



SCUDERIA ECOSSE: RACING WITH FERRARI

Scuderia Ecosse races Ferrari GT cars in both national and international motorsport events. The team took a dominant victory in the 2005 British GT Championship with Nathan Kinch and Andrew Kirkaldy in a Ferrari 360 GTC; and also took victory in the LMES race at Istanbul Park. In 2006 the team will run a pair of Ferrari 430s in the FIA GT Championship, alongside an assault on the British GT Championship. The 430 is an exciting new prospect from Maranello and Scuderia Ecosse will also be competing for victory at the world-famous Le Mans 24 Hours, the team's ultimate ambition. Operating with the full endorsement of Ferrari and Michelotto in Italy, and led by owner, Stewart Roden, Scuderia Ecosse operates from impressive facilities on the outskirts of Edinburgh, Scotland.



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**BRITISH GT 2005
CHAMPIONS**

2006 RACING SCHEDULES

FIA GT CHAMPIONSHIP

Effectively the World Championship for GT cars, the FIA GT Championship enters its tenth year in 2006. The series has two categories: GT1 which comprises cars such as the Maserati MC12, the Aston Martin DBR9 and the Corvette C5R; and the fiercely competitive GT2 class for cars like the Scuderia Ecosse Ferrari 430s, the Porsche 996 and TVRs.

FIA GT is a thrilling mix of top teams, world-class drivers and beautiful cars. The organisation is slick and the show is exciting. Every race promises lots of overtaking, driver changes, pit-stops and strategy changes. There is a lot to see and a lot to enjoy.

An FIA GT Championship weekend consists of a day of practice on Friday, qualifying laps on Saturday and the race on Sunday. The 2006 season begins at Silverstone in early May for the annual RAC Tourist Trophy meeting, an event traditionally run in front of large crowds.

May 5-7	Silverstone	Great Britain
May 26-28	Brno	Czech Republic
June 30-July 2	Oschersleben	Germany
July 28-30	Spa-Francorchamps	Belgium
August 18-20	Paul Ricard	France
September 1-3	Dijon	France
September 15-17	Mugello	Italy
Sept 29-Oct 1	Bucarest	Romania
October 13-15	Adria	Italy
November 15-17	Dubai	United Arab Emirates



All FIA GT events are three-hour, 500km races, except Spa which is 24-hour race.

LE MANS 24 HOURS

There is no other race quite like the Le Mans 24 Hours; there are other 24-hour races and there are other famous races, but nothing can touch the atmosphere at Le Mans. The race is the ultimate test of man and machine where sheer hard work, bravery, spirit and luck are the order of the day. "Le Mans 24 Hours" evokes memories of great triumph and great tragedy. This is the race they all want to win and victory at this French classic is the ultimate ambition for Scuderia Ecosse.

Interest in the Le Mans 24 Hours increased markedly in 2005: media accreditation levels rose to over 1800 journalists, the number of spectators increased by 15%, website 'hit's reached 50 million, and 325 million people watched the race on television.

June 4	Test Day
June 12-16	Le Mans 24 Hours Build-up
June 17-18	Le Mans 24 Hours Race



BRITISH GT CHAMPIONSHIP

As one of the best domestic GT series in the world, the British GT Championship delivers wheel-to-wheel, crowd-thrilling racing. The 2005 season was dominated by the Scuderia Ecosse pairing of Nathan Kinch and Andrew Kirkaldy who won 11 out of the 13 races. They may have moved on from the series but Chris Niarchos and Tim Mullen, 2005 Runners-up, are back for more and this time they want the title!

After a year away, the British Championship is returning to Brands Hatch, Oulton Park and Snetterton in 2006; three circuits that suit the characteristics of the Ferrari. The British runners are also off to France again for a race at Magny Cours, the home of the French Grand Prix, in October. Scuderia Ecosse won last time out on this track and will be keen for a repeat performance.

This is Niarchos and Mullen's shot at the title and they intend to throw everything they have at it!

