

IN TOUCH

MOTORSPORT NEWS



LE MANS 24 HOURS PODIUMS FOR DUNLOP IN LMP2 AND GT1

TWO WHEELS



ISLE OF MAN TT

Dunlop winning all 5 TT races
and taking 9 out of possible 15
podiums

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FOUR WHEELS



LE MANS 24 HOURS

Dunlop scores two podium
finishes at world's toughest
endurance race

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LE MANS 24HOURS

DUNLOP ON THE PODIUM AT WORLD'S TOUGHEST ENDURANCE RACE

- > Six dunlop drivers stood on the podium of the 2009 le Mans
- > 2009 was the 77th edition of LM24hrs that Dunlop won 34 times, more than any other tyre manufacturer in history

In the GT1 class for production-based cars, the Luc Alphand Aventures Corvette team finished second, and in the LMP2 prototype class, OAK Racing's Pescarolo Mazda finished third. Dunlop's partner team in the GT2 class, JMW Motorsport's Ferrari 430 GT, instantly visible on the track in its new Dunlop livery, finished fourth, though for 17 hours it challenged for the lead of the class.

Dunlop's preparation for the race took place in the Le Mans Series races in Barcelona and at Spa, Belgium, in addition to testing in Portugal, Italy and France to make sure the tyres were able to cope with the huge task of competing on the Le Mans circuit.

The Le Mans circuit is unique, with the majority of the 13.6km track

made up of roads which are open to the public for much of the year. Even during race week cars, trucks and motorcycles use the roads on which the race cars reach speeds of more than 200mph. It is the perfect opportunity for Dunlop to take its race tyres onto the road, and prove them over 24 hours in fierce competition, from other manufacturers and in competition with rival tyre manufacturers within these classes.

The six hour practice session, which ran until midnight on Wednesday, gave the Dunlop teams the perfect opportunity to test the wet weather tyres for which the company is famed. Just 90 minutes of the session were held in the dry, while in the dark and the rain, the drivers had their first look at what is now a familiar circuit to them all.

LMP2 - PODIUM TARGET ACHIEVED

Dunlop scored podium finishes in the LMP2 class, thanks to its partner team OAK Racing and drivers Jacques Nicolet, Richard Hein and Jean-Francois Yvon. The LMP2 class is for dedicated prototypes, and in the hard-fought class it was an incredible achievement for the team to have finished on the podium.

"This is a childhood dream come true," said Nicolet. "I am extremely proud for the whole team, and it is a just reward for the huge amount of work that we have undertaken alongside Pescarolo Sport, Mazda and Dunlop this winter." Dunlop's other contenders in the class did not have such luck. The KSM Lola

Mazda retired on Sunday morning after a fire, the Bruchladdich Radical crashed out having been pushed off track by an Aston Martin prototype, and the Quifel Team ASM had first a fuel pressure problem, and then an accident punched a hole in the carbon fibre monocoque, and the car had to be retired. The Barazi Epsilon team of Juan Barazi, Stuart Moseley and Phil Bennett followed up the fantastic result of the OAK Racing with a fourth place finish in their Zytex. The team was able to quadruple stint its tyres on occasion, but consistently triple-stinted its tyres, saving the car considerable time in the pits.



CLASS EXPLANATION	
LMP1 –	Racing car with no production minimum required . Weight is 900kg, 16 inch wide wheels and engines up to 7 litres normally aspirated, 4 litres turbocharged, and 5.5 litres diesel.
LMP2 –	Racing car with no production minimum required. Weight is 825kg, 14 inch wide wheels, engines 3.4 litres normally aspirated, 2 litre turbocharged. Diesel engines admitted provided they are taken from a road car.
GT1 –	Based on a production car with a minimum production of 100 cars from large manufacturers, 25 from small manufacturers, such as the Aston Martin DB9 and Chevrolet C6. Minimum weight is 1150kg, 14 inch wide wheels and engines can be up to eight litres normally aspirated, four litres turbocharged. May use carbon brakes.
GT2 –	Must be based on a production car, such as the Ferrari 430 GT and Porsche 997. Minimum weight is 1145kg on 12 inch wide wheels, or 1245kg on 14 inch wide wheels. Carbon brakes banned, higher ride height than the GT1 cars.



