ortelli - AF Corse Motorola Ferrari 430 GT2
2. Malucelli / Collard - BMS Scuderia Italia Porsche 997 GT3 RSR
3. Kirkaldy/Bell - Scuderia Ecosse Ferrari 430 GT2
4. Mullen / Turner - Scuderia Ecosse Ferrari 430 GT2
5. Ruberti/ Mediani - Racing Team Edil Cris Ferrari 430 GT2
6. Zani / Pompidou - Ebimotors Porsche 997 GT3 RSR



LOOKING BACK... THREE YEARS IN ZOLDER

The FIA GT Championship raced three times in Zolder, from 1999 to 2001, with some races which were among the most exciting in the Championship at the time. A look back at those years...

1999**WENDLINGER AND BERETTA
AFTER THE LISTER ENDS IN
FLAMES**

The fifth round took place at Zolder. And for much of the race, it looked as if the Lister Storm would finally confirm its potential and win its first FIA GT race. However, the car, driven by Bailey, Wallace and Campbell-Walter, ended its race in flames, leaving Chrysler Viper Team Oreca to take their fifth win of the season, with Karl Wendlinger and Oliver Beretta regaining the Championship lead. A second Lister, driven by the Dutch pair of Mike Hezemans and David Hart, continued after a splash-and-dash, to take third place behind Amorim and Seiler in the Chamberlain Motorsport Viper. ...

Pole position : 1:34.314 – Lister Storm (Julian Bailey)

Race Result :

- 1: Olivier Beretta / Karl Wendlinger – Chrysler Viper GTS-R
 - 2: Ni Amorim/Toni Seiler – Chrysler Viper GTS-R
 - 3 : Mike Hezemans / David Hart – Lister Storm
- Fastest lap : 1:35.636 Lister Storm

FIA GT drivers take part in a bike race around the circuit, against the Belcar drivers - 1999

**2000****VICTORY TO THE LISTER STORM
- DUEZ FINISHES ON 3 WHEELS
RWS WINS GT2 WITH RICCITELLI**

Zolder proved to be the ideal setting for an extremely close and exciting race. The Lister Storm of Campbell-Walter and Bailey started from pole, but after it suffered brake problems, Duez in the Paul Belmondo Viper took the lead. However, another turnaround in the final moments saw the race-leading Viper reduced to three wheels when a tyre blew, leaving the #14 Lister to take its fourth win of the season. Duez finished third behind the second Paul Belmondo Viper of Vosse and Derichebourg. In GT2, Luca Riccitelli and Hans Willems drove a commanding race in the nr 77 RWS Porsche 996 GT3-R, leading throughout. But the final laps saw Christophe Bouchut closing at an impressive rate, crossing the line just 0.5 seconds behind the Red-Bull sponsored car. The two Pennzoil Quaker- State G-Force Porsches came in third and fourth. .

GT1 Pole Position : 1:34.527 – Lister Storm (Julian Bailey)

GT2 Pole Position : 1:37.746 – Porsche 996 GT3 (Luca Riccitelli)

GT1 - Race Result

- 1: Bailey/Campbell-Walter – Lister Storm
- 2: Vosse / Derichebourg - Chrysler Viper GTS-R
- 3.Duez / Gosselin – Chrysler Viper GTS-R

GT2 - Race Result

- 1 : Riccitelli/Willems – Porsche 996 GT3-R
- 2: Bouchut/Goueslard – Porsche 996 GT3-R
- 3: Neugarten / Nearn – Porsche 996 GT3-R

2001**WHAT A THRILLER ! BOUCHUT
& BELLOC INHERIT WIN AFTER
LISTER EXCLUDED**

2001 saw another amazing race at Zolder, with one of the most incredible finishes in the history of the Championship. The event started off with the first pole position for the Ferrari 550 Maranello, entered by Team Rafanelli. In the race, the nr 1 Lister Storm crossed the line just 0.119 seconds ahead of the Championship-leading Larbre Competition Chéreau Chrysler Viper GTS-R, having overtaken the car at the final corner. However, three hours after the race finished, the car was excluded for having failed the air-box test. Bouchut and Belloc inherited the win, with Hezemans and Bleekemolen taking second in the Carsport Holland Viper, while Marc Duez and Gunther Blieninger were third in the Rafanelli Ferrari 550 Maranello.

In N-GT, Fabio Babini and Luigi Moccia gave Art Engineering their second win in the FIA GT Championship, inheriting the first place after Riccitelli and Boldrini's nr 77 RWS Red Bull Racing Porsche 996 GT3-R was given a time penalty. Kaufmann and Ortelli took second in the Freisinger Porsche 996 GT3-R, while RWS was eventually classified third.

