

IN TOUCH

MOTORSPORT NEWS



TWO WHEELS



EUROPEAN SUPERBIKE

European Superbike series round-up

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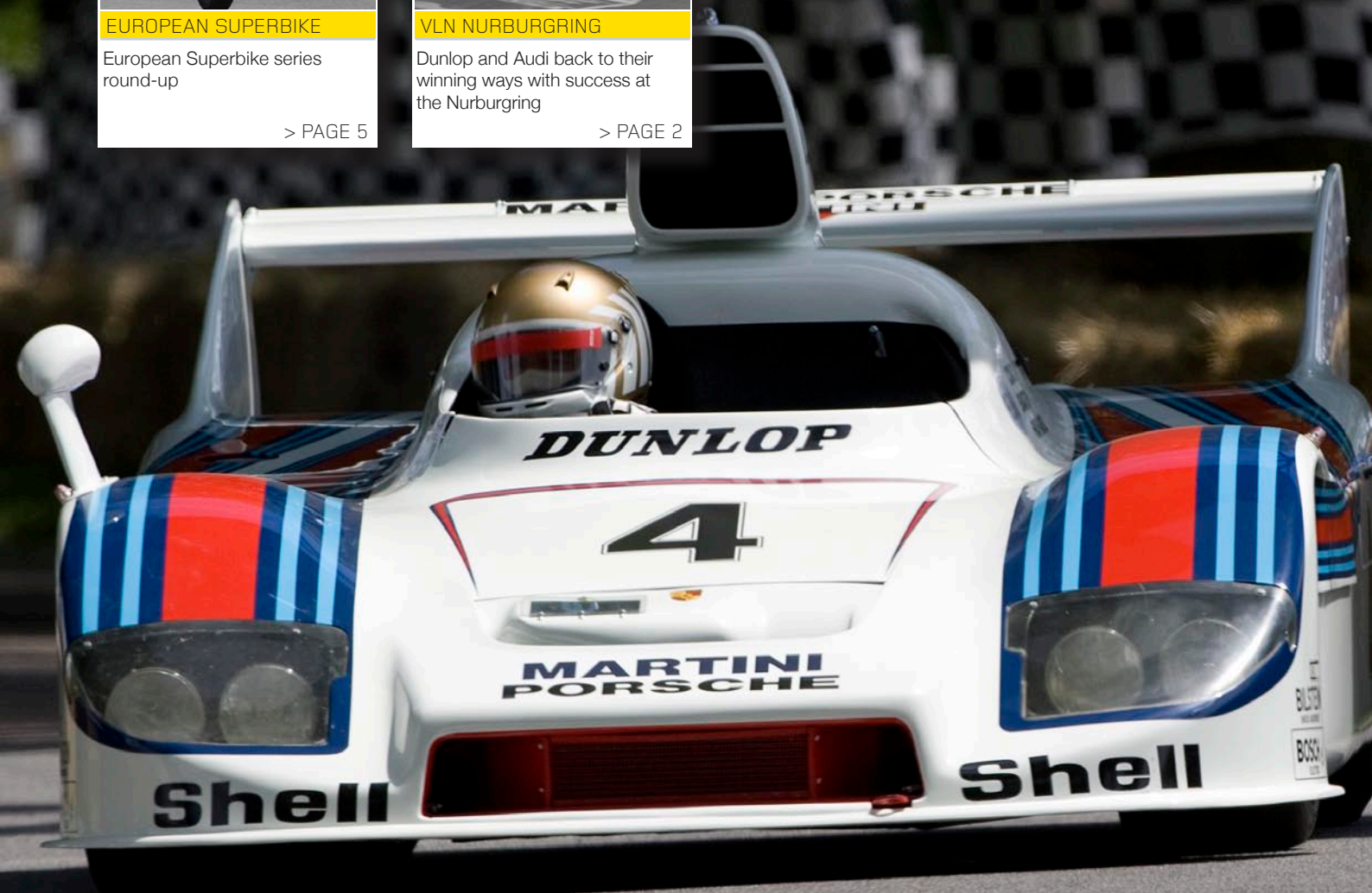
FOUR WHEELS



