





Racing

Gulf Oil

Rosehill
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Cheltenham
GL52 3LA

GULF AND McLAREN LEAD BRITISH ASSAULT ON LE MANS!

Le Mans, France, 10th June 1997: The three-car Gulf McLaren team will contest the 65th running of the Le Mans 24 Hour race boasting one of the strongest driver line-ups in the 48 car field this weekend.

Britain's reigning Global Endurance GT Champion Ray Bellm teams up with regular partner Andrew Gilbert-Scott, who shares the number one car in this season's FIA GT Championship, and Masanori Sekiya, the Japanese driver who made history two years ago by becoming the first driver from the Far East to win Le Mans.

Twice a Category 2 winner, Bellm has yet to win the coveted event outright but believes this year the speed, reliability and performance of the Gulf-liveried GT cars provides his best opportunity yet to complete his CV.

Thomas Bscher and John Nielsen, the 1995 Global Endurance GT Champions and experienced sportscar pairing, will be joined in the second of the 1997 'long-tailed' McLarens by Londoner Chris Goodwin. Aged 30, Goodwin - the youngest of the Gulf drivers - will be making his Le Mans debut although as a McLaren works driver he has already recorded thousands of miles in 24-hour tests behind the wheel of the 6.0 litre BMW-powered F1 GTR. He recognises the importance of the event and is confident that his preparation will hold him in good stead;

"I shall be driving with an experienced and talented team of drivers, including John Nielsen who is a Le Mans champion and one of the worlds top sportscar drivers, but I will not be overawed by the occasion and am confident that I can do a good job for Gulf and the team."

The third Gulf McLaren entry will be driven by local heros, former Grand Prix drivers Jean Marc Gounon and Pierre-Henri Raphanel. Swedish veteran Anders Olofsson will partner the French pairing, the former Ferrari driver bringing a wealth of Le Mans experience with him having competed eight times driving for Nissan, Cougar and Ferrari.



CELEBRATING 30 YEARS OF GULF RACING

1996 GLOBAL ENDURANCE GT CHAMPIONS



Racing

Their car has been repaired since Gounon's accident at Silverstone on the 11th May, and Gulf Team Davidoff returned to the British circuit late last week for one final shake-down in preparation for this year's Le Mans event.

Qualifying takes place during the evenings of Wednesday 11th and Thursday 12th, and the race starts on Saturday 14th June at 4pm.

ENDS

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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WHY DOES LE MANS MEAN SO MUCH TO GULF?

This year's Le Mans 24 Hour race, the 65th in the history of the world-renowned event, will see the traditional powder-blue and bright orange colours of Gulf Oil adorning three McLarens to continue a long and successful partnership that goes back 30 years.

Gulf's association with motor racing, however, began much earlier than that. In the 1930s, the company backed the revolutionary rear-engined, four-wheel-drive cars conceived by innovative engineer Harry A. Miller and constructed at Gulf's own research centre, in an assault on the Indianapolis 500. Though unsuccessful at Indy, a Gulf Miller went on to smash no fewer than 14 international class D (2.3 litre) speed records at once on the Bonneville Salt Flats in Utah.

It was to be almost 30 years before Gulf Oil re-emerged on the international motor racing scene, following a proposal by John Wyer, former head of Ford's GT40 production in England, to race licence-built GT40 derivatives.

Gulf agreed to back the JW Automotive partnership, formed by Wyer and racing team patron John Willment, with a quasi-works team of these 'Gulf Mirages' in major endurance events. Their first season, 1967, saw considerable success, although rule changes caused them to switch back to the 'pure' GT40 for 1968. That year the team beat Porsche to the World Championship, Pedro Rodriguez and Lucien Bianchi winning the all-important Le Mans 24 Hours, a victory that was to be repeated in 1969 by Jacky Ickx and Jackie Oliver.

