



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

CLASSIC IN PROSPECT AS GULF RACING COUNTDOWN TO LE MANS!

With two McLaren F1 GTR's, six determined drivers and a fully committed management and engineering team, the Gulf Racing challenge for victory in the 1996 24 Hours of Le Mans is now in its advanced stages of preparation.

Both cars posted fast times at Le Mans pre-qualifying, and with Ray Bellm and James Weaver currently leading the Global Endurance GT Championship after four rounds - with two wins and a third place - the Gulf Racing team are among the favourites to win the 24 Hours of Le Mans, one of the most coveted titles in motor racing.

60,000 British enthusiasts are expected to make the annual pilgrimage to Le Sarthe, France, and according to Gulf Racing Operations Director Michael Cane, they will not be disappointed as this years race has the potential to be one of the classics in the history of this world famous event.

"Whilst the McLaren's have dominated GT racing over the past two seasons, Ferrari and Porsche will be extremely competitive at Le Mans, as will several of the entries within the WSC category. It promises to be a close and very exciting contest for honours."

"We recognise our tremendous responsibility in preparing the two Gulf Racing McLaren's. Every person in the team is giving all they can to ensure that we have left no stone unturned and that we make the most of a fabulous opportunity to put Gulf back in the winners circle at Le Mans. However, no-one is underestimating the enormity of the challenge ahead and we shall need to rely as much on good fortune as we shall on our preparation, team strategy, cars and drivers."

Gulf Racing have underlined their Le Mans ambitions with the signing of ex-Formula 1 drivers David Brabham and JJ Lehto. They have both enjoyed successful motor racing careers and bring a wealth of quality and experience to the team. Last years Le Mans winner and outstanding driver JJ Lehto will team-up with Ray Bellm and James Weaver in car number 33, while David Brabham - son of three-time Formula 1 World Champion Sir Jack - will race with Lindsay Owen-Jones and Pierre-Henri Raphanel in car number 34.



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Gulf Oil's Brand Manager Keith Oldham is enthusiastic about the teams prospects for Le Mans.

"We are realistic about the size of the task ahead, but having achieved sixth and fourth places in the past two years and qualified so well this year, we are looking forward to the race with great optimism. Victory at Le Mans would certainly be the pinnacle of achievement for the Gulf team and will further enhance our pedigree in international endurance racing."

Gulf's 1996 preparation for Le Mans is the latest chapter in the Company's long and illustrious sportscar racing history which includes victories at Le Mans in 1968, 1969 and 1975. Some of the most distinguished drivers in racing history - including Jacky Ickx and Derek Bell - have carried Gulf's distinctive blue and orange colours.

The 24 Hours of Le Mans takes place over the weekend of the 15th/16th June 1996.

ENDS

4th June 1996

Issued by Gulf Oil.

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The drivers view ...

Current BPR Championship leader and two-times Le Mans class winner **Raymond Bellm**;

"I feel that the 1995 Le Mans title slipped out of our grasp with an excursion into the wall in the fourth hour, which lost us eight laps. At the end of the race we were in fourth place and only four laps behind! For 1996, we have engaged JJ Lehto - the outstanding McLaren driver of the 1995 race - to strengthen the driver squad.

"Technically, the '96 car is better, but competition is now fierce with eight McLaren's, two new Porsche's in GT1, and five very strong teams in the WSC class. However, we believe we will be up there and if you are up there, anything can happen! If it is dry, mechanical problems will be much greater than in '95, so the winner will have to be quick but very reliable."

Current All-Japan GT Series competitor and ex-Formula 1 driver **David Brabham**;

"Winning at Le Mans is an ambition of any racing driver. It ranks alongside the Indy 500 as one of the great challenges in motor racing. With strong opposition from Porsche and World Sport Cars, this years race will be very difficult for McLaren, but I feel confident that the Gulf Racing team provides me with a realistic opportunity to win. Although my father did not win Le Mans, my brother Geoff achieved victory in 1993 and I would love to make it a family double."