GT1 - DUNLOP TAKES SECOND IN CLASS

The Luc Alphand Aventures team, which switched to Dunlop tyres this year for the first time, was delighted with the performance of Dunlop's product during the 24 hours. They were able to 'double stint' their tyres, and maintain a competitive pace on tyres which were nearly two hours old by setting their best lap times in the latter stages of their second consecutive stints. The French team had two cars in strong positions for much of the race, but while competing with its sister car for

third position in class French driver Patrice Goueslard was involved in an incident with an Aston Martin prototype, and crashed heavily, damaging the front of the car.

The sister Corvette C6R, driven by Yann Clairay, Julien Jousse and Xavier Maassen, finished second in class, 16th position overall after a strong race. They ran in third place in class before one of the two cars run by Corvette through its team Pratt and Miller, retired due to a transmission problem.



DUNLOP @ LE MANS

Dunlop had nearly 3000 tyres at the race available for its competitors in every one of the three classes contested by Dunlop. There were tyres ready to be mounted in case of wet weather, which although forecast, did not arrive. The entire race took place in idyllic conditions, with air temperature of 28 degrees Centigrade at 7pm on Saturday.

During pre-race testing, Dunlop had introduced successful new products front and rear in each of the three classes. "To turn around these new tyres in race quantities was a major feat," said chief engineer Matthew Simpson. "Trucks were coming every day with new tyres, but every one of our teams got what they wanted, so we were very happy with the service we provided to our customers at Le Mans."

"Our performance in all our classes was what we expected and the product we offered was very good. We did as many multi stints as we had expected, with the prototypes able to do three or four stints dependent upon the drivers."



GT2 - DUNLOP ON RACE-WINNING PACE FOR 17 HOURS

Despite running at potentially race-winning pace for 17 hours, the Dunlop-supported JMW Motorsport Ferrari team narrowly missed out on a podium finish. After podium finishes in the opening two Le Mans Series races at Barcelona and in Spa, Belgium, the team was looking forward to continuing their competitive run at Le Mans.

Rob Bell was at the wheel at the start of the race at 3pm on Saturday, and as the evening set in the team began to run two stints on a set of tyres, every other pit stop taking on fuel only which saves considerable time as teams may not change tyres and refuel at the same time.

The team continued to double stint to the end of the race, a big improvement on 2008 which demonstrates the development undertaken by Dunlop's engineers

and tyre partners. Front tyre wear was higher than the rear, but the tyres were able to cope and saved the car time in the pits. Unfortunately as the morning broke, the team began to suffer problems with the clutch, and at just after 8am, Bell went off track and lost time returning to the pits as the clutch failed completely.

"We were in second position for much of the race and we thought that a podium position was on for us," said Bell. "Then I got stuck in sixth gear with no clutch, and had the option of trying to make the corner, which was never going to happen, or go down the escape road. I got the marshals to rock the car back and forth until I could get the car into neutral, they turned me around, and I got going again."

The team continued without the clutch, the drivers having to learn to

change gear without it, but then a bolt in the rear suspension sheared, and Tim Sugden had a slow run back to the pits. The car finished fourth in class, nine laps down on the winning car which was in perfect health throughout. "The Dunlop tyres were better this year than last as we could double stint earlier in the race than before," said Bell who, with his co-drivers, had recovered to run third in class before the suspension problem. "We felt that the pace was there, and at the end of the double stints we were still able to lap within a second of our ultimate race pace, which was very good. We have all worked hard over the last 12 months, and we were able to use the tyres well during the night to close the gap to the leader to something like 1m20s before we started to have problems, which were a real shame."



