



BLUNDELL SPEARHEADS GULF RACING'S LE MANS CHALLENGE

Mark Blundell photographed with Gulf Racing's McLaren F1 GTR.
Mark will be hoping to repeat his victory at the 1992 Le Mans 24 hours when he teams-up
with Gulf Racing for the 1995 event.



Racing

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BLUNDELL SPEARHEADS GULF RACING'S LE MANS CHALLENGE!

Formula 1 driver Mark Blundell swaps his seat in the McLaren MP4/10 for one in the McLaren F1 GTR sportscar when he joins the two car Gulf Racing team in their challenge to win the Le Mans 24 hours race being held over the weekend of June 17 and 18.

An anticipated 60,000 spectators will be crossing the Channel to make their annual pilgrimage to Le Mans with high expectations for a victory by a British team.

Gulf Racing - one of the favourites for the event - have assembled a formidable driver line-up for the race.

The two McLarens feature Mark Blundell and his co-drivers Ray Bellm and Maurizio Sala in car number 24 while car number 25 will be driven by Lindsay Owen-Jones and former Formula 1 drivers, Frenchmen Philippe Alliot and Pierre-Henri Raphanel.

Both Gulf cars have performed with distinction in their inaugural season in the BPR International Endurance Championship, achieving 5 podium finishes - including four outright victories - in the six races in which they have competed.

As Gulf Racing team manager Michael Cane comments, "the Le Mans race is a completely new experience for the McLarens and bears little comparison with races in the 4 hour BPR Championship.

"Clearly with drivers of the calibre of Philippe Alliot and Mark Blundell we have a tremendous opportunity to achieve a good result at Le Mans. The team has made great strides with the McLaren this season and a lot of our work has been focused on producing two cars with the performance and reliability characteristics to meet the challenge of the Le Mans 24 hours race."

"We are very hopeful that the combination of two very competitive cars and their respective drivers will give us a chance of victory in this, the most prestigious of all endurance races, but we should always remember that Le Mans is one of the hardest challenges in motor sport," he concludes.

Blundell is a past outright winner of Le Mans in 1992 - in that same year both Raphanel and Alliot finished on the podium in second and third places respectively. Fellow drivers Bellm - twice a class winner at Le Mans - Sala and Owen-Jones are highly experienced endurance racers with a wealth of Le Mans experience.

The Le Mans 24 hours race at the famous 14km Le Sarthe Circuit starts at 4.00 pm local time (3.00 pm UK) on Saturday 17 June.

ENDS
Photographs herewith

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**Sponsorship co-ordination for Gulf Oil is handled by Polygon Marketing, Cheltenham.
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GTC MOTORSPORT - A PROFILE

In 1994 Raymond Bellm and Michael Cane teamed together to run a Porsche 911 RSR in the European BPR Series. The partnership became very successful, taking four podium finishes and winning GT2 Class honours in the series

In September this year, the partnership was consolidated and GTC Motorsport was formed to pursue their common objective of running a McLaren F1 GTR Race Car in the growing arena of GT motor racing. Following the international success of touring cars, it is generally believed within the sport that GT motor racing will lead to World Cup opportunities.

GTC Motorsport operates from purpose-built premises in Cranleigh, Surrey. Top engineering and mechanical personnel, mainly drawn from Group C and touring cars have been recruited to staff the project.

The team principals, in Raymond Bellm and Michael Cane, give GTC Motorsport a strong foundation: Michael Cane's team management, gained from his Group C and Williams Grand Prix Engineering days combines with Raymond Bellm's winning experience in Group C motor racing. Raymond's involvement with Spice Engineering in the years 1985 through to 1989 won him three Group C2 World Championships, three Constructor C2 Championships and two Class wins at Le Mans.

The aim of the team is to compete at the top level of international GT motorsport and to expand its interests in this area to run more than a single car. The ultimate objective of GTC Motorsport is to expand its technical capabilities to attract further engineering projects.

GTC Motorsport are delighted to have signed a contract with Tag McLaren Holdings for the purchase of the McLaren F1 GTR which also secures the professional support that will be provided by McLaren at all races.

It is the team's belief that the combination of Gulf Oil, GTC Motorsport and McLaren will be difficult to beat.



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GULF OIL IN THE UK - A PROFILE

The organisation ...

