



GT NEWS

NEWSLETTER nr 18 - 9th NOVEMBER 2007

GT3 GOES GLOBAL... SEASON FINALE IN DUBAI

What an exceptional season 2007 is proving to be ! Three weeks after the FIA GT Championship came to an exciting conclusion in Zolder, with both titles open until the very end, it will be the turn of the FIA GT3 European Championship to decide its Champions. The final two races of the year will take place in the extraordinary setting of the Dubai Autodrome in the United Arab Emirates, during the Dubai Motorsport Festival, which also includes the new Speedcar Series and the Formula Campus Renault Elf. The relatively new track, completed in 2004, has hosted the FIA GT Championship on three occasions, with the circuit quickly becoming a favourite among the drivers. This will be the first time that the FIA GT3 European Championship has raced independently from the FIA GT Championship, and both the track and the magnificent location are sure to suit the action-packed series with its packed grid of magnificent cars, including, for the first time, the Jaguar XKR GT3.

Six drivers are aiming to follow in Sean Edwards' footsteps and claim the title in this second season : Kessel Racing's Henri Moser and Gilles Vannelet have led since the start of the season in their Ferrari 430, but after a first and a second-place in Brno, Jürgen von Gartzen and Luca Pirri, in the Martini Callaway Racing Corvette, are just eight points behind. Riverside's Arnaud Peyroles and James Ruffier still have a mathematical chance of victory, although with a deficit of sixteen points, and twenty on the table, they will need to count on some bad luck for their rivals as well as their own speed in order to win. Whatever happens, it is sure to be an exciting finish to the season !

As for the FIA GT Championship, the results of the final round in Zolder have now been finalised, confirming Thomas Biagi as GT1 Champion, with Dirk Müller and Toni Vilander as GT2 Champions. A fantastic season, a close fight and worthy champions – what more could a Championship want ? The 2007 Champions will receive their Trophies at the FIA Gala Prize-Giving in Monaco on December 7th.



DUBAI
November 15th - 17th 2007

Web site : www.dubaiautodrome.com
email : info@dubaiautodrome.com
Circuit length : 5.394 km
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This will be the first visit for the FIA GT3 European Championship to the Dubai Autodrome in the United Arab Emirates.

Best qualifying lap for a GT3 car in 2006 :
2:06.117 (Aston Martin DBRS9 - Zlobin, Zani and Benucci)



For more information on the teams,
drivers and everything about the
FIA GT3 European Championship,
please visit :
www.fiagt3.com



SIX FOR THE TITLE !**CLASSIFICATION AFTER BRNO****Drivers Classification**

Moser/Vannelet	47
Pirri/Von Gartzten	39
Peyroles/Ruffier	31
Frassinetti/Alessi	20
Jirik/Janis	19
Daoudi/Khan	16
Williams/Ellis/Morris	14
Dubrulle/Navarro	13

Teams Classification

Kessel Racing	55
Martini Callaway Racing	50
BMS Scuderia Italia	33
Trackspeed Racing	27
RPM	23
S-Berg Racing Team	22

Ascari Cup

Greenhalgh	40
Spooner	32
D Gibson	28

Aston Martin Cup

Alessi/Frassinetti	59
Lagniez/Makowiecki	33
Rodrigues	32
Seiler/Sardelli	30

Corvette Cup

Pirri/Von Gartzten	48
Ruffier/Peyrolle	39
Berberich Martini/Ludwig	25

Ferrari Cup

Moser/Vannelet	66
Kremer	54
Daoudi/Khan	42

Ford Cup

Mutsch/Bartek	30
De Doncker	13
Bera	11

Lamborghini Cup

Knauss/Grobl	43
Janis/Jirik	41
Navarro/Debrulle	28

Porsche Cup

Quaife	51
Williams	50
Ferrier	35



Six drivers can still hope to win the coveted title of FIA GT3 European Champion. Therefore, suspense is guaranteed for the grand finale at the Dubai Autodrome, which will host rounds of the FIA GT3 European Championship for the first time. Suspense, close fighting and high emotions will surely be present for these last two races of 2007.

For the first time, the FIA GT3 European Championship is leaving Europe for more exotic climes, with a race at the much-appreciated Dubai Autodrome. A special event for all the competitors, but most particularly for the three sets of drivers who are going for the title : Henri Moser & Gilles Vannelet, Luca Pirri & Jürgen von Gartzten as well as Arnaud Peyroles & James Ruffier.

Since the first race in Silverstone, Moser and Vannelet have led the classifications. With a lead of eight points over the Corvette of Pirri and von Gartzten, and sixteen points ahead of the Corvette of Peyrolles / Ruffier, the situation is clear for the crew of the nr 38 Ferrari. If they win the first race, the two men will claim the title, no matter what their rivals do. But since Monza, the Corvettes have had the advantage, with total domination in Brno. Pirri and Von Gartzten are fully motivated, with the Martini Callaway Racing team knowing that they do not have much to lose, as von Gartzten commented : « We are very optimistic, we are going to keep putting pressure on the Ferraris, and we will see what will happen at the end ».

The fight between the Kessel Racing Ferrari 430s and the Martini Callaway Racing Corvettes will also determine the winner of the FIA GT3 European Team Championship. The situation there is even closer, as Kessel Racing only leads by five points. The two teams will therefore need to field three competitive, consistent cars during the event in order to triumph.