VLN NURBURGRING

Dunlop and Audi back to their winning ways with success at the Nurburgring

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DUNLOP STARS SHINE AT GOODWOOD

VLN NURBURGRING

AUDI R8 LMS SCORES FIRST VLN WIN WITH DUNLOP AT NURBURGRING

- > First outing of Team Phoenix Audi on Dunlop results in race win
- > Dunlop and Audi return to their winning ways after first joint race win and championship in 1986

Dunlop celebrated a new phase in its relationship with German manufacturer Audi as the Team Phoenix Audi R8 LMS, having switched to Dunlop tyres for the first time, scored Audi's first ever win in the fifth round of the 2009 VLN series which is held exclusively at the Nurburgring.

Hans Stuck, Frank Biela and Marc Basseng brought an end to Porsche's nine-race winning streak when they started from second place on the grid for the fifth round in June. They enjoyed a comfortable 50-second lead when a thunderstorm brought a premature end to the race.

"We needed those 50 seconds because we needed a quick pit stop for petrol only," said Stuck, who celebrates his 40th year in motor sport just as, on July 16th, Audi celebrated its 100th year as a manufacturer. "I had a battle with the Porsche factory driver Dirk Werner in the Mammorow car, and I had to pass him and create a gap for a safe pit stop. The rain came at the right time, but we would have won anyway and we proved that at the six hour race as well."

"The basic tyre was the same as they used on the Lamborghini

and we had three different types of tyres from compound and construction. Biela had one, I had one and Basseng had one. I think mine was the best for performance and speed because I did my fastest lap on the last lap of my stint. This was the baseline tyre for the Nurburgring last weekend, another fantastic result for us coming 2nd overall."

It was the first time that Audi had won in the championship, which has been organised since 1977, and Audi Motorsport Director Wolfgang Ullrich was delighted. "This appearance was just the first effort with Dunlop – and what could be a better start for a new cooperation than a joint race win?" Frank Hohmann, Director, Marketing & Strategic Development Goodyear Dunlop Tyres Germany GmbH, added: "This success we achieved in cooperation with Audi on the most gruelling circuit of the world represents a confirmation for our long-term strategy. Dunlop provides tyres for particularly dynamic vehicles and particularly ambitious drivers – both on the racetrack and on public roads. The Audi R8 is a truly striking example for this technology transfer as its



production sisters also are shod with Dunlops."

The win was the latest in a long line of successes between Audi and Dunlop which stretch back to 1986, when Xavier Lapeyre won in the French Touring Car Championship behind the wheel of an Audi 200 Quattro. Lapeyre scored his first win in April at the French track of Ledenon, and went on to take the title that year. Audi switched to the Audi 80 Quattro in 1988, and Lapeyre won the title again in 1991. Team mate Marc Sourd was champion in 1992, while Biela came from a championship-winning year in the multi-brand DTM series with Audi's V8 Quattro on Dunlop tyres, and made his debut in the French series in 1993. He won a third successive title for Audi and Dunlop after scoring five wins, three pole positions and seven fastest laps and is still the only non-French driver to have taken the title.

The Audi Dunlop relationship was firmly established by then. Jean-Michel Martin had won the Belgian Touring Car Championship with an Audi 200 turbo Quattro on Dunlop tyres in 1989, while Hans Stuck

preceded Biela as DTM Champion in 1990.

In 1994, Emanuele Pirro won the Italian Touring Car Championship with Dunlop, but the 1996 season was Audi's crowning year. Audi and Dunlop formed championship winning partnerships in Australia (Brad Jones), Belgium (Jean-Francois Hemroulle), Czech Republic (Josef Venc), Germany (Pirro), Britain (Biela), Italy (Rinaldo Capello) and in Spain (Jordi Gene). That year, Greg Murphy was one of two international races at Surfer's Paradise with the Audi 80 Quattro, and Biela won at Macau in the Audi A4, all on Dunlop tyres.

Since then, Dunlop has become a name synonymous with touring car racing, supplying control tyres to the British Touring Car Championship, the Deutsche Tourenwagen Meisterschaft (DTM), Australian V8 Supercar series and several European Mini-Challenge series. Dunlop's relationship with Audi in touring cars is on-going through the DTM and Audi's customer racing activities concentrate on the R8 LMS, which continues the winning tradition.



