

# MOTORSPORT

Team FUCHS

# news

November 2006

*FUCHS LUBRIFICANTI in Italy supports the Norma Auto Italia racing team, a young team competing in Italian motorsport – with justification because two of the drivers, Giuseppe De Pasquale and Raffaele Giammaria, claimed a number of victories in the very first season and the vehicles performed superbly.*



**16 pages of highlights from international and local motor sports activities for the FUCHS brand.**

## *New Norma Auto Italia team on the starting grid for the first time*

FUCHS LUBRIFICANTI supports the new Norma Auto Italia team. This team wants to give young drivers the opportunity to take part in races in competitive vehicles supported by a professional team. It was formed by four friends who are all equally enthusiastic motorsport fans, including drivers and car dealers. They have teamed up with the French vehicle manufacturer Norma, a newcomer on the Italian racing scene.

FUCHS LUBRIFICANTI wants to use this project to establish itself in Italian motor racing. Cesare Villa: "Working together with the Norma Italia team gives us access to motor racing with a powerful and professional team. Winning races is the best way of gaining a share of the market in Italy. And for the product range of TITAN engine oils, in particular for the GT1, we need an outstanding brand image. We mainly sell the Carat and Supersyn series."

The outlook is good: the Norma Italia team is involved in a championship which is very popular in Italy and receives a great deal of attention on television. Villa: "Ever since we began working together with the Norma team, we have started to receive a large number of enquiries from other teams that would also like to use TITAN GT1."





### Technical data

Type: NORMA M20F CN  
Chassis: tubular steel with anodized aluminum sheets  
Bodywork: Kevlar or synthetic resin  
Engine: Honda 2L  
Gearbox: sequential 5-speed gearbox  
Safety belt: 6-point belt  
Suspension at the front/rear: top triangle with Oram suspension  
Weight: 520 kg  
Top speed: 264 km/h (Vallelunga racing circuit)

**Alberto Albanti**, general manager of the Norma Auto Italia team: "Our aim is to provide racing teams with competitive vehicles so that they are able to compete with the leading teams in the championship – Osella and Lucchini. We lease vehicles to racing teams. The drivers normally only have a chance of victory if they belong to the official works teams as they are given preferential treatment. We would like to change this. Our drivers benefit from the same vehicle set-up and the same engine settings."

**Walter Pincione**, head of engineering: "I organize and supervise all the work which takes place in the workshop. I spent many years working for racing teams, especially in the F3 championship, and I have a great deal of experience. This is why I am also the technical commissioner for the Italian Sports Federation. The mechanics were selected on the basis of their experience in racing."

**Silvano Galetti**, mechanic: "In order to satisfy the requirements for group N vehicles, we are only allowed to work on the periphery of the engine such as the oil and fuel systems, the crankcase and all of the electronics. We are not allowed to alter the camshaft, pistons and other original parts which are directly connected to the engine. We have to optimize the parts which we are allowed to modify. Lubrication has a crucial role to play here. A large number of parameters are significant out on the circuit: movements of the lubricant in the tank, the outside temperature, the track and the engine."

**Giuseppe De Pasquale**, driver: "I like the circuit at Mugello because all technically challenging aspects are combined there on one track. I am fairly familiar with this course. Although I am not very satisfied with my test times, given the many changes that have been made to the car I am hopeful of finishing in the top ten in the actual race."



# The race

**Mugello, 23 July.** In scorchingly hot conditions, 30 drivers lined up on the starting grid. Giuseppe De Pasquale from the Norma team started the race, covering 18 laps and lasting for 40 minutes, from 14th place on the grid. At the halfway stage in the race and following several overtaking maneuvers, De Pasquale managed to work his way up to 9th place. The retirement of two drivers meant that he ended up 7th in the overall standings and came third in his category.