But there could also be a surprise finish, from two men who are on top form at the moment : Arnaud Peyroles and James Ruffier. After a successful event in Brno, the Frenchmen will be outsiders for the Dubai event. It is certain that they will need a certain amount of luck to win, but with two close races, and plenty of drivers aiming for the win, nothing is decided in advance.

In Dubai, as well as the Corvette and Ferrari cars, all the other makes will be keen to end the season on a high note. The Lamborghini Gallardos, which have been at the front all season, will be able to count on the experience of Jean-Denis Deletraz, who will share the wheel of one of the S-Berg Racing Team cars with Lloyd la Marca, recent winner of the Ferrari Challenge 2007. Jean-Denis Deletraz knows the track well, the Swiss driver having won the FIA GT Championship race there in 2006.

Another man who knows the track well is Hexis Racing's driver Frédéric Makowiecki, who claimed pole position last year, which will make his Aston Martin DBRS9, that he shares with Jean-Claude Lagniez, a car to watch. Over this long circuit, with both fast and technical sections, the Ford GT cars will be redoubtable. The Porsche 997 GT3 Cup, Dodge Viper Competition Coupe, Ascari KZ1R could also create a surprise with a victory.

DUBAI



During this last meeting of the season, the Jaguar cars will finally make their debut. Two Jaguar XKR GT3 cars will be entered by Apex Motorsport. A big event for the British team, which is looking forward to this event to measure themselves against the pack : "It's going to be very exciting for us to be racing two Jaguar XKR GT3s in Dubai, which will be our first FIA GT3 race. It will be the first time we'll be going head to head with our FIA GT3 competitors and we're really looking forward to it" said Richard Lloyd, Apex Motorsport team owner.

One thing is certain : the last two races of the season will be an event not to be missed !

Jean-Denis Deletraz – S-Berg Racing Lamborghini Gallardo GT3 :

« I'm going to race with Lloyd la Marca, one of my main sponsors. He recently won the Ferrari Challenge. I have never raced in the FIA GT3 European Championship, and I have never tested any GT3 cars, so it is going to be something new for me. But as far as I know, the level is great, the cars are all very similar, and the fights are fantastic, so I am really looking forward to be in Dubai.

I love this track. We won there in 2006 with Andrea Piccini, it was a great race. This track is a real track, as fantastic as Spa or Suzuka. It is over five kilometres long, with very fast corners for really big-hearted drivers, as well as more technical parts. And with the sand on the track, it is always very slippery. It is great to drive there, I love it ! And also, we will be in a fantastic country, close to an incredible town with good weather at the end of November... it could not be better !”



Frederic Makowiecki – Hexis Racing Aston Martin DBRS9 :



“This is a very specific track. It is very dirty at the beginning of the week-end, but getting faster and faster as the trajectory gets cleaner. For our car it is a good track, as it is not bumpy at all. On the other hand, there are two long straights, which is not the best point for the Aston Martin. It is very physical, because of the weather, but also because of the track itself. You have to stay really concentrated

due to the fast corners, the technical sections and the sand ! It is easy to make mistakes. I set the pole position last year in the FIA GT Championship, so I hope that we will be competitive there. It is going to be a great moment for all the FIA GT3 European competitors. We will be all together in Dubai, for the last race of the season. It is a good way to celebrate this fantastic season together. The atmosphere is great in Dubai, we are always made really welcome in this city and the atmosphere is good in this Championship, so we are all going to enjoy it.”

BRNO RESULTS



QUALIFYING 1

1. Erik Janis - Lamborghini Gallardo
2. Luca Pirri - Corvette Z06
3. Gilles Vannelet - Ferrari 430
4. Romain Bera - Ford GT
5. Alex Frassinetti - Aston Martin
6. Mikael Forsten - Ford GT

QUALIFYING 2

1. Andrew Thompson - Lamborghini
2. Henri Moser - Ferrari 430
3. Jürgen von Gartzten - Corvette Z06
4. Frédéric Makowiecki - Aston Martin
5. Klaus Ludwig - Corvette Z06
6. James Ruffier - Corvette Z06

RACE 1 CLASSIFICATION

1. Peyrolles/Ruffier - Corvette Z06
2. Pirri/Von Gartzten - Corvette Z06
3. Vannelet / Moser - Ferrari 430
4. Janis/Jirik - Lamborghini Gallardo
5. Skula/Matzke - Corvette Z06
6. Rich/Thompson - Lamborghini
7. Frassinetti/Alessi - Aston Martin
8. Forsten/Soulet - Ford GT

RACE 2 CLASSIFICATION

1. Von Gartzten/Pirri - Corvette Z06
2. Ruffier/Peyrolles - Corvette Z06
3. Jirik/Janis - Lamborghini Gallardo
4. Moser/Vannelet - Ferrari 430
5. Thompson/Rich - Lamborghini
6. Soulet / Forsten - Ford GT
7. Ludwig/Berberich Martini - Corvette
8. Matzke/Skula - Corvette Z06