GT1 Pole position : 1:30.994 – Ferrari 550 Maranello (Emanuele Naspetti)

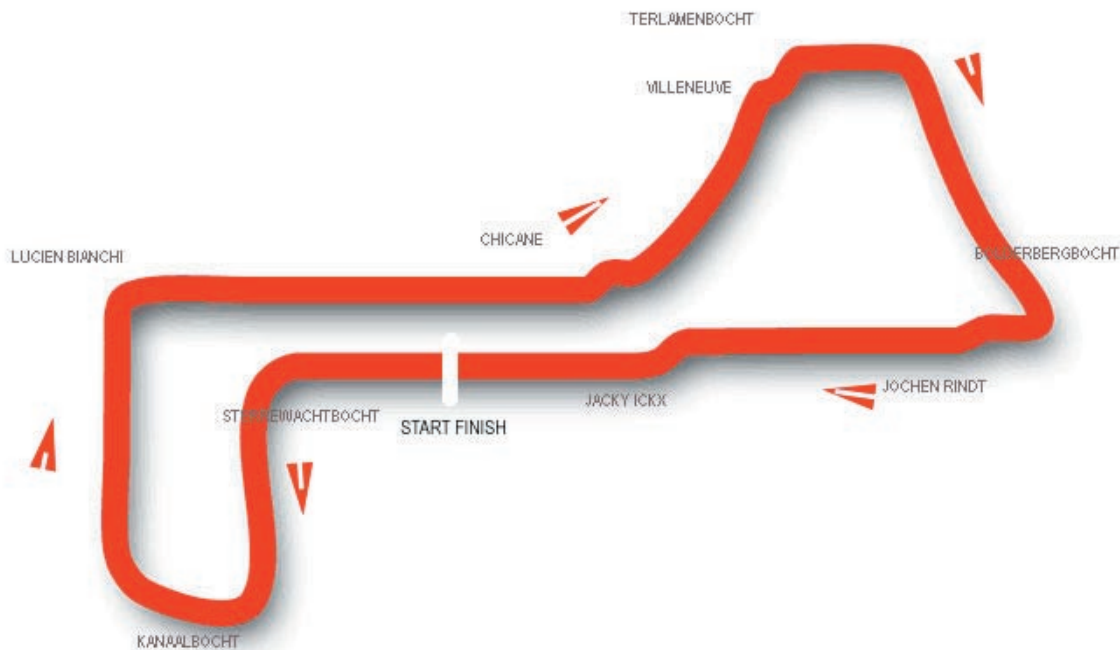
GT2 Pole position : 1:35.037 – Ferrari 360 Modena (Christian Pescatori)

GT1 -Race Result

- 1 : Bouchut/Belloc – Chrysler Viper GTS-R
- 2 : Hezemans/Bleekemolen – Chrysler Viper GTS-R
- 3: Blieninger/Duez – Ferrari 550 Maranello

GT2 - Race Result

- 1 : Moccia/Babini – Porsche 996 GT3-R
- 2 : Kaufmann/Ortelli – Porsche 996 GT3-R
- 3: Riccitelli/Babini – Porsche 996 GT3-R

TAKE A LAP AROUND ZOLDER... WITH ANTHONY KUMPEN

Although Zolder is maybe not the most challenging tracks we have visited this season in the FIA GT Championship it is maybe the most difficult one.

After the start finish line we have the 1st lefthander. Here the most difficult thing is to find the right braking point as well as the ideal turning-in point. The corner is a bit off-camber and has a bump which you need to avoid in order to be quick, which gives you a bit of a strange line. If you go off here you get stuck in the gravel trap, which are not so usual these days.

Now we head to the "Sterrewacht" it's fairly tight at the entrance but the exit opens up. Due to the sandy surroundings in this corner the grip level can vary a lot when the wind changes. The next corner is the "kanaalbocht", this one is easy flat.

Now we come to the Bianchi, a very fast corner, but also a very important one. After this corner there is a long straight, so if you get this one wrong you can lose a lot of time. The walls are very close so you have to be careful but fast.

The next one is the chicane. This one used to be very fast, but has been changed about 2 years ago in a slow 2nd gear corner. The curbs are very high, so it's very easy to damage your splitter if you brake too late or turn in too early.



We now go over the bridge flat out turning left towards the Villeneuve. Because you are still turning in the braking towards the Villeneuve, the cars are really unstable. The Villeneuve is a very tight right-left chicane immediately followed by a right-hander. Here it is also very difficult to find the right line as the grip level of the curbs and the asphalt are very different.

After the Villeneuve there is an uphill right-hand corner and at the top the track goes down to the left. Sometimes you feel the cars coming loose at the top.