April 15-17	Oulton Park	2 x 1 hour races
May 20-21	Donington Park (National Circuit)	1 x 2 hour race
June 24-25	Mondello Park, Ireland	2 x 1 hour races
July 15-16	Snetterton	2 x 1 hour races
August 12-13	Rockingham	2 x 1 hour races
August 26-27	Brands Hatch	2 x 1 hour races
September 23-24	Silverstone (International Circuit)	1 x 2 hour race
October 21-22	Magny Cours, France	2 x 1 hour races



NATHAN KINCH

FACTS

Born:	4 June 1982 – Aberdeen, Scotland
Nationality:	British
Marital status:	Single
Lives:	Aberdeen, Scotland
Height:	1.75m (5ft 9ins)
Weight:	70kgs (154lbs)



STATS

First drove a car:	Drove his dad's Jeep Wrangler on farmland at the age of 12
First race:	Knockhill, 2001
First win:	Ferrari Challenge race at Rockingham in 2001
First British GT race:	Knockhill 2002
Best British GT finish:	Victory at Snetterton in the 2002 Championship in a Saleen. Six victories in 2004 and 11 (out of a possible 13) in 2005 in a Scuderia Ecosse Ferrari.

TRIVIA

Best racing memory:	Winning the Bob Wollek Trophy in 2001, which was presented to Nathan by Bob's wife at Silverstone.
Worst racing memory:	Leading his second FIA GT race on 2003 when the throttle cable snapped with just six laps to go.
Sporting heroes:	Derek Bell
Favourite sports & hobbies:	Golf and snowboarding

CAREER HIGHLIGHTS

2005

British GT Championship

Nathan was crowned British GT Champion after a fantastic season, during which he and Andrew Kirkaldy took 11 out of a possible 13 victories in their Ferrari 360 GTC. They achieved a 100% record in qualifying with 13 out of 13 pole positions. Absolutely unbeatable! In addition to the Championship trophy Nathan received an award from Ferrari in Maranello on the night of the 2006 F1 launch and an MSA Gold Flag award.

Le Mans Endurance Series

During Scuderia Ecosse's first year in the LMES, Nathan, along with Andrew Kirkaldy, fought hard throughout a difficult season and emerged as winners at the final race at Istanbul. The duo finished their rookie season as runner-ups in the Championship.

Le Mans 24 Hours

Nathan's third entry into the Le Mans 24 Hours was with Scuderia Ecosse in the GT2 class. With team-mates Andrew Kirkaldy and Anthony Reid, Nathan put on a great show at the classic French race but unfortunately the car retired after six hours, suffering the same fate as many of the other runners that year: a puncture!

2004

British GT Championship

With team-mate, Andrew Kirkaldy, Nathan won six rounds of the British GT Championship. Driving the Scuderia Ecosse Ferrari 360 GTC the pair won at Donington, Snetterton (twice), Silverstone, Thruxton and Brands Hatch. Nathan also

took pole position at Snetterton and Silverstone. The team finished the season, their first in GT racing, as Championship runners-up.

FIA GT Championship

Took part in the British round at Donington in the Scuderia Ecosse Ferrari 360 GTC with Andrew Kirkaldy. Finished fourth in class.

Le Mans 24 Hours

Nathan drove the Ray Mallock Ltd LMP1 Lola with Tommy Erdos and Mike Newton. They completed 20 hours of the race before retiring with technical problems.

2003

FIA GT – Racing with Lister Storm, Nathan won two races (Oschersleben and Anderstorp), finished second at Enna and third at Monza. He was later excluded from the Oschersleben results after his team-mate was penalised by the stewards.

Le Mans – Qualified to drive in Pre-Qualification and Testing. Car smashed by co-driver in pre-race test.

Le Mans 1000 km – Drove for Lister Storm

2002

Historic Group C Jaguar XJR-16 – Two wins and one pole position from three races

British GT – Five races in a Saleen with one win, two second places and one third.

2001

European Ferrari 360 Challenge and UK Ferrari Maranello Challenge – This was Nathan's first season and he notched up 16 victories, second place, fourth place and seventh place and took six pole positions.

Historic Group C Jaguar XJR-16 – Won the race in what was his first run in the car and his first time at Silverstone Circuit.

ANDREW KIRKALDY

FACTS

Born:	1 March 1976 – St Andrews, Scotland
Nationality:	British
Marital status:	Single
Lives:	Milton Keynes, England
Height:	1.78m (5ft 10ins)
Weight:	74kgs (163lbs)



STATS

First drove a car:	Around his Grandfather's caravan park at the age of 15
First race:	FF1600 at Knockhill in 1995
First win:	FF1600 at Castle Combe in 1995
First British GT race:	Thruxton 2002
Best British GT finish:	Six victories in 2004 and 11 (out of a possible 13) in 2005.