FIGHTING FOR THE TITLE - THE DUBAI SIX
HENRI MOSER / GILLES VANNELET
KESSEL RACING
FERRARI 430 GT3 - 47 points

Gilles Vannelet and Henri Moser have led the Driver Championship since the start of the season. The Franco-Swiss duo have claimed three wins - two at Silverstone and one in Monza. With an eight-point lead, they are in a good position to take the title in Dubai. Gilles Vannelet gave us his thoughts: "I hope that in Dubai, the Corvette will not be as fast as in Brno. Since the beginning of the season it has been really close on each track, but in Brno the Corvette were fastest than anyone else. We do not know Dubai, so we will need time to learn the track, but normally Henri and I are used to learning tracks quite fast. I heard that it is a great track. We are confident, and ready to fight. We are strong in our head; we are going to Dubai to win this Championship. It will not be easy, but we are well motivated, we deserve this title. I know that Henri Moser did the full statistics in order to know in which situation we could be Champion. To my mind, there are no calculations, we just have to do our best in each race. I just finished second in the French FFSA GT3 Championship few weeks ago, I do not want to finish second in the FIA GT3 European Championship."


LUCA PIRRI / JÜRGEN VON GARTZEN
MARTINI CALLAWAY
CORVETTE - 39 points

Luca Pirri and Jürgen von Gartzen started the season with a second-place finish in Silverstone. They won the first race in Monza, and then dominated Brno with a first and a second place. Eight points adrift, they are full of confidence for Dubai, as explained Luca Pirri: "We are confident for this race, for the big final. I have not driven a racing car since Brno. I live now in China, so I will come straight from my bike in Shanghai to the Corvette in Dubai! So I did not practice a lot, but in my mind I'm definitely ready. I raced in Dubai last year, with the Aston Martin DBRS9. It was great, and now it is a good point as I know this track. It is a great place for a final. It is an interesting track. This year we have not made any mistakes, but we were unlucky when our car had technical problems, and also in Monza where we were excluded. So now we are in credit with the bad luck, so we are confident! Jürgen von Gartzen is also well motivated, we are very good friends, and it is a pleasure to race together. Anyway the best will win, and it is going to be a great moment, with a fantastic show."


ARNAUD PEYROLES / JAMES RUFFIER
RIVERSIDE - CORVETTE Z06- 31 points

French duo Peyroles and Ruffier have had an amazing second-half of the season, with three podiums in the last three races. 16 points behind, they still have a mathematical chance of winning the title. Arnaud Peyroles commented: "We have no pressure. We are going in Dubai to do our best, and we will see. Even if we win both races, we are not sure to be Champion, we also need a lot of luck as the others must not score points. So the second place is more accessible for us, but we also have to take care as we are not sure to finish third! So it is complicated. I have the feeling that the others are not thinking about us. They are focused on each other, and have forgotten us. In fact we are going to be the first spectators of the strong fight between Moser / Vannelet and Pirri / von Gartzen. You never know, before the last round of the Formula One this year, nobody was betting on Raikkonen. So we could be the Raikkonen of the FIA GT3 European Championship! At the end, if we win it would be just incredible, if we are second it is great, and if we stay third, we will be really happy. I'm on a good spiral since few months, in the FIA GT3 European Championship, but also in the French FFSA GT Championship where I won three races (two with James Ruffier). Neither James nor I have been to Dubai - I heard that we have to be careful on this track because of the sand."



FIA GT3 EUROPEAN CHAMPIONSHIP - DUBAI TV

FIA GT3 LIVE		
CHANNEL	COUNTRY	FIA GT3 RACES 9 & 10
CT4 (Czech TV)	Czech Republic	17/11 2150-2350 + 2 repeats (GMT + 2)
Men & Motors	United Kingdom	16/11 1200-1330 17/11 12.00-13.30 (GMT)
Nuvolari	Italy, Switzerland, San Marino, Vatican	16/11 13.05-14.35 17/11 13.05-14.35 (GMT +1)
Premiere	Germany, Austria, Switzerland, Lichcenstein	Live Race 10 awaiting timings
FIA GT3 26' HIGHLIGHT		
CHANNEL	COUNTRY	FIA GT3 RACES (local time)
SPEED SA	South America	4 weeks after race
NTV Plus	Russia, CIS, Baltics	times not confirmed until after the race
FIA GT3 MAGAZINES		
PROGRAMME NAME	DISTRIBUTION	FIA GT3 FOOTAGE
Maxpower	170	5'
Motorsport Mundial	73	5'
Planet speed	217	5'
FIA GT3 NEWS		
PROVIDER	COUNTRIES	
SNTV	198	

SRO NEWS AND INFORMATION**GT MARKETPLACE**

SRO has opened a section on the FIA GT website in order to help teams who are trying to sell competition cars.

You may submit a text file describing your car, along with photos, and it will be placed on the GT site.

Similar sections will be opened on the GT3 and GT4 sites if there is a demand. Cars can be placed on one or all sites for maximum coverage.