1995 Le Mans 24 Hours champion **JJ Lehto**;

"The victory in 1995 was a very special occasion for me, and the race seems to have come round again in no time at all. There is a unique atmosphere and camaraderie at Le Mans. The team spend a week together and we support each other throughout to ensure that all three drivers get the best from the car.

"Before 1995 my last race at Le Mans had been in 1991, and I believe things have changed considerably. The level is tougher, racing is much more like a sprint, and this makes a big difference. It requires the car to be in perfect condition and team preparation and strategy must be absolutely right. This years race is generating considerable interest in Finland and I know the Gulf Racing team is capable of winning but I also know the importance of good luck."



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Ten-time starter with two podium finishes at Le Mans **Pierre-Henri Raphanel**;

"I feel it will be a great 24 Hours this year. The competition is very strong, and at least twelve cars are potential winners. Strategy and preparation are very important and will make the difference. The race is such a difficult and gruelling event that we must concentrate on finishing before we talk about winning. If we finish, we will not be far away!"

IMSA World Sports Car Championship runner-up for 1995 **James Weaver**;

"This year will be extremely tough with such a competitive field, but I believe we have a good chance. I drove with JJ in 1990, and am delighted that the partnership is being renewed. Winning Le Mans is an ambition of every racing driver, and I know that the Gulf team provides my best ever opportunity to achieve that goal."

... the Gulf Racing Operations Director

Ex-Williams Formula 1 team manager **Michael Cane**;

"The will-to-win is tremendously strong at Gulf Racing and victory at Le Mans represents a lifetime ambition for many of the people committed to this year's effort. No-one is underestimating the enormity of the challenge and as a team of dedicated professionals, we will all work as hard as possible towards making the mission a success. It may be a sport, but winning is everything!"

... and for Gulf Oil

Director, Retail & Distributor Division **Danny Roden**;

"We have enjoyed a very successful start to the season, but nothing we have achieved over recent years could compare with a win at Le Mans on 16th June. It would be a fitting reward to every member of the Gulf Racing team for their professionalism and dedication to the cause, and to all those in the Gulf organisation who supported the Company's decision to return to endurance racing after a nineteen year absence."



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PROTECH ULTRA - A HIGH PERFORMANCE LUBRICANT FOR THE McLAREN F1 GTR RACE PROGRAMME.

As part of the Company's sponsorship programme, Gulf Oil have developed a superior lubricant to meet the high performance requirements of the McLaren F1 GTR sportscar.

Protech Ultra is a fully synthetic 5W/40 high performance engine oil specially formulated to withstand the demanding conditions of modern road going and race track cars - naturally aspirated or turbocharged.

The Gulf Protech Ultra engine oil was used throughout the 1995 season with notable success.

The lubricant provides exceptional engine protection with low wear rates and excellent resistance to oxidation at very high temperatures.

With high thermal stability, low viscosity, low volatility and total compatibility to engines with catalytic converters, Protech Ultra meets the latest API SH performance criteria. Protech Ultra also meets or exceeds the performance and operating specifications of many leading motor manufacturers including BMW, Daimler Benz, Volkswagen, Rover and Porsche.

Protech Ultra completes the family of Gulf Oil Protech engine lubricants designed to meet any motoring requirements.



Press Information

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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 at its Milford Haven, West Wales refining complex. 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 supplies motor fuel and lubricants to more than 500 service stations throughout the UK. With their distinctive brand identity, Gulf Oil service stations are strategically located across the company's marketing areas.

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 LE MANS HERITAGE.

Race Results:

<u>Year</u>	<u>Marque</u>	<u>Drivers</u>	<u>Result</u>
1995	McLaren F1 GTR	Bellm / Sala / Blundell Owen-Jones / Raphanel / Alliot	Fourth Retired
1994	Porsche 962 Spyder	Bell / Lassig / Donovan	Sixth
1975	Mirage GR8	Ickx / Bell Schuppan / Jaussaud	First Third
1974	Mirage GR7	Bell / Hailwood Schuppan / Wisell	Fourth Retired
1973	Mirage M6	Bell / Ganley Hailwood / Schuppan / Watson	Retired Retired
1971	Porsche 917	Muller / Attwood Siffert / Bell Rodriguez / Oliver	Second Retired Retired
1970	Porsche 917	Muller / Attwood Hailwood / Hobbs Rodriguez / Kinnunen	Second Retired Retired
1969	Ford GT40	Ickx / Oliver Hobbs / Hailwood	First Third
1968	Ford GT40	Rodriguez / Oliver Hawkins / Hobbs Oliver / Muir	First Retired Retired
1967	Mirage	Piper / Thompson Ickx / Muir	Retired Retired



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JJ LEHTO - PROFILE.

