



## THOMAS ERDOS - DRIVER PROFILE

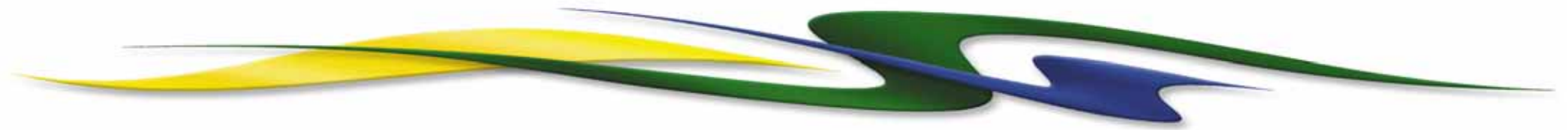


## Thomas Erdos - Racing Driver

The following CV and associated material describes, in brief, the motorsport pedigree of the UK-based Brazilian racing driver Thomas Erdos. His achievements are those of a person who has made the grade, not by dint of generous sponsorship or family fortune, but through hard work, determination and skill. In no particular order, some highlights include . . .

- Thomas was runner-up in the LMP2 category of the Le Mans Series in 2005 and 2006, before finally taking the title for the first time in 2007, and then again in 2010.
- Thomas achieved one of his racing ambitions in 2005; standing on the top step of the podium at Le Mans, having helped guide the RML MG Lola EX264 to the first of what would be two consecutive class victories in the 24 Hours.
- In winning the 2002 British GT Championship Thomas, co-driving a Graham Nash Motorsport Saleen S7-R with Ian McKellar Jnr, recorded eight wins and three second places from 11 starts.
- In 2001 Thomas drove a privateer Lexus IS200 in the British Touring Car Championship, becoming one of the stars of the season and one of very few to challenge the title-winning Vauxhalls.
- In the 1999 British GT Championship Thomas secured five GT2 poles and took a podium finish every time the car went the distance, thereby winning the Team Trophy for NCK Motorsport.
- In pre-qualifying for the 1999 Le Mans 24 Hours, Thomas set fastest time for any non-factory entrant in the GTS class, safely securing a place for the Chamberlain Motorsport Viper No.57.
- In the 1990 British Formula Renault Championship Thomas secured the title with two months to spare.
- In the 2002 British GT Championship, Thomas was awarded the *Top Gun* trophy for setting the greatest number of qualifying poles and fastest race laps during the season.
- In 1996 Thomas set GT3 class pole (4th overall) for Round 10 of the British GT Championship. In doing so he out-qualified the entire GT2 grid - driving a GT3 Marcos LM500.
- In 2006, Thomas was never beaten in qualifying, setting class pole for the Le Mans 24 Hours and every round of the Le Mans Series.
- Following his title win in the 1990 Formula Renault championship Thomas tested for Formula 3000. Two seconds quicker than any of his rivals, Thomas was offered an drive. Nigel Mansell hailed Thomas as "a champion for the future." *Autosport* simply described him as "brilliant!"
- In 1996, driving the Marcos Racing International LM600, Thomas claimed pole, fastest lap and outright victory in every round of the BRDC Privilege Insurance GT Championship.
- In 2002 Thomas made his Daytona 24 Hours debut. Driving the Saleen for the first time he set fastest race lap in the car's class.
- In 1995, driving the GT2 Marcos LM600 on its international debut, Thomas qualified third overall in a wet first session for the Silverstone BPR 4 Hour - among a trio of McLaren F1 GTRs.





*Above: Thomas Erdos testing the Reynard 90D F3000 at Donington Park, 1990 Two seconds quicker than anyone else in atrocious conditions*



Thomas Erdos in the RML AD Group HPD ARX-01d, Imola, 2011 Le Mans Series

# Thomas Erdos Driver CV - A Brief Resumé

Thomas Erdos is another of those impressive Brazilians, shining in every championship he's contested, from his earliest beginnings in single-seaters and winning the 1990 Formula Renault UK Championship, through to taking a class wins at Le Mans in 2005 and 2006. Had he not been injured in testing for Formula 3 in 1991, he might have become a household name. Instead his career was put back two full seasons and he had to wait until 1995 for his next "break".



DANIEL DELIEN



JOHN COLLEY

*"... the championship winner for Renault, Thomas Erdos, did extremely well. He did a fabulous job. He surprised a few people; I don't think he surprised us! I think we have a champion in the future here."*

Nigel Mansell of Thomas Erdos following the Brazilian's UK Formula Renault title in 1990

Various guest appearances in both Formula Renault and Formula 3 in 1993 and 1994, including two Formula 3 class wins and a podium at Spa, were followed in 1995 by an invitation to join Team Marcos at Le Mans, partnering Chris Hodgetts and Cor Euser in the marque's iconic LM600. Although the car retired in the 21st hour it had risen to 11th overall during the night and, with Thomas driving, had been one of the outright quickest cars in the wet.

