

MOTORSPORT

Team FUCHS

news

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*Great result for Sebastien Diss from the BMR Kawasaki team:
He opened the 2007 IDM Supersport season with second place on the podium
at the end of April.*



*16 pages of highlights detailing the global and local
motorsport activities involving the FUCHS brand.*



BMR Kawasaki Team Sebastien Diss on the podium



The BMR Kawasaki team opened the 2007 IDM Supersport season at the Lausitzring on 28 and 29 April with a sensational result. After claiming his very first pole position in qualifying, Sebastien Diss made it onto the coveted podium by achieving second place in each of the two races on Saturday and Sunday. The many improvements to specific details on the brand-new Kawasaki ZX-6R had already given team boss Guido Bray and Sebastian Diss, who is riding for the BMR Kawasaki team for the second season, great cause for excitement during practice for the races. Right from the off, impressive lap times were possible during testing. The young French rider dominated the practice sessions. He put in a best time in the very first practice session and for the first time in his career in the IDM he was able to start the race on Saturday from pole position.

After the start, a group of three riders, led by Seb, broke away from the rest of the field. He managed to defend his lead until two laps before the finish,

but then deteriorating tires forced him to concede defeat after 15 laps.

In the second race on Sunday, the spectators saw a very similar picture. This time Seb had to let Rico Penzkofer past shortly before the end of the race. Once again he achieved a sensational second place, with a huge lead over the third-placed rider, the Dane Philip Kim on the Suzuki GSX-R 600.

"Of course it's a great pity for Seb and the team that, despite claiming pole and being in the lead until just before the finish in both races, this was not quite enough for victory," said team boss Guido Bray, "but we would never have expected to claim a place on the podium twice as well as pole position with such a strong line-up on the grid at the Lausitzring."



VLN Endurance Championship
FUCHS continues
its cooperation
with the
Carlsson team

The partnership between FUCHS and the Carlsson team was extended for the 2007 season. The team is starting in the VLN Championship and the 24-hour race at the Nürburgring.

The Carlsson team put in a sparkling performance in the 32nd running of the DMV 4-hour race. The official driver Rainer Brückner started together with two new Russian drivers, Vitaly Dudin and Vadim Khavlov, on a CD 35 RS. Together they achieved third place on the podium in the SP6 category of the BFGoodrich Endurance Racing Cup and they came 23rd overall among 205 vehicles.

Professionals and amateurs compete alongside one another in the VLN (Veranstaltergemeinschaft Langstreckenpokal Nürburgring) Championship. Up to 180 drivers participate in the ten races over the season on the north loop (March to October). The legendary track also plays host to the 24-hour race where each team consists of four drivers.

Official driver: Rainer Brückner

Driver: Ingvar Carlsson

Vehicle:

Mercedes-Benz SLK 350 (335 bhp, 1,310 kg)



Jörg Tebbe on the starting grid again



A new season for Jörg Tebbe, who is participating in three championships in 2007: the Endurance World Championship, the European Grass Track Championship and the North German Championship. After his many victories in the 2006 season, Jörg wants to be successful again in 2007 and claim the title of national champion. With an intensive program of fitness training, Tebbe wants to improve his level of performance even further and fine-tune the settings on his motorbike. Concentration and an extremely well-prepared bike that he can rely on are the most important things for him.

- **Motorbike:** 500cc
- **Engine:** GM (Giuseppe Marzotto, Italy)
1 cylinder, 4 valves
- **Fuel:** methanol
- **FUCHS Silkolene products:**
FUCHS TITAN GT1 0W-20, Silkolene All-In-One,
Silkolene Brake Cleaner, Silkolene Pro Chain



ABG Performance Team

Voluntarily and with passion

In 2007, FUCHS is supporting the ABG Performance team, which is participating in the Enduro World Championship for the second time. This championship comprises six races: the 24-hour race in Le Mans (France), the 6-hour race in Albacete (Spain), the 8-hour race in Suzuka (Japan), the 24-hour race in Oschersleben (Germany), the 8-hour race in Losail (Qatar) and the Bol d'Or race (France).

The team, which was set up in 2002, consists of around twenty volunteers. In 2006, the enthusiasm of the team helped the three riders to claim the title of runners-up in the Superstock class. The organization is run like a company by a very proficient team manager. Team manager Pascal Alluard: "Every free day is given over to competition. Unlike with the professionals, the only thing that matters here is the enjoyment of combining forces to do everything to ensure the success of a racing team."

