

LUCAS DUMBRELL MOTORSPORT



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2011 International V8 Supercar Championship Races 1 & 2 - Yas 400, Yas Marina Circuit, Abu Dhabi



Strategy game nearly pays off for Luff in Abu Dhabi

Lack of grip was the key factor for the #30 Gulf Western Oil/Autopro Commodore during the first round of the 2011 International V8 Supercar Championship held in Abu Dhabi on the weekend.

The Lucas Dumbrell Motorsport crew celebrated its first Birthday in Abu Dhabi but would have been happy to swap the celebrations for some more grip from the tyres of its Commodore, the slippery nature of the desert circuit being a consistent theme throughout the

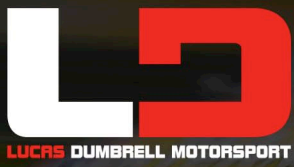
weekend for many of the visiting teams.

Thursday comprised of four 30 minute qualifying sessions, the first two of which were reserved for the bottom 50 per cent of finishers from the 2010 season. After initially seeing some okay pace from the #30 GWO/Autopro Commodore with a second place in the first session, driver Warren Luff dropped to 10th in the second before finishing 25th and then 22nd in the final two 'all in' sessions.

Qualifying for the opening

race of the championship was held on Friday morning and the Gulf Western Oil team were gradually building up to a good time when Luff made the slightest of errors and ended up gentling nosing the #30 GWO/Autopro Commodore into a tyre wall on the Yas Marina circuit.

This compromised the starting position for race one. With the track getting progressively quicker as more rubber was laid down on the ultra smooth surface and Luff and the LDM crew unable to get the car back on track to make a final



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qualifying run.

Luff would therefore start the first race of 2011 from 24th position and after a good initial jump he was forced to give back a few positions on the first lap when he had to go off track to miss an out of control Will Davison.

From there on race 1 settled down to become a processional affair and with the track still offering little in the way of grip to the field there was little action to speak of. After being held up by Davison's spin in the initial stages of the race Luff settled in and gradually worked his way back through the field to finish in 23rd.

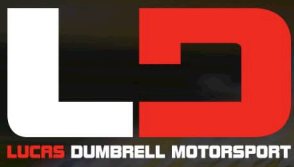
"After the initial shock of having Will Davison trying to come backwards through my door at turn 3 on the opening lap the race was pretty boring," Luff said.

"We still need more speed from the Gulf Western Commodore but the boys are working really hard to find some.

"I'm pretty certain we can extract a bit more pace and reward the guys with a stronger race tomorrow."

Saturday was the final day of this year's Yas 400 and another 20 minute qualifying session would determine the grid order for race two of the championship. The Lucas Dumbrell Motorsport crew had made some significant changes to the #30 Gulf Western Oil/ AutoPro Commodore after race one and although the grip levels





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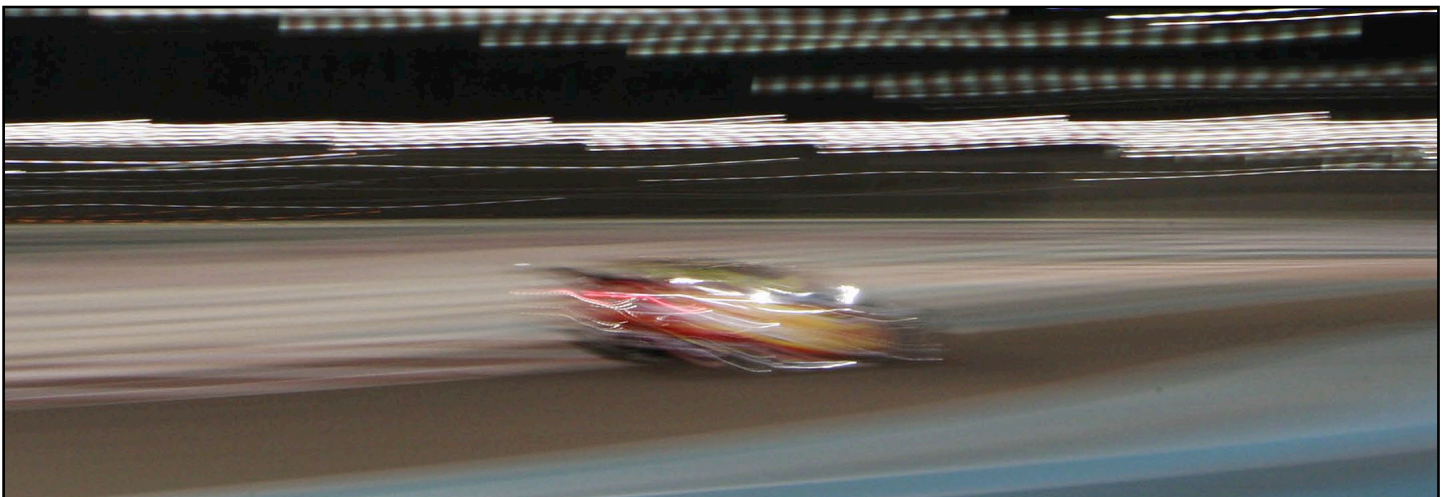
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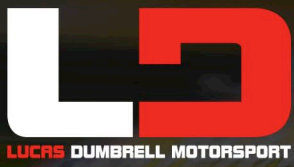