## *1995-2000 The Marcos Years*

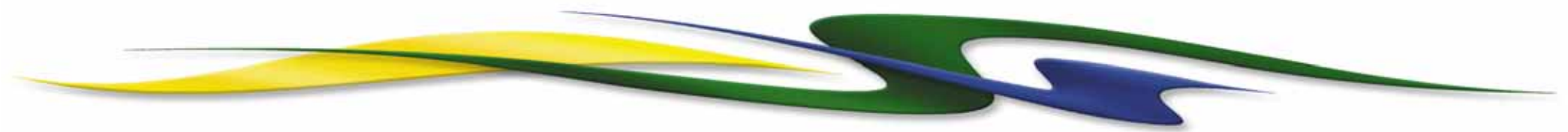
Thomas then joined Marcos for the remainder of the 1995 BRDC GT Championship, dominating races at Oulton Park, Brands Hatch and Silverstone. Some of the laps records he set that season stood for more than three years, and he stunned everyone by placing his LM600 third overall in first (very wet!) qualifying for the BPRO 4 Hour Endurance at Silverstone, sandwiched between GT1 McLarens. After nearly four years in the wilderness, Thomas Erdos was back.

Thomas stayed with the Dutchman, contesting the 1996 BPR Series with Cor Euser in the MRI LM600. The pairing proved to be world-beaters, raising the Brazilian to new heights in the eyes of GT pundits everywhere.

Tommy and Cor claimed GT2 pole on all but two occasions in 1996, although podium success was often hampered by unreliability. Erdos was frequently the one to pick up fastest race lap, proving himself the equal of his highly regarded and experienced team-mate.







The Erdos/Euser partnership made two guest appearances in the British GT Championship in 1996, with Thomas setting pole and fastest lap on both occasions. The duo won outright every time. His 1996 GT lap record at Thruxton remained unbeaten until 2003.



Thomas also appeared in a GT3 Marcos LM500 during 1996. In qualifying at Silverstone he qualified 4th overall in the 30-car field, out-pacing the entire GT2 grid! His race drive established a class record that still stands.

1997 started with disappointment when the team he was contracted to join backed out at the last minute. Too late to find an alternative regular position, Tommy filled the season with guest drives in the FIA and BRDC Championships. Much to the



delight of spectators everywhere, this included bringing the venerable Jaguar XJ200 back into the GT limelight.

He also shared the No. 46 Lister Storm GT1 at Le Mans with ex-F1 racer Julian Bailey and Australian Mark Skaife.



1998 began, as had 1997, with the late withdrawal of a GT1 seat. One of the sport's most talented drivers was again without a full-time drive. He attempted to pre-qualify the MacQuillan Porsche 911 GT2 at Le Mans, but fastest in the wet by 8 seconds was not enough to

secure a space when the track dried and the engine blew. The next day he travelled to Oulton Park. He'd never raced a TVR Cerbera before, but still managed to set a time several seconds quicker than the car's regular driver.

Thomas joined NCK Motorsport in their Marcos LM600 for the last half of the 1998 British GT season, securing the team's first ever GT2 win at Spa. He then agreed to remain with NCK for the full 1999 season, and proceeded to urge their five year old LM600 to front-run against all-new or ex-GT1 machinery. Erdos claimed five poles and was never lower than class third on the grid. He and Andy Purvis finished on the podium in every race the car completed, and Tommy's brilliance in qualifying secured NCK the BRDC GT Team Trophy for the season.



He raced with NCK again in 2000 with an all-new Marcos LM600, which he urged to the front in qualifying, claiming four more front-row starts and two poles. Unfortunately, the LM600 proved woefully unreliable and rarely went the distance, leaving the Brazilian's efforts unrewarded.

## *Not every car Thomas drove was a Marcos!*

Although synonymous with class-winning Marcos racecars during the 1990s, Thomas was also able to demonstrate his brilliance in a wide variety of other cars - and in many different colours!

Aside from the Jaguar XJ220, the Lister Storm and the TVR Cerbera, Thomas also showed his skill at the



SIMON PARKER

wheel of cars such as the Saleen Mustang, Chrysler Viper, Ecurie Ecosse Group C and Jaguar XJR15, as well as numerous other saloon and

sports cars in his role as a qualified instructor and race car demonstrator.