Nationality: Finnish

Date of birth: 31st January 1966

Residence: Monte Carlo, Monaco

JJ Lehto's career in motorsport began in 1972, when, as a 6 year old, he discovered the thrills of karting - a sport he was to pursue for the next eight years - winning numerous junior championships across Finland in the process.

In 1980 JJ left karting for motorcross before progressing to a racing car debut at the age of 19 with a drive in Formula Ford. After taking fourth place in the 1985 Finnish Championship at the wheel of a Reynard 85FF, JJ finished the 1986 season by winning a unique triple - the Scandinavian, Finnish and European Formula Ford Championships.

In 1987 he moved on to the Formula Ford 2000 Championship, driving for the Pacific Racing team. He continued his remarkable run of victories by taking the English and European titles as well as the World Cup title. Staying with Pacific Racing for 1988, he progressed to Formula 3 and won the British F3 Championship with eleven victories.

JJ had his first taste of Formula 1 in 1989, contracted as test driver for Ferrari before joining the Onyx F1 team for the final races of the season. He signed a two year contract with the Scuderia Italia team in 1991, finishing twelfth in the World Championship with a podium finish at San Marino. He moved to Team Sauber in 1993 and gained five World Championship points before signing for the high-profile Benetton team for their 1994 championship challenge. Unfortunately, a pre-season accident in testing at Silverstone was to put an end to JJ's career in Formula 1, but with sixty-two Grand Prix starts and still only 30 years of age, he remains optimistic of a return.

For 1995 JJ contested the German Touring Car Championship and the International Touring Car Series as well as entering motorsport history by taking first place in the 1995 Le Mans 24 Hours. Driving a McLaren F1 GTR, he became the first Finnish driver to win the coveted race.

Having teamed-up with Ray Bellm and James Weaver to drive at Le Mans for Gulf Racing in 1996, JJ will also be maintaining his challenge for honours in the International Touring Car Championship with Opel Team Rosberg.

Career Highlights:

1995	Le Mans 24 Hours - 1st	McLaren F1 GTR
1993	Formula 1 World Championship - 13th	Sauber
1991	Formula 1 World Championship - 12th	Scuderia
1988	British Formula 3 Championship - 1st	Toyota 883
1986	Scandinavian and Finnish Formula Ford Championship - 1st	Reynard 85FF
1986	European Formula Ford Championship - 1st	Reynard 85FF



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JAMES WEAVER - PROFILE.

Nationality: British
Residence: Wiltshire, England

Date of birth: 4th March 1955

James Weaver is one of the UK's most experienced professional racing drivers. He began his career in motorsport working for Hawke Racing Cars, building his own Formula Ford car and making his debut in 1975.

He spent five years in Formula Ford and achieved considerable success, the highlight being his second place in the Formula Ford Festival in 1978, setting a lap record that was to stand for a further two years.

In 1980 he moved into Sports 2000 before realising his Formula 3 ambitions the following year, driving a Ralt. In 1982 James competed in the Marlboro British F3 series, and four rounds of the FISA European F3 Championship, recording three victories and a second place. Lack of finance meant a varied year in 1983 when he raced in Thundersports, European F3 and made his Le Mans debut in a Mazda. He also had his first saloon car race in a BMW, and the following year drove for the BMW (GB) team in the British Touring Car Championship, before settling into a career based around sportscar racing, which included a second place at Le Mans in 1985 driving a Porsche 956.

In 1989 James rejoined BMW (GB) to contest the British Touring Car Championship, finishing a very close second with eleven class wins in the BMW M3.