Now we come at the 90° Rea corner. This is the slowest corner on the track.

The last corner is the Jacky Ickx. This is a chicane in which the speed can vary a lot during the weekend as it has the tendency to become faster as long as everybody stays within the lines. There is always a lot of dirt in this corner just outside the ideal line.

Belgium is obviously known for its good weather, so there is just a very slim chance of rain. If this would happen it's good to try some alternative lines and have a good look at the structure of the asphalt around the track, there might be something to gain there.

A NAIL-BITING FINISH IN PROSPECT !

Following on from a nail biting finish to the 24 Hours of Zolder at the beginning of September and the recent Francorchampagne race at Spa, the seventh and last round of the Mediagroep Van Dyck Belcar will be held at Zolder during the FIA GT Championship weekend.

All titles of this championship are still wide open, with the exception of Division 2 and this including the Drivers Challenge, which honours the best Belcar driver of the season. Belcar aficionados will have to wait until the fall of the chequered flag on 21st October to find out who will clinch the various titles.



With no less than 44 points to be won there are no less than 10 drivers in contention for the Challenge, Bart Couwberghs (NGT –Porsche 996 GT3 Cup - Div.2), this Division 2 driver leading by 7 points from Guillaume Dumarey (GPR Racing – Porsche 997 GT3 Cup – Div. 1), with Vincent Radermemecker in 3rd spot (GRI - Mosler Chevrolet MT900 GT3 – Div.1) 21,5 points from the leader. Local hero Anthony Kumpen (PKCarsport – Corvette Z06GR GT3 – Div.1) presently holds fourth place trailing by 24,5 points.



The title is also wide open in the Division 1 Belcar Group GT3 rankings. PK Carsport – Corvette Z06GR GT3 # 1 presently lead with 85 points a mere 0,5 point ahead of GPR Racing – Porsche 997 GT3 Cup # 56 and the Gravity International Racing Mosler Chevrolet MT900 GT3 # 24 in third place with 73,5 points.

Will the two power beasts, namely the Mosler Chevrolet MT900 repeat their one-two victory they clinched at the penultimate race of the season in Spa-Francorchamps, or might another contender upset the apple cart?

In Division 2 the outcome is known, with the Porsche 996GT3 Cup of NGT (# 111) heading the rankings with a total of 120 points, followed by the First Motorsport Porsche 996 GT3 Cup on 83,5 points and the GS Motorsport Porsche 996 GT3 Cup bringing up third place with 82 points.

In Division 3 Russell Racing (Porsche 997) lead the ranking with 83 points, followed by the Porsche 996 RS of CEO Racing on 68,5 and AD Sport's Porsche Biturbo 996 on 67 points.

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A gripping weekend in store at Zolder on 20th & 21st October 2007

BTCS : VOSSE AND BOUVY IDEALLY PLACED

Zolder will not only give the final word in terms of the FIA GT titles : the two 60-minute sprints, with an obligatory pit-stop, will also designate the champions in the Belgian Touring Car Series 2007.

Before these final confrontations, Vincent Vosse and Frédéric Bouvy are ideally placed : the drivers of the Renault Mégane Trophy - in its « Endurance » version – have a lead of 65 points over their nearest rivals, Steve Vanbellingen and Damien Coens, in a BMW M3 Silhouette. The latter have already played the « joker card » authorised by the BTCS regulations, while the leaders have shown impressive regularity, as they have finished all the races to date.



Mathematically, Kurt Mollekens and Didier Defourny can still claim the title, but the duo, entered by Delahaye Racing Team in their second Renault Megane, would need to win both the Zolder races, and hope that the two crews ahead of them fail to score at all. If the KTR team leader and his wingman are not dreaming too much of such a thing happening, they are nevertheless sure to be among the leaders in the two BTCS rounds.

Also expected to be near the front are Jean-François Hemroulle and Tim Verbergt (Audi A4 Silhouette), Jérôme Thiry and Vincent Radermecker (Jaguar X-Type Silhouette), young Ludovic Sougnez, who should share the 2006-winning BMW M3 Silhouette with Marc Lupant, not forgetting the redoubtable British drivers Iain Dockerill and Nigel Greensall (Peugeot 407 Silhouette) and the other Renault Mégane Trophy drivers, David Dermont, David Hallyday, Julien Schroyen, Armand Fumal and so on.

Up to a dozen cars could claim a win. They are all Silhouette cars, (or so-called 'assimilated' cars such as the Renault Mégane Trophy), in the leading category of the BTCS.



