

# DEFENDING THE TITLE

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Total 911 reacquaints with Oman Air Motorbase as they attempt to retain their British GT number one spot in the 997 GT3R

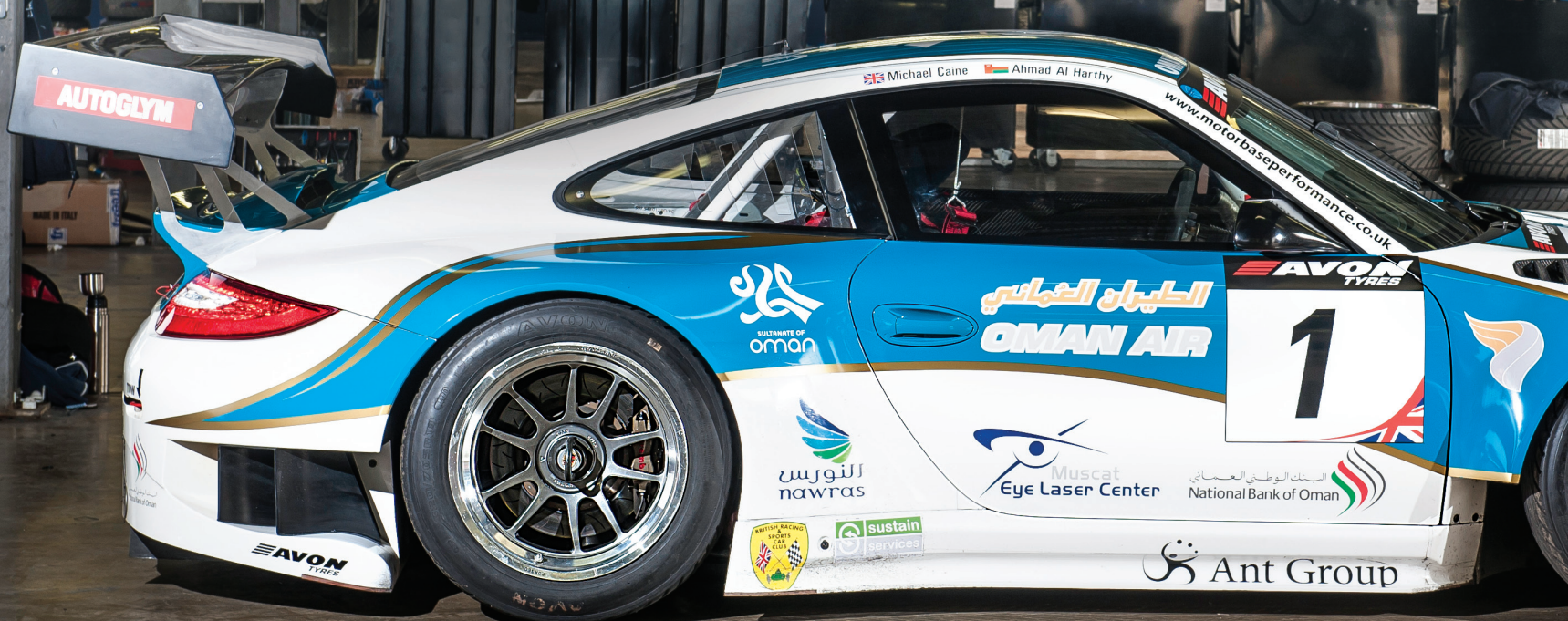








“We focused  
on **One** car  
to give ourselves  
a better chance as  
a team”



**F**ighting your way to the top is one thing; ensuring you stay there is quite another.

**Total 911** documented Motorbase Performance's emphatic last-ditch title win last season under the driving partnership of Michael Caine and Danielle Perfetti in the GT3R. The championship crown beared the fruits of much hard work in Motorbase's maiden season in the British GT after stepping up from the Carrera Cup GB, and now they head into the 2013 GT campaign buoyed by such dramatic success.

The aim this year is to defend that overall crown, though there have been a few changes since Motorbase last graced our pages back in Issue 94. The team have entered the competition this year under a new name of Oman Air Motorbase, thanks in no small part to the acquisition of Ahmad al Harthy (see interview) to partner Caine in the

997 GT3R. Team boss David Bartrum explained the move to **Total 911** at the team's testing day at Rockingham Raceway earlier this month: "We're delighted to have Ahmad in place for 2013 – it's a good move for him and for us. It gives a chance for him to further his career, and his sponsorship obviously helps us with our global appeal. What's also good about Ahmad is that he wants to learn."