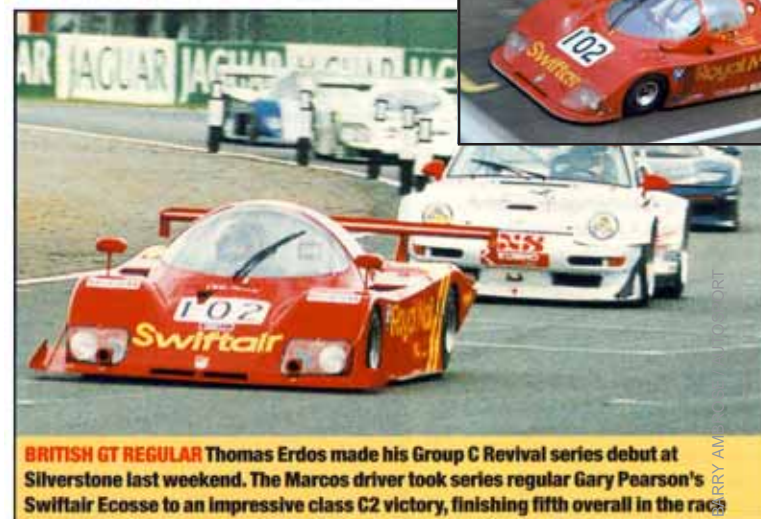
In 1999 Thomas was contracted to join Chamberlain Motorsport for Le Mans in Viper #57. He pre-qualified as the fastest independent in GTS, only bettered by the factory Oreca squad. In the race itself the car finished 9th in class despite 4 hours of mechanical problems.



Following his Chamberlain debut at Le Mans Tommy made a number of guest appearances for the team in the American Le Mans Series, including a remarkable podium at the Nurburgring in July 2000. Torrential rain made visibility almost impossible, yet the Erdos magic was in evidence once again as he weaved his way through the field to secure the unexpected podium.

In 2000 Tommy made his first appearance in an historic Group C racecar, steering the 1987 Ecurie Ecosse C2 to victory in the Silverstone round of the Group C Revival series in June. The diminutive red and yellow car emerged fifth overall against impressive competition.

In addition to his exploits on the racetrack Thomas is also in demand by car manufacturers, who call upon his skills to demonstrate their latest road cars. In recent years he has worked with many top names, including Volvo, Porsche, BMW, Toyota, Ford, Renault and Mazda.



ECURIE ECOSSE / AUTOSPORT

**BRITISH GT REGULAR** Thomas Erdos made his Group C Revival series debut at Silverstone last weekend. The Marcos driver took series regular Gary Pearson's Swiftair Ecosse to an impressive class C2 victory, finishing fifth overall in the race.





### *2001 - A Brief Detour*

In 2001 Thomas was contracted by ABG Motorsport to drive one of their privately-entered Lexus IS200 saloon cars in the prestigious British Touring Car Championship. It was not an easy season, but Tommy emerged with great credit after making more of the opportunity than anyone had dreamed possible.

Delays in the arrival of the team's second car and the subsequent departure of Kurt Luby meant that Thomas missed the first twelve rounds, making his debut at Knockhill for Round 13 in July. From nowhere the Lexus was suddenly fourth and Erdos was hailed as the surprise "new" discovery. He was the first driver to take on the Vauxhalls head-to-head, but was never able to match their consistency - thanks wholly to inherent problems with the IS200. He closed the year seventh in the championship after completing just eleven of the twenty-six races.

### *2002 - British GT Champion*

The following year, 2002, proved to be one of the best for Thomas Erdos. Finally leaving behind the legacy of those years with the ageing Marcos, he and Graham Nash Motorsport stepped up several more gears with the arrival of the Saleen S7-R.



This stunning new racecar, developed by RML, injected new life into the six-year partnership between Erdos and the Mallory Park-based GNM outfit. Partnered by experienced Saleen racer Ian McKellar Jnr the duo wrapped up the British GT Championship with

a round to spare, winning eight out of the championship's twelve races and finishing second in all but one of the rest.

During the season Thomas also set the greatest number of qualifying poles and fastest race laps to win the coveted British GT 'Top Gun' Trophy, awarded to the most successful individual driver. By doing so he also secured the overall Team Trophy for Graham Nash Motorsport - the first time GNM had won that title since running Erdos in the 1999 championship.

Although the statistics might suggest that the so-called 'McErdos' partnership had dominated the championship, it was not the straightforward romp it might appear. The British series operates a strict success ballast system, with 40 kilos added for





every win, 30 kilos for second, and so on. Before long the squad's continued success on track had earned Erdos and McKellar the maximum penalty applicable, with their Saleen often as much as 200 kilos heavier than their nearest rivals. Despite this they continued

to win, sometimes thanks as much to the misfortunes of others as their own determination. Denied the outright pace they probably deserved, Graham Nash and his mechanics worked hard around the car's handling, striving to counteract a top speed that was sometimes 10 kph or more down on the Lister Storm and TVR Speed 12. It is a credit to the team and the Saleen S7-R, not to mention the drivers themselves, that they were able to maintain their challenge and emerge victorious.

Winning this particular title was a long-overdue reward for Erdos. It was also an achievement recognised back in his homeland of Brazil, where top broadsheet *O'Globo* noted that Thomas was, at that time, the most successful Brazilian racing driver in international motorsport - and that list included some very famous names!



Highlight of the year in many ways was the Silverstone victory that also gave Erdos and McKellar the coveted British Empire Trophy, one of the most prestigious awards in British motorsport.

