



## Nürburg/Heiligenroth, 18<sup>th</sup> August 2007

A new Class-Victory for the team  
„Racing Event Motorsport“

The DEGUSSA BMW 135 DBD still sets the benchmark in class SP11 of the BFGoodrich-Long-Distance-Touring-Car-Championship. No alternative-fuelled car is as successful in this season as the white BMW 1 of the team "Racing Event Motorsport". Also at the sixth heat the team was impressively able to give another proof of it. During the summer break the car has completely been revised and with the experiences of the ongoing season further optimised. Already the first test run at the training on Friday showed that the modifications paid off.

With the basic set-up the team straight away got starting position two at the qualifying. With 9:39.149 the team was scarcely behind the BMW 335D GTR of the "Dieselspeed"-Team and in front of the Works-Bora R-TDI of the team "Pohlen-Racing". Furthermore the team "Racing Event Motorsport" was for the first time faster than the Works-BMW 1 of "Schubert-Motorsport". Nevertheless Bugs Bunny alias Guido Wirtz was only partly satisfied after the qualifying: "There had been a lot more possible, but the track was oily and several accidents had caused yellow-flag periods."

Bugs Bunny drove the first stint and stepped on it right away. With times of 9:35 it was no problem for him to gain the lead during the first laps. He also drove with 9:32.675 the fastest lap of the class. All in all he steadily extended the lead to their two biggest competitors. The jump to Holger Pohlen (VW Bora R-TDI) and Günther Becker (BMW 355D GTR) increased about 10 seconds every lap. Comfortably in the lead Franz Groß took over the Degussa BMW. He also navigated the white racing car fast and secure over the Nurburgring-Nordschleife: "I still have to get used to the modified road-performance. Due to the increased bend-speed the BMW 1 appeared slightly unstable, we have to begin with trying out the new set-up. Anyway I'm pleasantly surprised by the improvements, especially that everything flowed smoothly at first go".

Shortly before Franz Groß went in for the last pit-stop, the "Dieselspeed" BMW with the number 419 had driven past. With a lag of 3 minutes the head of the team Andre Ibron drove the white BMW 1 back to the track. In the beginning he played it safe, because the track was oily and there were several yellow-flag sections. Meanwhile gremlins crept into the "Pohlen-Bora" and the estate car dropped out due to a technical malfunction. "It's a pity, we prefer beating our competitors on the track", Andre Ibron stated afterwards. So the team of "Racing Event Motorsport" waited for "Dieselspeed's" second pit-stop. But to the surprise of all it did not happen. During the last lap the head of the team was eventually able to overtake the 419 of "Dieselspeed". The "Dieselspeed" BMW was lacking fuel and at the "Aremberg"-section Andre Ibron got ahead. With a winning margin of 13:02.244 minutes to the second positioned 335D GTR of "Dieselspeed", of more than two laps to the third positioned 335D GTR also "Dieselspeed" and of even more than 3 laps to the fourth positioned Mercedes Benz C320 CD the class-leading 135D of the team "Racing Event Motorsport" crossed the finishing line.

Afterwards the team was suitably enthusiastic. Andre Ibron beamed with joy: "I'm happy, that we were able to take a big step forward and that Bugs Bunny implemented this at the start. The constantly improving lap times at our high-performance class, with lap times of 9:30 of the top flight of the SP11 and an average speed of 150 km/h, testify the high level of the VLN and the professional work of the teams."

Also the pit-stop team of "Racing Event Motorsport" did their utmost. The team is already preparing for the 7<sup>th</sup> heat of the BFGoodrich-Long-Distance-Touring-Car-Championship. On September the 15<sup>th</sup> is the height of the VLN: the 6-Hours-ADAC-Ruhr-Pokal.