During the races, everybody does their job and takes responsibility. "We have highly skilled people. The race takes place out on the track, but there is frenetic activity in the pits too. We all rely on one another." There is naturally a certain rivalry between the three

riders, but their main focus is on having a shared aim to win "They must motivate and support one another." It is particularly important for the team to receive regular recognition from the FIM (Fédération Internationale Motocycliste).

The correct preparation of the motorbike also plays a crucial role in determining the success of the team. "As passionate Suzuki fans, our mechanics ensure that the machine is almost as good as new at all times. Thanks to their exceptional knowledge about motorbike engineering, they are able to solve any problem that arises."

- **Motorbike:** Suzuki 1000 GSXR model 2006
 - 4 valves per cylinder
 - 168 bhp at 12,000 rpm
- **Riders:** Christophe Alluard, Franck Giroguy, Franck Gaziello
- **FUCHS products:** Silkolene Pro 4 Plus 10W-50, Silkolene Brake Cleaner, Silkolene Pro Prep, Silkolene Titanium Chain Gel
- **Website:** abgperformance.com

NGS TEAM

From the rider to the team manager

For 2007, FUCHS is entering into a partnership with Bruno Losito, the team manager of the NGS (Nouvelle Génération Sport) team. The team, which was founded back in 1999, will be represented this season by two riders. Pierre-Alexandre Renet (17 years of age) will take part in the Open French Championship and the MX1 World Championship. 14-year-old Jason Clermont will ride the new Honda 150 in the French Championship and the European Championship in the 85cc class.

The former motocross rider Bruno Losito, who has been decorated with numerous titles, leads his team with great skill and professionalism: "I combine the roles of manager, trainer, supervisor... I oversee the preparation of the motorbikes and occasionally I even devise the training circuits for the riders." Rider Pierre-Alexandre Renet, who has been a member of the team for seven years, wants to achieve his goals on a Honda 450. After four rounds of the Championnat de France Elite, Renet is in fourth place.

The up-and-coming rider Jason Clermont, 2006 Minivert Champion, wants to claim the title in the youth category of the French and European Championships. Jason Clermont triumphed for the third time in the third race of the season and thereby took the lead in the French Championship. In the second grand prix in the European Championship in the 85cc class, he claimed first place in the grand prix and the championship.

- **Rider:** Pierre-Alexandre Renet
– Open French Championship and MX1 World Championship

- **Motorbike:** Honda 450

- **Rider:** Jason Clermont
– French Championship and European Championship in the 85cc class

- **Motorbike:** Honda 150



Interview with NGS trainer Bruno Losito

Recognizing the rider's needs

You are the team manager of the NGS team; how do you recognize the skills and abilities of a young rider?

The first indication is the way he behaves on the motorbike, his manner and approach to tackling and anticipating obstacles, but also how quickly he takes pieces of advice on board and puts them into practice.

What characteristics does a trainer need?

He needs to recognize the needs of the riders, observe and analyze their behavior out on the race track. I design training circuits with various degrees of difficulty, in line with the weaknesses of the individual riders.

What particular preparation work do you do on the motorbike? Who does this work?

All preparation work on the motorbikes is done by the team's three mechanics. They mainly work on the cylinder head, the exhaust and the ignition.

What products do you use during races?

The FUCHS Silkolene lubricants are excellent products for sporting competition. Our mechanics use Silkolene Pro 4 Plus for the engine and the transmission, Silkolene Pro Prep for the control cables and the chain.

France

French Youth and Junior Championship

A motorcyclist at just three years of age

FUCHS supports 15-year-old David Adam, who since 2006 has been regarded as an up-and-coming national talent (Espoir National) and is participating in the French Youth Championship (85cc) and Junior Championship (125cc). David first rode a motorbike at the age of three and a half and completed his first race in the French Minivert Championship at just six years of age. Ever since, he has regularly been among the top 10 in a field of around 100 participants. With the support of his family and since 2006 supervision from Mickael Pichon (two-time world champion and eleven-time French champion), David is planning to claim a number of good finishes in the Junior category



in 2007 and get close to the top 5 in the youth category. David's father, a mechanic by trade, does all the preparation work on the motorbike (engine, suspension, gas/oil mixture setting, choice of tires). The team uses the two-stroke products from FUCHS Silkolene.