#92 JMW FERRARI F430GT DATA

307 laps completed on the 13.629km circuit, 4184km (2,600 miles)
Average speed of 181km/h (112mph)
Fastest lap in race was 4m05.472s, 199km/h (123mph)
Fastest lap in qualifying was 4m05.168s, 200km/h (124mph).
The car spent one hour, one minute and 27 seconds in the pits during its 24 pit stops
There were 13 changes of driver during the 24 hours, and 15 changes of tyres
The team began to 'double stint' three hours and 41 minutes into the race, and continued to do so throughout the race



DUNLOP ART CAR COMPETITION

DACC MAKES HUGE IMPRESSION AT 24 HOURS OF LE MANS



The end play of the Dunlop Art Car Competition turned out to be a massive success when the JMW Motorsport Ferrari appeared in the winning livery design of Christian Baur from Germany. Christian arrived at the track on Friday together with the four other finalists from France and Portugal and was simply blown away by the impact that the car made.

During the Friday activities, which included multiple photo shoots on the track, media interviews, meeting the JMW team and a dinner with Dunlop senior management, the 29 year old had to pinch himself occasionally to assure he wasn't dreaming. Christian's participation sounds a bit like a fairytale anyway as initially he wasn't going to participate. He had a wedding to attend on the Le Mans race weekend, so his girlfriend wasn't keen for him to enter the competition, but in the end a 'deal' was struck, he was allowed to enter the DACC and go to the race only if he would win.

Christian still can't believe that that is what actually happened; "Once my design was selected for the European finale I was checking the website

every single day, it appeared that my design was one of the most popular ones so I started to believe I was in with a chance. But the first week after the voting closed I did not hear any news and I started to lose hope. But then on my birthday, I decided to check one last time. I watched the movie where the velvet drape is pulled from the car, I couldn't believe my eyes, there it was; my car!"

The experience is something he will never ever forget: "I think I had a huge grin on my face for at least 24 hours! The weekend exceeded my wildest expectations, seeing the car, meeting the team and drivers, putting my signature on the car, and, above all, being on the start grid moments before the start of the race. It will take some time for all memories to sink in, I'm sure they will be with me forever"

Christian's design looks to be the first in a line of future Art Cars as Dunlop is planning to make it a returning tradition with more amateur designers and European markets joining in 2010 to build on the success of 2009.



Q&A

MATTHEW SIMPSON: MOTORSPORT CAR RACE DEVELOPMENT MANAGER

Matthew Simpson is Dunlop Motorsport Car Race Development Manager. He has been with Dunlop for 31 years and is based at the Motorsport Division in Birmingham. His responsibilities focus on overseeing Dunlop's Car Racing program and he is a key figure in the development of endurance racing tyres. His first Le Mans was in 1988, overseeing one of the Silk Cut Jaguars, and he has missed just three since then, including Dunlop's victorious year in 1991.

> How many years have you been coming to Le Mans?

My first year here was 1988 when we won with Jaguar. I missed 1991 when we won again with Mazda, one year we didn't come at all corporately, and I missed one more, so I have attended and worked at 18 Le Mans races. Unfortunately my first race in 1988 I looked after the car whose gearbox exploded at 11pm!

> **What have been your memories of the race over the years?** I have been concerned about every single one of my visits here. It is a daunting track from a

durability point of view. We were here before the chicanes on the Mulsanne Straight, which was flat out at around 400kph for the faster cars for almost a minute. At least then we were on crossply tyres and didn't have to contend with the special issues of sustained loads on radial constructions. So then they put the chicanes in and we thought that three short straights would be fine, but the cars still get up to maximum speed and stay there for a while. With radials you need to orientate your suspension to give the best grip in the corners but that means that you need to use some negative camber. In a straight line, this tends to concentrate the load on the inside shoulder of the tyre so it's always a fine balance between handling performance and structural durability. From the fatigue point of view you have to get it right. We are constantly changing the specifications to stay ahead of the game so at every race we are re-establishing the product. All the testing, the previous experience, does not necessarily guarantee that you have got it right for this track, so it is always a challenge, but so far we have done a good job.