In another change, Motorbase have opted to run just one car for this year, a move David says was an important one for the new campaign. "We're running just the one car this year so there's no conflict within the team and we can all concentrate on the same tasks, especially with the extra weight we must now carry in the car each race."

The GT3R being retained is the same winning car from last year's championship, enjoying new livery in line with its Omani sponsors, plus a few

tweaks courtesy of the new 2013 package from Porsche. The upgrade offers no extra power from the 4.0-litre engine's 500bhp flat six, but does promise a plethora of aero tweaks for greater downforce on track. Noticeable changes include widened fender flares at the front and rear, while the repositioned rear wing has now enlarged to the entire width of the vehicle. Further modifications include 50mm wider front and rear axles, while the front wheels now measure a herculean 12 inches wide, up from 10.9 inches. The wheelbase of the 2013 GT3R has also grown by 10mm, and should aid the drivers in their push to continue excelling in a field of ever-increasing competitiveness.

It's clear to see though that despite the numerous cosmetic changes, that familiar appetite for success remains among the Motorbase garage. Bartrum, for one, is in an optimistic mood ahead



## Specification

### GT3 R

(2012)

#### Engine

**Capacity:** 4,000cc  
**Maximum power:** 500bhp  
**Transmission:** Six-speed sequential gearbox with active oil cooling and pressurised lubrication; 140mm triple-plate carbon race clutch

#### Suspension

**Front:** MacPherson strut with adjustable ride height; SACHS dampers; twin coil springs; lower wishbone camber  
**Rear:** Rigidly mounted crossmember; adjustable ride height struts; SACHS dampers; twin coil springs; lower wishbone camber

#### Brakes

**Front:** 380mm ventilated steel front brake discs clamped by six-piston monoblock calipers  
**Rear:** 355mm ventilated steel rear brake discs clamped by four-piston monoblock calipers

#### Dimensions

**Length:** 4,463 mm  
**Width:** 1,995 mm  
**Weight:** 1,200kg



With Carrera Cup GB Pro-Am champion Ahmad Al Harthy joining a team already used to winning, Motorbase are a good bet for 2013



of the campaign: "It was a fantastic way to win the championship last season – it can't get more nail-biting than that! But we're confident we can mount a good challenge again this year. Both our drivers are winners and the rest of the team have tasted success from last year, so we have the mentality to go out and do it all again. The grid is very strong again as British GT is currently more exciting than ever, but we're ready."

And ready they certainly are. A series of positive tests at Rockingham means that Michael, Ahmad and the team are in good shape to get out on track and attack that championship table – and attack is the best form of defence, after all.

\*You can follow Oman Air Motorbase every step of the way this year as the team seek to defend their British GT title. A full race report can be found exclusively in **Total 911** each issue. ➔

## A QUICK GUIDE TO THE BRITISH GT

The British GT showcases some of the best supercars in racing, with one round abroad (this year sees the championship travel to Zandvoort in the Netherlands). The British GT is divided into four classes:

### GT3

Supercars such as the Ferrari 458, Audi R8 LMS, McLaren MP4-12C and Aston Martin V12 Vantage closely reflect their road-going equivalents, and are allowed limited alterations to suspension, engine and bodywork.

### GT3 B

The GT3 B class was introduced

in 2011 to allow slightly older spec GT3 machinery to compete, such as the Ferrari 430 and Aston DBRS9.

### GT4

The GT4 category amalgamates GT4-homologated cars. The former category provides the cars which form the mainstay of the GT4 European Cup, such as the Lotus Evora GT4, Nissan 370Z, BMW M3 and Ginetta G50.

### GT5

Exclusively for one-make championship cars like the Porsche Cup and Ferrari Challenge.

Rounds are divided into twin-race events that feature two separate one-hour races, with three or four endurance events each hosting a two-hour race. A three-hour endurance race is also held. Each race has a compulsory driver change pit stop, with each driver adhering to a limited amount of minutes on track. British GT is a Pro-Am form of racing, with one pro and one amateur driver per car. Drivers carry gradings according to age and experience, and must be matched accordingly to avoid a penalty of extra weight.

All cars must use the same fuel and use slick Avon tyres.