Select Machines – 2HR Team Track just inches from the elbows



Wearing the colors of FUCHS Silkolene, the Select Machines – 2HR team will be participating in two Enduro races of international standing in the 2007 season: the 24-hour race at Le Mans and the Bol d'Or. The riders themselves will also be competing in various national championships. "We've decided not just to take part in the 24-hour race because it is part of the Enduro World Championship, but also because with its prominence it attracts 90,000 spectators to the race track in Le Mans."

The Select Machines – 2HR team will be able to count in 2007 on the experience and clear motivation of its 20 helpers. For budget reasons, the team will be starting with three 1000 CBRR Hondas boasting 175 bhp in the Superstock category.

The three riders have ten years of racing experience between them: "You become a rider because you're passionate about it. You learn how to ride a motorbike through practice. You need to have a good riding

RB Compétition Team *Splendid successes*

In 2007, FUCHS concluded a partnership with the RB Compétition team and the motocross rider Raphael Baudoin for the Championnat de France Elite Open. The 26-year-old, official rider for the Suzuki France team can already boast twenty years of experience in motocross as well as countless splendid successes.

He made his first steps in motocross and amazed his father, who took part in motocross races as an amateur. Supported by his six-man team, Raphael will participate in 35 races in 2007 on a Suzuki 450 RMZ. "Despite my many races, I'm a semi-professional rider. The motorbike is original, we only change the exhaust, the mixture preparation and the suspension." Right at the start of the season, the Frenchman from Rennes stood out with a seventh-placed finish among 1,000 riders who took part in the legendary race of Le Touquet.



- **FUCHS Silkolene lubricants**
- **Pro 4SX, Foam Filter Oil**
- **Chain Lube**

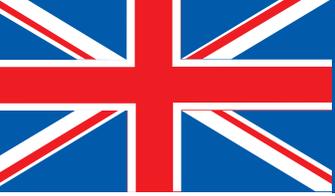


technique and set the machine up so that you can really stretch it to the limits. Racing is a truly thrilling experience, especially in the corners when you see the track flying past just a few inches from your elbows."

Twelfth place in the overall standings and third place in the Superstock category behind two professional teams is very much in line with the team's aims for the season. Select Machines also received the ESCRA prize for having the best technical assistance crew at the 24-hour race.



- **Motorbike:** Honda 1000 CBRR
- **FUCHS products:**
Silkolene Comp 4 15W-50, Chain Gel chain lubricant, various sprays from the brake cleaner range



Great Britain



CAS Honda Team

26 races to be mastered

The British CAS Honda team is aiming in the 2007 season to win the MX1 World Championship and the British Championship in the MX1 and MX2 categories. There are a total of 26 races at stake. FUCHS has enjoyed a partnership with the CAS Honda team lasting many years now.

For the two riders – the Belgian Ken De Dycker, who came fourth in 2006 in the MX1 World Championship and won the British Championship, and the American Mike Brown, a new addition to the scene for 2007 – it promises to be a demanding season.

• **FUCHS Silkolene products:**

- Silkolene Bike Wash,
- Silkolene All-In-One,
- Silkolene Brake Cleaner,
- Silkolene Carb Cleaner,
- Silkolene Chain Lubricant,
- Silkolene Engine Oil,
- Silkolene Pro-Prep



Interview with Ken De Dycker

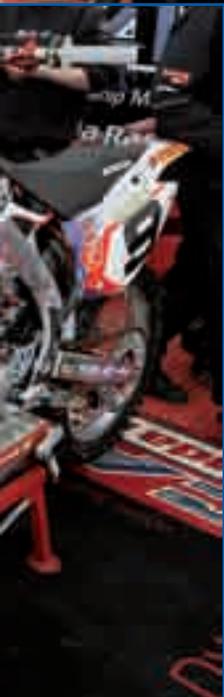
Under pressure

What sort of start are you expecting to the 2007 season after your victory in the British Championship last year?

I'm under a little bit of pressure because I had a spot of bad luck at the start of the season and after three races I'm currently in third place. But I've still got five races left in which to defend my title!