Gulf Oil is a wholly owned subsidiary of the San Francisco based Chevron Corporation and has its UK headquarters in Cheltenham, Gloucestershire. In the UK, Gulf Oil employs around 1400 personnel, over 250 of whom are based in its Milford Haven, West Wales refining complex. Widely acknowledged as one of the most efficient in Europe, the refinery was opened in 1968 and has the capability to process over 115,000 barrels of crude oil daily.

The refinery feeds a network of UK supply terminals via sea, rail and direct pipeline with a substantial proportion of refined fuel and by-products being exported. The European sales from the refinery alone make Gulf one of the UK's top 50 exporters.

Products and outlets ...

Gulf Oil manufactures and sells petroleum based products that play such a key part in modern lifestyles - petrol, diesel, heating fuel, jet fuel, paraffin, lubricating oils and propane and butane gas.

With 5% of the UK market share Gulf Oil is by no means the UK's biggest oil company but, like its parent corporation, it aims to excel at everything it does. In fact, the company sees its scale as a positive advantage when it comes to effectively serving and developing its customer base.

Gulf Oil supplies motor fuel and lubricants to more than 500 branded retail outlets strategically located across the company's marketing areas.

Additionally, there are two wholly owned Gulf Oil subsidiaries operating in key regional areas - Telegraph in the North West of England and Action Service Stations in South Wales.

The company vision ...

As an organisation, Gulf has its own special character, led by its outstanding and award winning brand image. The work-force is encouraged to be friendly and responsive and display a commitment to quality in all aspects of its business - an objective summarised by the company vision to be 'better than the best'.



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THE GULF McLAREN HERITAGE

During the late 1960's and early 70's, Gulf Oil promoted its brand name worldwide by financial and technical sponsorship of a number of major-team motor racing programmes. International exposure was achieved most notably by the Gulf-JW Automotive team's participation in the World Endurance Championship with Mirage, Ford GT40 and Porsche cars between 1967 and 1975.

However, in 1968, having successfully tasted international exposure, Gulf broadened its sponsorship activities to Bruce McLaren Racing Limited's challenges in CanAm, Indycar and Formula 1 racing, a partnership which would last until 1974.

Gulf-Team McLaren's two-car works entry in the big money, high profile CanAm challenge series for unlimited capacity 'Group 7' sports racing cars dominated the series between 1968 and 1972, with outright championship wins for Denny Hulme in 1968/'70, Bruce McLaren in 1969 and Peter Revson in 1971 - all driving variations of the distinctive McLaren 1-1 Chevrolet M8 sports car theme.

McLaren also received support from Gulf Oil for its first assault upon the world's richest single motor race, America's Indianapolis 500-Miles speedway classic in 1970. For 1971, McLaren then developed a new car - the revolutionary Gulf-McLaren M16A.

This sensational design rendered every other Indycar obsolescent and set performance standards for two seasons. 1973 was to be the last year of Gulf Oil's support for the McLaren Indycar programme and the promise of earlier years was turned into victories in Ontario and Michigan with Johnny Rutherford at the wheel.

Gulf's support for the McLaren organisation also extended into Formula 1 in 1969 with Denny Hulme and Bruce McLaren enjoying good fortune in their Cosworth DFV V8-powered M7-series cars, the season culminating in an outright win for Hulme in the Mexican Grand Prix.

In 1970, a new Gulf-McLaren M14 Formula 1 car made its debut with promising early performances in Spain and Monaco.

But the season was dominated by Bruce McLaren's untimely death while testing a CanAm car at Goodwood in June. Further misfortune occurred when Denny Hulme suffered severe burns in a CanAm incident but he recovered heroically to carry off the CanAm title yet again in Gulf-McLaren colours.

Although the involvement of Gulf Oil in the McLaren Formula 1 programme was to continue successfully until the end of the 1973 season, Gulf-Team McLaren will best be remembered for its spectacular domination of the CanAm series between 1968 and 1972, winning 35 races and achieving a first-second combination on no fewer than 20 occasions.



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FULL SUPPORT FOR GULF RACING FROM MICHELIN

Michelin will partner the Gulf Racing/GTC Motorsport team in its challenge for the BPR International GT Series and the Le Mans 24 hour race in 1995.

The McLaren F1 GTR race car will be equipped with a new range of Michelin tyres developed since last season to meet the new endurance racing regulations and the critical performance standards of both the car's designer and the team.

