



ASTON MARTIN

# RACING LINE

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PEDRO LAMY WINS THE TOURIST TROPHY FOR ASTON MARTIN AT SILVERSTONE, 2005

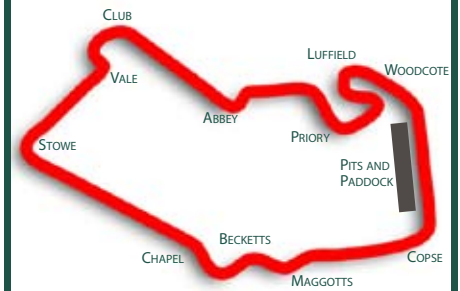
## ASTON MARTIN BIDS TO RETAIN TOURIST TROPHY AT SILVERSTONE

Aston Martin has won the Tourist Trophy four times, including three victories in the 1950s, and hopes that the first round of the FIA GT Championship at Silverstone will provide another. Last year, on the occasion of the trophy's 100th anniversary, Pedro Lamy and Peter Kox won the race by a mere 1.9 seconds ahead of the sister Aston Martin DBR9 driven by Darren Turner and David Brabham. Lamy closed 11 seconds in the final hour, and swept into the lead with 15 minutes to go. It was a thrilling race, no less so than the last time Aston Martin won the historic trophy 46 years previously. On a summer's day in September 1959, Stirling Moss qualified his Aston Martin DBR1 on pole position for the Tourist Trophy, then held at

Goodwood. The British driver, powered away into an early lead, but his car caught fire in the pits with Roy Salvadori on board. Salvadori was slightly hurt in the incident. Moss then switched to his team-mate's car, sharing with Carroll Shelby and Jack Fairman for the remainder of the race. Moss, who finished his career in 1962 with seven Tourist Trophy wins including two for Aston Martin, took the chequered flag and with it the Sports Car World Championship. For the 2006 Tourist Trophy, Aston Martin's opposition comes from Maserati, General Motors and Lamborghini. Aston Martin Racing BMS, Phoenix Racing, RaceAlliance and Cirtek Motorsport are all hoping to write their own chapter in Aston Martin's rich racing history.

## AT A GLANCE

### SILVERSTONE CIRCUIT GUIDE



TIMETABLE, RAC TOURIST TROPHY  
SILVERSTONE SUPERCAR SHOWDOWN  
MAY 5TH – 7TH, 2006

#### Friday, May 5th

09.00 – 10.00	Ferrari Challenge Trofeo Pirelli	Practice
10.10 – 11.10	Ferrari Challenge Trofeo Pirelli Coppa Shell	Practice
11.20 – 12.20	FIA GT3 European Championship	Practice
12.30 – 13.00	Ferrari Challenge Trofeo Pirelli	Qualifying
13.40 – 13.50	Silverstone Supercar Run Parade Lap	
14.00 – 15.00	Maserati Trofeo	Practice
15.10 – 16.40	FIA GT Championship	Practice
16.50 – 17.20	Ferrari Challenge Trofeo Pirelli Coppa Shell	Qualifying
17.30 – 18.30	FIA GT3 European Championship	Practice

#### Saturday, May 6th

09.00 – 10.30	FIA GT Championship	Practice
10.40 – 11.10	Ferrari Challenge Trofeo Pirelli	Qualifying
11.20 – 12.10	FIA GT3 European Championship	Qualifying
12.20 – 12.50	Ferrari Challenge Trofeo Pirelli Coppa Shell	Qualifying
Lunch Break		
13.15 – 14.00	Maserati Trofeo	
14.30 – 15.20	Ferrari Challenge Trofeo Pirelli	Race 1
15.30 – 15.50	FIA GT Championship	Qualifying
15.00 – 15.50	Ferrari Challenge Trofeo Pirelli	Race 1
16.20 – 17.20	FIA GT3 European Championship	Race 1
17.50 – 18.40	Ferrari Challenge Trofeo Pirelli Coppa Shell	Race 1

