

SRO MOTORSPORTS GROUP EXTENDS ITS ACTIVITIES NEW SERIES IN BELGIUM, BRAZIL, GERMANY AND EUROPE



The SRO Motorsports Group will be extending its activities in 2007, with the creation of four new series as well as taking over the running of a fifth. This expansion will involve setting up three new offices, as well as those established in London and Paris.

SRO Motorsports Group is already responsible for the promotion and day-to-day running of a number of major Championships, including the FIA GT Championship, now entering its 11th season and the extremely successful FIA GT3 European Championship, as well as the FFSA Super Série in France, including its highlight event, the FFSA GT Championship, and two major British series, the Avon Tyres British GT Championship and the Lloyds TSB Insurance British F3 International Series.

In 2007, SRO will take over the running of the extremely successful Belcar series, the premier GT championship in Belgium. The series will remain the property of the Zolder circuit, but it will henceforth be run from newly-created SRO Belgium offices, headed by Pascal Witmeur and Patricia Indekeu. The GT3 category will become the main focus of the Belcar.

SRO Belgium will also be in charge of a brand-new series, the GT4 European Cup. This SRO-run series, designed as a true entry-level GT series for non-professional drivers, will run alongside the FIA GT Championship at five meetings. It is reserved for less powerful cars than those running in GT3, with even less adaptations allowed to the production mode.

The ADAC GT Masters were launched at the Essen Motorshow at the end of 2006, and look like being a great success. This GT3 Championship will be run by SRO Germany, headed by Jürgen Barth. The series has a 2007 calendar of six events, including the Oschersleben round of the FIA GT Championship.

The first GT3 championship to run outside Europe will be run by SRO Brazil, a company set up in collaboration with Antonio Hermann, the man behind the Mil Milhas of Interlagos.

Last but definitely not least, SRO will be taking a look back into its own history with the GT 90's Revival Series. This two-event series, running at Silverstone and Nogaro with the FIA GT Championship, will be open to all cars which competed in GT events in the 1990's, including the glorious GT1 cars of that era. This will be run by Olivier Lyonnet, previously responsible for the Lamborghini GTR Supertrophy, from the SRO London offices.

"I am delighted with the expansion of the activities of the SRO Motorsports Group, made possible partly thanks to the undeniable success of the innovative new GT3 format," Stephane Ratel commented. "I am sure that 2007 will be a successful season for all our Championships."

THE BASICS

Belcar, the leading Belgian GT series, will start a new chapter in its history in 2007. Although the Zolder Circuit will retain an interest in the series, SRO Belgium will take over the day-to-day running of the Championship. Furthermore, the series itself will see some significant changes. From 2007 onwards, the main category will be GT3, the new category of GT racing which had such a great success in its inaugural year. Two other lower categories will also take part, with the stipulation that their cars will be slower than the GT3 cars.

ELIGIBLE CARS

Division 1 - Belcar Group GT3 : This is the star category which will dominate the overall classification. This will be open to cars homologated by the FIA in GT3, cars homologated by the RACB in GT3 and eventually to other GT cars not included in the previous categories, via a technical dossier.

Division 2 - Belcar Promotion : cars which took part in Class 3 of the Belcar 2006, Belcar Production. These are cars from single-make series, totally unmodified. Cars from the new GT4 category will also run in this class.

Division 3 - Belcar Specials : This category is reserved for Belcar Specials and for gentlemen drivers, on invitation. This is for Grand Touring cars which have taken part in the Belcar or the Belgian Touring Car Series in the past. Competitors in Division 3 will be subject to a pivotal time, determined by the RACB and SRO Belgium, so that they will be slower than those in Division 1.

Division 4 - Belcar Guest : GT cars which do not comply entirely with the technical specifications of the other Divisions, but which will be accepted for one meeting for evaluation purposes.

EXPECTED GRID

According to the information given by teams, around twenty projects of Division 1 cars are in the pipeline, meaning around 25 cars. Added to the rest of the field, this should result in a grid of around 40 cars.

RULES AND REGULATIONS

There will be seven meetings in 2007. Six of these will be 125-minutes long, and the seventh will be the 24 hours of Zolder.

A single tyre manufacturer will be selected.

QUOTES

Pascal Witmeur : "We are pleased and thrilled to take up this challenge to continue a Belgian championship that has been promoted by professional people for many years, on whom we can still count in the future, and to help it develop, becoming a GT3 Championship with international credentials."



1st April
Belcar First Race
 Zolder
 22nd April



British F3 - GT
 Donington Park (GB)

9th June
12 Hrs de Francorchamps
 Francorchamps

28th June
Belcar Midsummer Race
 Zolder

25th - 26th August
24 Hours
 Zolder



30th September
Francorchampagne
 Francorchamps

21st October
Belcar Last Race
 Zolder



THE BASICS

It had always been the intention to expand the GT3 category to other countries once the concept had proved that it worked, and Germany was always high on the list of destinations for a first national series based on the GT3 principles.

In conjunction with the ADAC, Europe's largest motoring club, the series will get underway in 2007. It will be run by newly-established SRO Germany, under the control of Jürgen Barth, an essential part of the FIA GT and GT3 since before the beginning.

The new series will start at the Nürburgring during the 24 Hour meeting, and will also race within the Oschersleben round of the FIA GT Championship. One 'foreign' round has been scheduled, for Zolder on August 26th during the 24 Hours of Zolder.

ELIGIBLE CARS

The cars must comply with the standard FIA homologated GT3 category : the Ascari KZ1R, Aston Martin DBRS9, Corvette Z06, Dodge Viper Competition Coupe, Ferrari 430 GT3, Maserati GranSport Light, Lamborghini Gallardo, Porsche 997 GT3 - as well as the newcomers to the 2007 grid such as the Jaguar.

