



Racing

Gulf Oil

Rosehill
New Barn Lane
Cheltenham
GL52 3LA

GULF REV UP FOR LE MANS DRAMA!

This weekend two Gulf Team Davidoff McLarens will be amongst 69 cars taking part in two days of dramatic and highly-charged competition, qualifying for the right to start on the grid in the 65th Le Mans 24 Hours which takes place on the 14th and 15th of June.

The Gulf-liveried McLaren F1 GTRs of Jean Marc Gounon and Pierre-Henri Raphanel and 1995 World Champions Thomas Bscher and John Nielsen will compete with the might of Porsche, Ferrari and Nissan for just 47 starting places. The Gulf challenge will be strengthened by the signing of experienced Swede, Anders Olofsson, to partner Gounon and Raphanel. 45 year-old Olofsson has competed at Le Mans on many occasions, although his most notable successes have been achieved in sportscar racing in Japan. A co-driver to race with Bscher and 1990 Le Mans winner Nielsen will be announced after the pre-qualifying weekend.

Gulf have assembled a three-car challenge in their quest for a fourth Le Mans title, with reigning Global Endurance GT Champion Ray Bellm awarded an automatic entry to the race by virtue of his 1996 World Title. His driving partners will be Briton Andrew Gilbert-Scott and Masanori Sekiya. Sekiya achieved instant fame in 1995 by being the first [and so far only] Japanese driver to win at Le Mans. He also drove for Gulf Racing in the 1995 Suzuka 1,000kms and helped the team to a significant victory.

"Obviously our main objective over the weekend is to go fast enough to qualify," explained Michael Cane, Race Team Manager for Gulf Team Davidoff. "There is also the very important job of using the time available to test for the race and its very special characteristics. Providing the Gulf Team Davidoff cars are reliable they should certainly be fast enough, but, as always, there are lots of elements that can catch people out such as accidents and the weather. We cannot relax for a moment!"

The high calibre driver line-up is backed by two names synonymous with the 24 Hours of Le Mans; Gulf and McLaren. McLaren won on its debut in the appalling conditions of 1995, and Gulf three times, in 1968, '69 and 1975. Both companies are eager to add another Le Mans victory to their record.



CELEBRATING 30 YEARS OF GULF RACING

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For Gulf Oil, Brand Manager Keith Oldham is well aware of the weekend's importance. *"For some teams, dreams of victory in the 1997 Le Mans will end abruptly this weekend. We are immensely proud of the Gulf heritage and this year's three-car challenge, but we remain acutely aware that there is no room for complacency. Our dreams of a fourth victory on the 30th anniversary of Gulf in motorsport must be put aside until Monday, when we hope to emerge with three cars on the starting grid for the race in June."*

ENDS

29th April 1997

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) 241251.**





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THE FIA GT CHAMPIONSHIP.

Gulf Racing positions - season to date

| Date: | Venue: | Car No. 1 | Car No. 2 | Car No. 3 |
|--|----------------------|-----------|-----------|-----------|
| 12 th /13 th April | Hockenheim (Germany) | Retired | Third | Second |

Remaining races

| Date: | Venue: |
|--|-----------------------------|
| 10 th /11 th May | Silverstone (Great Britain) |
| 24 th /25 th May | Helsinki (Finland) |
| 28 th /29 th June | Nurburgring (Germany) |
| 19 th /20 th July | Spa (Belgium) |
| 2 nd /3 rd August | A1-Ring (Austria) |
| 23 rd /24 th August | Suzuka (Japan) |
| 13 th /14 th September | Donington (Great Britain) |
| 27 th /28 th September | Mugello (Italy) |
| 18 th /19 th October | Sebring (USA) |
| 25 th /26 th October | Laguna Seca (USA) |

LE MANS 24 HOURS.

| | |
|------------|---|
| Qualifying | 3 rd /4 th May |
| Race | 14 th /15 th June |



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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 began in historic sports cars, driving a Chevron B8 and B19 in the British Historic Championships of the early 1980's. His immediate success swiftly led him to compete in the World Sportscar Championship.

