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British GT Championship, Brands Hatch

KTM WITH SUCCESSFUL TEST AT BRITISH GT FINALE: SIGNALS INTENT X-BOW IN FULL GT4 SPEC FOR 2010!

KTM successfully tested several new racing developments on its X-BOW GT4 over the final weekend of the 2009 British GT championship (19-20 September).

The invitation KTM racer, with Reinhard Kofler in the cockpit, qualified just 0.45 seconds behind the MTECH GT3-specification Ferrari 430 Scuderia for race one, and 0.70 seconds in qualifying for race two. In each of the two races, the X-BOW was consistently over three seconds faster than the GT4 championship-winning Ginetta G50 around Brands Hatch's GP circuit and one second faster than a strong invitation entry from Morgan. Furthermore, Kofler lapped all the GT4 competitors in each outing. The excellent performances were achieved despite enduring 30-second pitlane penalties in each race for voluntarily foregoing the mandatory driver change.

The first competitive outing for the upgraded X-BOW GT4 signals a move up to full GT4 racing in 2010, having previously won this year's British GT Supersport championship, driven by Phil Keen and Marcus Clutton, while X-BOW privateer, Augustin Eder, celebrated winning the 2009 European GT4 Cup Supersport title earlier this month. It's also a strong demonstration of KTM's continued commitment to pursuing GT racing to promote the company's "Ready to Race" range of fully-homologated road-legal X-BOW sports cars. At the heart of the new developments being tested at Brands Hatch included a tuned version of the 2.0-litre TFSI Audi engine, an improved aerodynamics and cooling package and a revised, stiffer chassis set-up.

"We have enjoyed big success in the Supersport class," said Georg Silbermayr, Head of Sales and Motorsport for the KTM X-BOW. "Therefore it would be a logical step to develop a full GT4-specification X-BOW for the 2010 season and we're greatly encouraged by our performance over the weekend at Brands Hatch. Nevertheless, we've set ourselves some tough performance targets and there is still some further work to do to offer interested drivers and teams a highly competitive, secure and at the same time cost-effective proposition for entry-level GT racing."