With the familiar Porsche 917s entering the JWA stable, Gulf-liveried 917s excelled in the two following years at Le Mans, the Attwood/Muller car finishing second in 1971. It was during this era that the first great Gulf-McLaren association was dominating the North American CanAm racing scene. In 1968 Denny Hulme won the championship in the works Gulf McLaren M8A, with McLarens taking the title again in each of the following three years. Bruce McLaren himself was the 1969 champion, Hulme winning again in 1970 and Peter Revson in 1971.

Back on the world scene, the Seventies brought the oil crisis, and a decline in sports car competition. Gulf Mirage cars competed in a low-key programme culminating in 1975 with yet another outright win at Le Mans. This third victory was achieved with the most successful Le Mans pairing of all time, Jacky Ickx having six wins to his credit and Derek Bell five.



CELEBRATING 30 YEARS OF GULF RACING



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With the dark cloud of uncertainty hanging over both motor racing and the oil industry, it was as though that victory marked a watershed in Gulf's motorsport involvement: the company abandoned its racing sponsorship worldwide for almost 20 years.

When it returned, in 1994, it was a nostalgic reunion at Le Mans, with the Gulf Kremer Porsche 962 Spyder of Derek Bell and the familiar colours of blue and orange. The veteran driver's attempt to equal Jacky Ickx's all-time record of six Le Mans victories was to end in disappointment, but Derek and Gulf nevertheless managed a creditable sixth place, the first privateer car to finish.

In the intervening years Gulf's sponsorship activities had switched from being mainly product-related to community-based. But the publicity surrounding this latest Le Mans success, together with a related forecourt promotion, paid handsome dividends in increased public awareness of the Gulf brand, persuading the company to develop a dynamic and fully integrated marketing and communications programme around its motorsport activity.

A new association with Ray Bellm's GTC Motorsport and the high-profile McLaren F1 GTR saw the company back at the famous Sarthe circuit the following year, with two cars in a satisfying opening season for the marque and a fourth place for Gulf. During the two year race programme, the Gulf McLarens recorded nine wins and achieved twenty-two podium finishes in the Global Endurance GT Championship, culminating in the 1996 Championship title.

Gulf's enthusiasm for the partnership, and the way it has caught the public imagination, has already led to its extension to the 1997 Le Mans. A three-car Gulf-backed team is being fielded for the first time since 1971, confirming the value placed by the company on this sponsorship investment. Not only does it provide an unrivalled opportunity for brand awareness and customer participation, but the buzz of involvement in top motorsport brings measurable staff motivation: over 20 per cent of the UK workforce will be making their own way to the Sarthe circuit for this year's 24-hour race.

With McLaren at Le Mans, Gulf re-lives its heritage, teamed with one of the foremost names in motorsport at what is probably the world's best-known event. Gulf's decades of endurance racing involvement have seen it linked with not only the sport's top technology but, of course, many of the world's top drivers too.

"Endurance racing, as its name implies, is the toughest test of both man and machine," says team leader Ray Bellm, 1996 Global Endurance GT Championship winner in a Gulf McLaren. "And Le Mans represents the ultimate challenge, in which only the most professional teams have a chance of success - and only the very best cars and drivers finish."



1996 GLOBAL ENDURANCE GT CHAMPIONS



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Gulf Oil Brand Manager Keith Oldham agrees. *"Winning at Le Mans means so much - it grants you an instant place in motor racing's hall of fame. Our customers expect - and deserve - nothing but total support. That means we need to be re-enforcing our brand not only on the forecourts but out there on the world's top cars and circuits. And where better than in front of 200,000 people at Le Mans.*

"Among them will be 60,000 British spectators cheering for our cars - that's an incredibly emotional experience. Everybody has heard of Le Mans, and everybody remembers the winning names."

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THE GULF LE MANS HERITAGE.

Race Results:

<u>Year</u>	<u>Marque</u>	<u>Drivers</u>	<u>Result</u>
1996	McLaren F1 GTR	Bellm / Weaver / Lehto Owen-Jones / Raphanel / Brabham	Ninth Fifth
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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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: North Ascot, England

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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CHRIS GOODWIN - PROFILE.