## 2003/2004 - FIA GT and the move to RML

Following on from such a triumphant year in 2002, the 2003 season proved to be a challenging time for Erdos, but also one that saw him turning a corner in his career. Long-term recognition of his talents within the industry was now complemented by widespread acclaim from supporters and race fans alike, while the opportunity to drive new and exciting machinery also raised his profile yet further.

Backed by a confidence born from their success in the British GT Championship, GNM ventured onto the international stage. Two of their



Saleen S7-R racecars, one co-driven by Thomas with Mike Newton, and the second shared by Portuguese drivers Miguel Ramos and Pedro Chaves, became front runners in the FIA World GT Championship.

Thomas's participation in this ten-round series was heightened by a number of other high-profile events overseas, including the Sebring 12 Hours, the Spa 24 Hours, 1000 kilometer races at Spa and Le Mans, and the Bathurst 24 Hours. It proved to be a busy year for the Brazilian.

Part way through the FIA season it became apparent that the competition facing GNM was far stronger than they'd faced in the British series, and they turned to Ray Mallock Limited for advice and support. RML had been responsible for the original design of the Saleen and had a greater understanding of the car than anyone







else. With the benefit of RML's input, the car's performance began to improve, culminating with a season's first front-row start for Tommy at Anderstorp.

Having established a link with RML the bonds steadily strengthened.

Late in the season it was announced that two of Mike Newton's four Saleens would be moving to RML for the 2004 season, and with them would go Thomas Erdos as Number One driver. The move was further enhanced when Newton confirmed that RML would also be running his MG Lola EX257 sports prototype in the new Le Mans Endurance Series, starting with the inaugural event at Le Mans in November 2003; the Le Mans 1000 kilometers.



Although new to prototype racing, Erdos subsequently placed the car on pole. It was an impressive debut. He subsequently raced the MG several more times, including the Le Mans 24 Hours in 2004, and the Monza 1000 kilometers, where he finished seventh.

Squeezed in amongst this busy schedule, Thomas joined Balfe Motorsport for the 2003 Spa 1000 kilometers. Co-driving a Mosler GT with the regular pairing of Jamie Derbyshire and Shaun Balfe, Thomas took class pole, second overall. In the race he established such a lead that an outright win looked a certainty . . . until the car inexplicably ran short of fuel on the last lap.



## *2005-2011 - Prototypes and Victory at Le Mans*

Thomas Erdos celebrated a decade in GT and sportscar racing, and a full ten years since his debut in the Le Mans 24 Hours, with a remarkable class victory in the classic French endurance race in 2005.

In many respects his delight at standing on that top step at the end of the Le Mans 24 Hours surpassed everything that had gone before. It was a quite astonishing story, and while a win for the RML-prepared MG Lola EX264 was fully justified, it came the hard way.

Qualifying had not gone to plan. Tommy started the race third in class, and then two minor problems in the opening laps left the team playing catch-up for the next 17 hours. Both Thomas and Warren Hughes repeatedly set new fastest laps for the class, until the MG finally took the LMP2 lead on Sunday morning with eight hours still to go. An hour and a half later, however, and Mike Newton was back into the pitlane with a gearbox oil leak . . . and it took another two hours for the RML squad to claw back to third in LMP2.

Warren Hughes completed his final stint and handed the MG back to Tommy for the last three hours. By the end of the first of those the Brazilian had moved up to class second, but although the MG was lapping quickest, the lead appeared beyond reach. A few minutes later it suddenly looked impossible. Slicing through the Ford Chicane the right rear suspension arm sheared, pitching Erdos into a frightening spin.



Erdos was able to ease the car back to the garage, where the exhausted crew set to work on repairs.

It took half an hour, during which they had no opportunity to check the timing screens. Had they done so, they would have seen that the class leader was also in trouble, and there was still a race to be won!

When Erdos came back out on track again an unlikely victory looked possible, provided the MG kept going. The tension was electric as the team watched the car's progress, and at three-fifteen Erdos came through to take the lead.

Over the final 45 minutes the MG hardly missed a beat, and finally crossed the line to take victory by five laps. It was the highlight of an excellent year for Tommy, who also shared the EX264 with Mike Newton in the LMES and ended the season as championship runners-up, with a string of poles and podiums, topped by class victory in the final round.



A second class win in the Le Mans 24 Hours came the following year; 2006. This time Tommy and Mike Newton were partnered by former outright winner Andy Wallace. The RML MG Lola finished 8th overall in a far more emphatic LMP2 performance.

In the Le Mans Series, that runners-up position beckoned again, but for a second time Tommy and Mike missed the title by two points. The MG suffering a rare mechanical failure while leading the final race of the year at Jarama, a mere eight minutes from the flag and the trophies.



In 2007 the fortunes were reversed. Hopes for a hat-trick at Le Mans looked promising, but an accident early in the race ultimately led to retirement when the engine finally gave way. Compensation came in the Le Mans Series, where Thomas and co-driver Mike Newton at last secured the LMP2 title that had so narrowly eluded them in 2005 and 2006.