Between 1985 and 1988 he 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 a driver and team owner. Encouraged by the public interest in sports car racing, Ray joined forces with team manager Michael Cane (ex-Williams) and drove a Porsche 911 RSR with Harry Nuttall and Charlie Rickett 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 Gulf Racing McLaren 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 the 1995 season for the most meritorious performance by a British driver in a British car in overseas events.

1996 saw Ray continue his winning ways for the Gulf Racing team. With partner James Weaver he achieved nine podium finishes - including four outright victories - to win the Global Endurance GT Championship. He was also awarded the ERA Club Trophy for the consecutive year.

Career Highlights:

| | | |
|--------|---|-----------------|
| 1996 | Global Endurance GT Championship Winner | McLaren F1 GTR |
| 1995 | Global Endurance GT Championship - 3 rd | McLaren F1 GTR |
| 1994 | International GT Series Winner | Porsche 911 RSR |
| 1991 | British Touring Car Championship - 5 th | 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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ANDREW GILBERT-SCOTT - PROFILE.

Nationality: British

Residence: Cookham, England

Date of Birth: 11th June 1958

Andrew Gilbert-Scott brings a wealth of experience to the team, not only from sportscar racing, but also from single-seater formulae including Formula 3000 and Formula 1. He started his career in 1983, winning 19 races in the Formula Ford 1600 series, and competing for the first time in selected British Formula 3 series.

From there he competed full-time in the British Formula 3 Championship, winning the Silverstone Grand Prix support race in 1984.

He graduated to British Formula 3000 in 1986, before switching to the Group C formula, in which he competed at the same time as British Formula 3 and Group A Touring Cars in Japan in 1988.

In 1989, Andrew led at the 24 Hours of Le Mans for five hours, partnered by Patrick Tambay and Jan Lammers, before gearbox failure dropped their Jaguar back to fourth overall. Andrew collected the Woolf Barnato Trophy for the Best Driver in a British Car by the BRDC for his accomplishment in that race.

Having come second to Damon Hill in the race for the Williams testing contract, in 1991 Andrew joined the Leyton House Formula 3000 squad and moved with the team into Formula 1 in 1992. Since then, Andrew has been concentrating on the Japanese Formula 3000 Championship, culminating in a second overall in the Championship in 1994, and the Group A Japanese Touring Car Championship which he won in 1993.

Career Highlights:

| | | |
|--------|---|--------------|
| 1996 | Formula Nippon | Reynard |
| 1995 | Formula Nippon | Lola |
| 1993/4 | Japanese Formula 3000 - 2 nd | Lola |
| 1993 | Group A Japanese Touring Car Championship Winner | BMW M3 |
| 1992 | Group A Japanese Touring Car Championship - 2 nd | BMW M3 |
| 1990/1 | European F3000 | Lola/Reynard |
| 1990 | Group C WSPC Japan | Nissan |
| 1989 | British F3000 | Reynard |
| 1987/8 | Group C | Dome/March |
| 1986 | European F3000 | Lola |
| 1983-5 | British Formula 3 | Ralt |
| 1983 | British Formula Ford | Lola |



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MASANORI SEKIYA – PROFILE.

Nationality: Japanese

Residence: Japan

Date of Birth: 27th November 1949

Masanori Sekiya renews his association with Gulf for this year's Le Mans, having previously driven a Gulf McLaren to victory in the 1995 Suzuka 1,000kms. In that same year, Sekiya became the first [and so far only] Japanese driver to win the 24 Hours of Le Mans, racing a McLaren F1 GTR to a debut victory for the British marque.

Sekiya started his driving career in 1971 with Mazda in the Fuji 500km, and until 1975, he contested a variety of championships, mostly in endurance racing. Between 1976 and 1981 Sekiya raced in the Japanese Super Touring Championship, finishing runner-up in 1976 and winning the Championship outright the following year. He came to Britain in 1982 to contest the British Formula Atlantic Championship.

In 1983 he returned to Japan to race both Touring Cars and Sports Prototypes, thus beginning his long and successful relationship with TOM's Toyota.