During the 1990's James has raced almost exclusively in America, driving a Riley & Scott for long term employer Dyson Racing. In 1995 he secured second place in the IMSA World Sports Car Championship, recording five victories - including a hat trick - and two seconds from eleven starts. In the process, he recorded three lap records, eight 'top three' qualifying positions and two poles. James was recently awarded the Earl Howe Trophy, presented to the most successful British driver in North America.

In 1996 James has joined the Gulf Racing team to challenge for honours at Le Mans and contest the Global Endurance GT Championship, which he currently leads following two wins and a third place. He also enters his tenth year with Dyson Racing.

Career Highlights:

1995	IMSA World Sportscars - 2nd	Riley & Scott
1989	British Touring Car Championship - 2nd	BMW M3
1988	IMSA Sportscar Championship	Porsche 962
1985	Le Mans 24 Hours - 2nd	Porsche 956
1982	FISA European Formula 3 Championship - 3 victories	Ralt RT3
1978	Formula Ford Festival - 2nd / fastest lap	FF1600



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RAYMOND BELLM - PROFILE.

Nationality: British
Residence: Lower Froyle, England

Date of birth: 20th May 1950

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 the sportscar World Championship scene.

Between 1985 and 1988 he promptly notched up three World Championship titles and two Le Mans wins in the Group C2 class, teamed with Gordon Spice.

Ray has also contested the highly-competitive British Touring Car Championship, finishing fifth overall in a BMW M3 in 1991, while helping team-mate Will Hoy to win the title.

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 team manager Michael Cane (ex-Williams) and drove a Porsche 911 RSR with Harry Nuttall to record three class wins and four podium finishes, making them International GT Series winners.

1995 became one of Ray's most successful years. Driving a McLaren F1 GTR and partnered by Maurizio Sala, he finished third overall in the Global Endurance GT Championship recording five wins - more than any other competitor - as well as finishing in fourth place at Le Mans partnered by guest driver Mark Blundell.

Ray was awarded the ERA Club Trophy at the end of last season for the most meritorious performance by a British driver in a British car in overseas events.

1996 has seen Ray continue his winning ways, taking two victories and a third place from the first four races of the Global Endurance GT Championship with new partner James Weaver. Ray has now won seven of the sixteen Championship rounds he has competed in since the start of the 1995 season.

Career Highlights:

1995	Global Endurance GT Championship - 3rd	McLaren F1 GTR
1994	International GT Series Winner	Porsche 911 RSR
1991	British Touring Car Championship - 5th	BMW M3
1988	Group C2 World Champion / Group C2 Winner - Le Mans	Spice SE88
1986	Group C2 World Champion	Spice SC86
1985	Group C2 World Champion / Group C2 Winner - Le Mans	Spice GC85
1983/4	2 litre British Historic GT Champion	Chevron B19



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DAVID BRABHAM - PROFILE.

Nationality: Australian
Residence: Maidenhead, England

Date of birth: 5th September 1965

An internationally renowned racing driver with success at all levels of the sport, David is a veteran of twenty-five Grand Prix and has raced everything from karts to F1 and GTs to international touring cars. His first taste of racing was in 1983 when he entered the New South Wales Country Kart Championship, going on to win the title the following year.

Throughout the 80's, David demonstrated his racing talent, achieving success in Formula Ford, Formula 2 and Formula 3. In 1989 he won the British Formula 3 Championship with six wins.

In 1990 he made his Formula 1 debut at the Monaco Grand Prix with the Brabham Team. In 1991 he raced in a variety of categories, winning at Nurburgring in the World Sports Car Championship for Jaguar and at the Spa 24 Hours Touring Car race for Nissan.

David became the Footwork Grand Prix test driver for 1992 - also testing for Benetton and Lotus - as well as racing for Jaguar in the World Sports Car Championship, winning the Sugo 1000km and taking second place at the Daytona 24 Hours.

For 1994 David raced for the MTV Simtek team in sixteen Formula 1 Grand Prix before rejoining the challenge of Touring Cars in 1995 as a BMW works driver.