TRIVIA

Best racing memory:	Driving the McLaren MP4-14 Formula One car at Silverstone in 1999
Worst racing memory:	Waking up in hospital after a Vauxhall Junior crash in 1995
Sporting heroes:	Ayrton Senna & Jackie Stewart
Favourite sports & hobbies:	General fitness & driver coaching

CAREER HIGHLIGHTS

2005

British GT Championship

Andrew was crowned British GT Champion after a fantastic season, during which he and Nathan Kinch took 11 out of a possible 13 victories in their Ferrari 360 GTC. They achieved a 100% record in qualifying with 13 out of 13 pole positions. Absolutely unbeatable!

In recognition of his performance in the 2005 British GT Championship Andrew received a gamut of awards including the much-coveted BRDC Silver Star, Autosport British Club Driver of the Year, the 2005 Cavallino Trophy (awarded by the Ferrari Owners Club for a 'particularly meritorious result in Ferrari competition') and an MSA Gold Flag.

Le Mans Endurance Series

During Scuderia Ecosse's first year in the LMES, Andrew, along with Nathan Kinch, fought hard throughout a difficult season and emerged as winners at the final race at Istanbul. Andrew also took two pole positions; at Silverstone and Istanbul. He finished the season as runner-up in the Championship.

Le Mans 24 Hours

Andrew's first ever Le Mans 24 Hours and also the first for his team, Scuderia Ecosse. He started the race and drove a determined stint in unbearably hot conditions, giving the team the best possible chance for a good result. Unfortunately the car retired after six hours, suffering the same fate as many of the other runners that year: a puncture!

2004

British GT Championship

With team-mate, Nathan Kinch, Andrew won six rounds of the British GT Championship. Driving the Scuderia Ecosse Ferrari 360 GTC the pair won at Donington, Snetterton (twice), Silverstone, Thruxton and Brands Hatch. Andrew also

notched up more pole positions than any other driver (5), more fastest laps (12) and spent more time in the lead than anyone else in the Championship. The team finished the season, their first in GT racing, as Championship runners-up. Andrew was voted UK National Motorsport Driver of the Year by dailysportscar.com and placed No.1 in the British GT driver's rankings by Autosport Magazine.

FIA GT Championship

Took part in the British round at Donington in the Scuderia Ecosse Ferrari 360 GTC with Nathan Kinch. Finished fourth in class.

Le Mans Endurance Series

Competed in a Ferrari 360 GTC in the Spa round of the LMES with Cirtek Motorsport, as team-mate to Maurizio Fabris and Rob Wilson.

2003

British ASCAR

Spa 24hrs – Fastest Veloqx driver and over two seconds quicker than team-mate, Guy Smith, in the same car who won the Le Mans 24 Hours for Bentley in 2003.

2002

British Clio Cup - Runner up

British GT – Contested two races for Veloqx, taking lap record at Thruxton on his first outing in the car.

FIA GT – Pole position at Donington and third at Estoril.

2001

Formula Atlantic – Contested two races

German F3 – Contested four races

2000

British F3 – Part season with Team Avanti

Formula One – Tested Arrows F1 car

1999

British F3 – Fifth in Championship with Paul Stewart Racing

Formula One – Tested McLaren F1 car

1998

Euroseries Formula Opel – Runner up with Paul Stewart Racing

BTCC – Tested for TWR Volvo touring car team

1997

Formula Vauxhall – Runner up

McLaren Autosport BRDC Young Driver of the Year Winner

1996

Formula Vauxhall Junior – Runner up with five victories

1995

FF1600 – 14 races with eight wins and three second places

1994

British Karting Championship – Runner up

1993

Scottish Senior Karting Championship – Winner

1989

Scottish Junior Karting Championship – Winner

CHRIS NIARCHOS

FACTS

Born:	3 May 1965 – Toronto, Canada
Nationality:	Canadian / Greek
Marital status:	Married with three children
Lives:	London, England
Height:	1.83m (6ft)
Weight:	92kgs (203lbs)
Website:	www.cobragroup.com



STATS

First drove a car:	At 16. The legal age in Canada.
First race:	A Formula Ford race in July 2002
First win:	The same Formula Ford race in July 2002
First British GT race:	Donington Park 2004
Best British GT finish:	Victory at Thruxton in 2004

TRIVIA

Best racing memory:	Victory in the first British GT race at Thruxton in 2004. Chris and team-mate, Tim Mullen, had to fight off very strong competition for the win.
Worst racing memory:	The second British GT race at Thruxton in 2004! A problem with the pit-stops put paid to an assured podium finish.
Sporting heroes:	Jean Alesi and Ayrton Senna
Favourite sports & hobbies:	Motorsport, photography and computers.