#### Sunday, May 7th

08.10 – 08.25	FIA GT Championship	Warm Up
08.50 – 09.40	Ferrari Challenge Trofeo Pirelli	Race 2
10.00	Autograph Session	
10.05 – 10.55	Maserati Trofeo	Race
10.55 – 11.10	Church Break	
10.55 – 11.15	Pitwalk and Drivers Parade	
11.45 – 12.45	FIA GT3 European Championship	Race 2
13.30 – 16.30	RAC Tourist Trophy, FIA GT Championship	Race 1
17.00 – 17.50	Ferrari Challenge Trofeo Pirelli Coppa Shell	Race 2



MOSS WINS THE TOURIST TROPHY IN THE DBR1 AT GOODWOOD, 1959

## ASTON MARTIN DBR9 FIA GT CHAMPIONSHIP

Aston Martin Racing BMS, Phoenix Racing, Cirtek Motorsport and RaceAlliance will contest the opening round of the FIA GT Championship this weekend. The prize in the 500-mile, or three hour race is not only the lead in the championship, but the winners will also lift the prestigious Royal Automobile Club Tourist Trophy.

The teams will each run the Aston Martin DBR9, a six-litre, V12-powered racing version of the DB9 road car. The DBR9, which races in the GT1 class, produces 600bhp and 700Nm of torque.

The DBR9 shares its chassis origins with the DB9, which uses a combination of aluminium and advanced composite exterior body panels. The race chassis are built around a steel roll cage, developed by Prodrive at its facility in Banbury. The DBR9 body panels are constructed out of lightweight carbon fibre at Prodrive's composite shop in Milton Keynes. The only panel which is not permitted to be changed from the original is the roof which is made out of aluminium.

Around 80 per cent of the DBR9 is developed specifically for racing; the components which are carried over from the road car include the chassis, rear lights, door handles, engine block and cylinder heads.



ASTON MARTIN RACING BMS LEADS THE RACEALLIANCE DBR9 IN TESTING

DBR9 technical specification	DBRS9 technical specification
Length: 4687mm+80mm	Length: 4687mm
Width: 1978mm	Width: 1979mm
Weight: 1100kg*	Weight: 1280kg*
Wheelbase: 2741mm	Wheelbase: 2741mm
Engine: 6-litre V12	Engine: 6-litre V12
Power: 600bhp	Power: 550bhp
Torque: 700Nm	Torque: 620Nm
Transmission: 6sp sequential	Transmission: 6sp H-pattern or 6sp sequential

\* Weight subject to success ballast and performance balancing



THE BMS SCUDERIA ITALIA DBRS9 AT SPEED IN TESTING AT DIJON

## ASTON MARTIN DBRS9 FIA GT3 CHAMPIONSHIP

This weekend's racing at Silverstone will see the inaugural round of the FIA GT3 Championship, which will be contested by BMS Scuderia Italia and Barwell Motorsport with the DBRS9.

The Championship is open to non-professional drivers. Teams enter three identical cars, and each manufacturer may have a maximum of nine cars on the grid during this first year.

Aston Martin's DBRS9 is a competition car for club and national racing series, and is ideally suited to the new FIA GT3 formula. It is more closely related to the DB9 road car than the lighter and more powerful DBR9. It uses the same chassis and roll cage as the DBR9, but the engine is tuned to produce 550bhp, and 620Nm of torque.

The car is heavier than the DBR9 by nearly 200kg, though it's weight is still 480kg less than the road-going model.

The ride has been lowered and a double-wish-bone suspension has been fitted with Koni dampers and stiffened competition springs. There is a choice of gearbox; a six speed manual or sequential option. While Aston Martin Racing's focus has been to optimise performance, the DBRS9 has an easily adjustable seat and steering wheel, with an option of a passenger seat for demonstration laps.