In 2008 the MG enjoyed a major upgrade by Lola and RML, but like so many others in LMP2, the chassis was outclassed by the all-dominant Porsche Spyder. Wins were impossible to come by, although the squad still raced competitively in the LMS and the 24 Hours. The following year was equally disappointing, although the lack of rewards in 2009 came as a result of a succession of catastrophic engine failures.

2010 witnessed RML's return to form. At the tail end of the previous year the team had reverted to the MG engine and introduced the new Lola coupé, with immediate success. For the new season the coupé was fitted with the HPD LM-V8 engine, and reliability as well as pace was restored. Tommy clinched a second Le Mans Series title and finished third in class at Le Mans.

RMLAD Group returned to the Le Mans Series for an eighth season in 2011, but for the first time the squad would not be using a Lola chassis. Experience with the HPD engine, and convinced by the performance set by others, the team elected to go for the full Honda package. In the end, changes to the regulations hamstrung the HPD ARX-01d, but did reward Tommy with a richly deserved 4th in the Le Mans 24 Hours.







# Thomas Erdos Driver CV - Facts & Figures 1

**Born:** 30/10/63. **Nationality:** Brazilian. **Resident:** Milton Keynes, Buckinghamshire, UK. **Status:** Married, two children. **Height:** 5'7". **Weight:** 67 Kilos

## 1988

### UK Formula First:

5x1st, 2 x2nd, 4x3rd, 9 poles, 10 fastest laps, 9 lap records.  
2nd overall.

## 1989

### Formula Ford 2000:

3x1st, 4x2nd, 1x3rd, 5 poles, 9 fastest laps, 6 lap records.  
3rd overall.

## 1990

### British Formula Renault:

4x1st, 3x2nd and 2x3rd. **Champion.** Injured in testing for F3 - no 1991.

## 1992

### Formula Renault:

wins and podiums, including Spa.

## 1993-6

Instructor for Jim Russell Racing School (to date);  
1993 F3: 2 class wins; 1994, Formula Renault: 3rd Spa.

## 1995

### Le Mans 24 Hours with Team Marcos

(Chris Hodgetts and Cor Euser). Retired Hour 21.  
3 Class Wins with Team Marcos in BRDC GT  
Championship from 4 races: 3 lap records and 1 outright  
victory.

## 1996

### BPR Global Endurance GT series:

Marcos LM600 with Marcos Racing International.  
Thomas achieved: 2 GT2 poles, 4 fastest laps, 2 Class  
Wins. (9 races). The team achieved: 9 GT2 poles, 7 fastest  
laps, 3 Class Wins. (11 races). Final championship  
positions: individual: 3rd in class GT2, 12th overall, team:  
2nd in class GT2, 8th overall.

**Le Mans 24 Hours** with Marcos Racing International.  
(Cor Euser & Pascal Dro) Retired while leading GT2.

### BRDC Privilege Insurance GT Series:

Marcos LM600 GT2 with MRI: Thomas achieved: 2 GT2

poles (1 outright), 2 GT2 fastest laps, 1 outright lap  
record. The team achieved: 2 outright victories from just 2  
races.

Marcos LM500R GT3 with NCK Racing: 2 GT3 poles, 1  
GT3 lap record, one Class 2nd (2 races).

## 1997

### BRDC Privilege Insurance GT Series:

Ford Saleen Mustang GT2 with Cirtek Motorsport:  
Oulton Park (4); Grid 2nd GT2 (3rd o/all), 4th in GT2

Jaguar XJ220 GT1 with AJL Racing Jaguars: Silverstone  
(5); Grid 4th GT1, 2nd GT1; Donington Park (6); Grid  
8th GT1, 4th GT1; Brands Hatch (7); Grid 5th GT1, 2nd/  
GT1; Croft (8) Grid 3rd in GT1, 3rd GT1; Silverstone (9):  
Grid 4th GT1, 3rd GT1.

## 1997

### FIA GT Championship:

Ford Saleen Mustang GT2 with Cirtek Motorsport: Spa  
Francorchamps (Rnd 5); Retired. Marcos LM600 GT2  
with MRI: Donington (8): Grid Position: 5th in GT2.  
Retired due to fire.

**Le Mans 24 Hours** with Lister Storm GT1  
(Julian Bailey & Mark Skaife). Retired (transmission)

## 1998

### BRDC Privilege Insurance GT Series:

TVR Cerbera GT2 with Colin Blower: Oulton Park (2);  
Snetterton (4) Grid 3rd GT2. Porsche 911 GT2 with  
Gerard MacQuillan: Silverstone (5); Fastest in GT2  
official practice. Marcos LM600 GT2 with NCK Racing:  
Donington (Rnd 6); Grid 3rd in GT2; Silverstone (7) Grid  
2nd in GT2, 3rd GT2; Spa (8): Grid 2nd in GT2, Class  
Win; Silverstone (9): Pole & 2nd GT2.