Over the past 10 seasons, Sekiya has competed in a variety of formulae, including Formula 2, Formula 3000, Japanese and World Sports Prototype, and the All-Japan Touring Car Championship. He has raced alongside many Formula 1 drivers, including Alan Jones, Eddie Irvine and Satoru Nakajima.

Sekiya debuted at Le Mans in 1985 with Toyota, and in 1987, shortly before his third Le Mans outing, he wed his bride in a surprise ceremony in the French town of Le Mans before contesting the classic race with Geoff Lees and Alan Jones in a TOM's Toyota. Prior to his 1995 success at Le Mans, Sekiya finished in second place in 1992 and fourth in 1993.

Sekiya's most successful season in the All-Japan Touring Car Championship came in 1994, when he drove his Toyota to the Championship title. He came second in his class the following year.

As well as driving for the Gulf team at Le Mans this year, Sekiya will be participating in all of the Japanese Touring Car Championships for Toyota.

Career Highlights:

| | | |
|------|--|----------------|
| 1995 | Le Mans 24 Hours Winner | McLaren F1 GTR |
| 1994 | All-Japan Touring Car Championship Winner | Toyota |
| 1992 | Le Mans 24 Hours – 2 nd | Toyota |
| 1982 | British Formula Atlantic Championship | |
| 1977 | Grand Champion Super Touring Championship Winner | |
| 1976 | Grand Champion Super Touring Championship – 2nd | |



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JOHN NIELSEN - PROFILE.

Nationality: Danish

Residence: Harrislee, Germany

Date of Birth: 7th February 1956

John Nielsen began his motor racing career in go-karts, when, as a teenager, he took second place in the 1972 Danish Go-Kart Championship. Two years later he progressed to Formula Ford, and was runner-up in the Danish Championship before going one better in 1975 by winning the Danish Formula Ford title.

John competed in the European Formula Super V Championship and won a hat-trick of titles - in 1979, 1980 and 1981. He secured a VW factory drive in 1983 and for the next three seasons competed in Formula 3, winning the German Championship in 1983 and the following year finishing runner-up in the European Championship. Between 1985 and 1987 John maintained his success in Formula 3000, before moving on to sportscar racing where, over the next decade, he was to establish himself as one of the world's premier endurance racers.

He has contested the Le Mans 24 Hours every year since 1986 and won the race in 1990 driving a Jaguar XJR12. In 1988 he won the World Sportscar Championship for Jaguar and the following year raced for Jaguar in the US, finishing second at the Daytona 24 Hours and fourth in the IMSA Championship. After one more season in the IMSA Championship, John switched to the Maserati Barchetta Championship - taking the title in 1992 and 1993.

In 1994 John entered the International GT Series, before teaming up with Thomas Bscher to drive a McLaren F1 GTR in the 1995 Global Endurance GT Championship. One of the outstanding drivers in the Championship, John's speed and ability enabled the team to win the Championship with nine podium finishes - including two outright victories - from eleven races.

The partnership continued into 1996, with John securing a further two victories to finish third overall in the Global Endurance GT Championship as well as taking fourth place at Le Mans. John also contested and won the 1996 All-Japan GT Series, driving for McLaren with partner David Brabham.

Career Highlights:

| | | |
|------------|--|----------------|
| 1996 | Global Endurance GT Championship - 3 rd | McLaren F1 GTR |
| 1996 | All-Japan GT Series Winner | McLaren F1 GTR |
| 1995 | Global Endurance GT Championship Winner | McLaren F1 GTR |
| 1990 | Le Mans 24 Hours Winner | Jaguar XJR12 |
| 1988 | Daytona 24 Hours Winner | Jaguar TWR |
| 1983 | European Formula 3 Championship - 2 nd | Ralt VW |
| 1979/80/81 | European Formula Super V Championship Winner | |
| 1975 | Danish Formula Ford Champion | |
| 1974 | Danish Formula Ford - 2 nd | |



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THOMAS BSCHER - PROFILE.