If you are interested in this service, please contact Jacquie Groom on jacquie@sro.co.uk

**FIA PERMANENT MEDIA PASSES**

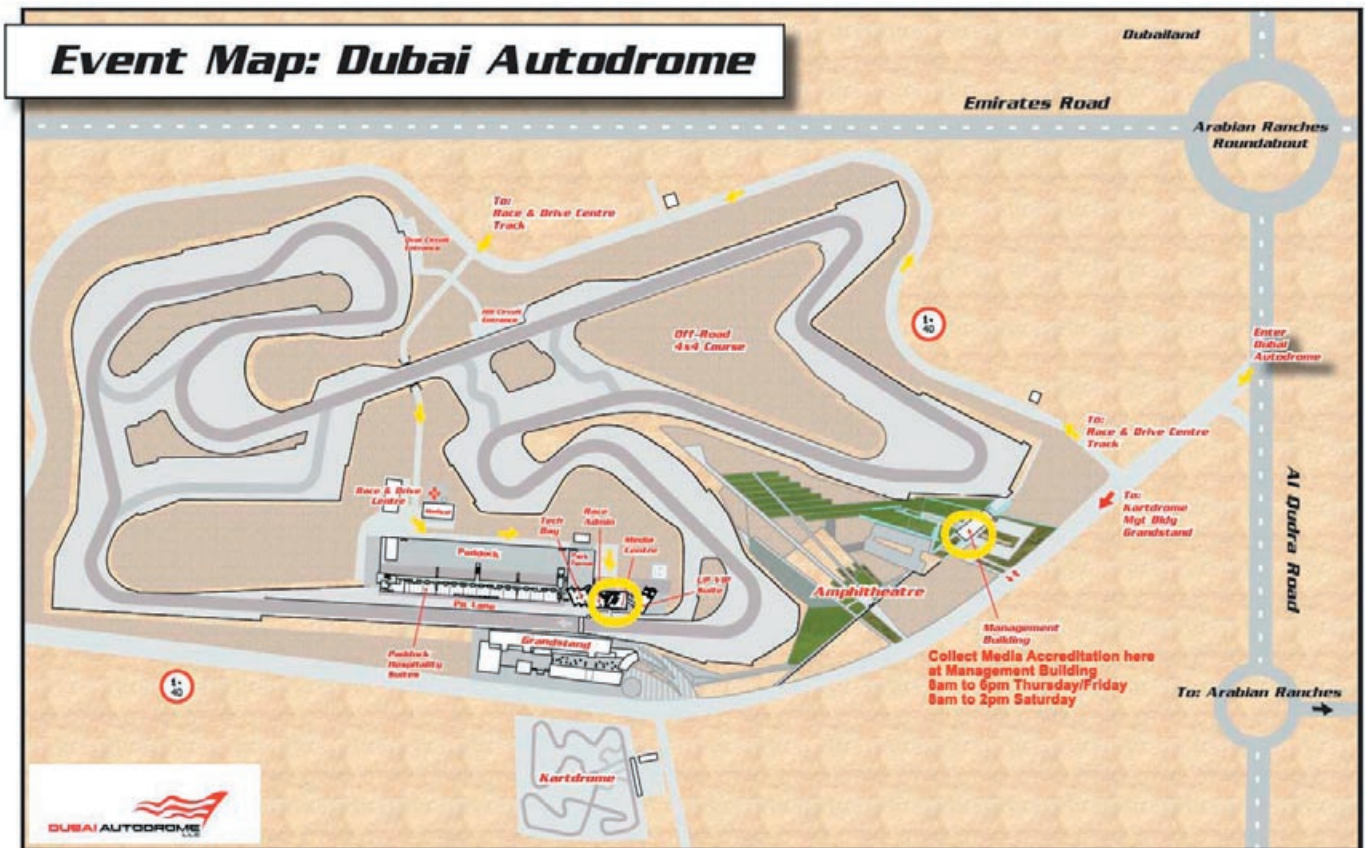
Members of the press are kindly reminded that applications for the 2008 Permanent Media Passes must be sent in to the FIA Media Delegate as soon as possible.

FIA Permanent Media Passes are restricted to Agencies and to written publications. Team press officers, websites and TV stations will apply to SRO in early 2008.

In order to be eligible for a permanent pass in 2008, the applicant must have attended at least half the rounds in 2007.

Application forms can be requested from Jacquie Groom on jacquie@sro.co.uk, and should be returned as soon as possible. In case of any delays, please let Jacquie know as soon as possible.

FIA GT3 EUROPEAN CHAMPIONSHIP - ROUNDS 9 & 10 : DUBAI PRACTICAL INFORMATION



THE CIRCUIT :

Contact
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info@dubaiautodrome.com

HOW TO GET THERE

Coming from Bur Dubai on the Sheikh Zayed Road: Exit at interchange 4, Exit 39, E311 follow the sign to Barsha, continue straight through 2 roundabouts, 250m after the 2nd roundabout turn right at the main entrance of the Dubai Autodrome.
Coming from Sharjah on the Emirates Road: At the 1st roundabout on the Emirates Road, turn left, 250m after the roundabout turn right at the main entrance of the Dubai Autodrome
Coming from Abu Dhabi: Exit at interchange 4 Exit 39, D63, E311, follow the sign to Barsha, continue straight through 2 roundabouts, 250m after the 2nd roundabout turn right at the main entrance of the Dubai Autodrome

MEDIA ACCREDITATION CENTRE

The Media Accreditation Centre is located in the Management Building at the Dubai Autodrome.

The opening hours of the Centre are as follows:

Monday 12th November	:	08:00 hrs – 18.00 hrs
Tuesday 13th November	:	08:00 hrs – 18.00 hrs
Wednesday 14th November	:	08:00 hrs – 18.00 hrs
Thursday 15th November	:	08:00 hrs – 18.00 hrs
Friday 16th October	:	08:00 hrs – 18.00 hrs
Saturday 17th October	:	08.00 hrs - 18.00 hrs

TELECOMMUNICATIONS IN THE MEDIA CENTRE

There is a wireless network. Use is free of charge for accredited members of the press.

