



SCUDERIA ECOSSE

RACING WITH FERRARI

WELCOME TO SCUDERIA ECOSSE!

Scuderia Ecosse is a Championship-winning motor racing team, based close to Edinburgh in Scotland, and competing in motorsport events all over the world. Their story is one of fast cars, racing heroes and glamorous locations. But it is also a story of triumph over adversity, hard graft, teamwork and determination.

In just three short years Scuderia Ecosse has gone from being a brand new GT team to becoming two-time British GT Champions, race winners in the Le Mans Series and the FIA GT Championship and podium-finishers at the daunting Le Mans 24 Hours.

The results speak for themselves:

2004: 7 poles, 7 wins and 13 podium finishes

2005: 15 poles, 12 wins and 23 podium finishes

2006: 16 poles, 15 wins and 23 podium finishes

Scuderia Ecosse is a privately-owned team, led by Stewart Roden, a Scot with a lifelong passion for the Ferrari marque. Stewart's understanding of the unique challenges of motorsport have helped him to produce one of the best GT teams in the world today.

2007 RACE PROGRAMME

After winning the British GT Championship in 2005 and 2006, the Scuderia Ecosse team is concentrating its efforts on the FIA GT Championship and the Le Mans 24 Hours in 2007.

The FIA GT Championship is effectively the World Championship for GT cars. Open to GT1 and GT2 cars, the Championship is run over 10 race weekends at world-famous circuits such as Zhuhai, Silverstone and Monza. Each race is two hours long - which in GT terms is a sprint race – apart from the Spa 24 Hours which is one of the toughest endurance races in the world.

The Championship attracts top teams, world-class drivers and beautiful cars. The races are full of thrills and spills with lots of crowd-thrilling overtaking, pit stops, driver changes and strategic manoeuvring. The GT2 class of the FIA GT is fiercely competitive and with the introduction of the new Porsche 997 in 2007 it will become even more so.

The Le Mans 24 Hours is perhaps the most famous motor race in the world. A class win at Le Mans has been the ambition of Scuderia Ecosse from day one and in 2006 the team came tantalising close, taking a podium finish after a very busy 24 hours.

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. The 2007 event is the 75th running of the epic race and Scuderia Ecosse is going out there to win!



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www.scuderiaecosse.com

DRIVER LINE-UP

Scuderia Ecosse runs a regular team of five extremely talented racing drivers, namely Chris Niarchos, Tim Mullen, Andrew Kirkaldy, Tomas Enge and Jarek Janis.



Left: Chris Niarchos and Andrew Kirkaldy share one Ferrari 430.

Right: Tim Mullen, Tomas Enge and Jarek Janis share the other



FERRARI 430

Scuderia Ecosse race Ferrari GT cars, specifically the Ferrari 430, the best that Ferrari has to offer. Purpose-built for international GT racing, the cars may look like their road-going cousins but under the bodywork is a thoroughbred racing car, meticulously hand-built by Michelotto at their factory in Italy. With an output of over 450 brake horsepower the 430 GT is capable of speeds in excess of 200mph.

In 2006 Scuderia Ecosse became the first team in history to get a Ferrari 430 through the gruelling Le Mans 24 Hours, even taking a podium finish.

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:	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).



TIM MULLEN

Last Update: February 2007



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 FIA GT race:	Barcelona 2003
Best FIA GT finishes:	1 st : Magny Cours 2003, Adria & Dubai 2006

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, water sports, skiing and music

CAREER HIGHLIGHTS

British GT Championship	Along with his team-mate, Chris Niarchos, Tim won the British GT Championship, winning 10 out of 14 races, driving the Scuderia Ecosse Ferrari 430. Tim also took six pole positions on the way to the title. He was awarded an MSA Gold Flag for his efforts and voted no.1 British GT driver by Autosport magazine, alongside a nomination for the prestigious Autosport Award for Club Driver of the Year.
2006 FIA GT Championship	Tim won his first FIA GT race in 2003 and has wanted more ever since. He did the job in 2006 with a win in Adria with Marino Franchitti and with Chris Niarchos in Dubai for Scuderia Ecosse. His talents were again recognised by Autosport magazine who put him in the top 10 of FIA GT drivers (one of only two GT2 drivers) and giving him particular praise for his "Herculean" drive in Dubai.
Le Mans 24 Hours	Tim stayed with Scuderia Ecosse and the Ferrari 430 for an assault on Le Mans in 2006. With Chris Niarchos and Andrew Kirkaldy he finished the epic race on the podium, the first ever GT2 podium finish for Ferrari at Le Mans.
Britcar 24 Hours	Tim even found time to compete in the Britcar 24 in the all-new BMW Z4 GT car. Tim won the race with his team-mates: Jamie Campbell-Walter, Dieter Quester and Dirk Werner.