CAREER HIGHLIGHTS

2005

British GT Championship

In 2005 Chris Niarchos, Tim Mullen, and their Ferrari 360, were the only combination that could put up a fight to the Championship-winning Kinch/Kirkaldy car. Although a second victory proved to be elusive, Chris and Tim fought hard and took a fantastic six runner-up spots and eight podium finishes. Chris also secured the Driver of the Day Award for an outstanding drive at the Knockhill round. The duo completed the season as Runners-Up in the British GT Championship.

2004

British GT Championship

In his first year of GT racing, Chris, along with team-mate Tim Mullen, took a great victory at Thruxton in August. Regularly qualifying at the front end of the grid the pair fought hard all year to help the team secure the runner-up spot in the Team's Championship.

2003

Pirelli Maranello Ferrari Championship Runner-up

Chris notched up an impressive victory at Castle Combe in his first season of racing and seven other podium finishes throughout the year. He ended a successful year as Championship Runner-up.

TIM MULLEN

FACTS

Born:	28 March 1976 – Craigavon, Northern Ireland
Nationality:	British
Marital status:	Married
Lives:	Northampton, England
Height:	1.74 m (5ft 9 ins)
Weight:	64kgs (141lbs)
Website:	www.tim-mullen.com



STATS

First drove a car:	A Honda Civic, which he crashed into his house at the age of six!
First race:	Formula Ford at Kirkistown in 1995
First win:	Formula Ford at Kirkistown in 1995
First British GT race:	Oulton Park 2002
Best British GT finishes:	Victories at Thruxton and Donington in 2002 and victory at Thruxton in 2004.

TRIVIA

Best racing memory:	Winning the Vauxhall Junior Championship in 1996
Worst racing memory:	Missing out on the Formula Ford triple in 1995
Sporting heroes:	Colin McRae
Favourite sports & hobbies:	Training, most water sports, skiing and music

CAREER HIGHLIGHTS

2005

British GT Championship

In 2005 Tim Mullen, Chris Niarchos, and their Ferrari 360, were the only combination that could put up a fight to the Championship-winning Kinch/Kirkaldy car. Although a second victory proved to be elusive, Tim and Chris fought hard and took a fantastic six runner-up spots and eight podium finishes. They both received Driver of the Day Awards during the season: Tim at Mondello Park and Chris at Knockhill. The duo completed the season as Runners-Up in the British GT Championship.

2004

British GT Championship

Along with his team-mate, Chris Niarchos, Tim took victory at Thruxton in August, driving the Scuderia Ecosse Ferrari 360 GT. Regularly qualifying at the front end of the grid the pair fought hard all year to help the team secure the runner-up spot in the Team's Championship.

FIA GT Championship

Tim took part in the Spa and Donington races with GruppeM Racing. Alongside team-mates such as Tim Sugden and Jonathan Cocker, Tim finished third in class at Donington.

2003

FIA GT Championship - Team Maranello Concessionaires. Victory at Magny Cours.

2002

British GT Championship – Four races with Veloqx Motorsport. Victories at Thruxton and Donington.

2001

Renault Clio UK Cup – Runner up with 10 podium finishes in his first year in saloons.

Rookie of the Year

2000

European Formula Palmer Audi Championship - Three race wins and two-second places. Tim was top-qualifier in the Championship.