EXPECTED GRID

A grid of between 16 and 24 cars is expected for this first year.

RULES AND REGULATIONS

There will be six events in 2007.

The series will follow the FIA regulations, with only a few small changes to adapt to the national particularities. The rule obliging teams to enter three cars will be relaxed, so that single-car teams will be able to enter.

Each meeting will consist of two sixty-minute free practice sessions, two twenty minute qualifying sessions which will set the grid for each race, and two sixty-minute races.

A single tyre manufacturer will be selected.

QUOTES

Jürgen Barth : "We have chosen to start relatively late in the season, in order to give teams plenty of time to prepare for 2007. There are only six events, and no clashes with the FIA GT3 European Championship, so teams should be able to do both series if they so wish."

2007 CALENDAR



7th June
Nürburgring
24 Hours



8th July
Oschersleben
FIA GT



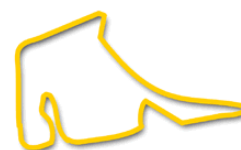
5th August
Lausitzring



26th August
Zolder
24 Hours



16th September
Sachsenring



14th October
Hockenheim



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THE BASICS

The aim of this new series is to build on the success of the FIA GT3 European Championship and to present a new category offering manufacturers, teams and drivers a first step into GT racing. Launched as an FIA-sanctioned Series in 2007, the GT4 European Cup will become the FIA GT4 European Championship in 2008 once all the cars have been homologated. Reserved for the most recent models, the races will take place during the FIA GT meetings. The series will use the FIA-controlled balance of performance by cost-effective measures.

ELIGIBLE CARS

Reserved for exceptional, but less expensive cars, while maintaining the balance of performance between the different makes taking part. The power/weight ratio in racing version may not be lower than 3.4 kg/bhp.

Reserved for cars which have limited but absolutely necessary modifications in order to be reliable for racing. They will be stripped of all comfort elements, equipped with a homologated road cage and the mandatory safety devices, racing brakes, rims and shock absorbers and will be stripped of any aerodynamic devices such as rear and front spoilers unless mounted on the original road cars.

EXPECTED GRID

A grid of between 20 and 30 cars is expected for the first season. Makes and models include the Maserati Trofeo, Nissan 350Z, Ford Mustang, Opel GT, BMW Z4, Honda S2000, Porsche Cayman, Mazda RX8, Lotus Sport Exige Cup 255, Aston Martin V8, Mitsubishi Eclipse, Alfa Romeo Brera, Audi TT...

RULES AND REGULATIONS

One or two drivers per car

2 x 50 minutes of free practice sessions

2 x 30 minutes qualifying sessions

2 30-minute races per weekend

Standing starts, no pit stops. No limitations or obligations with regards to the number of cars per team or make. There will be a single tyre supplier.

QUOTES

Pascal Witmeur : "The launch of a completely new Cup and category of GT racing is very exciting, and we are looking forward to being part of such an internationally known group as SRO"

2007 PROVISIONAL CALENDAR



6th May

Silverstone (Great Britain)



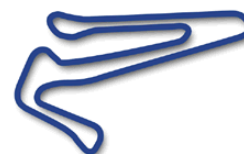
8th July

Oschersleben (Germany)



28th July

Spa-Francorchamps (Belgium)



9th September

Adria (Italy)



30th September

Nogaro (France)



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GT90s

REVIVAL SERIES

THE BASICS

Starting when the Ferrari F40LM was entered in the IMSA Championship, and gathering speed with the BPR (Barth Peter Ratel) series in 1994, interest in GT racing grew rapidly, supported by the passion of private teams and amateur drivers. The performance of these dream cars, their exhilarating design and the prestigious brands, synonymous with power and success, created some amazing grids, thanks to the diversity and number of cars taking part.

These GT cars of the 1990's, original, sometimes unique, many of which have become real icons, have spent the last decade in garages or private collections.

The 'GT90's Revival Series' aims to give their owners a unique opportunity to return to the tracks where they enjoyed their moments of glory, within the prestigious framework of the FIA GT Championship meetings.

ELIGIBLE CARS

All GT race cars built and entered in races between 1990 and 1999 inclusive, divided into three distinct categories :

- GT1 : cars corresponding to BPR GT1 - ACO GT1 – FIA GT1 ..
- GT2 : cars corresponding to BPR GT2 - ACO GT2 – FIA GT2 . . .
- GT3 : cars from single make series such as the Porsche Cup, Venturi Trophy, Ferrari Challenge, Lamborghini Supersport

All cars entered must adhere to the configuration and technical regulations of their original championship.

EXPECTED GRID

A grid of between 20 and 30 cars is expected for this first season.

RULES AND REGULATIONS

There will be two meetings in 2007.

- Two 30-minute Free Practice sessions
- Two 15-minute Qualifying Sessions
- Two 45-minute races, with an obligatory pit-stop between the 15th and 30th minute. Driver change optional.

Rolling start. A single tyre manufacturer will be selected.

WHAT THEY SAY

Olivier Lyonnet : "Back to the roots with the original actors of the worldwide GT success story, we intend to let you discover or re-discover masterpieces of engineering which were all too soon forgotten, with these glorious cars of the past. Action packed and authentic engine noises guaranteed"

2007 PROVISIONAL CALENDAR



6th May

Silverstone

within the Royal Automobile Club
Tourist Trophy meeting



30th September

Nogaro

within the Grand Prix de Nogaro



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