## 1999

### BRDC Privilege Insurance British GT Championship:

Marcos LM600 GT2 with NCK: Silverstone (1): GT2 Pole

& 3rd; Oulton Park (2): 2nd GT2 Grid, 3rd; Snetterton  
(3): GT2 Pole, DNF; Brands Hatch (4): 3rd in GT2, 2nd;  
Silverstone (5): 3rd GT2 grid, 3rd; Donington (6): 2nd  
GT2 Grid, DNF; Donington (7): no grid, 3rd in GT2;  
Silverstone (8): GT2 Pole, DNF; Croft (9) 2nd GT2, DNF;  
Spa (10): GT2 Pole, DNF; Silverstone (11): GT2 Pole, 2nd  
and Lap Record. Total: 5 GT2 Pole & 2x2nd; 2nd/3rd all  
finishes. Thomas's qualifying performances gave NCK the  
BRDC PI Team Trophy for 1999.

**Le Mans 24 Hours** with Chrysler Viper GTS-R  
(Christian Vann & Christian Glasel) Chamberlain  
Motorsport: Fastest non-factory pre-qualifier in GTS.  
Finished 22nd (9th GTS) after loss of 4 hours with  
mechanical problems.

## 2000

### BRDC Privilege Insurance British GT Championship:

Marcos LM600 GT2 with NCK Racing:  
Thruxton (1): 3rd Grid, DNS; Croft (2): DNF; Oulton  
Park (3): Pole, DNF; Donington (4): 7th Grid, DNF;  
Silverstone (5): Grid 2nd, 6th; Brands Hatch (6) Grid 2nd,  
6th; Donington (7) Grid 3rd, DNF; Croft (8) Grid Pole,  
DNF; Silverstone (9) Grid 4th, 4th; Snetterton (10) Grid  
3rd, DNF; Spa (11) Grid 4th, DNF; Silverstone (12) Grid  
4th, 8th.

### American Le Mans Series:

Chamberlain Motorsport Chrysler Viper GTS-R  
Nurburgring (5): 3rd Grid, 2nd at finish

## 2001

### British Touring Car Championship:

Lexus IS200 with ABG Motorsport / Total Motorsport  
Racing. Knockhill 13 Grid T5, finish T4, 14 Grid T5, DNF;  
Snetterton 15 Grid T7, finish T4, 16 Grid T5, finish T5;  
Croft 17 Grid T5, finish T4, 18 Grid T5, finish T4; Oulton  
Park 19 Grid T8, finish T7, 20 Grid T8, finish T6;  
Silverstone 21 Grid T7, finish T7, 22 Grid T7, finish T6;  
Donington Park 23 Grid T10, finish T8, 24 Grid T10,  
finish T4. Total 72 points from 11/26 races - Seventh



# Thomas Erdos Driver CV - Facts & Figures 2

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## 2002

### Rolex Daytona 24 Hours

Saleen S7-R with Graham Nash Motorsport (GNM) co-driving with Ian McKellar Jnr, Ron Johnson and Bobby Verdon-Roe. *Qualified 26th o/a, fifth in GTS (1:51.887 set by McKellar). 2nd fastest race lap (1:51.477) set by Erdos. Retired on 420 laps.*

### American Le Mans Series

Saleen S7-R with GNM co-driving with Ian McKellar Jnr and Ron Johnson. *12 Hours of Sebring. Qualified sixth in class (Fastest time by any Saleen set by Erdos with 70 kg weight penalty and 15% restrictor reduction.) Retired.*

### BRDC British GT Championship ~ Champion

GNM Saleen S7-R, co-driving with Ian McKellar Jnr. *Brands Hatch (1): Pole (IM), Win. Donington Park (2) Pole (TE), DNF, Lap Record (TE). Silverstone (3) Pole (TE), Win. Knockhill (4) 2nd Q (IM), Win, Lap record (TE). Croft (5) Pole (TE), Win. Silverstone (6) 3rd Q (IM), Win. Castle Combe (7) 4th Q, Second. Rockingham (8) Pole (TE) Win. Oulton Park (9) 2nd Q (IM), Win. Snetterton (10) 2nd Q (TE), Second. Thruxton (11) 2nd Q (TE), Win. Donington Park (12) Pole (TE) Second. (All victories outright). **Series Champion & Top Gun Trophy.***

## 2003

### FIA GT Championship

Saleen S7-R GT with Graham Nash Motorsport co-driving with Mike Newton. *Q=Qualifying, R=Race. Barcelona Q5, R15 (GT 9). Magny Cours Q12, R23 (NCF). Brno Q7, R7 (Exc). Donington Q5, R4. Spa (24 Hours also with Pedro Chaves and Miguel Ramos) Q8, R17 (GT 5). Anderstorp Q2, R21 (GT 10th). Oschersleben Q3, R4. Estoril Q7, R7. Monza Q6, R17 (GT 10).*