Sportcars – Tested Lola SR2 at Daytona

1999

European Formula Palmer Audi Championship – Third place

F3000 – Tested for Team Martello

1998

British Formula Renault Championship – Third place with nine podium finishes (whilst competing with a year old Van Dieman chassis)

1997

British Formula Vauxhall Championship

1996

British Vauxhall Junior Championship – Championship winner

McLaren Autosport BRDC Young Driver Of The Year - finalist

Northern Irish Motorsport Personality Of The Year

1995

Irish Formula Ford Championship – Championship winner

DHL Star of Tomorrow Champion

Vauxhall Young Driver of the Year

Avon Tyres Young Driver of The Year

KEY TEAM PERSONNEL



STEWART RODEN - Owner & Team Principal

As team principal and owner of Scuderia Ecosse, Stewart Roden's lifelong passion for the Ferrari marque and inherent understanding of the unique challenges of motorsport have helped him to produce a team destined for success. Over the last 25 years the affable Scotsman has had success in almost every area of motorsport: he started racing in Motocross before moving into Formula Ford where he was the Scottish Champion five times! Stewart also competed in the European Ferrari Challenge, Formula Vauxhall Lotus and Formula 3 before he retired from driving. Stewart is also a qualified engineer (and ARDS instructor!) and since 2001 he has run drivers in many events and Championships from the Pirelli Maranello Ferrari Challenge to the FIA GT Championship. One thing is certain; Stewart will not rest until his team takes a class victory at the Le Mans 24 Hours.

STUART ROBERTSON - Senior Race Engineer

Stuart's role at Scuderia Ecosse is that of senior race engineer: a role he is well-qualified for. Since graduating from Strathclyde University with a First Class Masters degree in Mechanical Engineering with Aerodynamics he has achieved an MSc in Motorsport Engineering and Management from Cranfield University, winning the BRDC prize as leading British student. He held positions at MIRA, Rover Group and Reynard, later moving into race engineering in F3 and then GT racing with Ferrari at Team Maranello Concessionaires and then Scuderia Ecosse. Stuart is also an accomplished racing driver; a former Scottish Junior Formula Ford Champion and qualified ARDS instructor.



PABLO CANGINI - Race Engineer

Pablo's role as Race Engineer is to extract the best possible performance from the car and its drivers. Born in Argentina but with dual Argentine/Italian nationality, Pablo joined Scuderia Ecosse in late 2005. His studies in mechanical and automotive engineering have taken him from Argentina, to the US and finally to England. Since coming to the UK, Pablo has worked on Formula BMW, Touring Car and GT cars.



VINCENT MOUTRILLE - Crew Chief

Fondly referred to as "The Frenchman with the Foreign Legion haircut" by dailysportscar.com, Vince Moutrille has worked in motorsport since 1996. His career has taken him from McLarens and Lamborghinis to LMP Cadillacs and Ferraris; in the FIA GT Championship, Le Mans, British GT, ALMS and more. Vince's role at Scuderia Ecosse is to be the liaison between the team engineers and the mechanics. He is responsible for making sure job lists are completed, work is done to schedule and the all-important pit-stop practice sessions.

FERRARI 430 GT

Technical Specification

ENGINE

Type:	Ferrari F136, 8 cylinders with V 90° layout.
Capacity:	3.998,6cm ³ .
Materials:	Aluminium alloy engine block and cylinder heads.
Intake system:	Air induction limited by two restrictors (28.8mm).
Timing system:	4 camshafts (2 per each cylinder head), 4 valves per cylinder.
Injection and ignition:	Magneti Marelli engine management.
Fuel:	Unleaded 102 RON, 88 MON.

POWER TRAIN

Type:	6 speed + reverse, sequential control.
Differential:	self-locking, adjustable by blades.
Clutch:	5"1/2 syntherized three discs.

CHASSIS AND BODYWORK

Chassis:	aluminium monocoque, steel safety cage (per FIA rules), engine and gearbox stiffly fitted to the chassis.
Steering system:	rack and pinion system, power steering.
Suspensions:	independent wheels, overlapped aluminium triangular wishbones, adjustable shock absorbers, adjustable anti-roll bar.
Brake system:	Brembo, steel discs: 380x32mm (front), 332x32mm (rear), 6 pistons (front) and 4 pistons (rear) calipers, adjustable brake balance.
Bodywork materials:	carbon / kevlar / nomex / aluminium.
Aerodynamic devices:	adjustable single profile rear wing, carbon floor with rear diffuser.
Weight:	1100 kg (all the liquids at the standard level, without fuel and driver).