2 0 0 5	British GT Championship Le Mans 24 Hours	<p>In 2005 Tim Mullen, Chris Niarchos, and the Scuderia Ecosse 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.</p> <p>Tim competed in the Le Mans 24 Hours in Kruse Motorsport's LMP2 Courage. Along with Phil Bennett and Iam Mitchell, Tim completed the 24 Hours in fourth position.</p>
2 0 0 4	British GT Championship FIA GT Championship	<p>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.</p> <p>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.</p>

PRE-2004

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

TOMAS ENGE

Last Update: February 2007

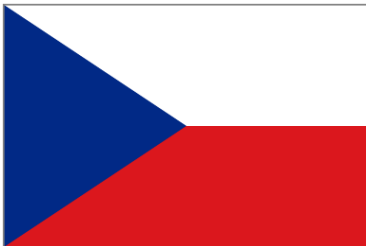


FACTS

Born:	11 September 1976 – Liberec, Czech Republic
Nationality:	Czech
Marital status:	Single
Lives:	Monaco
Height:	171cm
Weight:	75kgs
Website:	www.tomas-enge.com

STATS

First drove a car:	I drove a Skoda 120 at the age of 5. I had to sit on my father's knee to reach the pedals!
First race:	Ford Fiesta Cup in Most (September 1992). (First kart race in 1990 at Ceska Lipa)
First win:	Ford Fiesta Cup, Brno, April 1993
First FIA GT race:	Magny Cours 2001
Best FIA GT finishes:	3 rd place, Barcelona 2003



TRIVIA

Best racing memory:	All my victories and my IRL and rally races.
Worst racing memory:	Losing the F3000 Championship in 2002
Sporting heroes:	My father and Ayrton Senna
Favourite sports & hobbies:	Snowmobiling, ATWs, Rallys and the internet.

CAREER HIGHLIGHTS

2006

- American Le Mans Series** - Aston Martin Racing Team, 2nd place
- Le Mans 24 Hours** – fifth pole position in a row
- A1GP World Cup of Motorsport**, Brno - 2nd position in feature race

2005

- IndyCar Series** - Team Panther Racing
- Le Mans 24 Hours** - Aston Martin Racing Team
- A1 Grand Prix:** Malaysia - 3rd position - main race, UAE - 3rd position – sprint race

2004

- Le Mans 24 Hours** - Prodrive Racing - fastest qualifying time of the GTS/GT
- FIA F3000** - ma-con Dark Dog Charouz - 4th position overall, 2 x 2nd position, 1 x 3rd position.
- Indy Racing League** - Patrick Racing

2003

Le Mans 24 Hours - Veloqx Prodrive Racing - winner of the GTS class and fastest qualifying time of the GTS/GT

American Le Mans Series - Prodrive Ferrari

FIA GT Championship - Team MENX

2002

F3000 Championship - Arden International Team - 3rd position, 3 victories, 4 pole positions, 5 fastest laps.

Le Mans 24 Hours - Prodrive – pole position and fastest lap of the race - GTS class

American Le Mans Series - Prodrive - 4 starts, 1 victory, 3 fastest laps, 2 pole positions.

2001

FIA F3000 Championship - Coca Cola Nordic Racing Team - 3rd position, 2 victories - Barcelona, Nürburgring.

FIA F1 World Championship - Prost Acer Team (12th at Italian GP)

2000

F3000 Championship - mySAP.com Team - 6th position overall with 1 victory.

F1 - Official test driver of Jordan F1 Team

1999

F3000 Championship - WRT Rafanelli Team - 11th place

F1 - Official test driver of Jordan F1 Team

1998

German F3 Championship - Opel Team BSR

F3000 Championship - Auto Sport Racing

1997

German F3 Championship - Opel Team BSR - 12th position.