## **Norma M20F prototype proved itself**

Varano, 30 July. At the last race in Varano, the Norma Auto Italia racing team produced a magnificent performance: the driver Raffaele Giammaria gave a compelling performance in the new Norma M20F prototype: "The new car is superb." On the extremely bendy course in Varano, Giammaria achieved third place and his team-mate De Pasquale came seventh. Giammaria collided with his rival Uboldi (Lucchini prototype) on the first lap and lost ground, but he fought his way back up through the field. He ended up coming third behind Ghiotto in the second Norma prototype.



## **FUCHS Norma team wins in Magione**

### **Italian Prototype Championship.**

**16/17 September.** The driver Raffaele Giammaria won the seventh race of the Italian Championship in Magione on the new Norma M20F-Honda. The young driver Giuseppe De Pasquale only just missed out on a podium place, finishing in fourth place.

### **FUCHS Norma Team wins.**

In the CN2 class (620 kg/2000cc engine), the team occupied the first three places with Giammaria, De Pasquale and the new driver Giacomo Bertola. In this competition, the FUCHS Norma team has won against the Osela Castrol team.

## **The vehicle manufacturer Norma**

The vehicle manufacturer, which is based in south-west France, specializes in the design and development of prototypes for motor racing and builds approximately 30 vehicles every year. The managing director Norbert Santos is deeply committed to the Norma Auto Italia team. Support at all races and a large number of tests performed away from the races enabled the first model to be completed for the 2006 season. Following testing, the 2007 model took part in the race at the famous Varano circuit for the first time in September. Norbert Santos: "I am interested in exporting my vehicles to the Italian market because lots of European manufacturers are represented there."

# Italy



## **Italian Superbike Championship Grandi Corse team proved itself**

**Rider: Davide Grandi**

Born on 12 July 1973  
Porto Viro (I)  
Motorbike: Suzuki GSX-R 1000

**Results:**

Mugello, 21 May: 18th place among 35 riders  
Valllunga, 11 June: 19th place among 35 riders  
Misano, 2 July: 18th place among 35 riders

### **FUCHS extended an invitation to visit the racing circuit at Imola**

At the end of July, customers of FUCHS LUBRIFICANTI and motor racing fans had the unique opportunity to visit the racing circuit at Imola and to test the FUCHS Silkolene products. More than 1000 participants (a number from Switzerland and southern Italy) registered, and approximately 2000 visitors took advantage of the opportunity of free admission to visit the paddock. Lots of riders came to Imola with their families. Despite the extreme heat, the bikers did a few laps on one of the world's most prestigious circuits. The track represents a challenge even for experienced riders.

All of the participants received a small package containing stickers, a few brochures all about Silkolene products and a bandana. In partnership with the magazine Super Wheels (a monthly magazine about motorcycle racing), a four-page report was used to promote this event.



# France



**Rider:** Patrick Piot  
**Official rider for:** Kawasaki FUCHS  
**Motorbike:** Kawasaki Ninja ZX10 version 2006  
**Engine:** 4-cylinder, 4-stroke water-cooled engine  
**Lubricant:** FUCHS Silkolene



## **PROMOSPORT CHAMPIONSHIP in the 1000cc class**

### **Impressive results for Patrick Piot**

**Croix en Ternois, 10/11 June.**

#### **Fall spelt an end to the race**

"I came third in qualifying, but the weekend was marred by the fall I sustained during the race. The fall caused one of the handlebars to break and I was unable to continue."

**Pau Arnos, 1/2 July.**

#### **High temperatures**

"Because of the high temperatures this weekend, I was unable to find the set-up I wanted. After coming fifth in qualifying, I managed to finish fourth in the actual race."

**Le Mans, 22/23 July.**

#### **Great fun riding the Kawasaki**

"It was an extremely successful weekend with third place achieved in qualifying and in the race itself. The whole team did great work in helping to achieve the right set-up for the bike. We even managed a ride on the super production bike in view to the Bol d'Or race. I really did enjoy riding the Kawasaki."

