

## Podium for Thomas Krebs at Red Bull Ring

Warm temperatures and clear skies, the second round of the ADAC GT4 Germany took place at the Austrian Red Bull Ring.



**Red Bull Ring, Austria, 07<sup>th</sup> - 09<sup>th</sup> of June, 2019** - With high hopes and clear determination for a good weekend, Thomas travelled the 1500 km to Red Bull Ring. The summer had indeed arrived at the Austrian circuit, and with temperatures around 30 degrees all weekend, the race was set to test both drivers and material to the limit.

On Thursday and Friday before the race, the team from Dörr Motorsport were able to collect a lot of test kilometers with both their McLaren cars, number #59 with the drivers Thomas Krebs (DK) / Fred Martin-Dye (UK) & the #69 with Dennis Trebing (US) / Phil Dörr (DE). The setup of the cars was fine-tuned and the Pirelli tires tested in long runs.

After some trouble with overheating brakes, the ADAC organization agreed to change the BOP (Balance of performance) for all McLaren cars. In the races on Saturday and Sunday, 40 kg of ballast was allowed to be removed from the cars, in return for staying an extra 15 seconds in the mandatory pitstop.

### Race 1, Saturday

Fred Martin-Dye was set to drive Qualifying 1, meaning he would start in the car for Race 1. With good pace, the British driver put the #59 McLaren on 7<sup>th</sup> position in the qualifying session, a satisfying result for the team.

In the start of the race, Fred immediately advanced to 4<sup>th</sup> position coming up towards the first corner. Unfortunately, he made contact with another car, puncturing the left rear tire on the McLaren. Limping back to the pit, the team recognized that the radiator was severely damaged as well, meaning the race was over. Only a few laps later, also the #69 car had to retire with an engine failure.



## Race 2, Sunday

For the second qualifying session on Sunday, Thomas was determined to get a good result for the team, who had been working flat out through most of the night to repair both cars.

On his first timed lap, Thomas could shortly put the #59 McLaren on 1<sup>st</sup> position, before yet another problem stroke. The wheel nut on the left front tire had come loose, forcing him to pit after just a few laps. In the end, the qualifying result was a 13<sup>th</sup> position.

As if things couldn't get much worse, the #59 car was later disqualified from the standings, due to the fire extinguisher in the car being switched off in the parc fermé, after the qualifying. Regardless of the fact that the extinguisher was switched on while the car was driving on track, the stewards decision was clear, Thomas would have to start from the back of the grid.

## From last to podium

Starting the 1-hour race all the way from 21<sup>st</sup> position, Thomas began chasing down the cars in front of him. With eminent driving, he overtook 4 cars on the first lap, and another 6 on the second lap of the race. On the third lap he had already advanced to 10<sup>th</sup> position. With great speed in the car, the hunt was on to catch up with the front runners.

Impressing both his team and the commentators on TV, Thomas continued to show great performance, overtaking the cars in front of him one by one. After a lot of good and hard battles, he had moved all the way up to 4<sup>th</sup> position during his 30-minute stint in the car.

After the pitstop, it was Fred's turn to finish the job, and bring a good result home for the team. A late safety car brought the field back together with only 7 minutes to go. On the last two laps of the race, Fred was fighting with the BMW M4 on 3<sup>rd</sup> place. On the last lap he was able to pass him with a late braking maneuver around the outside, crossing the finish line on an exceptional 3<sup>rd</sup> place for the McLaren duo.



**Thomas:** "What a race today! Finishing on the podium felt like a win for us, starting all the way from 21<sup>st</sup> position, this result seemed impossible. Super tough race with maximum attack and great battles. I am also super happy about my own performance, which didn't go unnoticed in the paddock. Huge thanks to Fred for the great job, and especially to our team Dörr Motorsport for all the hard work they put in this weekend. Thanks guys, you deserved this one!"

Race 2 can be (re)watched on: <https://youtu.be/T0EuYAWAveI>

A big thanks goes out to all sponsors and partners of Thomas Krebs:  
**Dörr Group, Audi Aalborg, ArtyA Watches, Motec Wheels, Arai Helmet, Freem Danmark, Burcleon, VOR Shoes, Arsa Skilte**

Next race for Thomas will be from the 09<sup>th</sup> – 11<sup>th</sup> of August, when the ADAC GT4 Germany visits the Dutch Zandvoort circuit.

Follow Thomas Krebs on social media:

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## Weekend gallery



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