2005 SEASON REVIEW

- **Dominant victory in British GT Championship**
- **First big international success**
- **All-Scottish line-up at Le Mans 24 Hours**

Nothing short of a British GT Championship victory would be acceptable for Scuderia Ecosse in 2005 and the team didn't disappoint. The first race of the season was a two-hour event at Donington Park. Kinch and Kirkaldy took first blood with a winning margin of over 40 seconds, giving the competition a taste of what was ahead of them. The next round was another two hour race, this time at Magny Cours, the home of the French Grand Prix. Again, Kinch and Kirkaldy dominated, albeit in warmer conditions, and closely followed by Chris Niarchos and Tim Mullen.

The Championship then moved to Knockhill in Scotland, the team's home event. Missing out on the win in the first race fired up the Scottish duo and they cruised to a strong victory in race two, chased hard again by Niarchos and Mullen; Niarchos picking up the Driver of the Day Award for his endeavours.

A double victory at Thruxton was followed by the return to Castle Combe, the scene of the team's worst weekend in 2004. Brushing aside any demons that may have been lurking, Kinch and Kirkaldy breezed to another double victory.

The Team Championship was comfortably sealed at Silverstone in August and then Kinch and Kirkaldy took the Driver's Championship a few weeks later at Mondello Park in Ireland with two more victories. The young Scottish duo took 11 out of a possible 13 race wins and an unprecedented 13 pole positions. Team-mates Chris Niarchos and Tim Mullen duly secured the runner-up spot in the Driver's Championship to lock out the competition.

The team had done what it set out to do and dominated the British GT Championship. But there was more to 2005 than the British series...

The Le Mans Endurance Series provided a new challenge for the team in 2005. The first race at Spa ended in retirement but a second place at Monza and fourth in torrid conditions at Silverstone boosted the team's position in the Championship rankings. Victory at the final race in Istanbul was enough to secure second place in the Series and a coveted, guaranteed entry for the 2006 Le Mans 24 Hours.

The team was delighted to receive an entry for the Le Mans 24 Hours in 2005 and headed to France in June well aware of the mountain that had to be climbed. Six hours into the race the dream was put on hold when the team's Ferrari 360 retired after picking up a puncture; fate had played its hand and also dealt out the same result to many of the other runners. Success at the Le Mans 24 Hours remains the ultimate ambition of Scuderia Ecosse.

Continually striving to be the best on every level, from performance to presentation to communication, Scuderia Ecosse developed in many ways in 2005. A striking new livery was introduced; a new website for fans, sponsors and the media was developed; and new staff were brought in to strengthen the team.

The year closed with a raft of awards being presented to the team and the drivers including the prestigious BRDC Silver Star and Autosport British Club Driver of the Year Award to Andrew Kirkaldy, the MSA Gold Flag, and a special award from Ferrari for winning the British GT Championship for him and Nathan Kinch. The team was also delighted to be voted UK Team of the Year for the second year running by dailysportscar.com.

(2005 race results follow)

2005 RACE RESULTS

BRITISH GT CHAMPIONSHIP – GT2

Round	Circuit	Qualifying		Race Result	
		Kinch/Kirkaldy	Niarchos/Mullen	Kinch/Kirkaldy	Niarchos/Mullen
1	Donington Park	1st	2nd	1st	3rd
2	Magny Cours	1st	2nd	1st	2nd
3	Knockhill	1st	6th	2nd	3rd
4	Knockhill	1st	2nd	1st	2nd
5	Thruxton	1st	6th	1st	DNS – driveshaft
6	Thruxton	1st	2nd	1st	5th
7	Castle Combe	1st	7th	1st	2nd
8	Castle Combe	1st	2nd	1st	2nd
9	Silverstone	1st	2nd	2nd	8th
10	Mondello Park	1st	6th	1st	2nd
11	Mondello Park	1st	2nd	1st	5th
12	Silverstone	1st	3rd	1st	2nd
13	Silverstone	1st	2nd	1st	4th

Driver of the Day Awards: Knockhill – Chris Niarchos, Mondello Park – Tim Mullen

Victories		Pole Positions		Fastest Laps	
Nathan Kinch	11	Andrew Kirkaldy	8	Andrew Kirkaldy	5
Andrew Kirkaldy	11	Nathan Kinch	5	Tim Mullen	6
Ben Collins	2			Nathan Kinch	2
Neil Cunningham	2				

LE MANS ENDURANCE SERIES – GT2 (One car: Kinch/Kirkaldy)