What are the decisive factors for victory in the two championships in 2007?

I have put myself through an intensive fitness training regime. The crucial factor determining success is having the will to win.



Interview with Mike Brown

A new challenge

After a season in the USA at Suzuki in the 125cc class, you are now riding for the CAS Honda team. This means a new motorbike, new race tracks and a new team. What are your first impressions?

Everybody needs a bit of time to get their bearings, but the most important thing is to feel at home in this new environment.

What role will you assume within the team?

I will be riding in the British MX2 Championship in order to assist with the development of the CRF 250. But the real challenge is my participation in the World Championship on the Honda CRF 450. This is something totally new but it's also great fun!



MBO Racing Team

Three champions riding for FUCHS

For the 2007 season, FUCHS has signed a contract with the MBO Racing team and will be represented by the three riders in the British MX and the British 4-Stroke Championship.

A successful team: Brad Anderson, winner of the British 4-Stroke Championship and the KWS Masters Championship, Luke Remmer, winner of the BYMX in the 125cc category, and Robert Hamilton, Irish champion on several occasions.

- **Championships:** British MX Championship and the British 4-Stroke Championship
- **Riders:** Brad Anderson, Luke Remmer and Robert Hamilton

Great Britain



Virgin Yamaha in the British Superbike Championship

Perfect teamwork

FUCHS is renewing its partnership with the Virgin team, which will be represented in the 2007 season by the riders Tommy Hill and James Haydon. The two riders will be competing in the colors of FUCHS in the British Superbike Championship.

Interview with Tommy Hill

Pole position claimed

How long have you been participating in the British Superbike Championship?

This is my fourth year. I won the first Virgin Media Cup in 2003 and I have been riding in the colors of Virgin Media Optoma Loans Yamaha ever since.

What advantages does riding in a team like the Virgin team give you?

I benefit from having an excellent infrastructure around me and the high level of performance from the team.

Is it easier for you to compete nowadays with your experience?

It's never easy because the competition is constantly improving.

How do you improve your results?

I practice hard as often as I can. The coordination between the rider and the motorbike needs to be almost 110%. I recently claimed pole position at Thruxton, which proves that the team is on the right track.

Interview with James Haydon

Change of tires is crucial

You have returned to the Virgin Mobile Yamaha team after an absence of two years. Have you had any difficulties in adjusting to being back in the team?

I rode for the team in 2001 and have been familiar with the race tracks in Britain for nine years. Many of the mechanics were part of the team back then and I was used to working with them. The new motorbike is magnificent; but the crucial aspect for me will be the change from Dunlop to Pirelli tires.

How do you become a racing motorcyclist?

The key to success is to have talent, be dedicated and have a strong work ethic. This is more difficult now than it was when I started out, which is why the Virgin Media Cup is so important for the development and the integration of young talents within the Virgin Media Yamaha British Supersport team.

What are the most important characteristic aspects about these races?

You need to be aggressive out on the track and at the same time you need to trust the material, but above all you have to display courage.

Question for the mechanics: Which products do you use and what do you think of them?

We have been using FUCHS lubricants in all of our 125cc motorbikes in the Superbike Championship since 1995. The wide range of lubricants on offer meets all of our needs. We have tried other products, but in our opinion the FUCHS products are the best ones for competitive racing. We are in constant contact with the manufacturer, which advises us on all our requirements.



Austria



Intrepid Force Rotax – Rotax Max Euro Challenge Team

Intrepid: highly efficient and deep personal commitment

This year FUCHS is supporting the Intrepid Force Rotax team and the five drivers participating in the Austrian and the European Rotax Championship:

Kevin Reichard and Dominik Kraihammer in the Senior category and Steel Guiliana, Laura Kraihammer and Daniel Schellnegger in the Junior class. The year 2007 represents a crucial turning point for the young racers: thanks to a contract with the Italian chassis manufacturer, they are now an official Intrepid team.

The Rotax Max Euro Challenge now gathers together over 300 drivers who compete in 125cc karts in the four races in the European Championship.

The Intrepid team, which was formed three years ago by the Kraihammer and Schellnegger families, has developed over the years based on the model of the great motor sport teams. "Once I was involved in the Red Bull team in Formula 1, I wanted to form a professional team. Because the drivers were so young (13 years of age at the time), we made them sign a code of conduct whose main rules still apply today: success at school, deep personal commitment and respect for others", says Norbert Kraihammer, the father of Laura and Dominik. The Intrepid Force Rotax team consists of twenty people, with five drivers.