GOODWOOD

DUNLOP CELEBRATES THE FESTIVAL OF SPEED WITH OLD FRIENDS AT GOODWOOD

- > Porsche 917 celebrates its 40th anniversary
- > Le Mans legend Johnny Herbert gets to grips with Honda's British Touring Car

The Goodwood Festival of Speed, the brainchild of the Earl of March, has been celebrating the history of motorsport and car culture at Goodwood House since 1993. The unique event brings together exotic racing machinery from all levels and types of racing and is attended by stars of the track both past and present.

Dunlop is as synonymous with motor racing as Goodwood itself so it was only fitting that the main media stage at this year's Festival of Speed was again hosted by the performance tyre manufacturer. Dunlop added to the annual celebration of high octane thrills and excitement by bringing both iconic racing drivers and machines together for the public to admire and interact with.

Based on the main stage in the Stable Yard section of Goodwood

house, Dunlop welcomed a host of famous faces over the course of the weekend, including legendary driver Stirling Moss, celebrating his 80th birthday, and others including Johnny Herbert and John Rhodes. Stirling Moss's relationship with Dunlop goes back over half a century and features many key moments for both. Despite his years he was still quick to get behind the wheel, giving the crowd a great display in both the classic Mercedes-Benz W196 and the stunning all-new McLaren Mercedes SLR. All the interviews from the main stage were broadcast live exclusively on the Dunlop website for those unable to attend the event.

Legendary British Le Mans driver Johnny Herbert was also a guest at the Dunlop hosted stage. Herbert was driving the Team Dynamics BTCC Honda Civic at



JAGUAR XJR-9 – 1988 LE MANS WINNER

For the '88 24 Hours of Le Mans the two regular drivers Jan Lammers and Johnny Dumfries were joined by Andy Wallace. The 'Silk Cut' Jaguar had a naturally aspirated 7-litre V12 engine developing 750 hp. With a gearbox on the verge of destruction, Lammers nursed XJR-9 home during the final stages of the race to take Jaguar's first win at Le Mans since 1957.

British Touring Car. "It's great to be back at Goodwood, and it never ceases to amaze me how much the event just grows and grows year upon year," Herbert said. "It has an added 'extra' for me this year because, for the first time in my racing career, I will be driving a British Touring Car." Herbert has a unique place in Dunlop's Le Mans history, winning the 1991 race in the Mazdaspeed rotary Mazda 787B, the only time a Japanese car has won there in the history of the race. Herbert drove the car to what was Dunlop's 34th Le Mans victory with co-drivers Bernard Gachot and Volkert Wiedler.

The drivers were not the only stars hosted by Dunlop over the weekend, gracing the Dunlop stand this year were a number of incredible machines who's iconic status have earned them a place in motoring history. Two very special Jaguars were present, the first, the XJR-9 was driven to victory by Jan Lammers, Johnny Dumfries and Andy Wallace in the 1988 Le Mans 24HR. Accompanying this was the brand new Jaguar XFR, a prototype of which became the fastest ever Jaguar car when it hit 225.675mph on the legendary Bonneville salt Flats last year. The stand also played host to the JMW Motorsport Ferrari F430 GT2, which won the 2007 and 2008 GT2 Championship on Dunlop racing

tyres. The car itself, dubbed the 'Dunlop car' was sporting a livery designed by winner Christian Baur in a Europe-wide competition prior to the 2009 Le Mans race.

Stirling Moss wasn't the only one celebrating a birthday, the Porsche 917, immortalized by Steve McQueen in the Le Mans film, was also celebrating its 40th anniversary. Dunlop and Porsche took the opportunity to celebrate the car that brought Porsche its first overall wins at Le Mans in 1970 and 1971.

Over the weekend Dunlop played host to many more well-loved racers and racing machines including Derek Bell, Jackie Stewart, Eddie Irvine and Damon Hill. Sparkling quietly in the sunshine around them were a host of Dunlop shod exotica including Frank Biela's BTCC Audi, Bentley's Le Mans storming EXP Speed 8 and some of the latest ground breaking sports cars relying on Dunlop Sport Maxx tyres to keep them on the road, including the Nissan GTR – Black, the Mercedes Benz AMG SL65 Black Series and the Audi R8 V10.