### Le Mans 24 Hours

With GNM co-driving with Mike Newton and Pedro Chaves: *Qualified 6th in GTS with a time of 4:01.163. (Fastest Saleen) Retired after 23 hours. Non classified on 292 laps, 23rd overall, 6th in Class.*

### BRDC British GT Championship

Mosler MT900 with Balfe Motorsport (co-drivers Shaun Balfe & Jamie Derbyshire). *Spa 1000K. Qualified 2nd (Class pole), Race 2nd.*

### LMES Le Mans 1000 kilometers

MG Lola EX257 with RML, co-driving with Chris Goodwin and Mike Newton. *Qualified 4th (Class pole), Race DNF*

### Bathurst 24 Hours

Porsche 911 GT3-RS with GNM co-driving with Mike Newton, Rod Wilson and Manfred Juaraz. *Qualified 7th, Race NQ*

## 2004

### FIA GT Championship

Saleen S7-R with RML and Mike Newton. *Monza Q6, R12 (GT 9). Valencia Q6, R6. Magny Cours Q9, DNF. Hockenheim Q8, DNF. Brno Q8, R15 (GT 11).*

### Rolex Daytona 24 Hours

Michael Shanks Racing Doran JE4-Lexus co-driving with Mike Newton, Cort Wagner & Brent Martini. *Qualified 7th. Finished 4th in DP, 7th o/a, 509 laps.*

### Le Mans Endurance Series

RML MG Lola EX257, co-driving with Mike Newton. *Monza Q12, R7th. Best-ever result for EX257.*

### Le Mans 24 Hours

MG Lola EX265 with RML co-driving with Mike Newton and Nathan Kinch: *Qual.13th in LMP1 with a time of 3:42.298. Retired after 20 hours. Non classified on 256 laps, 30th overall, 11th in Class. Best lap 3:41.383.*

## 2005

### Rolex Daytona 24 Hours

Doran BMW with Rx.com/Synergy racing, co-driving with Mike Newton, Burt Frisselle and Brian Frisselle. *Qualified 20th (Burt Frisselle), retired after 523 laps.*

### Le Mans Endurance Series - Series Runners-up

MG Lola EX264 with RML, co-driving with Mike Newton. *Spa, Qual.LMP2 pole (TE), 9th o/all, Finished*

*4th in LMP2; Monza, Qual.5th in LMP2, 12th o/all, Finished 3rd in LMP2, 11th o/all; Silverstone, Qual.LMP2 pole (TE), 7th o/all, Finished 3rd in LMP2, 10th o/all; Nurburgring, Qual.LMP2 pole (TE), 5th o/all, Finished 3rd in LMP2. Istanbul, Qual.2nd in LMP2 (TE, 8th o/all), Finished 1st LMP2, 6th o/all. Missed title by 1 point.*

### Le Mans 24 Hours - LMP2 Winners

With RML co-driving MG Lola EX264 with Mike Newton and Warren Hughes: *Qualified 3rd in LMP2 with a time of 3:46.205 (TE). Finished 1st in LMP2, Class Winner, 20th overall, 305 laps. Fastest in class.*

### Spa 24 Hours

With Graham Nash Motorsport and RML, co-driving Saleen S7-R with Mike Newton, Phil Bennett and Michael Mallock: *Qualified 10th in GT1 and 10th o/all. Finished 9th in GT1, 11th overall on 529 laps.*

## 2006

### Rolex Daytona 24 Hours

Crawford Lexus with Eddie Cheever Racing, co-driving with Mike Newton, Warren Hughes and Stefan Johansson. *Qualified 19th (Johansson), Finished 22nd (11th in class) on 645 laps. Fastest race lap, 1:47.764, Erdos.*

### Le Mans Series 2006 - Championship runners-up

RML MG Lola EX264, co-driving with Mike Newton.

*Thomas Erdos claimed class pole in all five rounds. Istanbul, Finished 6th LMP2, 26th O/all; Spa Finished 2nd LMP2, 5th O/all; Nurburgring Finished 4th LMP2, 9th O/all; Donington Park Finished 1st LMP2, 4th O/all; Finished 6th LMP2, 26th O/all.*

### Le Mans 24 Hours - LMP2 Winners

With RML co-driving MG Lola EX264 with Mike Newton and Andy Wallace: *Qualified Pole in LMP2 with a time of 3:41.555 (Erdos). Finished 1st in LMP2, Class Winner, 8th overall, 343 laps.*





# Thomas Erdos Driver CV - Facts & Figures 3

**Born:** 30/10/63. **Nationality:** Brazilian. **Resident:** Milton Keynes, Buckinghamshire, UK. **Status:** Married, two children. **Height:** 5'7". **Weight:** 67 Kilos

## 2007

### Rolex Daytona 24 Hours

Crawford Porsche with Eddie Cheever Racing, co-driving with Mike Newton, Eddie Cheever and Harrison Brix. Qualified 19th (Cheever), Retired - 32nd overall (18th in class) after 579 laps.