Nationality: German

Residence: Cologne, Germany

Date of Birth: 2nd April 1952

Thomas Bscher, a German investment banker from Cologne, is a well known figure on the racing circuit. He gained his experience at the wheel of historic racing cars between 1979 and 1991 piloting marques such as Porsche and Maserati.

In 1992 he took third place in the Maserati Barchetta Championship, and the following year, took the runner-up position behind champion John Nielsen.

Thomas moved into the top-flight of endurance racing in 1984, contesting the International GT Series in a Porsche 968 and finishing third overall. He also competed in the 1994 IMSA Championship.

Thomas entered the 1995 Global Endurance GT Championship driving a McLaren F1 GTR, and with John Nielsen, developed a formidable partnership. During the season the pairing produced consistently good performances, including two wins and a further seven podium finishes, to win the Championship outright.

This successful partnership continued in 1996, and with three podium finishes including two victories, they finished in third place in the Global Endurance GT Championship. Thomas also achieved a very creditable third in class - fourth overall - at Le Mans.

Career Highlights:

| | | |
|------|--|----------------|
| 1996 | Global Endurance GT Championship - 3 rd | McLaren F1 GTR |
| 1996 | Le Mans 24 Hours - 3 rd in GT1 Class | McLaren F1 GTR |
| 1995 | Global Endurance GT Championship Winner | McLaren F1 GTR |
| 1994 | International GT Series - 3 rd | Porsche 968 |
| 1993 | Maserati Barchetta Championship - 2 nd | Maserati |
| 1992 | Maserati Barchetta Championship - 3 rd | Maserati |



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MICHAEL CANE - PROFILE.

Nationality: British

Residence: Ockley, England

Date of Birth: 18th August 1948

Michael gained mechanical engineering qualifications with Smiths Industries between 1966 and 1970, before joining Lola Cars. For the next three years he was responsible for building sports cars for Lola, and Formula 2 cars for Team Surtees. In the European Formula 2 Championship, Michael prepared and maintained the Brabham BT38 Formula 2 car.

In 1974 Michael began work as a management consultant, but after four years he set up his own company, MCR, preparing and building racing cars for a variety of customers. He undertook a number of prestigious projects which included;

- 1980: Racing a Ferrari 512 in the World Sportscar Championship.
- 1981/82: Construction and race-preparation of a BMW M1 Group 5 racing car in conjunction with BMW Motorsports in Munich.
- 1983: Construction of the Emka Aston Martin Group C car for the World Sportscar Championship, winning the Motor Trophy and Woolf Barnato Trophy for best placed British car at Le Mans.
- 1985: Racing the Emka Aston Martin at Le Mans, again winning the Motor Trophy and Woolf Barnato Trophy for best placed British car.

In 1989 Michael became Team Manager for the Williams Grand Prix Engineering Formula 1 Team, moving on in 1991 to form CaneCordy Motorsport, running a Lola T90/50 with considerable success in the British Formula 3000 Championship.

As Team Manager for Bristow Motorsport in 1994, Michael, with drivers Raymond Bellm, Harry Nuttall and Charlie Rickett, achieved three class wins and overall victory in the International GT Series with a Porsche 911 RSR.

Michael and Ray Bellm formed a partnership for the 1995 season and started GTC Motorsport, preparing and racing two Gulf McLaren F1 GTR sportscars in the Global Endurance GT Championship. The team achieved eight podium finishes, including five outright wins, and finished third in the Championship. At Le Mans, the team finished in fourth place. The successful partnership with Gulf Racing continued in 1996 as the team won the Global Endurance GT Championship in emphatic style, achieving fourteen podium finishes including four outright victories. GTC Motorsport were awarded the 1996 Nigel Moores Trophy by the BRDC for the most meritorious performance by a private team in international racing.

For the 1997 season, Michael has been appointed Managing Director of GTC Motorsport as the company embarks on its most ambitious project to date - operating a three car race-team of 1997 McLaren F1 GTRs for Gulf Team Davidoff.



