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FERRARI F430 GT2



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F131 EVOGT 2418

3RD GT2 LE MANS 24H 2006

BRITISH GT CHAMPION 2006

The new Ferrari F430 shared its aluminium chassis with the preceding 360 but the F430 marked the debut of Ferrari's new twin overhead camshaft, 32-valve V8 engine, the F136E. The 90-degree V8 was co-developed with Maserati but Maranello's version used its own 180-degree flat-plane crankshaft.

It did not take long for Ferrari to develop a GT2 racing version of the F430 with long time racing partner Michelotto Automobili. To comply with the FIA rules the engine was stroked to 4.0 litres giving 450bhp and was mated to a six-speed sequential paddle-shift transmission. The weight was pared to only 1,100Kg by extensive use of carbon fibre giving the F430 GT2 an impressive power-to-weight ratio.

The F430 GTC has a superb record winning the FIA GT2 Manufacturers Cup and Drivers titles in 2006 and 2007, the ALMS GT2 Manufacturers title in 2007 and the GT2 class at Le Mans in 2006.

Scuderia Ecosse took delivery of 2418 to run in both the 2006 FIA GT Championship & the British GT Championship. There were 10 rounds of the FIA Championship of which Scuderia Ecosse won 5, one more than the eventual Champions, and finished second in the GT2 Championship.

Scuderia Ecosse went one better in the 2006 British GT Championship where Chris Niarchos and Tim Mullen won 10 of the 14 races with 2418 to emerge worthy Champions.

The icing on the cake came at the 2006 Le Mans 24 Hrs when 2418 finished 3rd in GT2, Niarchos & Mullen being joined by Andrew Kirkaldy for the great race.



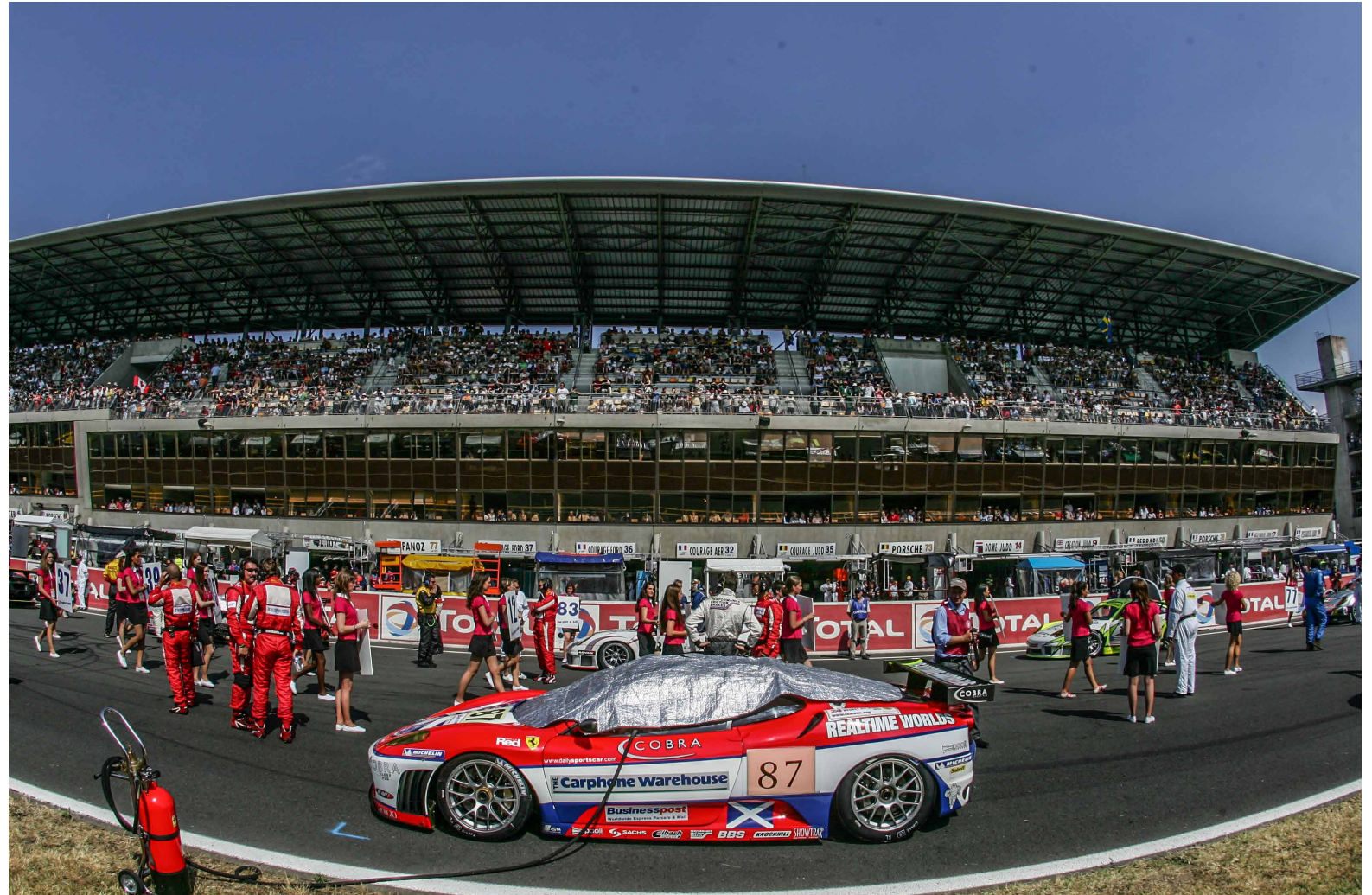
Scuderia Ecosse finished third in the 2007 FIA GT2 Championship