During the three day event over 45,000 racing fans came onto the Dunlop stage to hear over 40 celebrity guests share their motoring insights and admire a unique range of iconic machines whose successses and history are all closely entwined with the sports tyre manufacturer.



BENTLEY EXP SPEED 8 – 2002 LE MANS WINNER

In 2001 Bentley returned to the famous 24 Hours of Le Mans race, after a gap of 71 years, for a three-year campaign with the EXP Speed 8. The car, a closed-top sports prototype, built to the GTP regulations, had a twin-turbocharged 3.6-litre V-8 race engine. Developing around 600 hp, the had a top speed of over 220 mph. The Dunlop-shod car gained 3rd place in 2001, and built on this with a class win in 2002, now powered by a 4.0-litre turbocharged version of the V-8 engine.



Q&A

HANS-JOACHIM STUCK: 40 YEARS ON, AND STILL WINNING ON DUNLOP



Hans Stuck was born on New Year's day in 1951. His father, also Hans-Joachim, could claim to be instrumental in the formation of Auto Union in the 1930s, and his love of motor racing transferred to his son. Stuck Junior won at the Nurburgring for the first time in 1970 aged 19, and started 74 Grand Prix before turning to endurance racing. He won Le Mans twice, in 1986 and 1987 on Dunlop tyres, and the DTM title in 1990 for Audi.

> When was your first experience of Dunlop and Audi? It came together with the DTM, and before that with Porsche. Funnily enough we are back together with the development programme of the Audi R8 LMS. The circle is closed again!

> What was it like racing with Dunlop? I was always very happy because we were very close to the engineering department. That was essential for a driver, to be able to put forward your idea of what a tyre should do and what it should not do, and they listened to us as drivers, which doesn't happen often! In the end it paid off, and it still goes on. We won the VLN race at the Nurburgring with the Audi R8 three weeks ago, and we start testing on Friday with a new construction. The engineers are still very keen and eager to work with the drivers.

> Dunlop doesn't introduce things unless they are sure they are work, even if that means delaying for a few races. Has that always been the case?

This is correct. Whenever I sat in a car on Dunlop tyres, in sports cars at Le Mans or sitting in an Audi, it is always a good feeling that rides with you. Dunlop is more on a conservative side, and on a safe side. I can tell you in my 40 year motor sport career, I have never had an uncontrolled tyre explosion. I have punctures sometimes, but that is a different story – you can run over things and pick up a puncture. With Dunlop I never had a severe problem, and that is an outstanding performance.

> Did you spend a lot of time at the Dunlop testing ground and R&D Centre (DDC-H) in Hanau?

Yes, and also in my Porsche days. We had a new construction for Le Mans, and Dunlop gave me a chance to go to Hanau

when they were testing a tyre for the Hunaudières Straight at Le Mans. Dunlop were using unique technology (DENLOCK) focused on the construction of the tyre on the rim of the wheel as it was previously hindered at high speed. It is lucky that a driver normally cannot see what the tyre is doing at close to 400km/h. The inner part of the tyre is completely off the rim! The tyre is not round anymore. It was interesting to know what the tyre could stand. When you see how little care people take on their own road tyres it is amazing. They even don't put air in it sometimes, but it is the most important thing between the car and the road!



EUROPEAN NATIONAL CHAMPIONSHIP REVIEW

DUNLOP RACE RUBBER DOMINATES ACROSS EUROPE



Across Europe the Dunlop Motorsport team is hard at work keeping national classes competing at the highest level and providing the tools for talented racers and track day riders to excel and keep on winning. From the national superbike and supersport classes through superstock and down to the 125cc class, Dunlop is there at the trackside giving class leading riders like Jorg Teuchert, Vincent Philippe and Carmelo Morales the edge. The racing classes provide the perfect test bed to introduce new tyre technology as it's developed, taking next generation tyres from the racetrack to the road. Racers provide the ultimate development riders as they push their Dunlop tyres to the limit to exploit the grip, durability and handling in the quest for victory. Technology taken for granted in today's production tyres including NTEC and MT compounds started on the track.

