



GULF RACING GEAR-UP FOR LE MANS ASSAULT!

Fresh from an historic one-two in the last round of the Global Endurance GT Championship at Jarama, the Gulf Racing team move their attention to the challenge of Le Mans, strengthened by the signing of David Brabham who will race alongside Lindsay Owen-Jones and Pierre-Henri Raphanel.



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

GULF RACING IN GEAR FOR LE MANS ASSAULT!

Fresh from an historic 'one-two' in the last round of the Global Endurance GT Championship at Jarama, the Gulf Racing team move their attention to Le Sarthe, France, this weekend, in a field of 60 cars competing for a place in this years 24 Hours of Le Mans.

With a record breaking entry of 107 cars already whittled down to 70 by the organisers - including 10 with automatic qualification - the two Gulf McLaren's will be amongst the favourites as they challenge for the remaining 38 grid places.

It promises to be a Sunday of high drama!

Today's announcement that David Brabham will be joining forces with Lindsay Owen-Jones and Pierre-Henri Raphanel in their Gulf McLaren (No. 34) was, according to Keith Oldham, Brand Manager for Gulf Oil, *"the final piece in the jigsaw to build a team capable of achieving success at Le Mans."*

In the other Gulf McLaren (No. 33), BPR Championship leaders Ray Bellm and James Weaver will be joined by last year's Le Mans winner, JJ Lehto, as they attempt to improve on their fourth place in last years race.

Gulf's 1996 preparation for Le Mans is the latest chapter in the company's long and impressive sportscar racing history, which includes three victories at Le Mans - in 1968, 1969 and 1975. Some of the most distinguished drivers and most famous cars in racing history have carried Gulf's distinctive blue and orange colours.

According to Michael Cane, Operations Director for the Gulf Racing team, when the cars roll-out for qualification on Sunday, the teams historical achievements at Le Mans will not be at the forefront of their minds.

"The Gulf Racing heritage and our past performances count for very little on this make-or-break day of qualification. We have assembled a very strong driver line-up for this year's 24 Hours of Le Mans and have two McLaren GTR's capable of achieving honours. However, this weekend is more akin to a sprint than a 24 hour race, and our set-up must reflect this. Every one of the 60 cars participating has just one goal - a Le Mans grid position. There is no room for complacency"

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

ENDS

26th April 1996



Racing

Issued by Gulf Oil.

**Press contact at Gulf Oil, Keith Oldham, Brand Manager on
(01242) 225225.**

**Sponsorship co-ordination for Gulf Oil is handled by Polygon Marketing, Cheltenham.
Contact at Polygon, Martin Allerton on (01242) 227188.**



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

TECHNICAL SPECIFICATION - THE GULF RACING McLAREN F1 GTR.

Dimensions

Length	4288mm (168.8 inches)
Width	1820mm (71.6 inches)
Height	1140mm (44.8 inches)
Wheel Base	2718mm (107.0 inches)
Weight	1030kg, increasing to 1050kg for Le Mans

Engine

BMW V12 - 6,064cc. 48 valves, produces 600bhp at 7,000 rpm.

Transmission

6 speed transverse gearbox/final drive unit in magnesium with synchromesh gear selection.

Brakes

Formula One style, four piston monobloc aluminium calipers

Suspension

Double wishbone front and rear - all aluminium, telescopic dampers and coil springs.

Safety

Road homologated front crash protection
Formula One style carbon fibre survival cell
Steel roll cage
On board fire extinguisher system
6 point racing harness
Formula One style fuel cell - 100 litres



Racing

Chassis/Body

All carbon fibre chassis/body structure

Wind tunnel developed racing body work and carbon fibre rear wing.

Wheels & Tyres

18" x 11" front wheels

18" x 13" rear wheels

Michelin racing tyres developed specifically for GT racing.

Electrics

Specially developed engine management electronics and high quality racing harness.

Aerodynamics

Bodywork developed to produce downforce and to optimise engine and transmission cooling.

Estimated Performance

Top speed in excess of 210mph

Lateral cornering force - 2g



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

THE BPR GLOBAL ENDURANCE GT CHAMPIONSHIP.