> Normally there is a test day ahead of the race. This year it was cancelled. How did that affect your preparations this year?

We would have done a confirmation test and booked a manufacturing slot for the development partners once we were happy. We have done recent work at other circuits, none of which are truly representative of the loadings here at Le Mans although Dijon in France is fairly severe. We completed 53 laps with a 45°C track and only experienced a one second drop in laptime. The tread was running very hot which is probably the most I have ever recorded but we didn't have any difficulties which is satisfying.

> What are the specific challenges of racing on a road track?

It is not so bad when the track is clean and rubbered in, but every time it is opened to the public during the race week, it takes a while for the grip to come back. So it's generally accepted that you don't learn anything for an hour or so until the dust, oil and fuel spillages are cleaned up by the cars. Le Mans is less abrasive than most other circuits, so tread wear is not a big

problem here.

> Le Mans has new tyre changing rules this year to encourage longer lasting tyres. How has that affected you?

We are under more pressure to multi-stint but that shouldn't present a problem with the prototypes. GT's are more difficult though. They have a higher centre of gravity and little downforce to hold them in place whilst cornering, so the tyres slide around more and wear out. Safety and consistency are our priorities when considering how long to leave tyres on. The pit stops are longer than they used to be because the new regulation does not allow more than two mechanics to change the tyres in 2009. Multi stinting means a significant time saving in the pits every time we don't change tyres so if we can remain consistent in the 2nd, 3rd or 4th stints that's a big saving. If not there may be more to gain by providing a quicker but less durable tyre for one stint and changing at every stop. People have different views but we're confident we can multi stint without penalty here at Le Mans.

> You have been bringing out a lot of tyres here. How many do you have?

We had 2,800 tyres. We had a build a 'standard' tyres a month ago, and then we had three significant tests for our 'partner' teams more recently. We tested at Dijon in France with Oak Racing and Luc Alphand with the Corvette, in Portimao, Portugal with ASM, and with Ferrari at Vallelunga in Italy. We were successful with new product front and rear in every one of those cases, so had to commit to six new specifications of tyre for the race which needed close management through the factory. These tyres have been delivered in a number of special deliveries to us here at Le Mans, so it's been a busy time this year for everyone at Dunlop Motorsport.



ISLE OF MAN TT

DUNLOP MAKE A CLEAN SWEEP WITH VICTORY IN ALL FIVE CLASSES



Dunlop's 2009 Isle of Man TT involvement has been wrapped up in victor's laurels as the tyre manufacturer took on all comers to take an incredible clean sweep of victories in all five classes at the legendary island road circuit. As Steve Plater crossed the line to take victory in the Senior TT on Friday afternoon it marked the end of the 2009 races and gave Dunlop their fifth class victory of the event.

Senior TT

It was a fitting end to Honda's 50th anniversary at the TT as the duo of John McGuinness and Steve Plater on the HM Plant Honda bikes set about dominating the Senior TT. Riding on Dunlop KR106 front and KR108 (N-TEC) rear slick tyres, McGuinness showcased devastating speed over the 37.73 mile course. Already the outright lap record holder having broken last year's time earlier in the week in the Superbike race, he set an all-new lap record of 131.578mph on his second lap before disaster struck and he was forced to retire on his fourth lap with a broken chain, ending his victory hopes for 2009. Fellow team rider Plater was also breaking records, posting the fastest ever 6 lap race distance time of 1hr 45m 53.15secs

on his way to victory. Plater also took home the coveted Joey Dunlop TT Solo Championship Trophy for the best overall results of the week. "I really had it in my head to get a good result," said Steve Plater. "That's what I was concentrating on. This achievement will finally sink in next week and then I have to turn my attention back to short circuits and the British Supersport Championship." "To be as strong as I was in the race and have to retire due to a broken chain is devastating," said John McGuinness. "I'm gutted for me and also for the team and Honda, especially this year for Honda's 50th. But I'm pleased it was my team-mate to take the top step of the rostrum and at least there's always next year."