Spain CEV Buckler

The story of Dunlop's racing success is clear in Spain in the CEV Buckler Spanish Championship where the superbike, supersport and 125cc classes are completely dominated by Dunlop shod riders.

The current top three superbike riders in the Formula Extreme class, Laglisse Yamaha's Carmelo Morales and Javier Del Amor, and Team Bernat Yamaha's Bernat Martinez are all on Dunlop NTEC slicks with only one of the top six in the competition riding on competitor tyres. Between them the Dunlop riders have claimed two of the three race wins so far this year. In the Supersport class Laglisse Yamaha's Angel Rodriguez leads the championship on D211GP race rubber followed by Joe Darcy Honda's Kev Coghlan in second place. Of the six front runners in the Supersport class five are riding Dunlops. So far Dunlop riders have claimed every 2009 race victory in the Supersport class and across all classes in the CEV Buckler Spanish Championship Dunlop has claimed an incredible 23 podiums from the 27 available in the season this year, every single 125cc podium, seven of the nine Formula Extreme and seven of the nine available Supersport.

German IDM

The IDM German Superbike Championship is a textbook example of Dunlop's domination, three trucks bring 2000 wet and dry compound tyres to each race event

to keep four classes (Superbike, Supersport, 125cc and Yamaha R6 Dunlop Cup) rolling on track. So far this year Dunlop Superbike MGM Yamaha Germany rider Jorg Teuchert has made a clean break as the championship leader with a 68 point lead over his closest rival. Supersport tells a similar story with Dunlop HKM-PZ Honda rider Sascha Hommel clearing up at the front with a 20 point advantage. Dunlop can also proudly claim every single 125cc race win of 2009 in the German c hampionship.

Great Britain

In the UK Dunlop's name is synonymous with victory in the toughest and most iconic road races including the legendary TT and the Irish road races such as Athea. This year's TT saw an incredible clean sweep by Dunlop winning all five classes with riders including Steve Plater, Ryan Farquhar and John McGuinness setting new records on their Dunlop shod machines. Farquhar went on from the TT to record his 100th road race at Athea winning all three classes in mixed weather and exploiting the full range of Dunlop race rubber from the all conquering D211GP to NTEC rear slicks. Dunlop also exclusively supports the KTM RC8 Cup in the UK and the British 125 GP racing, which, although open to all manufacturers, sports a 100% Dunlop field.

France

Back in mainland Europe close co-operation between Dunlop France and Dunlop UK see a French team supporting the national superbike, supersport and 125cc race classes with the latest development tyres delivered

directly from the UK for each event, keeping the riders at the forefront of technology. Dunlop shod Junior Team Suzuki LMS rider Vincent Philippe is leading the Superbike championship with the team having won the last six races in a succession. In 2008 Supersport rider Olivier Four, one of only three Dunlop riders in the championship, switched to the new NTEC D211 GP tyre, giving him the edge needed to go on and win the championship. His success led to 40% of the grid riding on Dunlops in 2009. The tyre continues to dominate the class this year, claiming seven wins from the eight races so far and 17 podiums. The 125 grid sees 95% of the riders on Dunlops, and four out of four wins so far this season.

These victories are a result of constantly evolving tyres driven by engineers and technicians pushing the boundaries of rubber technology to keep Dunlop riders at the front both on the track and on the road. Ensuring an average of a thousand race tyres can be delivered from the UK factory and fitted at each race event requires highly skilled crack teams of Dunlop fitters and engineers in each championship. Dunlop also supports a number of other national championships including Italy, Holland, Sweden and several Eastern European countries. Regulations vary from country to country, making the delivery of tyres for each event even more impressive. German and Spanish superbikes are limited to 17" whilst the Italians can opt for a 16.5" tyre if wanted. Whichever tyre they use, it's clear that to win you need to be on a Dunlop.