1996

Formula Ford Zetec Cup – Eifelland Racing Team - 1st position with 4 victories.

1995

Formula Ford Zetec Cup – Eifelland Racing Team – 3rd position with 4 victories.

1994

Ford Fiesta Cup - "Svet Motoru" Team - 9th position.

1993

Ford Fiesta Cup - "Svet Motoru" Team - 16th position.

1992

Ford Fiesta Cup - "Svet Motoru" Team

CHRIS NIARCHOS

Last Update: February 2007



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

STATISTICS

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 FIA GT race:	Silverstone 2006
Best FIA GT finish:	1 st : Dubai 2006

TRIVIA

Best racing memory:	Our podium finish at Le Mans in 2006; the culmination of a lifetime of dreams and a few years of practice!
Worst racing memory:	British GTs at Mondello Park, June 2006, just a week after Le Mans; a £25 part cost us the entire weekend.
Sporting heroes:	Jean Alesi and Ayrton Senna
Favourite sports & hobbies:	Motorsport, photography and computers.

CAREER HIGHLIGHTS

2006	British GT Championship	Chris and his team-mate, Tim Mullen, won 10 of the 14 British GT Championship rounds in 2006, securing the title during the final weekend of racing at Magny Cours in France. Chris also secured his first GT pole position at Rockingham in August. He also received an MSA Gold Flag award and the Cavallino Trophy for his 2006 performance.
2006	FIA GT Championship	In his first year of competing in the FIA GT Championship, the premier series for professional GT racers, Chris was delighted to finish in second place at Dijon but then went on to achieve one of his greatest goals just a few a few races later. Chris' secured his first international victory at Dubai in November.
2006	Le Mans 24 Hours	In his first attempt at the Le Mans 24 Hours, Chris (along with Andrew Kirkaldy and Tim Mullen) finished the epic race on the podium, even double-stinting during the night, in an incredibly brave performance.
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. The duo completed the season as Runners-Up in the British GT Championship.

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**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.

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**Pirelli
Maranello
Ferrari
Challenge**

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.

ANDREW KIRKALDY

Last Update: February 2007



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:	Aged 15 in his Grandfather's caravan park
First race:	FF1600 at Knockhill in 1995
First win:	FF1600 at Castle Combe in 1995
First FIA GT race:	Donington Park 2002
Best FIA GT finishes:	1st: Oschersleben, Paul Ricard and Budapest 2006. Andrew also holds the FIA GT record for most pole positions in a season (8 in 2006).

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

2006	FIA GT Championship	Andrew secured an unprecedented eight pole positions in the 2006 FIA GT Championship, smashing all previous records. Three race wins, alongside Nathan Kinch, helped Scuderia Ecosse take the runner-up spot in the teams' championship. Andrew was given the FIA GT2 Driver of the Year Award for his outstanding performances in 2006.
	Le Mans 24 Hours	In addition to the FIA GT Championship, Andrew also raced the Scuderia Ecosse Ferrari 430 to a podium finish at the Le Mans 24 Hours. This was the first GT2 podium for Ferrari at Le Mans.
	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 and described by the media as "not so much winning a Championship, more demolishing the opposition." Andrew was presented with the Autosport Club Driver of the Year award, the BRDC Silver Star, the Cavallino Trophy and an MSA Gold Flag for his efforts on the track in 2005.

2005	<p>Le Mans 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.</p> <p>Le Mans 24 Hours Andrew's first ever Le Mans 24 Hours and also the first for his team, Scuderia Ecosse. After a determined effort the car retired after six hours, suffering the same fate as many of the other runners that year: a puncture.</p>
2004	<p>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.</p> <p>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.</p> <p>Le Mans 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.</p>

PRE-2004

2003

British ASCAR

Spa 24hrs – Fastest Veloqx driver and over two seconds quicker than team-mate, Guy Smith.