### Le Mans Series 2007 - LMP2 Champion

RML MG Lola EX264, co-driving with Mike Newton.

Monza: Qualified 3rd in class; finished 2nd in LMP2, 8th O/all. Fastest race lap in LMP2: 1:42.268, Erdos.

Valencia: Qualified 2nd in class; finished 6th in LMP2, 16th O/all. Fastest race lap in LMP2: 1:28.406, Erdos.

Nurburgring: Qualified on Class Pole; finished 1st LMP2, 6th O/all. Fastest race lap in LMP2: 1:49.031, Erdos.

Spa-Francorchamps: Qualified on Class Pole; finished 1st LMP2, 3rd O/all. 2nd fastest race lap in LMP2: 2:10.881. Silverstone: Qualified 2nd in LMP2; finished 4th in LMP2, 3rd O/all. 3rd fastest race lap in LMP2: 1:40.653.

### Le Mans 24 Hours

With RML co-driving MG Lola EX264 with Mike Newton and Andy Wallace:

Qualified 6th in LMP2 with a time of 3:49.217 (AW). Retired 09:53, Sunday 17th June, after 251 laps.

Best lap (Thomas Erdos) 3:45.773

## 2008

### Rolex Daytona 24 Hours

Coyote Pontiac with Eddie Cheever Racing, co-driving with Mike Newton, Tom Kimber-Smith, Scott Mayer and Brent Sherman.

Qualified 22nd (Erdos), Retired after just 45 laps.

### Le Mans Series 2008

RML MG Lola EX265, co-driving with Mike Newton.

Round 1, Barcelona: Q 9th in class; finished 4th in LMP2, 11th O/all.

Round 2, Monza: Q 6th in class; finished 4th in LMP2, 11th O/all.

Round 3, Spa: Q 5th in class; finished 6th in LMP2.

Round 4, Nurburgring: Q 9th in class; finished 6th in LMP2, 13th O/all.

Round 5, Silverstone: Qualified 10th in LMP2; finished 4th in LMP2, 13th O/all.

### Le Mans 24 Hours

RML MG Lola EX265

Co-driving with Mike Newton and Andy Wallace:

Qualified 6th in LMP2 with a time of 3:40.027 (Erdos).

Retired 01:58, Sunday 15th June, after 100 laps.

Best lap (Erdos) 3:43.082

## 2009

### Le Mans Series 2009

RML Lola Mazda B08/86

Co-driving with Mike Newton.

Round 1, Barcelona: Q 5th in class; DNF

Round 2, Spa: No time in qualifying; DNF

Round 3, Algarve: Q 2nd in class (1:34.728); DNF

Round 4, Nurburgring: Q 5th in class; DNF

Round 5, Silverstone: Q 3rd in LMP2; finished 2nd in LMP2, 10th O/all.

### Le Mans 24 Hours

RML Lola Mazda B08/86

Co-driving with Mike Newton and Chris Dyson:

Qualified 4th in LMP2 with a time of 3:41.952 (Erdos).

Retired 10:45 Sunday 14th June, after 273 laps.

Best lap (Erdos) 3:44.816.

## 2010

### Le Mans Series 2010 - LMP2 Champion

RML Lola B08/80 HPD

Co-driving with Mike Newton, and partnered by Andy Wallace (3 races) and Ben Collins (3 races).

Round 1, Paul Ricard 8 Hours: Q 4th in class; finished 3rd.

Round 2, Spa: Q 2nd in class; finished 2nd in class.

Round 3, Algarve: Q 3rd in class finished 1st in class.

Round 4, Hungaroring: Q 5th in class; finished 4th in class, 4th overall.

Round 5, Silverstone: Q 4th in class; finished 4th in class.

### Le Mans 24 Hours - LMP2 3rd

RML Lola B08/80 HPD

Co-driving with Mike Newton, and Andy Wallace.

Qualified 3rd in LMP2 with a time of 3:39.649 (Erdos).

Finished 3rd in LMP2, 8th overall, after 358 laps.

Best lap (Thomas Erdos) 3:37.921.

## 2011

### Le Mans Series 2011

RML Honda Performance Development ARX-01d LMP2

Co-driving with Mike Newton and Ben Collins.

Round 1, Paul Ricard. Finished 7th in class.

Round 2, Spa. Withdrawn after accident (MN) in practice.

Round 3, Imola. 11th (blown turbo)

Round 4, Silverstone. 4th

Round 5, Estoril.. Withdrawn - sponsor decision

### Le Mans 24 Hours - LMP2 4th

RML Honda Performance Development ARX-01d LMP2

Co-driving with Mike Newton and Ben Collins.

Qualified 8th in LMP2 with a time of 3:47.308 (Erdos).

Finished 4th in LMP2, 12th overall, after 314 laps.



Thomas Erdos in the RML HPD ARX-01d, Silverstone, September 2011



# THOMAS ERDOS RACING



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