The 27/65-18 front tyres and the 30/70-18 rear tyres meet the regulation that now requires reduced levels of technical support staff. As a consequence, the endurance potential of the tyres is increased while at the same time retaining optimum grip in both wet and dry conditions.

The experience acquired by Michelin over the years in both Group C and Sports-Prototype racing has enabled the company to develop tyres especially suited to the demands of endurance sports car racing.

Michelin has been committed to endurance racing since 1965 when their tyres were successfully fitted to the Alpine-Renault team at Le Mans. A Michelin shod Alpine-Renault driven by Pironi and Jaussaud won Le Mans in 1978 and more recently - in 1989 - Michelin and Mercedes enjoyed a superb season of endurance racing, winning at Suzuka, Donnington, Nurburgring, Le Mans, Brands Hatch, Jarama, Spa-Francorchamps and Mexico.

In 1992, at the Le Mans 24 hour race, Michelin developed rain tyres that gave the Peugeot 905 team of Dalmás/Warwick/Blundell the dominating edge, being especially suited to the changeable track conditions experienced at the event.

The following year, sports cars were still present at Le Mans despite the demise of the World Championship and Michelin equipped cars took the first four places, with a memorable 1-2-3 by the Peugeot 905's and a Toyota TSO10 finishing fourth. The experience gained - particularly with Peugeot - enabled the development of the latest breed of endurance car tyres during 1994 to meet the new regulations.



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RACE CALENDAR 1995

THE BPR INTERNATIONAL GT CHAMPIONSHIP - PROGRAMME 1995

Gulf Racing Positions - Season to date

Venue:	Car No.1	Car No.16
Jerez	First	Retired
Circuit Paul Ricard	First	Seventh
Monza	Retired	Retired
Jarama	First	Withdrawn
Nurburgring	First	Fourth

Remaining Races

Venue:	Dates:
Donington (England)	7/8 May
Montlhery (France)	13/14 May
LE MANS 24 HOUR RACE (FRANCE)	17/18 JUNE
Anderstorp (Sweden)	1/2 July
Suzuka (Japan)	26/27 August
Silverstone (England)	16/17 September
Indonesia	23/24 September
Nogaro (France)	7/8 October
Malaysia	14/15 October
Zhuhai (China)	11/12 November



Racing

MARK BLUNDELL - RACE HISTORY

Nationality: British
Age: 28
Residence: Royston, Hertfordshire

Mark Blundell is a professional racing driver who has made a rapid impression on the International Formula 1 circuit since first becoming a member of the Brabham Yamaha team in 1991.

His racing career began in 1984 in FF1600 when he achieved a remarkable 25 race wins, 24 pole positions and 21 fastest laps, an achievement rewarded with the presentation of both the Golden Helmet and Grovewood awards at the season's end.

His first year successes earned him a FF1600 works drivers position with Van Diemen the following season when he was 2nd overall in the British Championships in addition to being Esso Champion and BBC Grandstand FF2000 Champion.

Staying with FF2000 in 1986 Mark was overall European Champion and took 2nd place in the British Championships.

1987 saw Mark break into International F3000. He secured a best race position of 2nd, a feat he equalled in the Select F3 programme.

In 1988 he was a F3000 works driver with Lola, again achieving a best race position of 2nd.

The following year, Mark's efforts in F3000 were rewarded with a test contract with the Williams Grand Prix team. He also competed at F3000 throughout the season and for the Nissan World Sports Car Team, finishing with a best result of 2nd.

1990 saw Mark compete in the Le Mans 24 hours race for the first time, starting the race from pole position. He was retained by Williams as a test driver and as factory driver for the Nissan team in the World sports Car Championship.

The all important breakthrough into Formula 1 came in 1991, Mark driving for Brabham Yamaha with a 6th position being his best result.



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He switched to McLaren Honda - Malboro-McLaren in Formula 1 for the following season as the principal test driver and also displayed his prowess as a driver in International Endurance Racing, winning Le Mans with Peugeot Sport.

A drive with the Ligier Renault team the following year enabled Mark to record his best season in Formula 1, making the podium twice and finishing 10th in the World Championships.

In the 1994 season when driving with Tyrrell Yamaha, Mark achieved one podium finish, twice in the top 6 and 12th position overall in the World Championship.