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JEAN MARC GOUNON - PROFILE.

Nationality: French

Residence: Aubenas, France

Date of Birth: 1st January 1963

Jean Marc began his racing career in go-karts, and in 1984 represented France in the European Go-Kart Championship and finished second. In 1986 Jean Marc progressed to his first competitive drive in a racing car, contesting the French Formula Renault Championship. He achieved immediate success and finished as Championship runner-up in consecutive seasons.

In 1988 Jean Marc raced in the French Formula 3 Championship, finishing fourth, and in 1989 he recorded a total of six wins to become the French Formula 3 Champion.

Contesting the European Formula 3000 Championship for the Onyx team in 1991, Jean Marc recorded two victories and finished sixth in the Championship. He switched to the DAMS team the following season, and once again achieved sixth place overall.

Jean Marc made his debut in the 1993 Formula 1 World Championship, competing in two Grands Prix - Japan and Australia - for the Minardi Team. The following year he raced for the MTV Simtek Team, competing in seven Grands Prix, whilst also contesting the French Touring Car Championship and finishing in sixth place.

Jean Marc switched to endurance racing in 1995, racing for the Venturi Team at the 24 Hours of Le Mans and the Suzuka 1,000km. The following year, Jean Marc challenged for honours in the Global Endurance GT Championship, piloting a Ferrari F40 GTE. One of the outstanding drivers of the Championship, he succeeded in recording the fastest lap at eight circuits and rounded off an impressive season with victory in the final race at Zhuhai, China.

Career Highlights:

| | | |
|------|---|-----------------|
| 1996 | Global Endurance GT Championship - 5 th | Ferrari F40 GTE |
| 1994 | Formula 1 World Championship - 7 races | Simtek |
| 1993 | Formula 1 World Championship - 2 races | Minardi |
| 1992 | European Formula 3000 Championship - 6 th | DAMS Lola |
| 1991 | European Formula 3000 Championship - 6 th | Onyx |
| 1989 | French Formula 3 Championship Winner | Alfa |
| 1988 | French Formula 3 Championship - 4 th | Dallara Alfa |
| 1987 | French Formula Renault Championship - 2 nd | Renault |
| 1986 | French Formula Renault Championship - 2 nd | Renault |
| 1984 | European Go-Kart Championship - 2 nd | |



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PIERRE-HENRI RAPHANEL - PROFILE.

Nationality: French

Residence: Grau D'agde, France

Date of Birth: 27th April 1961

An eleven-time competitor 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 TOMS 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 one of the Gulf Racing McLaren F1 GTRs 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-fortune, Pierre-Henri continued to demonstrate his racing credentials with two podium finishes in the Global Endurance GT Championship.

In 1996, Pierre-Henri continued his association with Lindsay Owen-Jones and the Gulf Racing team, finishing in fifth place at Le Mans and securing five podium finishes in the Global Endurance GT Championship to take an impressive sixth place overall.

Career Highlights:

| | | |
|------|---|----------------|
| 1996 | Global Endurance GT Championship - 6 th | McLaren F1 GTR |
| 1995 | Global Endurance GT Championship - 7 th | McLaren F1 GTR |
| 1993 | All-Japan Touring Car Championship - 4 th | Toyota Corolla |
| 1992 | Le Mans 24 Hours - 2 nd | Toyota |
| 1992 | All-Japan Sports Prototype Championship - 2 nd | Toyota 92CV |
| 1987 | Le Mans 24 Hours - 3 rd | Cougar-Porsche |
| 1985 | French Formula 3 Championship - 1 st | |
| 1984 | French Formula 3 Championship - 1 st | |



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ANDERS OLOFSSON - PROFILE.

Nationality: Swedish

Residence: Harplinge, Sweden

Date of Birth: 31st March 1952

Anders Olofsson has spent much of the last three seasons competing against the McLaren teams, but has transferred his valuable allegiance to Gulf Team Davidoff for their Le Mans 24 Hours assault this year. He began his racing career in karting and soon established his credentials with 30 victories in National and International events between 1966 and 1973.