## INSIDE LINE



ASTON MARTIN RACING BMS NO 24 CHRISTIAN PESCATORI/MIGUEL RAMOS

Aston Martin Racing BMS has a mammoth programme this year, including the ten-round FIA GT Championship with two Aston Martin DBR9s and three Aston Martin DBRS9s in the FIA GT3 Championship. The team will also compete at the Le Mans 24-hours in June and the team's manager Tiziano Minuti is relishing the prospect.

"We will have one car at Le Mans, and two at the Spa 24-hours, and we will also run three cars in the FIA GT3 Championship in addition to the GT1 programme," says Minuti. "It is a very big effort for BMS, a big challenge, and we are very happy about that. Three championships, five Aston Martins, and a lot of work!"

Last year, the team contested the Le Mans Endurance Series, winning the teams' title, before returning to the FIA GT Championship, which the Italian team won in 2003 and 2004.

"This year, with Aston Martin and Pirelli, we want to be more visible than last year, we want to be at the front again, pole position, and we hope, winning overall. We will be the reference team for Aston Martin Racing, and it is very important for Pirelli because it means that they will get very high quality information about the cars. We are very proud to be racing with Aston Martin because it is a fantastic brand."

## BARWELL MOTORSPORT TO ATTACK FIA GT3 CHAMPIONSHIP

Barwell Motorsport will contest the five-round 2006 FIA GT3 Championship with three Aston Martin DBRS9s. The team, based in Great Bookham, Surrey, was founded by Richard Lemmer more than 30 years ago. During the 1960s and 1970s, it enjoyed success in a variety of racing disciplines, including saloon, single-seater and sports racing cars. Richard's son, Mark, took over the reins in 1988 when he started his own career as a driver.

During the 1990s, Barwell Motorsport recorded three outright championship titles, eight further top three championship finishes, and in excess of 50 race victories in series supported by Volkswagen and Vauxhall, the National Saloon Cup and the historic Anglo-American Challenge series. The team has also performed in the Tour Auto France with a Ford GT40, and the Spa 24-hours with a Honda Integra.

In 1999, the team moved to its 5,500sq/ft premises in Surrey, which includes an engineering and fabrication facility. In 2000 and 2001, the team scored 18 victories in the Production class of the BTCC, and two runner-up slots in the championship before progressing to the Independents Cup in the Touring class. There, the team claimed second overall in the category. In 2003, Barwell returned to the Production class, winning the teams' title and finished first and second in the drivers' championship.

For the 2004 and 2005 seasons, the team returned to single seat racing, with the new Formula BMW series.



BARWELL MOTORSPORT MAKES THE SWITCH TO ASTON MARTIN THIS YEAR



JONATHAN COCKER AND LEO MACHITSKI WILL SHARE THE NO.44 DBRS9



THE ASTON MARTIN RACING BMS DBR9 OF FABRIZIO GOLLIN AND FABIO BABINI IN PRE-SEASON TESTING AT DIJON

## LAST YEAR...



KOX AND LAMY LED AN ASTON MARTIN 1-2 AT SILVERSTONE IN 2005

Aston Martin Racing swept to a 1-2 victory at Silverstone in 2005. Pedro Lamy and Peter Kox gave the British manufacturer its first victory in the FIA GT Championship and its first Tourist Trophy since 1959.

David Brabham set pole position with a 'perfect' lap, and his co-driver Darren Turner led the race during the first of three hours. Their Aston Martin DBR9 retained its advantage in the second hour as Peter Kox moved the sister car into second after the first round of pit stops.

With just 15 minutes to go, Turner gave way to Lamy, who had closed more than 11 seconds in the final hour. The British driver kept a close eye on the third-placed Maserati of Fabio Babini and Thomas Biagi, which finished just 11 seconds behind in third.