EU NATIONAL CHAMPIONSHIP FACTS AND FIGURES

14 Superbike wins in Germany, Spain and France
15 Supersport wins in Germany, Spain and France
23 podiums from 27 in all classes in Spanish CEV Championship
125cc: all riders in Germany, UK and Spain have chosen to race Dunlop slicks, giving them a 100% victory rate
Isle of Man TT: All five classes won in clean sweep
84% of Formula Extreme riders on Dunlop tyres

Q&A

JORG TEUCHERT: IDM CHAMPIONSHIP LEADER AND DUNLOP AMBASSADOR

Yamaha Motor Germany rider Jorg Teuchert is currently leading the 2009 German IDM Superbike Championship having won five of the ten races so far with a further three podiums. The German rider has a long history with Dunlop going back to his first racing season in 1994 in the Yamaha Cup where he finished second although tied with the winner on points. 1995 and 1996 saw him switch tyre brands as he raced in the German Supersport Championship before coming back to Dunlop in 1997, achieving his first Championship victory. He's been a Dunlop rider ever since, and claims numerous victories and titles to his name, most notably the 2000 World Supersport Championship.

> You're having an incredibly successful year this year, back on Dunlop's and riding a new Yamaha. Is this going to be your year? I don't see why not!

Everything is working really well and I'm enjoying each race and working with all the different people, it's a lot of fun this year and every weekend is good. Racing is fun I love it so much. It's why I keep riding, for the fun of it, and to win obviously!

> You won the 2000 World Supersport Championship on Dunlop tyres, how much of a factor do you think those tyres were to your success?

"The tyres are extremely important, you can have the best bike and the fastest engine and the best team but the whole package is what's most important. The tyres are the key part of the bike that deliver the power to the asphalt. If the tyres aren't working for you, it's impossible to win."



> Given the tyre restrictions in the IDM, getting the tyre choice right for the weekend is obviously very important.

How do you work with your Dunlop tyre engineer to find the optimum solution?

"We race on the same tracks every year so we know which compounds work well. When Dunlop brings different tyres we have time on a Friday to test and sort out which ones we feel work best in the practice sessions. It's very important to see what we need for race day. If we have good weather then it's easier but last weekend at Sachsenring it was raining and we only had one practice session to test the wet tyres in. Luckily for us we have lots of experience from last year so we know which tyre's work well there."

> What's been the highlight of your racing career so far? "It would have to be when I won the

World Supersport Championship in 2000. It was a strange situation in the final race because I was 17 points behind Stephane Chambon and 13 behind Paolo Casoli. I overtook Paolo during the race but didn't know which position he was in behind me, then Chambon's engine blew up, but I didn't know this so when I crossed the line in second place I didn't know where either of them were! When I came back to the pit lane everyone was shouting and then I knew I was the world champion."

> There are very few women in professional racing, how does it feel to have 2008 EUM Women's Champion Nina Prinz sharing the garage with you?

"It's absolutely fine for me. Nina is a tough girl and she is really fast. For me the most important thing is that she is my teammate first, we talk normally together and work together.

Some people in the paddock are a bit macho but for me the first and only thing is racing. Whether my teammate is a boy or a girl is not a problem. If she's faster than me then I know what I need to do to improve and if she's slower then maybe I can help her too."

> Which of the circuits ridden in the 2009 IDM Championship is your favourite track and why?

"Oschersleben is my favourite circuit it has so many corners, I love the style and the trickiness of the track. There are so many different lines for overtaking, it's always a hard fight so that's why I like it. I'm a racer, I love corners!"

> What do you think has given you the advantage to be leading the championship this year? "I think I'm very strong in my head and I believe in myself and I know I have a perfect and very professional team. For me winning this year is being able to give my mechanics back what they do for me. They always help me and are always behind me, helping me to go faster and win the races. It's not just the rider or the bike or the tyres, it's everything together. It's part of the rider's role to give the team motivation to keep going and make it happen, to bring everyone together as the team leader."

> How would you describe your relationship with Dunlop? "I know the people and I understand the tyres. I have excellent contact with the technical engineers, and the development that happens between me and the team in England is great. I think the relationship works well for both Dunlop and I and at the end of the day I love riding on Dunlop tyres."