Superbike TT

The HM Plant Honda riders had started the roll of success earlier in the week, riding on the same Dunlop slicks as used for the Senior TT, they stormed the Superbike TT race head and shoulders above the competition. McGuinness took the win, making it his 15th TT victory, the second highest total ever recorded for the IOM TT, followed 18 seconds later by team-mate Plater,

It was during this race that both the Dunlop shod riders became the first official 130mph+ racers of 2009, McGuinness breaking his 2008 record with a lap of 130.442mph.

Supersport TT race A

The 600cc Supersport TT and Junior Supersport TT saw adrenalin fuelled action as the riders lapped the circuit a mere 5mph on average slower than the superbikes. Dunlop

D211GP shod Ian Hutchinson took the second TT win of his career in the Relentless Junior Supersport race following a hard fought four lap contest which saw contender for the win Bruce Anstey retire on the final lap with mechanical issues. Hutchinson was closely followed by fellow Dunlop rider Keith Amor who also made it onto the podium in a repeat of last year's finish with the third place spot.



HOW THE TT WORKS - 5 RACES RUN OVER ONE WEEK

Unlike traditional road racing, TT races are time trails with an average lap time of 18 min. Riders are dispatched at 10 second intervals onto the road course, giving each rider an initial clear run and minimizing the danger of collisions. Races include pit stops for refuelling and tyre changes. The races are named:

- Senior TT: one race of six laps open to all classes. The showcase event.
- Supersport TT: two separate races of four laps using road lgal D211GP tyres
- Superstock TT: one race of four laps using D211GP tyres
- Superbike TT: one race of six laps using slick tyres

TT FACTS AND FIGURES

- Dunlop Motorsport team of 4 services all riders for Isle of Man TT event
- 134 separate rider entries on Dunlop tyres
- 1000 Dunlop tyres used over races
- All 5 race classes won by Dunlop
- 9 podium finishes
- Overall lap record broken twice on Dunlop tyres
- Fastest race time record broken on Dunlop tyres

ISLE OF MAN TT



DUNLOP HISTORY IN THE TT

Dunlop has been an intrinsic part of the TT for over 100 years, and can lay claim to winning the first official race in 1907. Over the century countless victories have been recorded. In 2007, as the races celebrated their centenary, Dunlop helped John McGuinness set what was then a new lap record on his way to the Senior TT win.



Superstock

Both Hutchinson and Amor celebrated a repeat of these standings in the Superstock TT race, taking first and third spots on the podium respectively and adding more wins to the Dunlop scorecard as the week progressed. Hutchinson's victory in the Superstock TT on the Padgett Honda is the first time a rider has

taken the chequered flag on Dunlop tyres in the class, increasing the significance of the impressive clean sweep by Dunlop in all classes this year.

Supersport TT race B

The second Supersport TT race saw Michael Dunlop take his first ever TT win on the Street Sweep Yamaha R6. Again riding on the Dunlop D211GP tyres that have

proved so dominant in supersport across the globe, Michael Dunlop's first win was a convincing one, taking the lead early he was in front for the entire race to take the chequered flag. The first podium for the family since 2000, the young rider still has a way to go to catch his father's five TT victories and his legendary uncle Joey Dunlop's 26 TT victories.



STEPHEN MALE - DUNLOP M/C MOTORSPORT EU MANAGER

"The TT provides the perfect test-bed for Dunlop's "Race to Road" development program," said Stephen Male, Dunlop Motorcycle Motorsports EU Manager. "A unique environment where bikes can reach up to 200mph on a public road bring big challenges. To be able to win, the riders need a tyre that warms up quickly, delivers consistent high grip with responsive handling and offers high speed stability. The tyres also

need to offer good wear resistance over a variety of surfaces in both the dry and the wet. In delivering this to the racers at the TT, we can also develop tyres that deliver this for riders on the road. The world dominating D211GP used in the Supersport class so decisively here is a consumer product, the rear featuring new N-TEC technology, offering the same level of development to our customers as to our racers.