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

McLaren Autosport BRDC Young Driver of the Year Winner

Formula Vauxhall – Runner up

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

JAREK JANIS

Last Update: February 2007



FACTS

Born:	8 July 1983 – Olomouc, Czech Republic
Nationality:	Czech
Marital status:	Single
Lives:	Czech Republic
Height:	179cm
Weight:	72kgs
Website:	www.jarek-janis.cz



STATS

First drove a car:	A Ford Transit, with my father.
First race:	Kart race in Ceska Lipa, Czech Republic ('91)
First FIA GT race:	Spa-Francorchamps 2003
Best FIA GT finishes:	Victories at Brno and Budapest in 2006

TRIVIA

Best racing memory:	Formula One test with Jordan
Worst racing memory:	Formula Nippon Japan
Sporting heroes:	My father
Favourite sports & hobbies:	Skiing, playing squash and the internet.

CAREER HIGHLIGHTS

2006

F3000 – Charouz Racing System Junior Team - 3rd place overall

FIA GT – Zakspeed Racing Team - 3rd place overall; Best driver of the championship award

A1 Grand Prix - Czech Team

2005

Japan Formula Nippon Championship – Kondo Racing Team

F3000 Italia Ma-con – Charouz Junior Team

International Czech Championship of cars on circuits - AMG M3000 Mercedes (MB CLK AMG DTM) team

A1 Grand Prix – Czech Team

2004

DTM Championship - Sonax Dark Dog AMG-Mercedes (junior Mercedes Team)

ChampCar World Series (Dale Coyne Racing) – 1 race – Surfers Paradise (Australia)

International Czech Championship of cars on circuits - AMG M3000 Mercedes (MB CLK AMG DTM) team

2003

Formula 1, tests Jerez, Jordan Ford team

F3000 International Championship - team Superfund I.S.R. Charouz

FIA GT Championship, Team MENX, Ferrari 360 Modena

International Czech Championship of cars on circuits - AMG M3000 Mercedes (MB CLK AMG DTM) team

2002

European 3000 Championship - Charouz I.S.R. Team – overall 3rd place

2001

F3000 International Championship – Coca-Cola Nordic Racing Team - last race (Monza, Italy)

Le Mans European Championship (Lanesra Racing Team) – 3rd place

German Formula Renault Championship – Eifelland Racing Team

German Formula 3 Championship – Opel Team KMS

2000

2nd place in **German Formula Ford Championship**

4th place in **European Formula Ford Championship**

3rd place in **Formula Palmer Audi Winter Series** (track record)

1999

7th place in **German Formula Ford Championship**

1991 – 1998

8-time Champion in the **International Karting Championship** of the Czech Republic

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.

7 poles, 7 wins and 13 podium finishes in 2004

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.

15 poles, 12 wins and 23 podium finishes in 2005

2006

12-15 January Scuderia Ecosse wow the crowds in the Live Action Arena at the Autosport International Show with a demonstration of live pit-stops with two Ferrari 360s

16 April The British GT Championship season begins at Oulton Park and Chris Niarchos and Tim Mullen, driving a brand new Ferrari 430, win both opening races.

6 May Andrew Kirkaldy takes pole position for the first of the year's FIA GT Championship races at Silverstone. The Scot would go on to take an unprecedented eight out of ten poles that year.

17-18 June Scuderia Ecosse competes in the Le Mans 24 Hours for the second time. The drivers are Chris Niarchos, Tim Mullen and Andrew Kirkaldy. The Ferrari 430 goes the whole distance and becomes the first ever GT2 Ferrari to take a podium finish (third) in the Le Mans 24 Hours.

2 July Nathan Kinch and Andrew Kirkaldy take the team's first FIA GT victory at Oschersleben in Germany.

29-10 June The team completes another 24 hour race, this time getting two 430s to the finish at the Spa 24 Hours, one of which on the podium (Third for Kinch/Kirkaldy/Franchitti, Sixth for Niarchos/Mullen/Simonsen).

20 August Scuderia Ecosse takes a landslide 1-2 victory at the FIA GT round at Paul Ricard. Kinch and Kirkaldy lead Mullen and Franchitti home.

15 October Tim Mullen (partnered by Marino Franchitti for this race) takes the first FIA GT victory for Ferrari no.63 at Adria in Italy.

22 October Chris Niarchos and Tim Mullen win the 2006 British GT Championship at Magny Cours after taking 10 out of 14 wins.

18 November Chris Niarchos win the final FIA GT race of the season in Dubai. The first FIA GT victory for Chris Niarchos.

16 poles, 15 wins and 23 podium finishes in 2006