Round	Circuit	Qualifying	Race Result
1	Spa	3rd	DNF – accident/oil pressures
2	Monza	2nd	2nd
3	Silverstone	1st	4th
4	Nürburgring	2nd	4th
5	Istanbul	1st	1st

LE MANS 24 HOURS – GT2 (One car: Kinch/Kirkaldy)

Qualifying	Race Result
9th	DNF during sixth hour – puncture/accident

2004 SEASON REVIEW

- **The first year of competition for Scuderia Ecosse**
- **British GT Championship Runners-Up**
- **Seven race victories**

In 2004 Scuderia Ecosse entered two Ferrari 360s into the revamped British GT Championship with the single aim of taking the title. New regulations promised a season of fiercely competitive racing and with the driver pairings of Nathan Kinch/Andrew Kirkaldy and Chris Niarchos/Tim Mullen the team knew they had every chance of winning.

The season got off to a strong start with Kinch and Kirkaldy taking victory at a rain-soaked Donington Park in April. Then came the twist: in 2004 the Championship ran with a Pro-Am ruling which classed Kinch and Kirkaldy as B and A drivers respectively, thus incurring a 25-second penalty at each race (later reduced to 20 seconds). The penalty was served in the pits during the driver changeover so the drivers had to push incredibly hard during the first stint of each race to make up that time as the main challenger, the GruppeM Porsche of Tim Sugden and Jonathan Cocker, received no such penalty. Although the Ferraris were blindingly fast all it took to scupper a win was for the Safety Car to join the race, which happened a lot in 2004. Once the Safety Car is out on track any time cushion built-up is immediately lost.

Despite such an impediment the young Scottish pairing finished the season as runners-up with six race victories. Team-mates Niarchos and Mullen also took a tremendous win, at the super-fast Thruxton Circuit in August.

In addition to the British series, Scuderia Ecosse had a taster of international competition in 2004, entering the Donington round of the FIA GT Championship. The team delivered a solid fourth place finish for Kinch and Kirkaldy, proving they had what it took to compete on an international level.

With its immaculate presentation and painstakingly-prepared cars, the Scuderia Ecosse team raised the standard in the British GT Championship in 2004. Notably the Pro-Am penalty was abolished at the end of the year as it was deemed unfair. There would be no stopping the Scots now.

"As soon as you mention Ferrari and motorsport, one word springs immediately to mind: winning. Look back through the Formula One record books over the past five years and it's the Prancing Horses of Michael Schumacher and Rubens Barrichello which have dominated. Now though, another pair of gleaming red stallions from Broxburn are planning to conquer their own bit of motorsport history."

Edinburgh Evening News (24 July 2004)

(2004 race results follow)

2004 RACE RESULTS

BRITISH GT CHAMPIONSHIP – GT2

Round	Circuit	Qualifying		Race Result	
		Kinch/Kirkaldy	Niarchos/Mullen	Kinch/Kirkaldy	Niarchos/Mullen
1	Donington Park	2nd	9th	7th	DNF
2	Donington Park	16th	3rd	1st	9th
3	Mondello Park	3rd	4th	4th	3rd
4	Mondello Park	1st	3rd	3rd	5th
5	Snetterton	1st	5th (Barff/Mullen)	1st	4th (Barff/Mullen)
6	Snetterton	1st	3rd	1st	6th
7	Castle Combe	21st	7th	DNF	5th
8	Castle Combe	10th	2nd	DNF	6th
9	Oulton Park	6th	DNQ	2nd	DNS
10	Oulton Park	1st	DNQ	2nd	5th
11	Silverstone	1st	4th	1st	3rd
12	Silverstone	1st	2nd	3rd	4th
13	Thruxton	8th	5th	6th	1st
14	Thruxton	3rd	5th	1st	8th
15	Brands Hatch	2nd	4th	DNF	5th
16	Brands Hatch	1st	2nd	1st	DNF