were still low Luff was a lot happier with the car. The changes undertaken by the LDM crew didn't pay dividends during qualifying however, with Luff to line up in 26th place for the second 43 lap, 200km race around the stunning Yas Marina facility. The start of race two saw a major first lap incident that eliminated the cars of Tony D'Alberto, Tim Slade and Garth Tander and the ensuing safety

car changed the fuel strategy for many teams. Some teams elected to pit immediately while others waited a few laps hoping to run deeper into the race and need a shorter fill up at the end of the race, while a few didn't pit at all under the safety car hoping to gain some track position. Luff pitted on lap 5 and dropped to position 24 before gradually climbing back up the field after racing restarted and getting

inside the top 10 at around half distance. Taking their final pitstop on lap 21 when an incident between Craig Lowndes and Russell Ingall again brought out the safety car was a big gamble and it would need some luck and some smart driving by Luff to enable the Gulf Western car to make it to the end of the race. The longer that the safety car stayed on track the better





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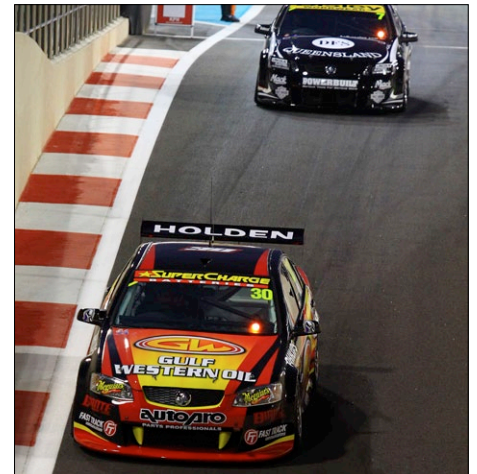
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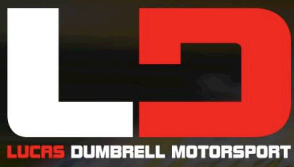


for the #30 GWO/Autopro Commodore and when the safety car pulled off after just a few laps it would be touch and go whether the car could get to the end of the race on the remaining fuel load. The big advantage was that through a very good call to pit the LDM car was now in fifth place and holding excellent track position, however Warren was forced wide during the restart and dropped to 12th before eventually finishing in 17th through having to conserve fuel towards race end. "We definitely rolled the dice on fuel strategy today," Luff said. "When the boys drained the fuel tank after the race we only

had about 200ml left, so it was pretty touch and go. "I had to do some serious fuel saving over the last 10 laps or so and that meant I gave up a couple of spots instead of actually trying to make up one or two more but it was a great effort by the crew and I can't thank them enough. "We have some more updates coming before Clipsal and we're having a test day early next month so it's all looking good and I can't wait to get back in the car." The 2011 International V8 Supercar Championship continues in March with Adelaide's famous Clipsal 500 meeting. The event begins on

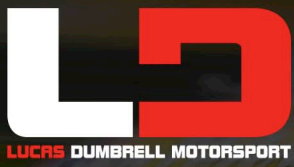
Thursday March 17 and runs until Sunday March 20. Each night features a series of concerts and a big support race cast leads up to gruelling twin 250km V8 Supercar races on Saturday and Sunday around the Adelaide parklands street circuit.