**Nogaro, 26/27 August.**

#### **Well-deserved victory**

"This weekend was a resounding success, both in practice and in the race itself. In spite of the changeable weather and difficult conditions, I claimed pole position in qualifying on Saturday morning with a 3 to 4 second advantage over my main rivals. I started from second place in the race and took the lead on the second lap. Ever since Le Mans, the mechanics have found a great basic set-up for the Kawasaki."

**Ledenon, 2/3 September.**

#### **Piot reinforces his performance**

In the penultimate race of the 2006 season, Piot rode a perfect race.





**Kawasaki FUCHS team came third in the 70th Bol d'Or race**

**Spectacular ground made up**

<b>Riders:</b>	<b>Motorbike:</b>
<b>Steven Plater (GB)</b>	<b>Kawasaki ZX-10R</b>
<b>Pere Riba (P)</b>	<b>4-stroke straight engine</b>
<b>Ivan Silva (F)</b>	<b>4 cylinders</b>
<b>Patrick Piot (F)</b>	<b>16 valves</b>
	<b>Cubic capacity: 998cc</b>

**Magny-Court**, 16/17 September.

The official Kawasaki rider Patrick Piot made up spectacular ground at the Magny-Cours racing circuit. The fall sustained by one of his main rivals allowed him to move up to fourth place, and the retirement of another opponent ultimately allowed him to finish on the podium in third place. A great achievement which was due reward for the team's excellent pit stops and choice of the correct tires. The excellent work of the team mechanics and the courage of its riders allowed the Kawasaki FUCHS team to secure a place on the winners' podium.

The Bol d'Or race has been staged since 1922 and was incorporated into the world championship in 2006. Every year almost 100,000 passionate spectators gather at the Nevers Magny-Cours racing circuit to experience the full intensity of the 24-hour race. FUCHS Silkolene was represented together with the manufacturer Kawasaki.

**TEAM MOB77:**  
**French Open Championship in the 125cc class**

## **Fantastic recovery and a great deal of willpower**

**Rider:** Clive Rambure  
**Motorbike:** Honda RS  
**Lubricant:** Silkolene Pro 2

**Nogaro**, 3rd race. "The choice of tires was absolutely critical this weekend because of the changeable weather conditions. Despite having changed the tires at the last minute on the starting grid, I was in 28th place after the first lap. I had to battle hard though to fight my way up to a splendid 11th place finish."

**Le Vigean**, 4th race. "I crossed the finish line in twelfth. I had ended up in the gravel on the practice runs and was relegated to 18th place on the grid. A poor start made a difficult situation even worse, but with plenty of willpower I was able to make up the places I had lost."

**Ledenon**, 5th race. "This circuit presents a technically demanding course with bends which are difficult to predict. After a disastrous start, I began to claw back ground until I made it into the leading group."

**Albi**, final race in the French Open Championship in the 125cc class. "A practice session plagued by mechanical problems and numerous pit stops led to me starting in 20th place on the grid. After a good start, I lost control of the bike under sharp braking at a difficult point on the track and ended up in the gravel trap. But after several laps I regained my position. A rider then collided with me while attempting to overtake and fell – this finished off any chance I had of catching the leaders!"

# France

**World Endurance Championship – TEAM ABG Performance**

## **Podium only just missed out on**

**Riders:**

Christophe Alluard

Jérôme Bard

Franck Giroguy

**Motorbike:** Suzuki 1000 GSXR 2006

**FUCHS Silkolene products used:**

Pro Wash cleaning agent

Pro 4 engine oil

Brake cleaner

Silkopen anticorrosion lubricant

Pro Prep polishing agent

Titanium Chain Gel lubricant

Cleaning, dissolver, degreasing spray



**Zolder** (Belgium), 18 June.

**Just a three-second deficit**

Six hours to cover 1,000 km in the fastest time: this was the challenge facing the ABG Performance team at the international racing circuit in Zolder. 45 teams started the fourth race of the season at the Belgian race track which had recently been upgraded to meet FIM requirements.