We have also been running newly developed compounds this year which will transfer to our road tyre technology, in line with European legislation changes that will ban certain traditional materials at the end of the year. Our development and running here means we will be able to offer higher performing tyres with better durability with the new compounds when the legislation changes, keeping our consumers at the head of the game."



MOTO2

MOTO2 PROTOTYPES ALREADY ON THE PACE ON DUNLOP TYRES



Moto2, originally proposed as the replacement class for 250cc in MotoGP from 2011 will now start in 2010, although for 2010 only existing 250GP bikes will be able to run alongside the 600cc four stroke Moto2 machines.

BQR and Laglisse, Dunlop partner teams in the Spanish CEV

Championship, have been testing their prototype Moto2 bikes for a couple of months with former GP rider Roby Rolfo showing their potential in lapping at 250GP times in Jerez at the end of May.

June 7th saw the first race outing for the Moto2 bikes, the prototypes being allowed to run alongside the

- > Spanish CEV championship testground for Moto2 class
- > Dunlop to develop 17" Moto2 tyres
- > Rivas on Moto2 equals fastest lap time by 250GP at Jerez

1000cc Formula Extreme bikes at the Jerez round of the CEV. Daniel Rivas, riding the BQR Honda confirmed their potential, his fastest race lap of 1'43.3 equaling that set by Alvaro Bautista in the Spanish 250GP.

The new class, announced at the end of 2008, has been created by the FIM to be a prestigious, fast but cost effective category to run alongside MotoGP's premier class. There will be a unique four stroke engine, supplied by Honda, governed by a standard electronic system limiting the bikes to 16,000rpm, and supplied to the teams by Dorna, the MotoGP promoter.

Whilst the engine and gearbox are standardized, chassis are free with development being actively

encouraged of prototype frames and swingarms within the overall regulatory framework

91 entries from 47 teams, including nearly all the existing 250GP teams, and several of the independent MotoGP class teams, including Tech 3 have been submitted for a maximum of 36 places on the 2010 GP grid.

Whilst the tyre regulations for Moto2 are still being discussed, it is clear that there will be tight restrictions on quantities and numbers of specs in keeping with the aim of the new class. Meanwhile Dunlop continues its development of the 17" Moto2 tyres together with its Spanish partner teams during the summer, whilst waiting for other teams to ready their chassis and start testing later in the year.

GP250 / GP125

GLORIOUS SUNSHINE GREETES RIDERS IN CATALUNYA

- > Bautista revels in Barcelona 250GP win
- > Iannone snatches 125GP victory from confused Simón

Glorious sunshine greeted the 125 and 250GP riders in Catalunya, bringing an end to the difficult weather conditions and wet to slick tyre changes of the last two GP races. Everyone was back on Dunlop slicks and riding the hard compounds as dictated by the fast corners of the Catalunya circuit, the majority of the 125 riders opting for the wider 120

profile tyres offering more stability.

In the 250GP race Mapfre Aspar's Alvaro Bautista rode strongly to claim his second win of 2009 extending his championship lead to 12 points as main rival Marco Simoncelli crashed out on the second lap. Local resident Scot Racing Team rider Hiroshi Aoyama took second placed honours with Pepe

World Team's Hector Barbera finishing the podium.

The 125GP saw drama in the closing laps as race leader Bancaja Aspar rider Simón mistakenly celebrated victory on the penultimate lap. Having battled with Simón for most of the race for top spot, Ongetta Team I.S.P.A's Andrea Iannone took the opportunity to slip past and take the win. Simón got back on the pace but had to settle for fourth. He does however take the championship lead from team-mate Bradley Smith who finished in eighth position.



OE NEWS

TYRE FITTING TELEX

Dunlop has yet again enlarged its market share in OE fitted tyres and has a 100% share in the OE fitment of the D408F and D407 tyres on Harley-Davidson models Screaming Eagle Softail Springer, Softail Custom and Softail Night Train.

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