Gulf Racing Positions - Season to date

Venue:	Car No. 2	Car No. 6
Circuit Paul Ricard (France)	First	Retired
Monza (Italy)	Retired	Retired
Jarama (Spain)	First	Second

Remaining Races

Venue:	Dates:
Le Mans qualifying (A.C.O. - France)	27/28 April
Silverstone (Great Britain)	11/12 May
Le Mans 24 Hours (A.C.O. - France)	15/16 June
Nurburgring (Germany)	29/30 June
Anderstorp (Sweden)	13/14 July
Suzuka (Japan)	24/25 August
Brands Hatch (Great Britain)	7/8 September
To be determined	21/22 September
Nogaro (France)	5/6 October
Zhuhai (China)	2/3 November



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

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

Gulf Oil

Rosehill
New Barn Lane
Cheltenham
GL52 3LA

Tel 01242 225225
Fax 01242 225471

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.

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'.



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

FAMILY CONNECTIONS RENEWED AS BRABHAM JOINS GULF RACING FOR LE MANS!

Gulf Racing's determination to mount a major challenge to win the 1996 24 Hours of Le Mans has been given a massive boost with the announcement that ex-Formula 1 driver David Brabham will be joining Lindsay Owen-Jones and Pierre-Henri Raphanel behind the wheel of one of the teams two McLaren F1 GTR's.

Brabham's decision to sign for the team renews the association between one of the world's most famous racing families and Gulf Oil. Gulf supported David's father, Jack Brabham, and the Brabham Formula 1 Team between 1968-69 - their successes included victories in both the German and Canadian Grand Prix in 1969.

David joins JJ Lehto as Gulf Racing's guest drivers for the famous Le Sarthe race - Lehto will drive with Ray Bellm and James Weaver.

David, a highly experienced racing driver, achieved notable success in Formula 2, Formula 3 and endurance racing before moving on to Formula 1, where in 1994, he competed in 16 Grand Prix for the Simtek team. In 1995 he joined forces with BMW in the British Touring Car Championship.

David is a contracted McLaren driver, currently racing a McLaren F1 GTR in the All Japan GT Series.

In endurance racing, he has twice twice competed at Le Mans, including a GT class win in 1993 with a Jaguar XJ220C and achieved a class victory at Daytona the previous year. Between 1991-1993 he became a regular member of Jaguar's World Championship Sportscar team.

Comments David Brabham; *"I am very pleased to be driving for the Gulf Racing team with Lindsay and Pierre-Henri. The 1996 McLaren is a formidable car and we have every reason to be optimistic about our chances."*

For Gulf Oil, Brand Manager Keith Oldham comments; *"The signing of David puts one of the final pieces of the jigsaw in place for our Le Mans challenge. We now have a powerful team to compliment the superb McLaren Cars."*



Racing

ENDS

26th April 1996

Issued by Gulf Oil.

**Press contact at Gulf Oil, Keith Oldham, Brand Manager on
(01242) 225225.**

**Sponsorship co-ordination for Gulf Oil is handled by Polygon Marketing, Cheltenham.
Contact at Polygon, Martin Allerton on (01242) 227188.**



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

GULF RACING SIGN JJ LEHTO FOR LE MANS ASSAULT!

Gulf Racing has confirmed its determination to achieve success in the 1996 Le Mans 24 Hours with the signing of 1995 winner JJ Lehto to drive with Ray Bellm and James Weaver in their Gulf McLaren F1 GTR.

Finnish driver Lehto won the race in 1995 in the company of Yannick Dalmas and Masanori Sekiya. In teaming-up with Gulf Racing, he has the opportunity to take a second successive Le Mans title in a McLaren F1 GTR.

In 1995, Lehto achieved two 'firsts' - driving for McLaren who became the first constructor to take a Le Mans title at its first attempt, and becoming the first Finnish driver to win the 24 Hours of Le Mans at the Le Sarthe Circuit. His performance was one of the outstanding features of the 1995 race.

JJ is delighted to be racing with Gulf for the first time; *"It is a great opportunity to race with a highly professional team who are clearly in with a chance to win at Le Mans."*

"The McLaren is a fantastic car and having the opportunity to race in the new 1996 fully developed racing version gives us a competitive edge."

"Gulf has a tremendous heritage at Le Mans and I know that they will be totally geared-up to winning. Ray and James are very experienced GT sportscar racers and the prospect of driving with them is very exciting."