After qualifying, the team was only in 35th place, but managed to cross the finish line in third place just three seconds behind the winner. The ABG Performance team achieved a splendid fourth place overall in the Superstock category and 19th place in the overall standings.

**Oschersleben** (Germany), 12/13 August.

**Victory for ABG Performance**

45 teams started the sixth race of the World Endurance Championship at the Motorsport Arena. The ABG Performance team's three riders started the 24-hour race from 31st place on the grid. The Suzuki really attacked hard on the opening laps and took the lead in the Superstock category during the 16th hour of the race. Following an excellent performance, the ABG Performance team ended up right on top of the podium and was 13th in the overall standings.

**Vincent Thomas won Guadeloupe 2006**

After three hard-fought races, Vincent Thomas won the championship in Guadeloupe – a splendid way to finish the season. The last race, comprising two runs, was particularly difficult, but Vincent used all of his experience to seize control of the race.

## ***Max Neukirchner was a guest rider for the BMR team***

The BMR Kawasaki team added a top German rider to the starting grid in the Superbike class at the 7th and 8th races of the 2006 IDM season on 2nd July at the Nürburgring. The guest starter was none other than the only German World Superbike Championship rider Max Neukirchner on the green Kawasaki ZX 10R.

23-year-old Max Neukirchner from Stollberg in the Ore Mountains in Germany is considered to be the great German hope in international motorbike racing. After coming 9th in the overall standings in the 2004 World Championship in the Supersport class, Max also performed encouragingly when he entered the World Superbike Championship last year on the Honda CBR 1000RR of the Austrian team led by Klaus Klaffenböck. The Saxon rider ended the season in twelfth place.

However, team boss Klaffenböck surprised the entire world of motorsport by announcing shortly before the start of the 2006 season that, because of financial problems, Max was going to be replaced by the old Spanish warhorse Alex Barros, who had been dropped by Honda in the MotoGP and was evidently able to contribute the necessary dowry. In the current World Superbike Championship, Max is therefore riding for the Italian Pedercini team on a totally inferior 2004 Ducati 999 and is 21st in the overall standings.

This is why Max clearly enjoyed the chance, during a stop-off on his way to the next Superbike race in Misano, to do a few "relaxed" laps on a "simply working" motorbike, the 2006 Kawasaki ZX-10R of the BMR team, at the Hockenheimring. Max evidently had so much fun doing this that he started for the BMR Kawasaki team in the two championship races at the Nürburgring and the season's finale in Hockenheim in September as a guest starter in the Superbike class.



***Max Neukirchner and team manager  
Guido Bray after the tests in  
Hockenheim on June 21, 2006***

Further information is available at  
[www.max-neukirchner.de](http://www.max-neukirchner.de)  
and [www.green-racing.de](http://www.green-racing.de)

# Germany

**RMT #21 Racing team comes 7th overall in Oschersleben**

## **Best 24-hour-race-result in the team's history**

In the only race in Germany for the World Endurance Championship in front of 40,000 spectators in Oschersleben, the "RMT #21 Racing" team came 7th overall and this represented the best 24-hour race result in the team's history (the best result had previously been 8th place). 45 teams with riders from 28 countries took part in this race. A total of 23 teams from Germany (predominantly wild card teams) were all vying to achieve a good finish in their home race. The "RMT #21 Racing" team started with the three German riders Matti Seidel, Steve Mizera and Henrik Meyer.

Matti Seidel started the test of endurance for both man and machine at 15:00 on Saturday afternoon. A struggle quickly developed for places 8 to 11 between the teams "RMT #21 Racing", "Endurance Moto 45 / FRA", "No Limits / ITA" and the team "PS-LSL-Beck Racing / GER" and this struggle lasted for more than 10 hours. However, after 15 hours the other teams dropped back and the challenge now was to attack the Swedish team "Fagersjo-el" which was in 7th place. The "RMT #21 Racing" team exerted constant pressure on this team from Scandinavia – and reaped the rewards. The deficit to 6th place was just 4 points. The winning team was Suzuki France with 891 completed laps, ahead of Yamaha Austria and Phase One/GBR.