## SILVERSTONE ENTRY LIST

### FIA GT Championship

- 1 Michael Bartels/Andrea Bertolini
- 2 Jamie Davies/Tomas Biagi
- 4 Bert Longin/Anthony Kumpen/Mike Hezemans
- 5 Jean-Denis Deletraz/Andrea Piccini
- 7 David Brabham/Christophe Bouchut
- 9 Sascha Bert/Jaroslav Janis
- 11 Sean Balfe/Jamie Derbyshire/Neil Cunningham
- 13 Ben Leuenberger/Marino Franchitti/Norbert Walchhofer
- 23 Fabrizio Gollin/Fabio Babini
- 24 Christian Pescatori/Miguel Ramos
- 32 Robert Lechner/Frank Diefenbacher
- 33 Karl Wendlinger/Philipp Peter
- 52 Wolfgang Kaufmann/Luca Moro
- 53 Hans Knauss/Manfred Jurasz/Theo Heutschi
- 54 Jan Vonka/tba
- 55 TBA/TBA
- 56 Antoine Gosse/Peter Kutemann
- 57 Laurence Tomlinson/Richard Dean
- 58 Matteo Bobbi/Jaime Melo
- 59 Mika Salo/Rui Aguas
- 60 Darren Manning/Joe Tuckey
- 62 Nathan Kinch/Andrew Kirkaldy
- 63 Chris Niarchos/Tim Mullen
- 66 Christian Reid/Horst Felbermayr
- 69 Horst Felbermayr/Gerold Reid
- 74 Luigi Moccia/Emanuele Busnelli
- 75 Emmanuel Collard/Luca Riccitelli
- 77 Miro Konopka/Stefan Rosina
- 99 Lukas Lichtner-Hoyer/Thomas Gruber
- 101 Bas Leinders/Renaud Kuppens

### FIA GT3 Championship:

- 22 Tom Alexander/Tiff Needell
- 23 Max Mugelli/Marcello Zanì
- 24 Franco Groppi/Toni Seiler
- 25 Lillian Bryner/Enzo Calderari
- 44 Jonathan Cocker/Leg Machitski
- 66 Martin Rich/Piers Johnson

- Vitaphone Racing
- Vitaphone Racing
- GL-PK Carsport
- Phoenix Racing
- Clrtek Motorsport
- Zakspeed Racing
- Balfe Motorsport
- B-Racing RS Line
- Aston Martin Racing BMS
- Aston Martin Racing BMS
- RaceAlliance
- RaceAlliance
- Renauer Motorsport
- Renauer Motorsport
- Vonka Racing
- JMB Racing
- JMB Racing
- Team LNT
- AF Corse
- AF Corse
- RJN Motorsport
- Scuderia Ecosse
- Scuderia Ecosse
- Ferlbermayr Proton
- Felbermayr Proton
- Ebimotors
- Ebimotors
- Autoracing Club Bratislava
- RaceAlliance
- Belgian Racing

- Maserati MC12
- Maserati MC12
- Corvette C6-R
- Aston Martin DBR9
- Aston Martin DBR9
- Saleen S7R
- Saleen S7R
- Lamborghini
- Aston Martin DBR9
- Aston Martin DBR9
- Aston Martin DBR9
- Aston Martin DBR9
- Porsche 996 GT3 RSR
- Porsche 996 GT3 RSR
- Porsche 996 GT3 RSR
- Ferrari 430 GT2
- Ferrari 430 GT2
- Panoz Esperante
- Ferrari 430 GT2
- Ferrari 430 GT2
- Nissan 350Z
- Ferrari 430 GT2
- Ferrari 430 GT2
- Porsche 996 T3 RSR
- Porsche 996 GT3 RSR
- Porsche 996 GT3 RSR
- Porsche 996 GT3 RSR
- Porsche 996 GT3 RSR
- Gillet Vertigo

- Barwell Motorsport
- BMS Scuderia Italia
- BMS Scuderia Italia
- BMS Scuderia Italia
- Barwell Motorsport
- Barwell Motorsport

- Aston Martin DBR9
- Aston Martin DBR9
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