Gulf Oil are equally delighted to have signed such a high profile driver, as Brand Manager Keith Oldham explains, *"JJ Lehto agreeing to drive for Gulf Racing maintains our long association with world class drivers at Le Mans and also re-inforces our challenge to win the race in 1996."*

"We have a pedigree at Le Mans and having come so near last year, our determination to succeed is stronger than ever," he concludes.



Racing

For the 1996 season, JJ Lehto is competing in the International Touring Car Championship, driving for Opel Team Rosberg.

ENDS

3rd April 1996

Issued by Gulf Oil.

**Press contact at Gulf Oil, Keith Oldham, Brand Manager on
(01242) 225225.**

**Sponsorship co-ordination for Gulf Oil is handled by Polygon Marketing, Cheltenham.
Contact at Polygon, Martin Allerton on (01242) 227188.**



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

JJ LEHTO - PROFILE.

Nationality:	Finnish
Date of birth:	31st January 1966
Residence:	Monte Carlo
Family:	Married to Satu, with one daughter

JJ Lehto's career in motorsport began in 1972, when, as a six year old, he discovered the thrills of karting - a sport he was to pursue for the next 8 years, winning numerous junior championships across Finland in the process.

In 1980, JJ left karting for motorcross, which put him on his way to a racing car debut at the age of 19 with a drive in a Formula Ford at the wheel of a Reynard 85FF.

After taking 4th place in the 1985 Finnish Championship, JJ finished the 1986 season by winning a unique triple - the Scandinavian, Finnish and European Formula Ford Championships.

JJ 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 the 1988 season, he moved on to Formula 3 and won the British F3 Championship with 11 victories.

In 1989 came his first taste of Formula 1, initially as a test driver for Ferrari but achieving competitive experience when driving for the Onyx Formula 1 team in the final races of the season.

His contract with Onyx was renewed for the 1990 season but financial difficulties forced the early retirement of the team.

Undeterred, JJ resumed his Formula 1 career with a two year contract for the Scuderia Italia Formula 1 Team, achieving 3rd place in the 1991 San Marino Grand Prix and finishing 12th in the World Championship.

He moved to Team Sauber in 1993 and having gained 5 points in the Championship, he signed 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 62 Grand Prix starts and still only 30 years of age, he remains optimistic of a return.



Racing

For 1995, JJ entered the Deutsche Tourenwagen Meisterschaft (German Touring Car Championship) and the International Touring Car Series, competing in an Calibra V6 for Opel Team Joest.

Of course, JJ also found time to enter motorsport history by taking first place in the 1995 Le Mans 24 Hours. Driving with Masanori Sekiya and Yannick Dalmas in a McLaren F1 GTR, he became the first Finnish driver to win the 24 Hours of Le Mans.

Having teamed-up with Ray Bellm and James Weaver to drive at Le Mans for Gulf Racing in 1996, JJ will also maintain his challenge for honours in the International Touring Car Championship, this year driving for Opel Team Rosberg in a Calibra V6.

Outside of motor racing, JJ is a keen athlete and enjoys racing snowmobiles.



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

JAMES WEAVER - PROFILE.

Nationality:	British
Date of birth:	4th March 1955
Residence:	Wiltshire, England
Family:	Married to Sylvie, with one daughter

On leaving school, James served a brief apprenticeship with Hawker Siddeley but his real interest lay in motor racing.

He worked for Hawke Racing Cars as a mechanic, using this experience as a stepping stone to start racing and having constructed his own car, competed in his first race in 1975

The following year he began racing Formula Fords, a relationship which lasted for 5 years, with some 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.

After leaving Formula Fords at the end of the 1979 season James embarked on a motor racing career that led to him driving a variety of different marque's in competitions around the world.

1980 saw him driving a Tiga 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. Unable to attract sufficient funds for a full championship attempt in 1983, James raced in Thundersports and European F3 as well as securing his first drive at Le Mans in a works Mazda, finishing second in his class. Of equal significance, he made his debut in saloon cars, partnering Jonathon Palmer to second place in the Tourist Trophy at Silverstone.

On the strength of this result, James was invited to drive for the BMW (GB) team in the following seasons Saloon Car Championship and he drove for the team both in the UK championship and the European Touring Car Championship.

James maintained his love for variety and in 1985, drove F3 in France, the works Lola in Austria and Holland, Group C1 in Japan and a Porsche 956 at Le Mans and Selangor. Having finished second at Le Mans, James looked to 1986 to consolidate his career in sports cars.