Graduating to Formula 3 he was runner-up in the European Championship in consecutive seasons, 1977 and 1978 and also won the Swedish F3 Championship in 1978. He drove his first GT car in 1980 with Porsche and became the All-Japan Touring Car Champion in the same year.

In 1981 he combined GT racing with Swedish Formula 2 and for the next three years competed in Touring Cars recording a best result of third at Mugello in 1984. Olofsson achieved considerably more success in 1985, competing in the European Touring Cars and Sportscar Group C. Touring Cars reclaimed his full attention in 1986 and the following year he raced Group C and GT machines, combining these with Japanese Touring Cars.

In 1988 he finished 6th in the Spa 24-Hour race with Nissan, and in 1989 he became Group A Touring Car champion and won the Porsche Cup race at Le Mans. His success continued in 1990 when he became the Japanese Group C Champion and finished third in the World Sportscar Championship race at Suzuka.

Between 1991-1993 Olofsson won races in Group A Touring Cars, and recorded more Group C victories in Japan. In 1993 he raced in a Ferrari for the first time, starting a trend which was to carry him through to 1996, campaigning the Ferrari F40 to good effect including a win on home soil at Anderstorp in 1996..

Career Highlights:

| | | |
|------|--|-------------|
| 1996 | Global Endurance GT Championship - 4 th | Ferrari F40 |
| 1991 | Japanese Touring Car Championship - Winner | Nissan |
| 1990 | Japanese Group C Championship - Winner | Nissan |
| 1980 | All-Japan Touring Car Championship - Winner | |
| 1978 | Swedish Formula 3 Championship - Winner | |
| 1978 | European Formula 3 Championship - 2 nd | Ralt |
| 1977 | European Formula 3 Championship - 2 nd | Ralt |



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TECHNICAL SPECIFICATION - THE 1997 McLAREN F1 GTR.

Dimensions

| | |
|-------------------------|--------|
| Length | 4924mm |
| Width | 1920mm |
| Height | 1120mm |
| Wheel Base | 2718mm |
| Weight | 950kg |
| Ground Clearance | 70mm |

Engine

| | |
|-----------------------|-------------------------------|
| Configuration | V12 |
| Displacement | 5,990cc |
| Power | 600bhp |
| Maximum rpm | 7,300rpm |
| Maximum Torque | 70 k/m / 506 lb/ft |
| Engine Block | Cast-aluminium, 60-degree V12 |

Cylinder Head

4 valves per cylinder, cast aluminium-alloy

Transmission

6-speed, transverse racing unit in magnesium with sequential gear selection

Electrics

12V system, 160 amp alternator, engine ECU, data acquisition system developed with Tag Electronics

Chassis

Carbon fibre monocoque

Safety

Full FIA specification roll-cage and safety harness

Suspension

Double wishbone, light alloy suspension, co-axial coil spring damper units, front anti-roll bar

Wheels & Tyres

18" diameter magnesium wheels, front 10.85" wide / rear 13.00" wide Michelin High Performance Racing tyres

Brakes

15" carbon disc, 8 pot monobloc light alloy caliper

Estimated Performance

Top speed in excess of 200mph

Downforce

Generates approximately the equivalent of its own weight at 150mph

Lateral Cornering Force

Up to 2½G



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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 1,400 personnel, over 250 of whom are based at its Milford Haven, West Wales refining complex.

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. Refinery sales into Europe 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, 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. 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.

Merger announcement...

During 1996 Gulf Oil announced the signing of a Memorandum Of Understanding with Elf and Murco, covering plans to create a competitive and dynamic new oil company by merging UK refining and marketing interests. Subject to final agreement the new company will provide major benefits of scale and improved efficiencies. Interests will be held by Gulf (41.25%), Elf (41.25%) and Murco (17.5%).

The combined assets of the three parties will create a powerful UK oil industry leader, comprising one of Europe's most efficient refineries, a retail network of approximately 1,500 service stations, and an estimated 8% share of the UK fuels market. The merger is expected to achieve annual cost savings of over £50 million.



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