RACE WEEKEND CONTACTS

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All results, reports and photos can be found on www.fiagt3.com
Live timing on www.mstworld.com
Photos courtesy of DPPI

FINAL CLASSIFICATION**GT1 Drivers Classification**

Biagi	61
Wendlinger/Sharp	57
Hezemans/Deletraz	55
Montanari/Ramos	54
Bertolini/Piccini	51
Bartels	45
Kumpen/Longin	43.5
Davies/Babini	30

GT1 Teams Classification

Vitaphone Racing	115
Scuderia Playteam Sarafree	63
Jetalliance	60
Carsport Holland	55
Peka Racing	43.5
Aston Martin Racing BMS	37
All-Inkl.com	25

GT2 Drivers Classification

Müller/Vilander	73
Bruni / Ortelli	66
Collard/Malucelli	64
Zani	43.5
Mullen	36
Ruberti	33.5
Pasini	29.5
Kirkaldy	29.5

GT2 Teams Championship

AF Corse Motorola	139
BMS Scuderia Italia	64
Scuderia Ecosse	60.5
Racing Team Edil Cris	52.5
Ebimotors	43.5
Tech9 Motorsport	24.5

GT1 Manufacturers Cup

Maserati	182.5
Corvette	115.5
Aston Martin	98
Lamborghini	32

GT2 Manufacturers Cup

Ferrari	251.5
Porsche	156.5

Citation Cup Classification

Aucott	74
Cloet	52
Kutemann	49
Macari	34
Waaijenberg	23
Gosse	20
Ferté	20
Daoudi	20

RACE WIN FOR JETALLIANCE – GT1 TITLE FOR VITAPHONE'S BIAGI.**GT2 WIN AND TITLE FOR AF CORSE MOTOROLA'S MÜLLER AND VILANDER**

For the final race of the 2007 season the FIA GT Championship was in Zolder for a title showdown that saw nine drivers in contention for the overall GT1 title and six drivers battling for GT2 honours. Karl Wendlinger and Ryan Sharp knew they had an outside chance of winning the title and maximised the performance of their Jetalliance Racing Aston Martin



DBR9 to put themselves in the best position by the end of the final weekend. However it wasn't enough as Thomas Biagi and Michael Bartels finished on the podium to secure Biagi's second FIA GT Championship title.

POLE TO FLAG VICTORY FOR JETALLIANCE – BIAGI TAKES THE TITLE

There was no stopping Karl Wendlinger, who started the 2-hour race from pole position and made the most of this advantage to move ahead of the rest of the field. Robert Lechner, in the nr36 Jetalliance Racing Aston Martin DBR9 leapt up to second place, after a bad start by Alessandro Pier Guido dropped the Scuderia Playteam Sarafree Maserati MC12 from the front row down to 4th. Another championship contender who lost out at the start was Mike Hezemans in the nr5 Team Carsport Holland Corvette Z06, finishing the opening lap in 8th.

Lechner followed the lead car for seven laps until a spin at the first corner dropped him down the order. Pier Guidi fought back, setting the fastest lap of the race on lap 4. The Italian passed Anthony Kumpen in the nr4 PKRacing Corvette C5R and then was closing in on the leader when he clashed with the nr23 Aston Martin BMS Aston Martin DBR9 of Jamie Davies, who was struggling with a gear selection problem. Both cars got back to the pits to retire the Aston with severe rear end damage and the Maserati with broken suspension. This left Wendlinger over eight seconds ahead of Kumpen and Thomas Biagi in the nr1 Vitaphone Racing Team Maserati MC12.

The pitstops and the change of drivers didn't alter the order much as Ryan Sharp built on the lead Wendlinger had given him. When the drivers swapped back for the final time this year it was still Wendlinger out in front. By the end of the race the Austrian had built up a comfortable 30-second lead over Kumpen, who had Biagi closing in on his Corvette as the race entered the final few minutes. Kumpen held on to second but Biagi knew that third was good enough to secure the 2007 title and the Maserati took the chequered flag just 0.681second behind the Corvette.

Their win in Zolder propelled Wendlinger and Sharp up into joint second in the Drivers Classification, with Hezemans and Deletraz third. "Pole position, the race win – that's all you can ask for on a single race weekend," Karl Wendlinger commented. "We were in complete control of the field, we basically never ran the risk of losing the race. The car was very fast and ran without a hitch – like it virtually did almost the whole season long, so thanks to the entire team as well. The joy at finishing second certainly outweighs the feeling of sorrow for the lost title."

Thomas Biagi commented : "This is a special result, as for an Italian driver I have now won two Championships - one with a Ferrari in 2003, and now with a Maserati. I was confident because since the beginning of the season the Maserati, the Michelin tyres and the Vitaphone Racing Team have always been very competitive and starting from 6th was not a problem. In the race the car was very consistent, with very good pace. That race was the hardest of my career because I have never arrived at the end of a championship with so many drivers fighting so closely. It is a dream to be here but it is a shame that Michael Bartels is not on the same points as I have."