Nationality: British

Residence: Greenwich, London

Date of Birth: 10th March 1967

Chris Goodwin's love of motorsport came about because of the Gulf Porsche 917s which starred in Steve McQueen's film of Le Mans. His father, Doctor Tony Goodwin, competed in endurance events at many of the classic tracks during the late '60s and early '70s. His racing achievements included class wins at Spa, Belgium and the Nurburgring, Germany, so Chris not only has the colours of Gulf fixed in his mind, but racing in his blood.

He started out by taking the 1989 Champion of Brands Hatch title in Formula Ford 1600 and finished third in the British Junior Championship that year - behind David Coulthard and Kelvin Burt - earning him a 'works' drive with van Diemen in the Formula Renault Championship for 1990, in which he finished second.

The following year, 1991, he made the massive leap to the British F3000 Championship with the Mansell Madgwick Motorsport team. In what turned out to be a busy year, he secured a 'works' drive for Swift in Formula Renault, tested for Paul Stewart Racing and also for a private BMW Touring Car team. In 1992 he won his debut saloon car race for Saab, enabling the Swedish company to win the British Production Car Championship.

In 1993 Chris began his Touring Car career in earnest with Vauxhalls, racing for the Ecurie Ecosse Vauxhall team and testing for Opel in the Astra Class 2 Touring Car. The following year he raced for a privately-entered Vauxhall team and tested for the Ray Mallock factory team.

In 1995 Chris took his first steps into GT racing, with Lotus in the final round of the Global Endurance GT Championship at the Zhuhai track in China. He continued with Lotus in 1996, driving the lead factory-supported car in the series. He also raced Ferraris for Parabolica Motorsport.

Although Chris has not driven at Le Mans before, he has experience of the 1997 'long tailed' McLaren, testing with the factory McLaren team in preparation for Le Mans and driving for Parabolica Motorsport in the FIA International and BRDC GT Championship.

Career Highlights:

1996	Global Endurance GT Championship	Lotus Esprit GT1
1995	Global Endurance GT Championship	Lotus Esprit GT1
1994	British Touring Car Championship - 3rd, Total Cup	Vauxhall Cavalier
1993	British Touring Car Championship	Vauxhall Cavalier
1991	British F3000 Championship	Reynard
	Formula Renault Championship	Swift
1990	British Formula Renault Championship - 2nd	van Diemen
1989	British Junior Formula Ford Championship - 3rd	Formula Ford 1600



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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



CELEBRATING 30 YEARS OF GULF RACING

Gulf Oil (Great Britain) Limited Registered in England and Wales Registration No. 127724 Registered Office: Rosehill New Barn Lane Cheltenham Gloucestershire GL52 3LA - A subsidiary of Chevron Corporation



Racing

Gulf Oil

Rosehill
New Barn Lane
Cheltenham
GL52 3LA

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...

Negotiations towards the planned merger of Gulf Oil (Great Britain) Ltd and Elf Oil UK Ltd, which was announced in November 1996, have ended without agreement. Chevron Corporation of San Francisco, Gulf's parent company, and Elf Aquitaine of Paris, Elf's parent company, recently announced that the negotiations have been terminated after both parties concluded the merger did not provide sufficient economic incentive to proceed.

Chevron have announced that it plans to review other alternatives promptly to maximise the value of its United Kingdom refining and marketing operations, including the sale of these assets.



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Racing

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GL52 3LA

PRESS CONTACTS.

Polygon Marketing Solutions:

Whitfield House, 30 Imperial Square, Cheltenham, Gloucestershire GL50 1RL.

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

Contact - Martin Allerton
(01242) 241251 - phone
(01242) 241102 - fax
(0467) 317399 - mobile

GTC Motorsport:

Baynards Park, Cranleigh, Surrey GU6 8EQ.

Contact - Charles Rickett
(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
(0802) 263039 - mobile



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