

**Aston Martin Racing Launches New AMR-One Race Car  
Fernandez to Pilot 009 AMR-One with Teammates Primat and Meyrick**



GAYDON, England (March 2, 2011) – Aston Martin Racing today announced its plans for the new season including the unveiling of a new ground-up developed LMP1 race car, the AMR-One, as well as confirming its driver line-up and planned race program.

The Gulf-liveried Aston Martin AMR-One is a new open-top LMP1 race car featuring a 2.0-liter turbocharged six-cylinder direct-injection petrol engine which has been developed for a new bespoke carbon fiber chassis designed and manufactured by Aston Martin Racing.

Based on the new regulations for 2011 instigated by the Le Mans governing body, the ACO, Aston Martin Racing has chosen to change tack this year in designing an open-cockpit car. The AMR-One features the new blade-fin and has a significantly down-sized engine in keeping with the championship's efficiency focused regulations. Power is fed to the rear wheels via a six-speed, transverse, semi-automatic, pneumatic shift Xtrac racing gearbox.

A total of six AMR-Ones will be built, with the factory team running one car in the Intercontinental Le Mans Cup (ILMC) which includes the famous 24 Hours of Le Mans and two cars at selected events. The AMR-One is linked to Aston Martin's ultimate design and engineering showcase – the road going One-77 – both of which share similar philosophies featuring carbon fiber monocoques. Aston Martin's in-house design team worked closely with the engineers at Aston Martin Racing to find the optimum balance between aesthetics and aerodynamics.

"Aston Martin's heritage is deeply rooted in endurance sports car racing, so in 2011 we take the next step demonstrating that a small team using advanced design and engineering intelligence will be agile and competitive," said Aston Martin Chief Executive Dr. Ulrich Bez.

The driver line up for 2011 will consist of Adrian Fernandez ( Mexico ), Andy Meyrick ( Britain ) and Harold Primat ( Switzerland ) in the 009 car. Darren Turner ( Britain ) Stefan Mücke ( Germany ) and another driver yet to be announced will pilot the 007 car.

"George and the team have been extremely busy over the winter months and they have been working day and night to produce what is not only a stunningly beautiful race car but one which will use the new ACO regulations to best effect," said Aston Martin Racing Chairman David Richards.

“Just like the road cars, the AMR-One has been elegantly engineered where simplicity runs throughout to produce what we expect to be a competitive and reliable endurance racer.”

Team Principal George Howard-Chappell said: “We have chosen to run with a six-cylinder turbocharged engine because we believe this offers the best potential within the petrol engine regulations. With the ACO’s commitment to effectively balance the performance of petrol and diesel Le Mans entrants, our hopes are high that we’ll see the closest racing yet in the premier LMP1 category.”

It is expected that Aston Martin Racing will contend selected races in the Intercontinental Le Mans Cup with rounds in the United States (Petit Le Mans), Belgium (Spa), France ( Le Mans ), Italy (Imola), England (Silverstone) and China (TBC) and make its debut at Paul Ricard on April 1 - 3.

“I’m excited about the new car,” said Fernandez. “It looks very advanced; it looks fast. There is a lot of development potential in the car and the key is to be very strong for the 24 Hours of Le Mans . I have been to Banbury, where the car is built, a few times for seat fittings and to talk to the engineers, and everybody is very excited. This is the first car built completely by Aston Martin Racing. Everybody has worked a lot of extra hours and put in a lot of effort, and we are working as a team to make this program very successful. I can’t wait to put my hands on this car to start testing.”



***Left to right, Stefan Mucke, Darren Turner, Andy Meyrick, Harold Primat and Adrian Fernandez***

## **Aston Martin AMR-ONE LMP1 Car Technical Specification**

### **Chassis**

Aston Martin carbon fiber monocoque open-cockpit construction, load bearing engine with steel frame to help rigidity.

### **Configuration**

Mid-engine rear-wheel drive

### **Engine**

In-line, six-cylinder, direct injected, turbocharged and intercooled DOHC petrol engine, four valves per cylinder, producing approximately 540bhp.

### **Gearbox**

Bespoke six-speed, transverse, semi-automatic, pneumatic shift Xtrac racing gearbox.

### **Suspension**

All round double-wishbone, push-rod activated Koni dampers with third spring/damper, front and rear. Front anti-roll bar.

### **Steering**

Rack and pinion with electrical power assistance.

### **Aerodynamics**

To current LMP1 regulations developed via CFD in conjunction with Totalsim, including latest regulation fin.

### **Electronics**

Full Cosworth electronics systems including engine ECU, data system and telemetry. Full military spec wiring harness and connectors.

### **Wheels and Tires**

Michelin tires, 36/71 x 18 front and 37/71 x 18 rear mounted on TWS forged magnesium wheels.

### **Brakes**

Brembo six pot calipers fitted front and rear, carbon 380mm diameter front and 355mm diameter rear discs with carbon pads.

### **Dimensions:**

Length:	182.68" (4640 mm)
Width:	78.35" (1990 mm)
Wheelbase:	115.35" (2930 mm)
Minimum weight:	1980 lbs. (900 kg)

Courtesy Aston Martin Racing