The following year in Europe, James drove a Porsche 962 for the Kremer brothers and was to drive a similar car later in the year in the USA in the IMSA series at circuits that included Watkins Glen, Sears Point and Daytona.



Racing

1987 saw James racing primarily in the USA with Dyson Racing, and in the following year, the association turned into a full season in the IMSA Championship in which they were the leading Porsche. James again drove for Dyson in 1989, this time competing in the CART Indy Car Championship - a new venture in what was becoming a successful and varied career.

During 1989 James also rejoined BMW (GB) to contest the BTCC and recorded a remarkable eleven wins. He continued his love affair with Le Mans, driving in the 24 hours event for the fifth time with the Richard Lloyd team.

During the early 1990's, James undertook projects as varied as test driving for BMW development cars and racing in the IMSA and Firehawk Championships.

He drove Vern Schuppan's Porsche 962 at Le Mans and Mount Fuji and was sub-contracted to Mazda, driving the new GTP car at Daytona and Sebring.

Most recently, in 1995 James drove for Dyson Racing in the IMSA/GTP 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, two poles and secured second place in the Championship behind Ferrari. He was also awarded the Earl Howe Trophy, presented by the British Racing Drivers Club to the most successful British driver in North America.

In 1996 James enters his tenth year with Dyson Racing as well as signing to join Ray Bellm in the Gulf Racing McLaren F1 GTR.

1995 Results Summary:

IMSA World Sports Car Championship

<u>Venue</u>	<u>Race Length</u>	<u>Qualified</u>	<u>Result</u>
Daytona	24 hours	4th	DNF
Sebring	12 hours	4th	9th
Atlanta	3 hours	2nd	1st - Lap Record
Halifax	3 hours	3rd	4th
Lime Rock Park	1 hours 45 mins.	2nd	2nd
Watkins Glen	3 hours	3rd	1st
Sears Point	1 hours 45 mins.	2nd	1st - Lap Record
Mosport	3 hours	1st	1st
Texas	3 hours	5th	DNF
Phoenix	2 hours	2nd	2nd
New Orleans	1 hour 45 mins.	1st	1st - Lap Record



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

RAYMOND BELLM - PROFILE.

Nationality: British
Date of birth: 20th May 1950
Residence: Lower Froyle, Alton, Hampshire
Family: Married to Laura, with two daughters

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 and won 4 Driver Championships and 3 Constructor Championships in 6 years. Ray himself won 4 World Group C2 Championships, 2 Constructor 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 VLM 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 dramas, 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 team manager 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.

1995 became one of Ray's most successful years, finishing 3rd overall in the BPR Global Endurance GT Championship. This included the first ever win by a McLaren F1 GTR at Jerez, followed by wins at Paul Ricard, Jarama, Nurburgring, and Suzuka. Le Mans brought a 4th place partnered by Mark Blundell and Maurizio Sala. Ray was recently awarded the ERA Club Trophy, presented by the BRDC for the most meritorious performance by a British driver in a British car in overseas events.



Racing

RAYMOND BELLM - PROFILE.

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 Group C2 Winner - Le Mans	Spice GC85 Spice GC85
1986	Group C2 World Champion	Spice SC86
1987	Group C2 German Supercup Champion	Spice SC87
1988	Group C2 World Champion Group C2 Winner - Le Mans	Spice SE88 Spice SE88
1991	British Touring Car Championship - 5th	BMW M3
1992	British Touring Car Championship - 13th	BMW E36
1993	Pre-50's Sportscar Winner (Coys Festival)	D-Type
1994	BPR European GT Series Winner	Porsche 911
1995	BPR Global Endurance GT Championship - 3rd	McLaren F1 GTR

1995 Results Summary:

<u>Venue</u>	<u>Race Length</u>	<u>Result</u>
Jerez	4 hours	1st
Paul Ricard	4 hours	1st
Jarama	4 hours	1st
Nurburgring	4 hours	1st
Suzuka 1000km's	7 hours	1st
Nogaro	4 hours	3rd
Le Mans	24 hours	4th



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

PIERRE-HENRI RAPHANEL - PROFILE.

Nationality: French
Date of birth: 27th April 1961
Residence: Grau D'agde, France
Family: Girlfriend Dominique, with one daughter

A 10 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 sportscar he brought 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.

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.



Racing

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

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.

Pierre-Henri's Le Mans experience is extensive. He has competed in 10 events, finishing 3rd in 1987 driving a Cougar and second in 1992 in a Toyota.