Victories		Pole Positions		Fastest Laps	
Nathan Kinch	6	Andrew Kirkaldy	5	Andrew Kirkaldy	12
Andrew Kirkaldy	6	Mike Jordan	4	Tim Mullen	1
Jonathan Cocker	6	Nathan Kinch	2	Tim Sugden	1
Tim Sugden	5	Peter Kox	1	Nigel Greensall	1
Mike Jordan	2	Patrick Pearce	1	Peter Le Bas	1
Mark Sumpter	2	Nigel Taylor	1		
Tim Mullen	1	Tim Sugden	1	Laps in the Lead	
Chris Niarchos	1	Jonathan Cocker	1	Andrew Kirkaldy	116
Steve Hyde	1			Nathan Kinch	113
Piers Johnson	1			Nearest Rivals: -	
Warren Hughes	1			Jonathan Cocker	77
				Mike Jordan	72
				Tim Sugden	70

FIA GT CHAMPIONSHIP – GT2 (One car: Kinch/Kirkaldy)

Round	Circuit	Qualifying	Race Result
6	Donington Park	4th	4th

SCUDERIA ECOSSE: A BRIEF HISTORY

2003

9 November Scuderia Ecosse embarks on its first ever GT race, the 1000kms of Le Mans. Drivers Marino Franchitti, Tim Mullen and Chris Niarchos finished the six-hour race in fourth place (NGT class).

2004

24 March Scuderia Ecosse officially launched - The new team, led by Stewart Roden, announces its plans to contest the 2004 British GT Championship at the British F3/GT Media Day at Brands Hatch. The team runs two Ferrari 360s: A GTC for Andrew Kirkaldy and Nathan Kinch and a GT for Tim Mullen and Chris Niarchos.

3 April First British GT race - Kirkaldy and Kinch finish in 7th place.

4 April First British GT Victory - Kirkaldy and Kinch take the win after a fantastic fight through the pack from 16th place on the grid.

27 June Team takes part in round six of the FIA GT Championship - Scuderia Ecosse enters the 360 GTC into the FIA GT race and finishes an excellent fourth in class.

30 August First British GT Victory for Mullen/Niarchos - Team victory tally reaches six - The Mullen/Niarchos Ferrari 360 GT takes victory at Thruxton, followed by a win for the Kirkaldy/Kinch car in the next round on the same day.

3 October Team wins the final race of the 2004 British GT season - The last rain-soaked race of the year goes to Kirkaldy and Kinch in the Ferrari 360 GTC. The team finishes its debut season as series Runners-Up with a total of seven victories, seven pole positions and 13 fastest race laps.

2005

13-16 January New 2005 livery launched - Scuderia Ecosse appears at Autosport International in Birmingham to unveil the new red, white and blue livery for its Ferrari 360 GTCs.

16 February Le Mans 24 Hours entry approved - It is announced that Scuderia Ecosse is entered into the 2005 Le Mans 24 Hours.

15 March Team announces 2005 plans - In 2005 Scuderia Ecosse will contest the British GT Championship, the Le Mans Endurance Series and the Le Mans 24 Hours.

3 April Kinch/Kirkaldy win opening round of British GT Championship - The Scottish duo took a dominant victory at Donington Park with a winning margin of over 40 seconds. Chris Niarchos and Tim Mullen put on a great show and joined them on the podium in third spot.

18-19 June Scuderia Ecosse takes part in the 73rd running of the Le Mans 24 Hours, the greatest race of them all. Although the team doesn't complete the race they put on a great show and gain valuable experience for next time out!

10 July Kinch and Kirkaldy finish on the podium at the Le Mans Endurance Series race at Monza with a superb second place against a competitive field of cars.

14 August Scuderia Ecosse wins the British GT Team Championship - Kinch and Kirkaldy's second place finish in a two-hour race at Silverstone seals Championship victory for the team.

17 September Nathan Kinch and Andrew Kirkaldy are crowned 2005 British GT Champions after winning the race at Mondello Park in Ireland, their ninth win of the season.

13 November Nathan Kinch and Andrew Kirkaldy take a hard-fought victory in the final LMES round of the season at Istanbul. Starting from pole position the duo put in a blistering performance in the six-hour race.

December Andrew Kirkaldy receives the prestigious BRDC Silver Star in recognition of his performance in the British GT Championship. He goes on to win the Autosport British Club Driver of the Year Award, and the Ferrari Owners Club Cavallino Trophy. He was also awarded, alongside Nathan Kinch, the

MSA Gold Flag, and a special award from Ferrari for winning the British GT Championship. The team also received an award from Ferrari, and were voted UK Team of the Year for the second year running by dailysportscar.com.



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