**Speedway Team Ortema**

## **Always at the limit**



**Riders:**

**Jörg Tebbe**

**Sirg Schützbach**

**Motorbike: GM 500cc**

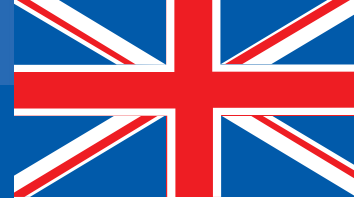
FUCHS products used:

TITAN GT1 engine oil, Lubricant for the chain,  
Brake cleaning agent, Engine cleaning agent

Speedway riders are the real sprinters among motor-sport riders. They ride at full throttle, anti-clockwise around the oval circuit, right at the limit at all times. In Jörg Tebbe and Sirg Schützbach, two of the three riders from the Ortema FUCHS team rode in the Long-Track Grand Prix of the world's best riders. At the last Grand Prix in Morizes in southern France, Tebbe finished tenth and Schützbach twelfth. "The competition at the top is so fierce that, unless everything about the bike and the rider is perfectly attuned, you will no longer be on the podium but down in tenth place instead," explains Tebbe. "The most important thing in speedway is the start. If you are up at the front, you have a great chance of winning."

As well as the world championship, the team is also involved in the European championship. The third rider in the team, Stephan Katt, won the semi-final of the European championship in Swingfield, England, and Tebbe was also there at the end of September for the season's finale in southern France.





## MX1 WORLD CHAMPIONSHIP

### CAS Honda team dominated

#### CAS and Coppins win in Ireland

Grand Prix of Northern Ireland, 27 August.  
 Josh Coppins, the CAS Honda rider, ended the winning run of the ten-time world champion Stefan Everts. Coppins won 2-1 at the Grand Prix of Northern Ireland. He was able to master a course on which he would normally have had no chance against a technically perfect rider such as Stefan Everts. Ken De Dycker, the other CAS Honda rider, finished in third place.

#### Coppins second

Lierop, 3 September.  
 Josh Coppins continues to be the man challenging Stefan Everts in the MX1 World Championship. Coppins came second at the Lierop Grand Prix with a result of 2-2. This result meant that this year Coppins gained a place on the podium in each of his races and is now in seventh place in the overall standings in the MX1 World Championship.

#### Mike Brown signs for CAS Honda

August 2006.  
 Mike Brown, the American champion in the 125cc class and Grand Prix winner in 2001, is returning once more to the motocross scene. He has signed a one-year contract with the CAS Honda team. "I am hugely excited about riding in Europe again. I rode the bike last week and it is very different to the Honda 450 I'm riding at the moment." The manager of CAS Honda, Neil Prince, is delighted with his new signing: "Mike has impressed everyone in the team with his speed and the way he prepares his bike."



### The CAS boys dominate once again

#### Wakes Colne, 13 August, 7th race.

Josh is still intent on winning every race he takes part in this year in Great Britain as part of the British Championship, and at the moment he is well on course to do so. Ken has again extended his lead to an incredible 391 points and Josh has crept up to fifth place.

#### Eight Honda riders in the top ten Hawkstone Park, 10 September.

The CAS Honda team had every reason to celebrate at Hawkstone Park after Ken De Dycker became British MX1 champion in the 2006 season. This championship went incredibly well for Honda UK – at the end of the season eight Honda riders were placed in the top ten. The story was the same in both the first and the second race: Josh was in the lead followed by Ken, Crockard, Jones and Neil Prince once more. In the second race, Josh and Ken managed to fight off the riders chasing them. Final standings in the championship: 1st Ken De Dycker, 416 points – 5th Josh Coppins, 297 points.