MOTO2

DUNLOP REWARDED WITH THREE YEAR MOTO2 CONTRACT



> Dunlop to exclusively provide Moto2 tyres from '10 onwards
> BQR and Laglisse test Moto2 tyres in '09

Dunlop has been awarded the prestigious contract to be the sole tyre supplier for the new Moto2 World Championship class. The Grand Prix Commission decided unanimously to award the contract to Dunlop. Starting from 2010, the contract will run until the season end 2012.

The new class has been created 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 with a 16,000 rpm limit, which will be 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.

The wheel sizes for Moto2 bikes will also be standardized – 3.75" x 17" front and 6.00" x 17" rear, and the quantity and specifications of slick and wet tyres will be limited with the objectives of producing close and exciting racing and ensuring equal treatment for all competitors.

"We are delighted to have been

recognized as the right choice for the new Moto2 class" said Sharon Antonaros, Dunlop Motorcycle Sales and Marketing Director, Europe, Middle East and Africa.

"We're excited about building on the expertise gained over 50 years of continuous participation in Grand Prix racing to continue our development of racing tyres and then taking the technology to our road tyres".

41 of the original 91 contenders for entries to the first Moto2 Championship have now been shortlisted for places on the 2010 GP grid.

Dunlop took another step in the development of tyres for the Moto2 class at Valencia on the 12th of July with rider Roberto Rolfo running alongside the Formula Extreme class on the Siemens Gigaset Laglisse Moto2 machine. Rolfo qualified ninth on the grid on the third row and showed an outstanding race pace to bring the prototype machine home in seventh place.

The BQR and Laglisse bikes will continue to test with Dunlop over the course of the season, July 30/31 will see the Laglisse team in France at the Goodyear Dunlop test facilities, whilst BQR are scheduled to test at Brno on August 17th.



GP250 / GP125

WET WEATHER BACK TO SHAKE THINGS UP AT SACHSENRING

> 250 Championship title race closes up
> Team Aspar trio head the 125 standings
> Dunlop wets perform in the dry at Donington

The Assen TT circuit on 27th June saw Hiroshi Aoyama taking the 250 GP honours in the Dutch sunshine, after a coming together with Álvaro Bautista as they battled for the lead in the final laps ended the Spaniard's race. The 125cc class saw an impressive first win of the season for Sergio Gadea followed by Julián Simón in second and Bradley Smith in third to give the Aspar Team a clean sweep of the podium, a double celebration as it made it their 200th team podium.

The Sachsenring GP saw weather back on the cards to shake up tyre choice. A wet qualifying session saw everyone out on rain tyres, with incredible times recorded by the 250cc riders. Both Simoncelli and Barberá put times in that would have placed them on the front row in the MotoGP race, Simoncelli with a 1'32.962 for pole and Barberá's 1'33.105 for second where good enough for second and third on the MotoGP grid. The 125cc riders enjoyed a practically dry circuit however the 250GP race was not so lucky and was redflagged for rain after 3 laps.

All riders with the exception of Abraham opted for slicks on the grid for the restart of the shortened 19 lap race. Abraham's gamble on more rain failed, the Czech rider quickly dropping back from his 5th place start to retire by half distance.

Marco Simoncelli held off a very determined Álex Debón to claim his second win of 2009. Aoyama just missed out on the podium, caught on the last lap by Bautista.

Simón lead from the start to finish after starting on pole, 9 seconds clear of a close battle for second, eventually won by Sergio Gadea with Joan Olivé completing an all Spanish podium. Bradley Smith's unbroken run of points scoring finishes ended when the Briton crashed out early in the race, dropping him back to third in the championship table behind his two Spanish team mates.

Donington last weekend saw typically British weather mix up the racing action. The 125cc race was red flagged for rain, with the riders coming back out for what was in effect a five lap sprint. The re-start saw Marc Marquez and Bradley Smith crash out, giving Julián Simón the opportunity to grab his third win of the season.

The 250 riders all started on wet tyres with only a couple switching to slicks mid race. With a damp but drying track the Dunlop wets performed brilliantly, the leaders putting in their fastest times at the end of the 26 lap race still on the original wets. Hiroshi Aoyama held on for the win with Álvaro Bautista taking second and Mattia Pasini completing the podium.



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