Most recently he has driven for McLaren in the 1995 Formula 1 World Championship season, finishing a creditable sixth in the Brazilian Grand Prix and fifth at Monaco.

Mark is engaged to Deborah and has two sons, Mark and Callum.
His hobbies include Golf, Squash, Music and Films.



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RAYMOND BELLM - RACE HISTORY.

Nationality: British
Date of birth: 20th May 1950
Residence: Lower Froyle, Alton, Hampshire

Raymond Bellm started racing at the comparatively late age of 30, but has enjoyed exceptional success at all levels of the sport.

His career started in sports cars, driving a Chevron B8 and B19 in the British Historic Championships of the early 1980's. His immediate success led him straight to World Sportscar Racing where in 1984 he teamed up with Gordon Spice in Group 2 and won 4 times.

For 1985 Ray and Gordon formed Spice Engineering which manufactured and entered Group C2 and then Group C1 cars in the World Sportscar Championships between 1985 and 1990. The Company produced over 50 cars, won 4 Driver Championships and 3 Constructor Championships in 6 years. Ray himself won 3 World Group C2 Championships and won his class twice at Le Mans.

For 1991 Ray turned to the fast growing British Touring Car Championships and with his sponsors produced a team - under the management of ULM and supported by BMW - that brought instant success. Team mate Will Hoy won the 1991 Championship with Ray 5th with 10 out of 12 top ten finishes.

His success encouraged BMW (GB) Limited to nominate the team as the works team for 1992. After some mid-season drama's, Ray relinquished his driving seat and took over the team management, bringing to BMW (GB) Limited its 3rd successive Constructor's Championship and 3rd Driver's Championship in the BTCC in 3 years.

1994 saw the re-emergence of Ray as driver and team owner. Encouraged by the public interest in sports car racing, Ray returned to the fold, this time with Michael Cane (ex Williams) and drove a Porsche 911 RSR with Harry Nuttall to record 3 class wins and 4 overall podium finishes, making them series winners.

With the BPR European GT series being one of the success stories of 1994, Ray has formed GTC Motorsport with Michael Cane to run the company's McLaren F1 GTR.

This partnership will undoubtedly be one of the significant forces in the series.



RAYMOND BELLM - RACE HISTORY.

1982	2 litre British Historic GT Champion	Chevron B8
1983	2 litre British Historic GT Champion	Chevron B19
1984	2 litre British Historic GT Champion	Chevron B19
1985	Group C2 World Champion	Spice GC85
	Group C2 Winner - Le Mans	Spice GC85
1986	Group C2 World Champion	Spice SC86
1987	Group C2 German Supercup Champion	Spice SC87
1988	Group C2 World Champion	Spice SE88
	Group C2 Winner - Le Mans	Spice SE88
1991	BTCC Championship - 5th	BMW M3
1992	BTCC Championship - 13th	BMW E36
1993	Pre-50's Sportscar Winner (Coy Festival)	D-Type
1994	BPR European GT Series Winner	Porsche 911



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MAURIZIO SALA - RACE HISTORY

Nationality: Brazilian
Age: 34
Residence : Sao Paulo, Brazil

Maurizio Sala is a racing driver by profession having been, in his words, "born in a racing car". When not in the driving seat, Maurizio owns a business specialising in selling mountain bikes. He is single and lists among his hobbies a keen interest in sailing and playing squash.

Maurizio started life at the wheel in the style of so many present day drivers - in kart racing at the age of 14.

He rapidly moved up to Formula Ford's and after two years as runner-up in the Sao Paulo Championships, he reached the top of the ladder in 1981, being Champion for both this and the following year.

He arrived in the UK in 1983 and continued to perform with distinction in Formula Ford's, picking up the Formula Ford Driver of the Year award in addition to other prestigious trophies including the Esso British Formula Ford Champion.

The next logical move for Maurizio was to Formula Ford 2000 which he did with distinction in 1984, winning the British Championships.

1985 saw Maurizio take his first step into Formula 3000 and in his first season he achieved one pole position - clearly a sign of greater things to come as the following year he finished second overall in the British Formula 3000 series.

1987 involved a move to Japan where Maurizio entered the Japanese Formula 3 series driving a Ralt/Nissan. The following year he capitalised on his first experiences and finished 3rd in the overall Japanese Formula 3 Championships, this in addition to another 3rd place but this time in the Grand Championship.