WIN NUMBER SIX SECURES GT2 TITLE FOR MULLER AND VILANDER

With the nr 62 Scuderia Ecosse Ferrari 430 of Tim Mullen at the back of the field for failing the post qualifying ride height test, the two AF Corse Motorola Ferrari's of Dirk Müller and Gianmaria Bruni were at the front of the GT2. With both cars separated by just one point in the GT2 Drivers classification, an exciting race to the flag looked likely. However it didn't work out that way, with Bruni spinning off on the opening lap, rejoining at the back of the field in 24th place.

This left Müller out in front with the nr63 Scuderia Ecosse Ferrari of Andrew Kirkaldy as his nearest rival. Müller pulled out a lead over the GT2 field before handing over to Toni Vilander who drove a good middle part of the race before handing back to Müller to bring the car home and to the GT2 title.

Second place went to nr74 Ebimotors Porsche 997 GT3 RSR of Marcello Zani and Xavier Pompidou, the pairing's first podium finish of the 2007 season. Pompidou stayed out for a long middle stint, leading the GT2 class for the later part of the race but due to a broken radio he didn't know when to come in to the pits to hand over the car to Zani. He came in just three laps from the flag and Zani drove the car to take the chequered flag 17 seconds behind the lead car. Maurizio Mediani and Rui Aguas also scored their first podium of the year after starting from 8th on the GT2 grid in the nr59 Advanced Engineering Ferrari 430 GT2. Championship hopefuls Emmanuel Collard and Matteo Malucelli in the nr97 BMS Scuderia Italia Porsche 997 GT3 RSR finished in 4th and one place ahead of the recovering n51 AF Corse Motorola Ferrari 430 GT2 of Gianmaria Bruni and Stéphane Ortelli, but neither car ever threatened the dominance of the new 2007 GT2 Champions during the 2-hour race.

Dirk Müller said: "The victory came just after the start because I already had a 3-second gap and when I looked behind my mirror was empty, something must have happened. From that point on it was good, I was able to control the pace, I didn't push too much to protect the tyres. Everything was running well, the car was performing well and thanks to AF Corse for giving Toni and I a very good car. Winning this championship means a lot to me, to Toni and to the team. For me it is a long time since I have won a championship and it feels really good."

Toni Vilander added: "After the disappointment in Nogaro I couldn't really relax. Mentally it was quite difficult, the championship was in our hands and we needed to be quick but at the same time to avoid mistakes. These six wins have been the highlight of my year and I'm really happy to leave here as champion."

CITATION CUP WINNER CLAIMS FINAL RACE OF 2007

2007 Citation Cup champion Ben Aucott finished off his season with another win with Stephane Daoudi in the nr16 JMB Racing Maserati MC12. An early excursion on to the grass early in the race put Aucott behind the Selleslagh Racing Team Corvette C5R of Maxime Soulet. An early stop handed the Maserati to Daoudi and the French driver pushed the car further up the field in a long middle stint before handing back to his British co-driver ahead of their rivals. At the flag Aucott was just 6.2 seconds in front of Soulet but was delighted to win another race on the back of his Cup-winning performance at Nogaro.

BELGIAN RACING TAKE CHEQUERED FLAG ON HOME SOIL

The G2 class entry of Bas Leinders and Renaud Kuppens in the nr101 Belgian Racing Gillet Vertigo finished a difficult weekend that saw them make an engine change after free practice, on a high note by finishing 20th overall at Zolder in front of their home crowd. The new engine was down on power by 50hp but Leinders and Kuppens drove a conservative race to get the Gillet to the chequered flag.

ROUND 10 - ZOLDER



QUALIFYING GT1

1. Karl Wendlinger - 1:25.812
2. Alessandro Pier Guidi - 1:25.981
3. Robert Lechner - 1:26.528
4. Mike Hezemans - 1:26.584

QUALIFYING - GT2

1. Dirk Müller - 1:30.985
2. Gianmaria Bruni - 1:31.342
3. Andrew Kirkaldy - 1:31.578
4. Marcello Zani - 1:31.629

RESULTS - GT1

1. Wendlinger/Sharp - Jetalliance Aston Martin DBR9
2. Kumpen/Longin - PK Carsport Corvette C5-R
3. Biagi / Bartels - Vitaphone Maserati MC 12
4. Hezemans/ Deletraz - Carsport Holland Corvette C6R
5. Montanari/Ramos - Vitaphone Maserati MC 12
6. Menten/Kox - Reiter Lamborghini Murciélago

RESULTS - GT2

1. Müller/Vilander - AF Corse Motorola Ferrari 430 GT2
2. Zani / Pompidou - Ebimotors Porsche 997 GT3 RSR
3. Aguas/Mediani - Advanced Engineering Ferrari 430 GT2
4. Malucelli / Collard - BMS Scuderia Italia Porsche 997 GT3 RSR
5. 2. Bruni / Ortelli - AF Corse Motorola Ferrari 430 GT2
3. Kirkaldy/Sugden - Scuderia Ecosse Ferrari 430 GT2



HERE COME THE CHAMPIONS !

With the Zolder results now confirmed further to the results of the engine checks and anti-doping tests, our congratulations to the 2007 FIA GT Champions !

