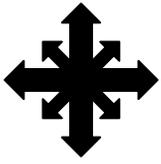


**THILENIUS  
GROUP**

**THILENIUS GROUP Fifth in 41<sup>st</sup> RCM DMV Grenzlandrennen**



Hey! The sixth round of the VLN series, the 41<sup>st</sup> RCM DMV Grenzlandrennen, ran September 1 on the seemingly endless twists and turns of the Nurburgring. For this race, my co-drivers were Henning Cramer and **Aston Martin Racing** works driver Darren Turner. VLN 6 was my first time back in the **GT8** after my accident in the ADAC Zurich Nurburgring 24 Hour in May and I was hoping for a trouble free run. We overcame a penalty to finish fifth in the competitive SP8 class.



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The weekend started poorly when the **GT8** was involved in car-to-car contact with a GT3 BMW on the first lap of practice. Fortunately, the damage to our car was mostly cosmetic and the **Aston Martin Racing** crew had us back on track in time to complete our test plan. After Darren, I ran two laps to insure I remembered how to get around the Nurburgring and get comfortable in the car. Henning completed the practice session with a couple laps after taking a taxi lap with Darren.



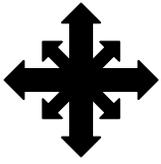
Saturday morning dawned clear and cool. Based on my experience with starting at the Nurburgring, the team decided I would run first in qualifying and start the race. On my second lap, I logged an 8:55 to provisionally qualify the **GT8** P5 in class and P36 overall. Given the traffic, I was pleased with the time being close to my fast lap in the **GT8**. As qualifying wound

down, Darren went a few tenths quicker than I had on his first lap and then found a clear lap and laid down an 8:41 to qualify the **Aston Martin Racing GT8** P3 in class and P33 overall! It was a phenomenal lap from the three-time Le Mans winner.

I rolled off the grid for the pace lap under perfect weather conditions. We opted to start the race on the soft **Dunlop** tire compound. When the grid formed up on the long Döttinger Hohe straight, I found myself surrounded by Porsches, including two from the SP8 class. I anticipated an aggressive start, but was a bit surprised when the field slowed dramatically in the Hohenrain chicane. The strength of the **Aston Martin Racing GT8** is in cornering speed rather than straight-line acceleration, but I was able to hold position on the run down to the first corner before losing a couple positions on the grand prix section of the track.

Remembering my goal of completing a trouble-free stint and giving my co-drivers an undamaged car, I put my head down and focused on running clean, quick laps. GT4 BMW M4's, GT4 Mercedes AMG GT's and a KTM X-Bow soon joined the pack of Porsches. At the beginning of the second lap, I managed to get inside of the Porsche that had held me up most of the first lap, only to be passed by two GT4 BMW's and the KTM X-Bow. The newer GT4 cars are proving to be very fast! I recorded an 8:55 and an 8:53 on the next two laps while holding off the Porsche.

I found a good rhythm in the car and held a comfortable lead on the Porsche when we began to encounter lapped traffic and yellow flags on laps four through seven. 120 kmph and 60 kmph zones give you time to rest but chop up the laps into a series of sprints. I held P5 in the class for the remainder of my stint, by adjusting the ABS and traction control to compensate for the wear to my **Dunlop** rear tires. The **GT8** is such a neutral handling car that staying on top of the tire wear is critical.



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After a fantastic pit stop by our **Aston Martin Racing** crew, Henning took over the driving duties. The officials soon notified the team we had gone too quickly in a 120 kmph zone. Although the time stamp of the violation indicated it happened on Henning's first lap, I suspect the actual violation was on my last lap when entering Breidscheid. Regardless, we were assessed a stop-and-go plus 45 seconds penalty. Henning turned in a great stint battling through lapped traffic and more yellow flag zones before turning the car over to Darren. Darren ran an 8:40 while bringing the car home P5 in class and P28 overall.



Finishing my season with a clean run in the RCM DMV Grenzlandrennen is a great way to say "goodbye" to the **Aston Martin Racing GT8**. I cannot wait for the 2019 VLN season where I hope to race **Aston Martin Racing's** new **GT4 Vantage** and maybe do some testing in the new **GT3 Vantage**!

### About THILENIUS GROUP

THILENIUS GROUP, LLC based in California provides vehicle dynamics engineering, motorsports and sports marketing services. With over 30 years experience engineering vehicle dynamics at the OEM level, road racing motorsports and sports marketing, THILENIUS GROUP can help you reach your goals. Information about THILENIUS GROUP services is available at [www.thileniusgroup.com](http://www.thileniusgroup.com). Latest updates available on Facebook at [www.facebook.com/ThileniusGroup](https://www.facebook.com/ThileniusGroup) and Twitter at <https://twitter.com/ThileniusGroup>.