Slightly behind, there should be a fierce battle between the Touring Cup competitors (all in identical Silhouette cars, built in France by Solution F) and the best cars from the T3 class, led by the astonishing BMW 120D of Beliën Cuyvers and its sister M3 car, in the hands of Qvick-Jonckheere. Last but not least, there should be a lively debate in the T2 class, reserved for 2-litre cars : Renault Clio, Opel Astra, VW Golf, Alfa 147, Peugeot 206 and Honda Civic will be battling it out, a fight in which the best Roadsters, the VAG-powered Spydors, will also get involved.

Classification before the final round : 1. Vosse-Bouvy (Renault Mégane Trophy) 441 points ; 2. Vanbellingen-Coens (BMW M3 Silhouette) 376 ; 3. Mollekens-Defourny (Renault Mégane Trophy) 343 ; 4. Hemroulle-Verbergt (Audi A4 Silhouette) 335 ; 5. Thiry-Radermecker (Jaguar X-Type Silhouette) 308 ; 6. Sougnez (BMW M3 Silhouette) 279,5 ; 7. Beliën-Cuyvers (BMW 120D) 262 ; 8. Dermont (Renault Mégane Trophy) 244 ; 9. Delcour (Touring Cup) 228 ; 10. Dockerill (Peugeot 407 Silhouette) 223,5 ; etc.



GENTLEMEN DRIVERS' TROPHY

This weekend, the final round of the GT4 European Cup and the GT 90's Revival Series will race together at Magny-Cours in the Gentlemen Drivers' Trophy. In GT4, competitors will include Chamberlain's Aston Martin N24, the Solution F Nissan 350Z, the GPR Racing

Porsche Cayman and Lotus Cars Exige will be up against Motorsport98's Eric De Doncker in his Mustang FR500C, who should claim the title this weekend, having a 18-point lead over second-placed Alex Buncombe, who is likely to miss this round. The LNT Ginetta G50 will also take part on a non-Championship basis, the car being driven by Tom Kimber-Smith and Linn Stewart.

Among the GT 90's Revival cars, the GT1 class will include Paul Knapfield in his McLaren F1 GTR, two Krayem Racing Stealth B6 cars ... and SRO Chairman Stephane Ratel in a Ferrari F40 LM entered by JMB Racing. The GT2 class includes a Porsche 911 GT2, a Venturi Atlantique and a Dodge Viper GTS-R., while GT3 cars include a number of Venturi 400 Trophy cars, Porsches and BMW. They will compete in two races, one of 40 minutes and one of 45 minutes.



WORK UNDERWAY ON POTRERO DE LOS FUNES

As shown in the photos, work is now well underway on the remodelling of the semi-permanent Potrero de los Funes circuit in the Province of San Luis, Argentina. The works were visited last week by the current Governor of the Province, Dr. Alberto Rodriguez Saa, who is standing for the Presidential elections which will be held on October 28th. The circuit, which circumnavigates the lake of the same name, will be nearly 7 km long. The first work is taking place in the western zone, which will be the section that will take the most time. The work should be finished in July 2008. Plans are underway for a round of the FIA GT Championship to be held at the new circuit, once the work and homologation is complete. photo and news thanks to Diego Durruty



SCUDERIA ECOSSE : NEW BEGINNINGS FOR 2008

Scuderia Ecosse team principal, Stewart Roden, has issued the following statement concerning the team's future plans : "While I was in Nogaro last weekend I was asked many times about my plans for 2008 and if it was true that Chris Niarchos was leaving the team. I can confirm that after five successful years Chris and I are going our separate ways in 2008. We have been through many highs and lows together, the highlights being Chris' British GT Championship victory in 2006 and his first Le Mans 24 Hours that same year. We wish him all the best with his future racing plans.

From the team's perspective we are sad to see him go but we are also looking forward to more good times in 2008 and beyond. We will be racing two more fabulous Ferrari 430s in 2008, continuing our quest to win at the highest levels of GT racing."

Scuderia Ecosse are currently third in the GT2 Teams Championship, just 3.5 points behind Scuderia BMS Italia with one race to go.

FIRST LAPS FOR THE 2008 FERRARI 430 GT2



The 2008 version of the Ferrari 430 GT2 had its first test session yesterday, at the Mugello circuit, in the hands of Jaime Melo and Gianmaria Bruni.

The car has a new engine, with a new aspiration system, more horsepower and better torque. It also has a new aerodynamic package, with different air intakes

at the front, a flat wing at the rear and a new undertray. The suspension has new geometry as well. The first laps went well, with more testing today to compare this car to the 2007 version.

The car will be officially shown to the press and public during the World Ferrari Days at Mugello on October 28th. Any members of the press wishing to be present should send in their application to Alberto Borghini by fax, on +39 0536 949049