GT1 DRIVERS' CHAMPION : THOMAS BIAGI (VITAPHONE RACING TEAM)

Third in Zolder was enough to give Thomas Biagi the GT1 title, which he last won in 2003. He is only the second driver to win the overall title twice, and the first to do so in two different cars. Biagi claimed three wins and two poles in 2007, and has led the Championship since Monza. The Italian driver has an exceptional record for consistency in the FIA GT Championship. Out of the 42 rounds in which he has competed, he has finished on the podium 25 times, and claimed 11 victories. But the 2007 win was very different to 2003, when Bobbi and Biagi secured the title well before the end of the season... this year, he had to fight until the very end, with another 8 drivers aiming to win in Zolder.

GT2 DRIVERS CHAMPIONS : DIRK MÜLLER AND TONI VILANDER (AF CORSE MOTOROLA)

Müller and Vilander made an exceptional debut in the FIA GT Championship, winning the first three rounds, and adding another three later in the season to equal the number of wins set by 2003 rookie winners Thomas Biagi and Matteo Bobbi. Dirk Müller also set three pole positions - more than any other driver in GT2. One of their highlights was their victory in Adria, when they started from the back of the grid after a penalty, making their way through the field to victory. "Winning this championship means a lot to me, to Toni and to the team. For me it is a long time since I have won a championship and it feels really good," Dirk Müller commented.

GT1 TEAM CHAMPIONS : VITAPHONE RACING TEAM

Vitaphone Racing Team, from Germany, has been competing in the FIA GT Championship since 2004. Since they moved over to the Maserati MC 12 in 2005, the team has been unbeaten in the GT1 Teams Championship, claiming the hat-trick this year. With three pole positions and three victories, two for the nr 1 car and one for the nr2 car, the team's main strength has been its consistency, with points scored at every round for Montanari and Ramos, while the nr 1 car of Biagi and Bartels only failed to score at one race : Adria. Finishing 52 points ahead of their nearest rivals, Scuderia Playteam Sarafree, this was obviously another extremely successful year for the team, who also helped Maserati to claim the GT1 Manufacturers Cup.

GT2 TEAM CHAMPIONS : AF CORSE MOTOROLA

AF Corse Motorola retained their GT2 Teams title, moving out of reach of the other GT2 teams in Brno, and winning the final two races to complete their victory.. Team Manager Antonio Cazzago commented : "This is the second season for AF Corse in GT2, and to win the second title is great – I have no words. We have done a great job all season with both cars. We've won all the races except for Spa, and finished first and second both in Brno and in Adria. I'm proud of my guys. For me, personally, this is my second year in Motorsport and I've won two titles. Amato Ferrari is a great team principal as he is a great organiser and has a real eye for details. I am really proud to work with the team."

MANUFACTURERS CUPS : MASERATI AND FERRARI

Maserati, after winning the inaugural GT1 Manufacturers Cup in 2005, claimed the title back in 2007 after losing out to Aston Martin in 2006. With six cars entered in most rounds, the Italian manufacturer claimed four wins - three for Vitaphone and one for Scuderia Playteam Sarafree. Ferrari retained the GT2 Manufacturers Cup, their cars having won nine out the ten rounds, only losing out in the Total 24 Hours of Spa.

**CITATION CUP : BEN AUCOTT - JMB RACING**

The inaugural Citation Cup for non-professional drivers racing in the GT1 category brought a number of cars out of retirement, and further helped to increase the GT1 category to nearly 20 cars. Racing over 8 rounds, Ben Aucott emerged as the winner of the Cup, having shared his JMB Racing Maserati MC 12 with Joe Aucott, Alain Ferté and Stéphane Daoudi. He claimed five wins.



THE YEAR IN STATISTICS

GT1 POLE POSITIONS

Wendlinger 3



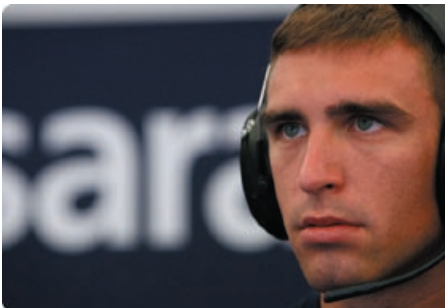
Biagi 2
 Hezemans 2
 Pier Guidi 1
 Kumpen 1
 Bartels 1

GT1 POLE POSITIONS BY TEAM

Jetalliance 3
 Vitaphone 3
 Carsport Holland 2
 Scuderia Playteam Sarafree 1
 PK Carsport 1

GT1 FASTEST LAPS

nr 12 Scuderia Playteam Sarafree
 Maserati MC12 4



nr 1 Vitaphone Maserati MC 12 2
 nr 5 Carsport Corvette C6 R 1
 nr 2 Vitaphone Maserati MC 12 1
 nr 33 Jetalliance Aston Martin 1
 nr 28 Reiter Lamborghini 1

GT1 WINS PER DRIVER

Wendlinger/Sharp 3
 Biagi 2
 Deletraz/Hezemans 2
 Bouchut/Mücke 1
 Salo 1
 Bertolini/Piccini 1
 Bartels 1
 Gollin/Fässler 1
 Montanari/Ramos 1

GT1 TEAM WINS

Jetalliance 3
 Vitaphone 3
 Carsport Holland 2
 Scuderia Playteam Sarafree 1
 All-Inkl.com Racing 1

