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THILENIUS GROUP and SR Motorsports Double Up on Wins at Monza

Hey! 2026 has served up a whole new challenge and I have joined with **SR Motorsports by SchnitzelAlm** to contest the **GT2 European Series Powered by Pirelli** in the **Mercedes AMG GT2**. The season kicked off at the legendary “Temple of Speed”, the **Autodromo Nazionale Monza**, May 28-31. The year could not have started any better for my co-driver **Jay Mo Härtling** and I and the entire **SR Motorsports by SchnitzelAlm** team with victories in the Pro – Am class on Saturday

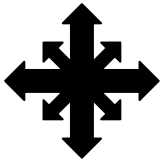
and Sunday with the bonus of an overall win on Sunday!



In February, I raced the **SR Motorsports by SchnitzelAlm, AMG GT2** to victory in the GT Winter Series 6 Hours of Portimão. During the post-race celebration, my race engineer **Günni Aberer** and team owner **Thomas Angerer** suggested I would be a good teammate for Jay Mo in the **GT2 European Series Powered by Pirelli**. I was flattered, but did not take the idea too seriously. For the past few years, the focus of my motorsports ambition has been chasing victory in the Nürburgring 24-hour. However, as weeks went by, the thought of a new challenge became more and more appealing. A season in the **AMG GT2** meant putting my Nürburgring goals on sabbatical and is a significant commitment in resources, but having new goals makes me feel young.

The weekend started with a track walk around the **Autodromo Nazionale Monza**. I cannot imagine how fast the track was in the 1950's and 60's before the introduction of the chicanes and when the banked oval section of the track was still in use. After months of physical conditioning, countless hours watching video and many laps on a racing simulator, I could not wait to drive the track. Jay Mo took to the track first. I know many good racecar drivers. Jay Mo is exceptional, so I was pleased to be close to his times during the Thursday test day. Driving Monza in the **AMG GT2** at over 300 kmph felt like a dream and more than once I had to tell myself, “This is so cool!”

Friday dawned hot and humid with two practice sessions on the schedule. Jay Mo continued his stellar form and outpaced the rest of the record field of 22 GT2 cars in both sessions. In the first practice, I found over a second and was feeling good until I missed my braking point into the Curve di Lesmo. Trailing the brakes into the corner



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resulted in too much rotation. I had a harmless spin dropping the rear tires into the gravel trap. Unfortunately, the gravel would not let go and I had to wait for some assistance from the course workers to get back on track. The second practice went more smoothly with similar pace and better consistency.



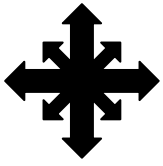
Saturday began with a dual qualifying session for the two races. The **GT2 European Series Powered by Pirelli** race meetings feature 50-minute races on Saturday and Sunday with one driver qualifying and starting the first race before a required driver change to the second driver. The second driver qualifies and starts the second race

before turning the car over to the first driver. I managed my best time of the weekend in qualifying a 1:48.038. I was happy with the time until I realized I missed Pole Position in the Pro-Am class, and the championship point that comes with it, by 0.076 seconds! Second in Pro-Am placed us seventh overall on the grid for race one. Jay Mo took the overall Pole Position for race two with the fastest time recorded during the weekend.

Saturday afternoon the **SR Motorsports by SchnitzelAlm Mercedes AMG GT2** rolled onto the grid. It has been few years since I took a race start. I was nervous. Starts at

Monza feature a long run into an extremely slow chicane, the Variante del Rettifilo. Almost all of the race video I studied showed massive crashes in the Variante del Rettifilo and those that did not usually had similar extracurricular activities in the second chicane, the Variante della Roggia. I took advantage of my starting position on the inside row and