**UK**

# Portugal



**British Superbike Championship with the Virgin Mobile Yamaha team**

## Impressive performance at Cadwell

**Cadwell, 28 August.**

**The Virgin Mobile Yamaha team put in a fantastic performance at the 11th race of the Bennetts British Superbike Championship.**

Tommy Hill returned to the circuit where last year he claimed his first victory in the Superbike category. It ended up being the best racing weekend of the season. A splendid performance in qualifying put him in 4th place. Billy McConnell rose to the occasion this weekend. The 19-year-old Virgin Cup winner only lost his place on the second row of the grid in the very last minute of qualifying.

**Tommy Hill:** "I was really looking forward to returning to Cadwell because I have fond memories of the circuit. In these adverse conditions, it was a fairly risky race. I don't yet have the experience that Greg and Leon do of running on slicks on the track which was initially still quite wet. But we managed to improve our standing in the championship and nobody fell off – the same cannot be said of some of the other teams!"

**Billy McConnell:** "I'm a little bit frustrated. At first the wet tires were superb and it was fantastic to ride off at the front together with Tommy. I became too confident though and dropped out following a collision with Steve Plater. The race on the dry track was fine. It did me good to attack from behind and overtake a few of the boys."

**Result of the first race:**

Tommy Hill – 5th place

**Result of the second race:**

Tommy Hill – 4th place

Billy McConnell – 10th place

18th Billy McConnell

**2006 National Mountain Speed Championship with Paulo Ramalho**

## From pedal cars to motor racing

**Team:** PRMINIRACING – Serviços Engenharia

**Driver:** Paulo José Gomes Ramalho

**Born:** 3 December 1973

**Occupation:** mechanical engineer, managing director of Quimauto, Lda

**Vehicle:** ADR Sport II

**Engine:** BMW K 1200

**Electronics:** Smart Chip

**Gearbox:** sequential 5-speed gearbox

**Power:** 136 hp at 9,300 rpm

**Torque:** max. 108 NM at 7,400 rpm

**Power/weight ratio:** 3.4 kg/HP

**Weight:** 465 kg

**Paulo Ramalho:** His passion for motor racing began at the age of just 4 when he was presented with a pedal car as a present. Aged 17, he began to study mechanical engineering and as a reward for this his grandfather bought him a new "Mini Cooper". After repeatedly rebuilding this car over the space of several years, he was finally able to realize his dream of becoming a racing driver.



### Ramalho always in the top ten

**Race results: overall standings: 3rd place**

29/30 April, Rampa vila Murca, 6th place, category 5, overall standings: 10th place

19/21 May, Rampa int da Serra da Estrela, 14th place, category 5, overall standings: 16th place

3/4 June, 25th Rampa da Arrabida, 4th place, category 5, overall standings: 7th place

24/25 June, Rampa de Figueiro dos Vinhos, 3rd place, category 5, overall standings: 5th place

15/16 July, Rampa Braganca, 3rd place, category 5, overall standings: 9th place

**FUCHS lubricants used for the ADR Sport II vehicle**

Silkolene Pro R

TITAN SPEED

Silkolene Pro SRG 75



## 2006 Portuguese National Rally Championship

# Numerous victories claimed



**Team:** PERES COMPETIÇÕES

**Driver:** Fernando José Martins Peres

**Born:** 12 March 1965

**Vehicle:** Mitsubishi Lancer Evo VIII MR

**Occupation:** dentist and lecturer in the Faculty of Dentistry at the University of Porto

### **Vehicle:**

**Engine:** capacity 1997cc, turbo intercooler, 4 cylinders, 16 valves transversal, DOHC (double overhead camshafts), titanium turbocharger, Motec multi-point injection

**Power:** 285 HP at 5000 rpm

**Drive:** permanent four-wheel drive, limited slip differential

**Gearbox:** transversal, manual 5-speed gearbox

**Suspension:** McPherson aluminum suspension strut at the front, Multilink aluminum rear axle, Öhlins shock absorbers

**Rims:** asphalt 17" x 8 magnesium, dirt roads 15" x 7 aluminum

**Dimensions:** length 4490 mm, width 1770 mm, height 1450 mm

**Weight:** 1350 kg



**Fernando Peres.** Of all the Portuguese drivers who are currently active, he is the one with the most victories in the National Rally Championship. He has been racing since 1984. Up until 1989, he dedicated himself exclusively to the National Speed Championship where he claimed many victories. He took part in the National Rally Championship for the first time in 1989. He is a four-time Production Group Champion (1991/92 and 2004/05) and three-time National Champion (1994/95/96). He participated in the FIA European Championship in 2003, winning the championship on the Azores in 2005.

