



# SCUDERIA ECOSSE

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## RACING WITH FERRARI

### 2008 SCUDERIA ECOSSE MEDIA PACK

**Welcome to Scuderia Ecosse.**



#### **The story so far...**

Scuderia Ecosse is a privately owned team led by Team principal and life long Ferrari fan Stewart Roden. Stewart's eye for detail and professionalism has created a race team that is one of the most respected and professional GT teams, in the racing world today. Over the past five seasons the team has amassed an impressive set of results with its stable of beautifully prepared Ferrari 430GT cars.

The 2008 FIA GT championship promises to be a challenging and exciting campaign for the team. Scuderia Ecosse driver pairing of Jamie Davies and Fabio Babini will be battling with some of the worlds best ever driver pairings.

The Ferrari 430 GT2 will be competing against the Porsche 997 GT3 RSR, Gillet Vertigo, Mosler MT900 and the new Aston Martin Vantage V8. The racing will be fast, exciting and intense.

#### **2008 Drivers**

GT stalwarts and previous team mates Jamie Davies and Fabio Babini will be at the wheel of the Ferrari number '62' and they bring a substantial amount of race knowledge

and experience to the team this season.

## JAMIE DAVIES



### CAREER HIGHLIGHTS

**2007** BMS Scuderia Italia (Aston Martin GTR1)

**2006** FIA GT Vitaphone Racing Team, (Maserati MC12) 5th overall (2 Wins + Fastest lap Spa 24hours) ALMS Sebring 12hours / Konrad Motorsport (Saleen) Tested, BMS Scuderia Italia (Aston Martin)

**2005** FIA GT 24hours Spa / Vitaphone Racing Team (Maserati MC12), Fastest Lap FIA GT Bahrain / JMB Racing (Maserati MC12), 2<sup>nd</sup>, Fastest Lap LMES Nürburgring / BMS Scuderia Italia (Ferrari 550), 2<sup>nd</sup> Tested: BMS Scuderia Italia (Aston Martin)

**2004** LMES Championship / Audi Sport UK Team Veloqx (Audi R8), 1<sup>st</sup> (LMP1) ALMS Sebring 12hours / Audi Sport UK Team Veloqx (Audi R8), 3<sup>rd</sup> (LMP1) Le Mans 24hours / Audi Sport UK Team Veloqx (Audi R8), Pole Position, Fastest Lap, 2<sup>nd</sup> overall

**2003** FIA GT Championship, 4<sup>th</sup> (N-GT) (1 Win, 6 Podiums) ALMS Sebring 12hours Le Mans 24hours, 1<sup>st</sup> (GTS) Le Mans 1000km, 1<sup>st</sup> (GTS)

**2002** British GT Championship, 1<sup>st</sup> (GTO) (4 Wins, 10 Podiums)

## FABIO BABINI



### CAREER HIGHLIGHTS

**2007** BMS Scuderia Italia (Aston Martin GTR1) 2 3<sup>rd</sup> places

**2006** FIAGT 3 3<sup>rd</sup> places

**2006** BMS Scuderia Italia (Aston Martin GTR1)

**2005** FIAGT 2 wins 2<sup>nd</sup> and 3<sup>rd</sup> places.

**2005** Maserati MC12 Vitaphone

**2004** 3 2<sup>nd</sup> places

**2003** 12 hours of Sebring – 4<sup>th</sup> in GT class

**2002** 12 hours of Sebring, 3<sup>rd</sup> in class; 4<sup>th</sup> in the 24 hours of Spa; 6 hours of Misano and 6 hours of Vallelunga: winner

**2001** Winner, GT class, 24 hours of Le Mans; 24 hours of Daytona, 5<sup>th</sup> overall and 3<sup>rd</sup> in class; 12 hours of Sebring, 12<sup>th</sup> overall and 6<sup>th</sup> in class; FIA GT Championship (Porsche 996 GT3-R, Art Engineering)

**1995-1996** Italian GT Championship

## THE FERRARI 430GT



The GT2 is a racing car designed to compete in international GT2 class competition, such as the Le Man 24 hours and [FIA GT Championship](#).

In the FIA GT2 championship the cars run with a specific minimal weight and with an engine restrictor that depends on the engine displacement. The 4.0L V8 engine allows the cars to race with a minimum weight of 1100 kg. In this race configuration the engine produces a stunning 450bhp, combined with the low racing weight the power/weight ratio is just perfect. The F430 GT2s won their class championships in the American Le Mans Series and the FIA GT championship last year. The 430GT2 is a proven Ferrari racecar that sets the performance style and benchmark.

**2008 FIA GT Championship Calendar**

- **20th April Silverstone Great Britain**
- **18th May Monza Italy**
- **21st June Adria Italy (Saturday Night Race)**
- **6th July Oschersleben Germany**
- **3rd August Total 24 Hours of Spa Belgium**
- **24th August Bucharest Romania**
- **14th September Brno Czech Republic**
- **5th October Nogaro France**
- **19th October Zolder Belgium**
- **23rd November San Luis Argentina**

The FIA GT Championship provides the team's commercial and technical partners international brand recognition and exposure through its association with one of Motorsports premier competitions. It offers global exposure through television, print media and the internet and access to the key markets of Europe, Asia, South America and the USA. In today's highly competitive sponsorship market Scuderia Ecosse's primary commercial objective is to ensure that, by working closely with all of our partners, we help to achieve clear and specific goals and objectives. Our aim is to deliver a competitive advantage to their business, through the effective integration of their support for the team as part of their overall marketing strategy.

Further information on the opportunities that currently exist to support the team can be obtained by contacting our Commercial Management Partner Mulsanne Productions Ltd.

**Danny Jamieson – Commercial Director**

**+44(0)7847 135 394** [danny@mulsanneproductions.com](mailto:danny@mulsanneproductions.com)

If you would like to know more about the Scuderia Ecosse GT team please do not hesitate to contact any of the following personnel.

**Stewart Roden – Team principal**

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**Lewis J Houghton – PR and photography**

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## RACING WITH FERRARI



**FABIO BABINI**



- 2007 BMS Scuderia Italia (Aston Martin GTR1) 2 3rd places
- 2006 FIAGT 3 3rd places BMS Scuderia Italia (Aston Martin GTR1)
- 2005 FIAGT 2 wins 2 second and 3 third places



**JAMIE DAVIES**



- 2007 BMS Scuderia Italia (Aston Martin GTR1)
- 2006 FIA GT Vitaphone Racing Team, (Maserati MC12) 2 Wins + Fastest lap Spa 24hours
- 2005 FIA GT 24h Spa / Vita phone Racing Team (Maserati MC12), Fastest Lap FIA GT Bahrain / BMB Racing (Maserati MC12)

### Technical Specifications

<b>Engine</b>	
Type:	Ferrari F136, 8 cylinders with V 90° layout
Capacity:	3.998,6cm3
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 & Ignition:	Magneti Marelli engine management.
Fuel:	Unleaded 102 RON, 88 MON
<b>Power Train</b>	
Type:	6 speed + reverse, sequential control
Differential:	self-locking, adjustable by blades
Clutch:	5"1/2 syntherized three discs
<b>Chassis and Bodywork</b>	
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)



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