Postcards from Abu Dhabi:
 This Page - clockwise from right. Typically tight V8 Supercar midfield battle; Palatial F1 garages at the Yas Marina complex left nothing to be desired; The LDM engineering brains trust paw over the data between sessions; Warren Luff aboard the Gulf Western Oil/AutoPro Commodore tackles the Yas Marina circuit; Luff chats with team owner Lucas Dumbrell while waiting for practice to begin.





2010 INTERNATIONAL V8 SUPERCAR CHAMPIONSHIP RESULTS - YAS 400, ABU DHABI

RACE 1 - 200km

- | | |
|-------------------------|--|
| 1. Jamie Whincup, | TeamVodafone Holden VE Commodore Series II |
| 2. Alex Davison, | Inwin Racing Ford Falcon FG |
| 3. Mark Winterbottom | Orrcon Steel FPR Ford Falcon FG |
| 4. Shane Van Gisbergen, | SP Tools Racing Ford Falcon FG |
| 5. Tim Slade, | Lucky 7 Racing Ford Falcon FG |
| 6. Garth Tander, | Toll Holden Racing Team Holden VE Commodore Series II |
| 7. Craig Lowndes, | TeamVodafone Holden VE Commodore Series II |
| 8. Fabian Coulthard, | Huzzah Racing Holden VE Commodore Series II |
| 9. Lee Holdsworth, | Fujitsu Racing / GRM Holden VE Commodore Series II |
| 10. Todd Kelly, | Kelly Racing Holden VE Commodore Series II |
| 23. Warren Luff | <i>Gulf Western Oil Racing Holden VE Commodore Series II</i> |

RACE 2 - 200km

- | | |
|-------------------------|--|
| 1. James Courtney, | Toll Holden Racing Team Holden VE Commodore Series II |
| 2. Jason Bright, | Team BOC Holden VE Commodore Series II |
| 3. Jamie Whincup, | TeamVodafone Holden VE Commodore Series II |
| 4. David Reynolds, | Startco Racing Holden VE Commodore Series II |
| 5. Michael Caruso, | Fujitsu Racing / GRM Holden VE Commodore Series II |
| 6. Jonathon Webb, | Mother Energy Racing Team Ford Falcon FG |
| 7. Alex Davison, | Inwin Racing Ford Falcon FG |
| 8. Shane Van Gisbergen, | SP Tools Racing Ford Falcon FG |
| 9. Greg Murphy, | Pepsi Max Crew Holden VE Commodore Series II |
| 10. Paul Dumbrell | The Bottle-O Racing Team Ford Falcon FG |
| 17. Warren Luff | <i>Gulf Western Oil Racing Holden VE Commodore Series II</i> |

2010 V8 Supercar Championship Series Points (after 2 of 26 races): 1. Jamie Whincup, 279 2. Alex Davison, 234 3. Shane van Gisbergen, 210 4. Mark Winterbottom, 192 5. David Reynolds, 174 6. Michael Caruso, 171 7. Fabian Coulthard, 150 8. Jonathon Webb, 147 9. Craig Lowndes, 138 10. Jason Bright, 138 22. Warren Luff, 90



To keep up to date with the latest news from Lucas Dumbrell Motorsport and Gulf Western Oil Racing visit:

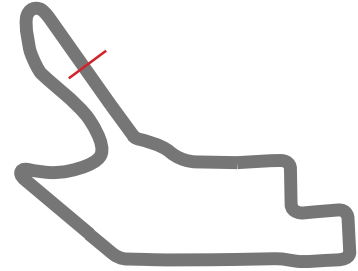
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NEXT EVENT CLIPSAL 500 ADELAIDE 17 - 20 MARCH



Victoria Park. Main gate off Halifax Street. Approximately 3kms from Adelaide GPO.

Circuit Length 2.5 km
Race Direction Clockwise

Over its 12 year history the Clipsal 500 Adelaide has attracted 2,259,800 patrons. The average attendance at the Clipsal 500 Adelaide over the period it has been held as a four day event is the equivalent to filling AAMI Stadium to capacity five times or the equivalent to filling the MCG to capacity more than two and a half times.

Current Qualifying Record
2009 Jamie Whincup 1m21.2773s

Current Lap Record
2010 James Courtney 1m21.9502s

2010 Results
Race 1 - Garth Tander, Toll Holden Racing Team Holden VE Commodore Series II
Race 2 - Garth Tander, Toll Holden Racing Team Holden VE Commodore Series II