Racing

In 1988 he continued in the Japanese Formula 3 Series, finishing 3rd overall and also competed in Group C races, driving a Rothmans Porsche and a Ford Sierra RS Cosworth, the latter to a victory.

The following season saw Maurizio concentrating on Group C, driving Porsche for both Richard Lloyd Racing and the Alpha Cubic Team. He also drove his first Le Mans in a Lola Nissan - a feat to be repeated the following year when he achieved 6th place driving with the Mazda team.

Staying with Mazda for 1992, Maurizio participated in the Sportscar World Championship and when driving with the Mazdaspeed team, was placed a worthy 4th at Le Mans.

Most recently in 1994, driving a Porsche 911 RSR, Maurizio participated in various long distance endurance events. His most notable results were:

- | | |
|--|--|
| ● Mil Milhas | - 3rd overall
(1,000 miles of Brazil) |
| ● 24 hours of Daytona | - 3rd in Class
- 6th overall |
| ● 12 hours of Sebring | - 5th in class |
| ● North American
Endurance Championship
Class GT 2 | - 6th overall |



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PIERRE-HENRI RAPHAEL - RACE HISTORY

Nationality: French
Age: 33
Residence : Grau D'agde, France

A 9 times competitor at Le Mans, Pierre-Henri Raphanel has extensive experience across the spectrum of international motor sport having driven professionally in Formula 1 with the Rial, Coloni and Lola teams and been European Formula 3 Championship winner on 3 occasions in 1986, 1987 and 1988.

Pierre-Henri has also achieved great success in International Sportscar, Sports Prototype and Touring car racing.

He has driven for the top names in the respective classes - Toyota, BMW, Ferrari, Peugeot, Porsche and Cougar - and in signing for the Gulf Racing team to drive the McLaren F1 GTR Race Car he brings a wealth of experience obtained at the very top of his profession.

Pierre-Henri started racing in 1981 when he won the French Kart Championship and finished 3rd in the European Championship.

1983 saw Pierre-Henri upgrade to Formula cars and he achieved a commendable 5th position overall in the French Formula Renault Championship.

Changing class for 1984, Pierre-Henri competed in Formula 3 for the first time - an event in which he was to excel.

In his first year he finished third overall in the French Formula 3 Championship, winning the event the following year with 5 outright victories, including a memorable win at the Monaco circuit.

For the next three years, Pierre-Henri participated in the European Formula 3 Championships, establishing himself as a formidable professional competitor. His skills and achievements were rewarded in 1989 when he secured a Formula 1 drive with the Coloni and Rial teams.



Racing

1990 found Pierre-Henri competing in Japan, driving for the Toyota Team Tom's and Sard in the Sports-Prototype category. He stayed with this team for the following season achieving an outright win at Suzuka and finishing 8th overall in the Championship. This he improved to 2nd place in the Championship during 1992.

Changing to Super Touring cars for 1993, Pierre-Henri achieved 4th position in the Championship, finishing two races 2nd and two races 3rd.

Last summer, he teamed up with the Courage organisation at Le Mans and was also heavily involved in the development of the Courage C41 car for the World Sportscar Championship.

Pierre-Henri's Le Mans experience is extensive. He had his first drive in 1986 and has subsequently competed in 9 events, finishing 3rd in 1987 driving a Cougar and second in 1992 in a Toyota.



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PHILIPPE ALLIOT SIGNS FOR GULF RACING AT LE MANS

The two car Gulf Racing team to compete at the Le Mans 24 Hours race in June is up to full strength with the announcement that Frenchman Philippe Alliot has joined Lindsay Owen-Jones and Pierre-Henri Raphanel to drive the Gulf McLaren.

Its sister car will be driven by the trio of Raymond Bellm, Maurizio Sala and another Formula 1 driver, Mark Blundell, who has already driven in two Grand Prix this season.

Alliot, a podium finisher on no less than three occasions at Le Mans has co-incidentally finished third in each of his races, in 1983 driving a Porsche 956 and in 1992 and 1993 with Peugeot Talbot Sport. His presence will further reinforce the driving strength and bring in-depth experience to the already formidable team of Gulf McLarens that have achieved great success to date in the BPR International GT Championship.