The team leader is the 25-year-old ex-kart driver Ernst Penninger. "My aim is to take the team forward by developing the potential of every single driver. I want to teach them fundamental attributes, such as a willingness to get stuck in, to help each other and modesty when you win."

A profile of the team

Laura Kraihammer took part in her first competitions at the age of 13. Having achieved second place in the Austrian Rotax Max in the Junior class and having come 30th in the 2006 Euro Challenge, Laura is approaching the new season with optimism.

17-year-old **Dominik Kraihammer** has already come second on two occasions and come fourth once in the Austrian Rotax Max Championship, and he has a training regime that is equal to those of great champions. Dominik is currently in fifth place after the race in Ampfing.

15-year-old **Daniel Schellnegger** has been racing competitively since 2001 and has made a name for himself over the last two years with two Austrian Junior titles in the Rotax Challenge. After the first round, Daniel is currently in fifth place.

At the age of just 16, **Kevin Reichard** came third in the 2006 Rotax Max Challenge and he is racing for the Intrepid team in the 2007 season. Kevin claimed first place in the first race of the season on the racing circuit in Graz.

Products from FUCHS

"We use the full range of these products, depending on their specific properties. As far as the lubrication of parts of the chassis is concerned, we've definitely noticed that individual parts last for much longer. The use of these lubricants prevents an excessively high temperature increase in the engine, which is hugely important with such a small capacity."



Ice Speedway Championship

Successes despite a shortage of snow

As a partner to several riders, FUCHS was well represented in the Ice Speedway Championship throughout the entire 2006/2007 season. However, the shortage of snow in the winter did have an impact on the riders' training schedules and the course of the races. The Austrian rider **Franky Zorn** came fifth in the 2007 Ice Speedway Championship. "We're already in the process of preparing a new bike and two new chassis for the coming season, which begins at the start of December 2007."

Despite a number of mechanical problems on the new motorbike which could not be entirely eliminated during the season, **Markus Skabraut** achieved 13th place in the championship.

For his third season in ice speedway, **Martin Leitner** has put his faith in a special preparation regime which included numerous tests to improve the fine-tuning of the bike. A number of tests were cancelled because of the weather, but all of the team's hard work was rewarded with a sixth-place finish at the grand prix in Saransk.

Following his accident in 2005, this year **Günther Bauer** is celebrating a successful comeback in racing. Although he still has to contend with a few difficulties, the German rider won the bronze medal with his team at the grand prix in Saransk (Russia) in March. This success was followed up a few weeks later with his third title victory in the German Championship in the final race in Erfurt and twelfth place in the Ice Speedway GP.

8-year-old **Lucas Bauer** received a brand-new 65cc machine with eight-millimeter spikes this year. His season began with demonstrations in the build-up to the ice speedway races in Inzell, Berlin and Erfurt. Lucas wants to take part in a junior motorcycling championship this summer.

• FUCHS Silkolene lubricants:

- Silkolene Castorene R40S,
- Silkolene All-in-One,
- Silkolene Brake Cleaner,
- Silkolene Chain Spray

Portugal



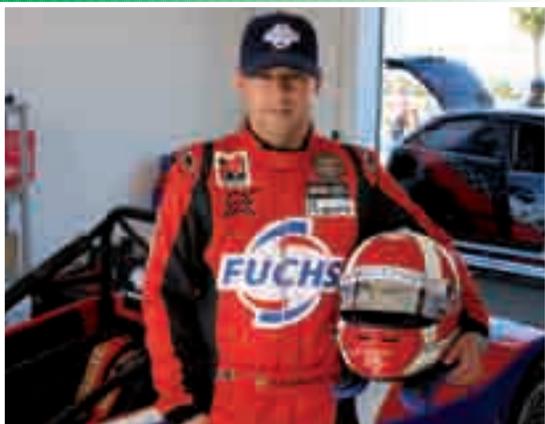
From the Speed Championship to the Trial Indoor/Outdoor Championship

FUCHS supports several teams

In the 2007 season, FUCHS is continuing its commitment to various teams which will be competing in a range of different competitions, such as the National Classic Speed Championship with Campos Costa, the National Rally Championship with Fernando Peres, the National Trial Indoor/Outdoor Championship with André Garcia, and the National Mountain Championship with Paulo Ramalho. These are all drivers who produced outstanding performances in their respective categories in the 2006 season.