### **Fernando Peres achieved 4th place in the overall standings**

24/25 February, Rallye Casino da Povoá, retired with a mechanical fault

24/25 March, Rallye de Portugal,

3rd in the Production Group, 3rd in the overall standings

26/27 May, Rallye F.C. Porto,

3rd in the Production Group, 3rd in the overall standings

3-5 August, Rallye Vinho da Madeira,

2nd in the Production Group, 3rd in the overall standings

### **FUCHS lubricants used in the Mitsubishi Lancer Evo VIII MR:**

Silkolene Comp 4

Silkolene Pro R

Silkolene Pro 4 Plus

Silkolene Pro 4

TITAN SPEED

TITAN SUPERGEAR MC

TITAN Supersyn

## **Supermotard Championship** **Franky Zorn comes fifth** **in the world championship**

Franky Zorn managed to claim an excellent fifth place in the world championship. The rider and the team are very satisfied with the prototype which was tested throughout the 2006 season. Franky will therefore ride two new machines in the winter in the 2007 Ice Speedway Championship.



## **Rupert Hollaus memorial race** **Motorbikes rode in the pouring rain**

Salzburg, 4-6 August. Around 500 motorbikes from all makes and of all ages gathered at the start of the third Rupert Hollaus memorial race and the sidecar world championship race at the Salzburgring – unfortunately the rain absolutely poured down at times. FUCHS AUSTRIA was again present as the sponsor of the event. Rupert Hollaus was the only Austrian world motorcycling champion.

The absolute highlight of the weekend was the involvement of the 15-time world champion and winner of 122 GPs, Giacomo Agostini, riding an original three-cylinder MV Agusta works machine. During a host of parade laps and series of races, motorbike racers from every era demonstrated their skills, including Luigi Taveri (3-time world champion), Phil Read (8-time world champion and winner of the Inca Series race), and Jim Redmann (6-time world champion). The two races for the sidecar world championship with a sprint race were another highlight.

## **Major successes for** **15-year-old**

**Name: José A. Butron**  
**Sport: Motocross**

José A. Butron, who is 15 years old and a rider in Spanish motocross racing, has a great future ahead of him. He is competing in the European championship for the second year, riding in categories which are really intended for older riders and claiming places on the podium. What is more, 15-year-old José Antonio Olive has already been Spanish champion five times in a row, Spanish champion of the independent regions on three occasions and Andalusian champion six times.

### **José A. Butron Butron first** **in the Spanish Championship**

#### **Results:**

Spanish Championship in the 125cc class: 1st place  
Andalusian Open Championship: 3rd place  
ADAC Youngster Cup: 9th place  
Spanish MX2 Championship: 8th place  
World Championship in the 125cc class: 7th place  
in this category for 16- to 18-year-olds





## Polish National Motor Racing Championship

### Stańco Polish champion for the fifth time

**Team:** FUCHS Star Moto Racing

**Fahrer:** Maciej Stańco

Polish Grand Prix

#### Double victory

**Kielce**, 26 August. At the fifth running of the Polish Grand Prix in Kielce, Maciej Stańco was victorious in both races. This double victory saw him become Polish motor racing champion for the fifth time. In the overall standings of the Polish Grand Prix, Maciej Stańco has a 22 point advantage over the second-placed driver Robert Lukas.

