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press release 1999 Daytona 24 hours

At the starting line of 1999 Daytona 24 hours there will be a wholly Italian Porsche.

The winner of 1996 and 1997 Supercar GT Italian Championship Antonio de Castro, with the winner of 1998 GT Italian Challenge Luca Cattaneo, together with the winners of 1997 Italian Endurance, Massimo Morini and Renato Premoli will be at the starting line of 37th Edition of Daytona 24 hours on next January 30th 1999 driving the Porsche 993 Supercup number 66 in the GT3 class.

Milan, January 4th 1999: After years of absence from American Races, M.A.C RACING by Carlo Noce returns to Daytona 24 hours on next January 30th 1999: they will attend the edition number 37 with a Porsche 993 Supercup. Always faithful to the House of Stuttgart, Carlo Noce after being placed second overall with a Porsche 935 in 1977 and in pole position in 1979, always with a Porsche 935, for 1999 has prepared a Porsche 993 Supercup which will race in the GT3 class; and the gentlemen drivers Massimo Morini, Luca Cattaneo, Antonio De Castro, and Renato Premoli, all of them from Milan, will drive it.

The four Italian drivers will be ready to fight until the last minute against more and more dangerous opponents, as the drivers of Porsche RSR and Supercup, of Ferrari 355 and the official BMW M3 entered for GT3 class.

After the last tests effected during the month of December, the four drivers are satisfied with the general level of the car. After the last trial session forecast towards the January 11th 1999 in Italy, the car will leave for Florida.

The Team ambition is not a secret: to cross the finish line at 1 p.m. on January 31st 1999.

photo slide included

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DRIVERS

MASSIMO MORINI

He always raced with Porsche cars of every type and in every class. In 1995 he gained a victory in GT4 driving a Porsche 911 Cup, together with Antonio de Castro, in “Monza 4 hours” and a third position (always in GT4 class) in “Paris 1000 Km”, races valid for the BPR Championship. In 1997 he got a fourth place overall (and the victory in GT4) with Antonio de Castro and Renato Premoli in “Monza 1000 Km”; and a third place overall, always with de Castro and Premoli, in “Misano 12 hours”. Once again with them he gained the title in the Italian Endurance in GT4 class and the second position in the overall standing. In 1998 he got several good results and a second place in the final standing of the “Targa Tricolore Porsche Championship”.

LUCA CATTANEO

Already present at “1997 Daytona 24 hours” with a tube frame Porsche in GT1 class, during the last seasons he engaged himself more and more in endurance races, obtaining good results as the 6th overall standing (and the second in the GT4 class) in 1997 “Monza 1000 Km”; the 4th in overall standing in 1997 “Misano 12 hours”; in 1998, together with Antonio de Castro, he gained the victory in GT4, and the eighth in overall standing in “Monza 1000 Km”, the 5th overall place in “Misano 6 hours” and the 9th place in overall standing (winning always in the GT4 class) in “Valllunga 6 hours”. In 1998 he gained the Italian GT Championship (GT Italian Challenge), succeeding the fellow and friend Antonio de Castro.

ANTONIO DE CASTRO

The most victorious of the four: in addition to the several victories and good positions obtained in many races, within the Italian Targa Tricolore Championship, Supercar GT Championship at Motorshow in Bologna (1994 and 1996), he won for two years running the overall Italian GT Championship (Supercar GT) in 1996 and 1997. Engaged during the last years in endurance races, he got the 4th place overall (and the victory in GT4) with Renato Premoli and Massimo Morini in 1997 “Monza 1000 Km”, a third place in overall standing, always with Morini and Premoli, in 1997 “Misano 12 hours”; in 1998 together with Luca Cattaneo, he gained the victory in GT4, and the eighth place in overall standing in “Monza 1000 Km”, the fifth overall position in “Misano 6 hours” and the ninth place in overall standing (winning always the GT4 class) in “Valllunga 6 hours”; he was placed second in the overall Italian GT Championship (GT Italian Challenge), behind the winner, fellow and friend, Luca Cattaneo.

RENATO PREMOLI

After having started in the middle of eighties to race with Porsche cars, and having won several races and overall titles, from 1992 to 1995 he devoted himself to Formula cars, first in F3 Club and then in F2000 Championship, always getting very good positions. Since 1996 he has come back to race with the German cars always with very good results, among which we must remember the 4th place in overall standing (and the victory in GT4) with Antonio de Castro and Massimo Morini in 1997 “Monza 1000 Km”; a third overall place, always with de Castro and Morini, in 1997 “Misano 12 hours”. In 1998 he got several good positions and the third place in the final standing of the “Targa Tricolore Porsche Championship”.



OTHER NEWS

Additional information, up-to-date news and other press releases are available with Web site:

<http://www.facieurope.it/guest/auto/dayto99.html>

TEAM

M.A.C. RACING

Carlo Noce, owner of M.A.C. RACING Team from Brescia, is not a beginner in the American Race: at the end of seventies drivers as Facetti, Finotto, Moretti competed with cars prepared by the Team, particularly with the mythical Porsche 935. Just with this famous car from Stuttgart, Noce and M.A.C. RACING were placed second in overall standing in 1997 at "Daytona 24 hours", and after two years they got the pole position. Since always great connoisseur of Porsche, M.A.C. RACING has competed in races of great prestige, as World Factory Championship with Group 5 cars (eighties), and more recently they were always present in Supercup Porsche Championship, the most prestigious one-brand championship, in which they got good results.

CAR

PORSCHE 993 SUPERCUP

The Porsche 993 Supercup used in the 1999 edition of Daytona 24 hours has a chassis of 1996, modified and brought up-to-date. The car was officially used in 1997 by Porsche AG to race in the Porsche Supercup Championship, the most prestigious one-brand championship. The car will compete in the GT3 class, with the race number 66 and according to the rules of this race, it will be equipped with a 3,8 liter engine with about 340 h.p.

A six gear box from Porsche, more efficient brakes and a total weight of 1,150 kg. give this car a good compromise between overall performances and reliability, necessary qualities to face a long and hard race as Daytona 24 hours.

PHOTO SLIDE

In the enclosed photo slide the car during the tests of December with the drivers (from left to right) Morini, Cattaneo, de Castro e Premoli.