After the 2006 season, which brought **João Paulo Campos Costa** a third-place finish in his Lotus Europe, in 2007 the Portuguese will be driving in the eight-race series which is set to conclude in November on the ACDME course of Estoril. **Fernando Peres**, the FUCHS driver, won the National Rally Championship in 2006. This is a performance that he would like to repeat in the eight races over the 2007 season. After a good dozen trials, **André Garcia** finished fourth in the championship in 2006. The 14th and final race of the 2007 Outdoor season will take place in Porto in September.

At the wheel of an ADR Sport II, **Paulo Ramalho** has excellent prospects of claiming the title in the series of eight races in 2007.





Motocross Championships Addition to the FUCHS riders

For the 2007 season, the FUCHS team is adding new riders such as Panagiotis Kouzis, Dimitris Vagelakos and the talented 15-year-old Argiris Tsarnas. However, the FUCHS team has also renewed contacts with five other riders who in 2006 were victorious in various championships and have remained loyal to the brand.

The long-standing partner of FUCHS and professional racer, Dimitris Keramidas, will also be riding in the colors of the lubricant manufacturer this year. Keramidas has been racing for 15 years and has achieved countless successes. In 2006, he was the champion for the second time in a row in the Western Greek Motocross Cup in the 250cc class. Mention should also be made of his third-place finish in the Greek Scramble Championship in the B4 class on a KTM SX 525 and his second-place finish in the Greek Supercross Cup in the 250cc class.

Interview with Dimitris Keramidas Patience and determination

What are the essential difficulties that confront you in this championship?

It is becoming more and more difficult to achieve a podium finish because young, talented and very quick riders are coming through.

What are the most important attributes you need to have as a racing motorcyclist?

In the MX category you need patience, determination and from time to time you need to take risks in order to claim a podium finish.

What do you think about the Silkolene products?

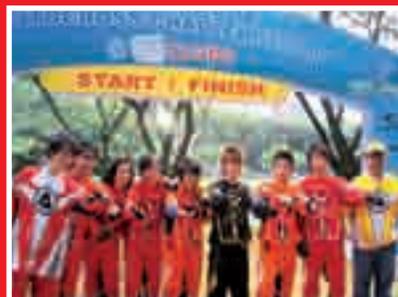
I have been using FUCHS lubricants for several years and have learnt to appreciate the high quality these products exhibit under competitive conditions.

Channel U Motocross Enduro Challenge 2007

A thrilling battle for young and old



The Channel U Motocross Enduro Challenge 2007, which is organized by the MSSC (Motorcycle Sports and Safety Club of Singapore), is a race around an oval circuit which combines the speed of motocross racing with the endurance and technical difficulty of trial racing. Motor sport enthusiasts and young people who love to see this thrilling battle gathered in the heart of Singapore. More than 40 participants ranging from 5 to 50 years of age battle for places on the podium each year during the three races held between March and May. FUCHS will support the organizers as a co-sponsor in the development of this sport.



- **Riders:**
- Panagiotis Kouzis, Yamaha YZF 250 (official rider for the Greek Yamaha importer)
- Dimitris Vagelakos, KTM SXF 250 (official rider for the Greek KTM importer)
- Argiris Tsarnas, Kawasaki KX 125 (official rider for the Greek Kawasaki importer)
- Alexandros Karanasis, Honda CRF 450
- Spiros Basilliou, Honda CR 250
- Dimitris Keramidas, KTM SX 505
- Giorgos Bousdas, Yamaha YZ 250 F
- Vasilis Rementzas, Honda CRF 450



South Africa

Czech Republic



WesBank V8 Supercar **Up to 300 kilometers an hour**

This year FUCHS in South Africa is again supporting the drivers Mackie Adlem and Terry Wilford in their participation in the WesBank V8 Supercar Championship. This race series, which first took place in 1983, is one of the most exciting on the African continent with speeds of up to 300 kilometers an hour being reached. The ten races in which roughly two dozen drivers compete take place every year from March to November.