Porsche Carrera Cup Germany

#### Stańco scores points at the Nürburgring

**Nürburgring**, 23 July. Although Maciej Stańco crossed the finish line in the Porsche Carrera Cup in eighteenth place, he ended up in 14th place because drivers who finished ahead of him were penalized – which brought him two points. Three drivers were each given a 30-second penalty for overtaking on a yellow flag. Adam Lacko, the second driver from the FUCHS Star Moto Racing team, scored three points.

#### Collision forced retirement

**Norising**, 20 August. The Polish champion, Maciej Stańco, who started the race from 24th on the grid, worked his way up to 12th place and was then caught up in a nasty collision which forced him to retire from the race. This meant that Adam Lacko, who was immediately behind Stańco when the collision occurred, secured points for the team by finishing twelfth. Maciej Stańco: "After the first two laps, I thought I might be able to get amongst the points. But then someone collided with Manfred Ahlden. He caught me and damaged the radiator. Coolant ran onto the wheels and I almost went crashing into a wall."

## Czech Supermoto FUCHS OIL OPEN 2006

### Dramatic main race

The FUCHS OIL CORPORATION (CZ) was the main sponsor of the Czech Supermoto FUCHS OIL OPEN 2006 in Prague – an open racing event in which Supermoto machines (Supermotard), quad bikes and karts took part in different categories. The winner of the main race in the Supermoto category was Petr Vorlínek on his Suzuki. The race was particularly dramatic because it was staged on the basis of the American final system.

The fringe events held included a parallel sprint race between a racing kart and a sports car, the Porsche Cayman (the kart won by a considerable margin), and a race between a kart and a Supermoto racing machine (this time the kart was several meters behind). FUCHS OIL CORPORATION also invited a number of important clients to the VIP area.



# Greece



## Two FUCHS teams enjoy success in Scramble and Motocross Championships **Karanasis and Basiliou at the front**

**Alexandros Karanasis –YAMAHA YZ 250 (2-stroke motorbike).** “In the last four years, I finished second every time in the National Scramble Championship in the A2 category. This year I managed to bag five victories in a row in the first six races of the season.”

**Spiros Basiliou – YAMAHA YZ 250 (2-stroke motorbike).** “This year is hard for me because I suffered an injury, and initially my results were poor. After the third heat of the Motocross Championship, I managed to claim my first victories. I am currently in the lead.”

### **FUCHS lubricants used by both riders:**

Silkolene Pro 2  
Silkolene Pro SRG 75  
Silkolene Pro RSF  
Silkolene Pro RG2  
Silkolene Pro R  
Silkolene Pro Boost  
Silkolene Carb Cleaner  
Silkolene Silkopen



### **Race of the ELPA National Automobile Club in Greece**

## **FUCHS riders in good positions**

### **Alexandros Karanasis – Yamaha YZ 250**

1st place in the Greek Scramble Championship in the A2 class  
1st place in the Western Greek Motocross Cup in the open class  
4th place in the Greek Motocross Championship in the open class

### **Fotis Skaris – TM 250 MX**

2nd place in the Greek Enduro Championship in the A2 class

### **Stamatis Dimolianis – KTM SX 250**

2nd place in the Greek Scramble Championship in the A2 class  
3rd place in the Western Greek Motocross Cup in the 250cc class

### **Dimitris Keramidas – KTM SX 250**

5th place in the Greek Scramble Championship in the B4 class  
1st place in the Western Greek Motocross Cup in the 250cc class  
2nd place in the Greek Supercross Cup in the 250cc class

### **Giorgos Bousdas – Yamaha YZ 250 F**

3rd place in the Greek Scramble Championship in the B3 class

### **Spiros Basiliou – Yamaha YZ 250**

1st place in the Greek Motocross Championship in the open class  
3rd place in the Western Greek Motocross Cup in the open class

### **Sotiris Xidopoulos – Suzuki RM-Z 450**

6th place in the Greek Motocross Championship in the 250cc class  
2nd place in the Northern Greek Motocross Cup in the 250cc class

### **Vasilis Rementzas – KTM SX-F 250**

3rd place in the Western Greek Motocross Cup in the 125cc class