After a career spanning Formula 3, Formula 3000, Formula 1 and Sports Cars, this season Alliot has been concentrating for the first time on touring cars, competing with fellow Frenchman Laurent Aiello for Peugeot in the French Supertourisme series. During his Formula 1 career between the years 1984 and 1990, Alliot drove with Ram-Hart, Lola Ford, Lola Lamborghini and most recently with Larousse in 1993.

Lindsay Owen-Jones, now with 2 ex-F1 drivers in his line-up, feels very confident that he has the 'right men for the job', "I am delighted that Philippe has agreed to join us. Like Pierre-Henri, Philippe has Formula 1 experience and is both a professional racer and a gentleman. His presence in the car and his professional approach will benefit us both as well as bringing another dimension to the overall strength of the Gulf Racing team at Le Mans".

On joining the team for Le Mans, Philippe Alliot comments "I am very pleased to have the opportunity to drive with the Gulf team. I worked with McLaren last year and their approach to motorsport is one of total commitment. Driving the GTR car at Le Mans is a very existing prospect which I hope will realise my ambition to win this coveted event."

ENDS



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PHILIPPE ALLIOT - RACE HISTORY

Born in Voves, France, on 27th July 1954.

1975	Made his debut in driving school - came 2nd
1976/77	Formula Renault - French Champion
1978	French Formula Renault Championship - 5 wins
1979	French Formula 3 Championship - 3rd
1980	European Formula 3 Championship - 5th
1981	European Formula 3 Championship - 3rd, 2 wins
1982	European Formula 3 Championship - 6th, 1 win
1983	European Championship, Formula 2 24 Hours of Le Mans - 3rd driving a Porsche 956
1984	Formula 1 with Ram-Hart
1985	Formula 1 with Ram-Hart
1986	Formula 3000 Championship - 1 win
1987	Formula 1 with Lola-Ford
1988	Formula 1 with Lola-Ford
1989	Formula 1 with Lola-Lamborghini - 6th in Spanish GP
1990	Formula 1 with Ligier-Ford
1991	World Sportscar Championship - Peugeot Talbot
1992	World Sportscar Championship - Peugeot Talbot Le Mans 24 Heures - 3rd
1993	Formula 1 with Larousse Le Mans 24 Heures - 3rd
1994	Test driver - McLaren-Peugeot



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LINDSAY OWEN-JONES

Nationality: British
Age: 48
Residence : Paris, France

Lindsay Owen-Jones was born in Wallasey, Cheshire. He was brought up and educated in England, graduating in modern languages at Oxford University before studying at INSEAD (Institut Europeen d'Adminstration des Affaires) in France.

From there he joined the French Group L'Oreal in 1969 and - after an international career during which he was Managing Director of the Group's subsidiaries in Belgium, Italy and USA - he was appointed Chairman and Chief Executive Officer of L'Oreal in 1988.

In 1993 he was decorated with the French Legion d'Honneur.

Lindsay Owen-Jones is married to Cristina and has a six year old daughter.

Aside from racing, Lindsay enjoys sailing and is - like Henry Pescarolo - a keen helicopter pilot.

RACE HISTORY:

Lindsay started kart racing in the 1970's before moving to historic car racing in 1979, winning his very first race at Vallelunga in a Lotus Elite. After the Elite came a Lister Jaguar and his first win in the FTA European Championship at Monthlery in 1980.

Since then, Lindsay has had an interesting and varied career in historic racing, driving among others, a Ferrari 250 GT SWB and two Maserati's - a 250 F 'Piccolo' Grand Prix Monoposto and a Type 61 'Birdcage'. He has been equally successful racing David Piper's Ferrari 275 LM and Lola T 70.

Lindsay's many successes finally convinced him to sample modern GT racing and after a first taste with a Porsche 968 in 1994, he was convinced by friends Thomas Bscher and Ray Bellm to join the ranks of McLaren drivers for 1995.

He sees a parallel between the McLaren effort and that of Ferrari in the early sixties.



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Highlights of Lindsay's racing successes include:-

- Five wins out of 8 rounds in the Historic GT Championship in 1989.
- Winner of the "Grand Coupe de l'Age d'Or" at Monthlery in 1992 in a Maserati 'Birdcage'. (This was in pole position at Le Mans - in 1960!)
- Winner of the Sports Prototype races before the 1993 and 1994 Grand Prix in Spa, again in the Maserati 'Birdcage'.



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