Terry Wilford **In his father's footsteps**

Two years ago, Terry Wilford followed in his father's footsteps by driving in the GT2 class in which he came second. Driving a particularly well-prepared Ford Mustang, his performance in 2006 was rewarded with a place on the podium.

Interview with Mackie Adlem **Tour throughout South Africa**

After enjoying great success in karting, Mackie Adlem began driving in the WesBank V8 GT1 Series. Mackie Adlem claimed numerous victories and he is acknowledged as one of the most outstanding drivers in the racing paddock.

What are the special aspects about these races?

This series is a real tour throughout South Africa: Kyalami, Killarney, East London, Aldo Scribante, Phakisa Freeway, Zwartkops etc.

What did you change on your Ford Mustang in 2006?

It was very much rebuilt. The biggest adjustment was to convert it to meet the new engine rules in force for 2007. The engines are more reliable now and have slightly less power, but greater torque.

Are particular adjustments necessary for this type of vehicle?

Yes, success is largely dependent on how the vehicle is prepared. This is a full-time job for one person in the team.

- **Vehicle:** Ford Mustang GT
- **Engine:** 5 liter Ford V8
- **Power:** 600 bhp
- **Torque:** 690 Nm

Interview with David Pabiska **(SP Moto Bohemia Racing Team)**

FUCHS oil protected engine during desert race

FUCHS supported David Pabiska in his participation in the legendary Lisbon-Dakar rally. It was a first for the 31-year-old driver, who has been participating in long-distance endurance races for two years now. After an 8,000 kilometer trip through the desert, David Pabiska came eleventh in his category.

What experience do you have of long-distance endurance races?

In 2005 I took part in the Cross-Country World Cup in Dubai. This was my first marathon and my first experience of the desert, with a total of 2,200 km of sand dunes. I came eleventh in the overall standings and second in my class. This was an excellent basis for tackling Dakar.

What difficulties did you encounter in this rally?

You always have to contend with the worst problems in the Dakar Rally: I had to drive for 80 km with a burst front tire, and the next day for 310 km with a punctured rear tire. I then had to replace the battery as well as one front shock absorber and the two rear shock absorbers.

How did you prepare for this rally?

The main preparation was physical. Although the time and financial worries I had to contend with before the rally in a certain sense acted as my moral preparation.

Which FUCHS Silkolene products did you use during the Dakar Rally?

I used all of the products in the Silkolene range for my KTM 600, in particular the Pro 4 Plus SAE 10W-50. And I will never forget the foam filter oil which given all of the dusty sand thrown up during the rally was crucial to the survival of my engine.





Australia



FUCHS Top Fuel Dragster 8000 bhp have to be mastered

The FUCHS Top Fuel Dragster is back on the racing scene in Australia after it was missing for the first few races in the 2006/2007 season. The reason for this absence was the team's new driver, Phil Lamattina, who traveled to the USA in order to acquire the racing license for the Top Fuel series. At the world-famous Frank Hawley's Driving School, he had to demonstrate that he can also master the 8,000 bhp monster! After his return, he came second in just his second race in Perth. He raced the Dragster at a speed of 517 kilometers an hour over the quarter mile distance.

Australian Top Fuel Championship Four victories in six starts

For the 2006/2007 season, FUCHS AUSTRALASIA has for the first time included the Jim Read Racing outfit in its motor sport sponsoring. With Phil Read at the wheel, this team is the current champion in the Australian Top Fuel Racing Series. With four victories in six starts, Phil Read is the dominant force in the Australian Top Fuel Series this year.

Tasman Motorsport – Australian V8 Supercar Championship Accident without serious injury

The Tasman Motorsport team, which is sponsored by FUCHS, made a modest start to this year's V8 Supercar Championship, the highest motor sport category in Australia. After three races in the extremely hard-fought series, the duo Greg Murphy and Jason Richards from Tasman Motorsport are currently in 12th and 16th places. Murphy had unforeseen engine problems in the opening race in Adelaide which forced him to give up in the second run when he was in the top ten. Richards was involved in a major accident that was not his fault during practice for the second race in Perth. He was in 6th position when a bolt in the left front-wheel suspension broke when he was traveling at top speed. The car spun off the track, flew through the gravel bed, was slowed down and smashed into the tire wall.