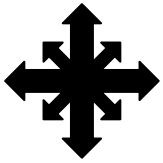


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managed to get through the Variante del Rettifilo two abreast using all of the exit curbing (and a little bit of the gravel). The #85 Porsche that started all the way back in 16th chose to simply skip the chicane and filed in front of me on the run into the Variante della Roggia. Before I could properly redress the situation entering Curva Parabolica, yellow flags waved for a full course caution meaning I would have to deal with a single-file restart. When racing resumed, I used the 700+ horsepower of the **AMG GT2** to dispatch the Porsche and get back onto the bumper of the #8 Maserati leading the Pro-Am class. Later, I dropped a spot to the #1 Maserati entering Parabolica, but when the two Maserati's and #294 **AMG GT2** started fighting amongst themselves, I recovered and joined the fight. Unfortunately, another full course caution for a stranded Ferrari at the Variante del Rettifilo kept me from making a move on the #294. I managed another good restart, had a thought about diving inside the #294 into the Variante della Roggia, defended from the #115 **AMG GT2** entering Curve di Lesmo and pitted to turn the car over to Jay Mo when the pit window opened at the end of the lap.

The **SR Motorsports by SchnitzelAlm** team performed a flawless pitstop. Once all the teams cycled through their stops, we found ourselves leading the Pro-Am class and in fourth overall. Logging the fastest laps of the race, Jay Mo soon passed the #116 **AMG GT2** and chased down the #18 Maserati in second place. For the rest of the race, Jay Mo attacked relentlessly, but the #18 defended fairly and held position. We took the checkered flag third overall and first in Pro-Am.





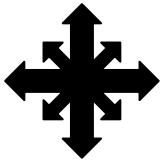
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With Jay Mo starting on the Pole in the **SR Motorsports by SchnitzelAlm Mercedes AMG GT2**, I went into the second race of the weekend cautiously optimistic. I anticipated Jay Mo would be able to lead the first half of the race. However, in the **GT2 European Series Powered by Pirelli**, the organizers use pitstop compensation time to level the field meaning our minimum pitstop time would be extended by ten seconds as a “reward” for winning on Saturday. I anticipated after the driver change pitstop, we would be third or fourth overall, but hoped we would still be leading in Pro-Am.

When the lights went green, Jay Mo walked away to a four second lead again setting the fast lap for the race. I would like to tell you I monitored Jay Mo’s progress in our **Mercedes AMG GT2** on the live feed and live timing in the pit lane, but mostly I focused on staying calm and going through my race preparation because there is more than a little pressure in having to jump into a race leading car. Given the pace on track, it made sense to delay our required pitstop as long as possible, so with 21 minutes left in the race Jay Mo headed to the pit lane.

The **SR Motorsports by SchnitzelAlm** team executed another faultless pit stop and I returned to the track in the overall lead with a small gap to the #115 **AMG GT2** and #119 KTM. At this point, I did not know my position overall or in class and had no idea about the drama occurring around me. My focus was on simply turning consistent laps. I maintained the gap to the #115 and the challenge from the #119 dissolved when they were forced to the pits for a drive through penalty. The #116 **AMG GT2** in third was on a charge and soon passed their teammate in the #115. The #116 caught me with about four minutes left in the race, but by this time Günni had informed me the #116 had received a 12 second penalty and there was no need to fight them for position. This was also when I finally found out we were leading the race overall!





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What a fantastic weekend and start to the **GT2 European Series Powered by Pirelli!** Third overall and first in the Pro-Am class on Saturday and first overall and first in Pro-Am on Sunday in the **SR Motorsports by SchnitzelAlm Mercedes AMG GT2.**

“Absolutely unbelievable. Jay Mo did such a great job giving me the car in a good position that it was just my job to not screw it up! I tried to run real consistent laps. They let me know my position on track. They let me know when I had to push and it all came together. I’m just ecstatic. It can’t be any better to come to Monza and get two wins.” – David Thilenius

“The weekend was perfect. For the first weekend it was perfect. David did a very very good job and I am speechless.” – Jay Mo Härtling



About THILENIUS GROUP

THILENIUS GROUP, LLC based in California provides vehicle dynamics engineering, motorsports and sports marketing services. With over 30 years experience engineering vehicle dynamics at the OEM level, road racing motorsports and sports marketing, THILENIUS GROUP can help you reach your goals. Information about THILENIUS GROUP services is available at www.thileniusgroup.com . Latest updates available on Facebook at www.facebook.com/ThileniusGroup and on X at [THILENIUS GROUP \(@ThileniusGroup\) / X](https://twitter.com/ThileniusGroup).