For 1995, Pierre-Henri joined Lindsay Owen-Jones driving the Gulf Racing McLaren F1 GTR in the BPR Global Endurance GT Championship and at Le Mans.

On several occasions during the season, Pierre-Henri posted fastest lap times and led the race. 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 podium finishes at Donington and Anderstorp, and was desperately unlucky not to secure podium places at Jerez, Suzuka and Nogaro.



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

DAVID BRABHAM - PROFILE.

Nationality: Australian
Date of birth: 5th September 1965
Residence: Maidenhead, England
Family: Married to Lisa, with one son

1983 - Karts	First racing experience
1984 - Karts	Won Canberra Cup and New South Wales 100cc Championship
1985 - Ford Lasers	3 wins
1986 - Formula Ford	3 wins, 4th in championship
1987 - Formula Atlantic Formula 2 Formula 3	6th in New Zealand Championship, four races in the US Won the Australian Gold Star South America
1988 - Formula Vauxhall Lotus Formula 3	Derek Bell racing team Third in Class B British Championship. Won 5 of the last 7 races
1989 - Formula 3	British Champion - 6 wins Won FIA Formula 3 World Cup, Macau Won Jewson Super Prix, second in Cellnet Super Prix
1990 - Formula 1	Brabham Team - debut at Monaco Grand Prix
1991 - Formula F3000 World Sportscar Championship Touring Cars Jaguar Intercontinental Challenge	Rait Team Roni TWR Jaguar - replaced Martin Brundle in the XJR14 to help Teo Fabi and Derek Warwick win the World Championship. Won on debut at Nurburgring. 1st in Sugo 1000 kms. 1st in Spa 24 Hours with Nissan XJR15 Super Cars - raced at Monaco, Silverstone and Spa. Overall champion.
1992 - World Sportscars Formula 1	2nd, including 1st in class at Daytona, and 4th place at Sebring with Jaguar. 2 second places with Toyota. Footwork Grand Prix test driver. Also tested for Benetton and Lotus.



Racing

DAVID BRABHAM - PROFILE.

1993 - World Sportscars
Le Mans 24 Hours
Bethurst 1000
British Rally Cross Grand Prix

Daytona 24 Hours with Jaguar
Winner of the new GT Class for Jaguar in a XJ220C
4th with Windfield Holden. Rookie of the Year.
1st in Vauxhall Nova Challenge

1994 Formula 1

MTV Simtek Team - raced in 6 Grand Prix

1995 B.T.C.C.

BMW works driver. 2nd in South African International race.



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

LINDSAY OWEN-JONES - PROFILE.

Nationality: British
Date of birth: 17th March 1946
Residence: Paris, France
Family: Married to Cristina, with one daughter.

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'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.

Aside from racing, Lindsay enjoys sailing and is a keen helicopter pilot.

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 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 was convinced by friends Thomas Bscher and Ray Bellm to join the ranks of McLaren drivers for 1995.

In a season dogged by ill-luck, Lindsay and co-driver Pierre-Henri Raphanel suffered a number of set-backs due to accidents and mechanical failures, yet despite this, both drivers demonstrated their racing qualities as the partnership developed. They established a 40 second lead in the Le Mans 24 Hours race before being nudged off the track by a competitor. In the BPR Championship, Lindsay achieved second place at Donington, third at Anderstorp, and was desperately unlucky not to secure podium finishes at Jerez, Suzuka and Nogaro.



Racing

Gulf Oil
Rosehill
New Barn Lane
Cheltenham
GL52 3LA

PRESS CONTACTS:

Polygon Marketing Solutions:

Kensington House, 33 Imperial Square, Cheltenham, Gloucestershire GL50 1QZ.

Sponsorship co-ordination and publicity activity for Gulf Oil is handled by Polygon Marketing Solutions.

Contact - Martin Allerton (01242) 227188 - phone
 (01242) 227765 - fax

GTC Motorsport:

Baynards Park, Cranleigh, Surrey GU6 8EQ.

Contact - Michael Cane (01483) 272151 - phone
 (01483) 271997 - fax

Gulf Oil:

Rosehill, New Barn Lane, Cheltenham, Gloucestershire GL52 3LA.

Contact - Keith Oldham, Brand Manager (01242) 225225 - phone
 (01242) 225457 - fax