GT1 WINS PER CAR

Maserati MC 12 4
 Aston Martin DBR9 3
 Corvette C6R 2
 Lamborghini Murciélago 1



GT1 PODIUMS FINISHES

Kumpen/Longin 5
 Biagi 5
 Hezemans/Deletraz 4
 Montanari/Ramos 4
 Wendlinger/Sharp 4
 Bartels 4
 Bertolini/Piccini 3
 Bouchut/Mücke 2
 Davies/Babini 2
 Peter/Hines 1
 Salo 1
 Gollin/Fässler 1
 Vd Poele/Lamy 1
 Mollekens/Bouvy 1



GT2 POLE POSITIONS

Dirk Müller 3
 Andrew Kirkaldy 2
 Paolo Ruberti 2
 Gianmaria Bruni 2
 Emmanuel Collard 1

GT2 WINS PER DRIVER

Muller/Vilander 6
 Bruni/Ortelli 3
 Collard/Malucelli/Lieb 1

GT2 FASTEST LAPS

Müller/Vilander 4
 Brun/Ortelli 3
 Malucelli/Collard 1
 Zani/Busnelli 1
 Mullen/Turner 1

GT2 TEAM WINS

AF Corse Motorola 9
 BMS Scuderia Italia 1

GT2 POLE POSITIONS PER TEAM

AF Corse Motorola 5
 Scuderia Ecosse 2
 Racing Team Edil Cris 2
 BMS Scuderia Italia 1



G2 CATEGORY

Belgian Racing Vertigo 3
 Red Racing Chrysler Viper 2
 Gravity Racing Mosler 1
 ARC Bratislava Saleen S7R 1

GT2 PODIUM FINISHES

Muller/Vilander 7
 Bruni/Ortelli 6
 Collard/Malucelli 5
 Mullen 3
 Ruberti/Pasini 2
 Lieb 2
 Enge 1
 Cressoni/Rugolo 1
 Felbermayr Jr 1
 Janis 1
 Lietz/Long/Narac 1
 Edwards/Machitski/Maassen 1
 Turner 1
 Kirkaldy/Bell 1
 Zani/Pompidou 1
 Aguas/Mediani 1

The FIA World Motor Sport Council approves 2010 World Championship for GT1 cars

The FIA World Motor Sport Council of 24th October 2007 has approved the following proposal from the GT Commission:

In 2010, the FIA GT Championship will evolve into two new separate championships:

- A World Championship for GT1 cars
- A European Championship for GT2 cars

These Championships will follow new GT1 and GT2 Technical Regulations, to be published following the next FIA World Motor Sport Council, in December 2007. They will come into force within the FIA GT Championship from the 2009 season, which will be a transition year, where cars built according to the new regulations will be entered alongside the current cars.

The new 2010 FIA GT Technical Regulations, established in cooperation with the Automobile Club de l'Ouest for application in both the FIA GT Championship and the Le Mans 24 Hours, will be reserved for GT cars produced in excess of 300 units per calendar year, leaving the FIA the right to refuse homologation to cars that could be considered too extreme.

From December 2007 onwards, the FIA will publish a list of eligible cars each year.

Manufacturers and private engineering tuners will be able to develop, build and enter cars in the FIA Championship, with a minimum number of cars defined for each category.

Compared to the current technical regulations, the 2010 regulations will define heavier but more powerful cars, using production engines made reliable for competition, the power of which will be controlled by various means including, but not limited to, a standard ECU as well as torque and fuel control rate sensors. The common ECU will also allow the prohibition of the use of traction control systems.

Manufacturers wishing to enter models produced in excess of 5000 units per calendar year will have the opportunity to request waivers from the FIA, including the possibility of replacing the car's engine with another large scale production engine fitted in other models from the same brand.

The rest of the Technical Regulations will be based on the current GT2 regulations, with some additional aero modifications permitted for GT1 cars.

The GT1 category will be reserved for models with engines above 5.5L. The manufacturers or tuners will be able to choose between homologation at 650bhp/1300kg or 600bhp/1250kg.

The GT2 category will be reserved for cars with engines under 5.0L. The manufacturers or tuners will be able to choose between homologation at 500bhp/1250kg or 450bhp/1200kg. For cars with engines between 5.0L and 5.5L, the manufacturers or tuners will be able to choose homologation in either GT1 or GT2. In order to make each category unique, one and the same model cannot be homologated in both GT1 and GT2.

The FIA GT3 European Championship will be maintained in its current format and the GT3 category will remain unchanged.

2008 TIMETABLES

The FIA World Motor Sport Council published the calendars for the 2008 season for both the FIA GT and GT3 European Championships, as follows :

FIA GT CHAMPIONSHIP

19th / 20th April Silverstone Great Britain

17th / 18th May Monza Italy

20th / 21st June Adria Italy

5th / 6th July Oschersleben Germany

31st July / 3rd August
Total 24 Hours of Spa Belgium (*)

30th / 31st August Bucharest Romania

13th / 14th September Brno
Czech Republic

27th / 28th September Nogaro France

18th / 19th October Zolder Belgium

22nd / 23rd November San Luis
Argentina (**)

(*) Subject to confirmation

(**) Subject to the homologation of the circuit

FIA GT3 EUROPEAN CHAMPIONSHIP

18th / 20th April Silverstone Great Britain

16th / 18th May Monza Italy

4th / 6th July Oschersleben Germany

12th / 14th September Brno
Czech Republic

26th / 28th September Nogaro France

13th / 15th November Dubai U.A.E.