This season, as well as joining Gulf Racing's assault on the 24 Hours of Le Mans, David is contesting the All-Japan GT Series as a contracted McLaren driver.

David is a member of one of the world's great motor racing families. He is the youngest son of three times Formula 1 World Champion Sir Jack Brabham and brother to Geoff and Gary, both successful international racers in their own right.

Career Highlights:

1995	British Touring Car Championship - 13th	BMW
1994	Formula 1 World Championship - 16 races	Simtek
1992	WSC Championship - 1st in Sugo 1000km	Jaguar
1992	WSC Championship - 2nd at Daytona 24 Hours	Jaguar
1991	WSC Championship - 1st at Nurburgring	Jaguar
1991	Spa 24 Hours Touring Car race - 1st	Nissan
1990	Formula 1 World Championship debut	Brabham Team
1989	British Formula 3 Championship - 1st	



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PIERRE-HENRI RAPHANEL - PROFILE.

Nationality: French
Residence: Grau D'agde, France

Date of birth: 27th April 1961

A ten-time starter at Le Mans, Pierre-Henri Raphanel has driven for many of the top names in sportscar racing, including Toyota, Peugeot, Porsche and Courage. In 1987 he finished third in the French 24 hour classic with a Cougar-Porsche and went one better in 1992 with the factory Toyota team.

Pierre-Henri also enjoyed a successful single-seater career. After winning the prestigious Monaco Formula 3 race, he graduated to Formula 3000 and then, in 1989, to Formula 1 with Coloni before moving to Rial.

Between 1990 and 1993, Pierre-Henri raced almost exclusively in Japan, driving for the Toyota Team Tom's and Sard in the Sports-Prototype category. In 1991, he achieved an outright win at Suzuka and finished eighth overall in the Championship, and in the following season finished runner-up. Changing to Super Touring cars for 1993, Pierre-Henri recorded four podium finishes to take fourth place in the Championship.

In 1994 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.

For 1995 Pierre-Henri joined Lindsay Owen-Jones driving the Gulf Racing McLaren F1 GTR at Le Mans and in the Global Endurance GT Championship. At Le Mans, with lead driver Philippe Alliot, they established a forty second lead before being nudged off the track by a competitor. In a season dogged by ill-luck, Pierre-Henri continued to demonstrate his racing credentials with two podium finishes in the Global Endurance GT Championship.

This season, Pierre-Henri secured second place at Jarama in the Global Endurance GT Championship as he continues his association with Lindsay Owen-Jones and the Gulf Racing team.

Career Highlights:

1995	Global Endurance GT Championship - 7th	McLaren F1 GTR
1993	All-Japan Touring Car Championship - 4th	Toyota Corolla
1992	Le Mans 24 Hours - 2nd	Toyota
1992	All-Japan Sports Prototype Championship - 2nd	Toyota 92CV
1987	Le Mans 24 Hours - 3rd	Cougar-Porsche
1985	French Formula 3 Championship - 1st	
1984	French Formula 3 Championship - 1st	



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LINDSAY OWEN-JONES - PROFILE.

Nationality: British
Residence: Paris, France

Date of birth: 17th March 1946

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 European d'Administration 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 started kart racing in the 1970's before moving to historic 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 Montlhery 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 persuaded him to sample modern GT racing, and after a first taste with a Porsche 968 in 1994, he joined the ranks of McLaren drivers for 1995.

Competing for the Gulf Racing team in the Global Endurance GT Championship, Lindsay and co-driver Pierre-Henri Raphanel achieved seventh place with two podium finishes, despite a season dogged by ill-luck, which at Le Mans resulted in their car being nudged off the track after six hours racing when leading by a forty second margin.

In 1996 Lindsay has continued his association with the Gulf Racing team, and with co-driver Pierre-Henri Raphanel, secured second place at the Jarama round of the Global Endurance GT Championship.

Career Highlights:

1995	Global Endurance GT Championship - 7th	McLaren F1 GTR
1994	Sports-Prototype race at Spa - 1st	
1993	Sports-Prototype race at Spa - 1st	
1989	Historic GT Championship - 5 wins	



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