2008: 2418 was run by CR Scuderia and they finished fourth in the FIA GT2 Championship with victory at Bucharest finishing 1st in both the races.

2009: CR Scuderia, now renamed CRS, again finished third in the FIA GT2 Championship.

2010: CRS ran 2418 in the Super GT class of the International GT Open where Chris Mullen took three victories; Imola & Spa with Chris Niarchos and Barcelona with Adam Christodoulou.









RACE RESULTS FOR FERRARI F430GTC CHASSIS F131 EVOGT 2418. 2006

Date	Race	No.	Drivers	Result
Le Mans				
18.6.2006	24 h Le Mans	87	Mullen / Niarchos / Kirkaldy	3rd GT2
FIA GT Championship				
07.5.2006	Tourist Trophy	63	Mullen / Niarchos	DNF
28.5.2006	500 km Brno	63	Mullen / Bennett	4th GT2
02.7.2006	500 km Oschersleben	63	Mullen / Niarchos	3rd GT2
30.7.2006	24 h Spa	63	Mullen / Niarchos / Simonsen	6th GT2
20.8.2006	500 km Paul Ricard	63	Mullen / M.Franchitti	2nd GT2
03.9.2006	500 km Dijon	63	Mullen / Niarchos	2nd GT2
17.9.2006	500 km Mugello	63	Mullen / Niarchos	5th GT2
01.10.2006	500 km Hungaroring	63	Mullen / Niarchos	3rd GT2
15.10.2006	500 km Adria	63	Mullen / M.Franchitti	1st GT2
18.11.2006	500 km Dubai	63	Mullen / Niarchos	1st GT2
British GT Championship				
17.4.2006	Oulton Park	1	Mullen / Niarchos	1st/1st
21.5.2006	Donington	1	Mullen / Niarchos	1st
25.6.2006	Mondello Park	1	Mullen / Niarchos	DNF/DNS
16.7.2006	Snetterton	1	Mullen / Niarchos	1st/1st
13.8.2006	Rockingham	1	Mullen / Niarchos	1st/1st
27.8.2006	Brands Hatch	1	Mullen / Niarchos	1st/1st
24.9.2006	Silverstone	1	Mullen / Niarchos	1st
22.10.2006	Magny-Cours	51	Mullen / Niarchos	20/19th

FERRARI F430 GTC F131 EVOGT SPECIFICATIONS

Chassis

Aluminium monocoque
Steel roll cage
Aluminium & carbon bodywork
Length: 4,512 mm (177.6 in)
Width: 2,000 mm (78.75 in)
Height: 1,175 mm (46.26 in)
Wheelbase: 2,600 mm (102.4 in)
Front track: 1,696 mm (66.78 in)
Rear track: 1,640 mm (64.57 in)
Weight: 1,100 kg
Fuel tank: 85 litres

Engine

F136GT Aluminium V8 engine
3998.6cc, 92 x 75.2 mm
450 bhp (335 KW) @ 7000 rpm
360 ft lbs (490 Nm) @ 5500 rpm
Chain driven DOHC with variable valve timing
Magnetti Marelli MRV8 multipoint electronic
Fuel Injection

Transmission

6 speed gearbox.
Sequential paddle shift
Mechanical limited slip rear differential with oil cooler
Carbon composite dry triple disc 5.5" diameter clutch

Brakes and steering

Rack and pinion with hydraulic power assistance
Front brakes: Carbon fibre-reinforced silicon carbide
(C/SiC) ceramic composite ventilated discs 15.0 X 1.34 in
Rear brakes: Carbon fibre-reinforced silicon carbide
(C/SiC) ceramic composite ventilated discs 13.1 X 1.26 in



Chassis 2418 comes complete with a large spares package including:

- 1 Gearbox.
- 4 Sets of wheels.
- 1 Steering rack with toe links.
- 2 New radiators (safe spec USA)
- 1 Rear wing.
- 2 Drive shafts.
- 2 AP air jacks.
- Various splitters, floors and diffuser.
- Various anti-roll bars.
- Various gear sets.
- Various dampers.

And all the team's race and test records.





