

# IN TOUCH

MOTORSPORT NEWS

ISSUE 7 SEPTEMBER '09

## ► DUNLOP WINS BOL D'OR

### THIS ISSUE:

Goodwood Revival/  
MotoGP Misano/  
LMS Silverstone



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# DOUBLE UP DUNLOP

Dunlop rounded off a successful European endurance racing programme with victory at the final round of the Le Mans Series at Silverstone for JMW drivers Rob Bell and Gianmaria Bruni, and titles in the LMP2 and GT1 categories for the Quifel ASM Team, and Luc Alphand Aventures. The five race series ended with dramatic chase for points in the GT2 class as Rob Bell and Gianmaria Bruni scored an emphatic victory in their Ferrari, while their title rivals struggled to score the points they needed. Richard Lietz took an extra point in qualifying after setting pole position time, and with Marc Lieb had a nine-point lead with only ten available

for a win. It was a challenge which the JMW team did not expect to win, but they attacked from the start, and quickly moved into a title-winning position. The Porsche suffered an engine problem, but mechanical gremlins struck two other competitors in the class, allowing the Porsche to move into the point-scoring zone. They finished seventh to claim the title by a single point. "We knew what we had to do, and we did it," said Bell as he stepped off the top step of the podium. "We had no control over how the Felbermayr car finished. We had a good team, a great car and a lot of effort has gone into the season. It has been good

to win two races and finish with a win, but it wasn't quite enough for the title."

In LMP2, the Quifel ASM team of Miguel Amaral and Olivier Pla wrapped up the championship before the race started. A nine-point lead over the Italian Racing Box team turned out to be enough as the Italian team missed the final race due to financial difficulties. Dunlop brought a new qualifying tyre in case the team needed to go for pole position, and claim that extra point. The team tested the new tyres in practice, set fourth fastest time overall and Dunlop is confident of its LMP2 tyre

ahead of the 2010 season.

In GT1, the Luc Alphand Aventures Corvette team made a mammoth effort to get to the track after its transporter, and a race-prepped Corvette, caught fire the previous week and burned all the spare parts. The team borrowed an engine, and competed with a spare car. They finished third, but were already crowned as champions before the weekend began, having won twice and finished second twice in the five races.





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# GOODWOOD REVIVAL

This year's Goodwood Revival marked another weekend of stepping back in time to relive and enjoy the glorious racing cars, motorbikes and planes of yesteryear. The 2009 Revival had a special significance in 2009, marking the 80th birthday of living racing legend Sir Stirling Moss. The iconic driver has a long history shared with Dunlop, and was one of the first victors to mark the beginning of Dunlop's Formula One domination from the late fifties onwards. The Goodwood Revival is still the perfect place to experience first-hand Dunlop's exclusive range of vintage racing tyres in action as the cars and motorcycles that dominated the circuits of the 20th century are given a punishing workout on the pre-war Goodwood race track. Visit [Dunlop.eu](http://Dunlop.eu) for more information on the Vintage tyre range.





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# DUNLOP OPEN

The fight for the Dunlop-backed International GT Open title grew ever more intense following the latest round at Magny Cours, France. Just two points separate the leaders, Richard Lietz and Gianluca Roda in their Autorlando Porsche from the Ferrari of Marcel Fassler and Joel Camathias with two rounds, and four races, remaining in October. The race meetings are split between a Saturday race of 70 minutes, which is for Professional and Amateur drivers, and a feature race on Sunday which lasts for an hour. Like most endurance series there are multiple classes but, while the GT2 cars are the second GT category in the Le Mans Series races, in the GT Open they are the headline acts and all cars run exclusively on Dunlop tyres. Along with factory-supported drivers from both Ferrari and Porsche, and highly competitive 'amateur' drivers, the racing is some of the best seen on European race tracks.



# MINI ADVENTURE

The Mini Challenge has delivered adrenalin fuelled racing across Germany, Spain, the UK and Australia this season. The series kicked off in style Down Under with the first race providing the opener to the Melbourne Grand Prix and will wind up after eight rounds in Sydney for the Homebush Bay Street Race. Driver Paul Stokell leads the series after five rounds. In the UK, after six rounds of Mini madness, the title was decided at the Snetterton circuit on the 26th-27th September with driver Luke Caudle taking the overall title with a clean sweep of races on the day. The German challenge heads for the finale at the Salzburgring circuit on the 4th October, with driver Daniel 'Maverick' Haglof defending his 34 point lead. The Dunlop shod Minis in all challenges run on Slick 215/45 R17 or Wet 205/620 R17 pattern CR9000 tyres depending on weather conditions.



Next season sees more countries joining up to share the Mini action adventure, including the Kingdom of Saudi Arabia.





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# SINGING IN THE RAIN

Dirk Muller and Tom Milner continued BMW and Dunlop's successful American Le Mans Series campaign when they finished on the podium at the 'Petit Le Mans' at Road Atlanta at the end of September. The BMW drivers, sharing the M3 coupe with Jorg Muller, were second in class when the 1000-mile race was stopped just before half distance following a spectacular thunderstorm which flooded the circuit. The Rahal Letterman team confirmed that it will continue with BMW next season, against Ferrari, Porsche and Corvette. In their first year, and against tough competition, Dunlop and BMW have scored their first win at Road America in August, along with podium finishes at five other races.





1991 – Jarno Trulli



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# FROM HUMBLE BEGININGS...

**Whilst some see karting as a weekend hobby, in motorsports terms it is an invaluable tool for the development of both racing tyres and a recognised pathway for some of the greatest racing drivers in the world. F1 legends including Jarno Trulli and Lewis Hamilton both started in kart racing. Most professional race drivers would have driven on Dunlop tyres when karting.**

Dunlop has been using karting both as a test bed for race tyre development and as a training ground for young car engineers since the late seventies. Dunlop kart tyres have been chosen by more than 20 European countries for their national series championships as well as the international series like the CIK World Cup, be they open or single tyre supplier. More than 40,000 drivers race kart in Europe alone. The best of them race for the factory kart manufactures in the KF1 class, this is where tyre development is concentrated. Kart tyres are still cross-ply because a kart chassis has a solid read shaft and therefore zero camber. Tyre development is therefore concentrated on materials and compounds using the latest technologies, supported by data gathering on a race car level including parameters such as tyre temp sensors, lateral and long g-force measurements. Even without aero down-force modern racing karts can reach more than 2.5G lateral acceleration.



five-time World Kart Champion, Danilo Rossi

# BARBERA TAKES IT TO THE WIRE AT MISANO

The Misano GP saw drama and excitement in the closing seconds of the 125cc race. Bancaja Aspar rider Simon and Ongetta Team rider Iannone had spent the better part of the race at the front before being caught by Espargaro in the final laps. A desperate move by the Derbi Racing Team rider Espargaro on the inside of Iannone on the last corner saw both

riders crash out, gifting Simon the win. Depending on rival performances, a first or second finish at Estoril could seal the World Championship title for Simon.

The 250cc race saw disappointment for World Champion Marco Simoncelli when a traction control issue saw him crash out of his home race on lap

12. Meanwhile at the front of the pack Spanish Pepe World Team Aprilia rider Hector Barbera took the win from Team Toth rider Mattia Pasini by just four hundredths of a second following a tight battle to the end. Mapfre Aspar rider Alvaro Bautista took the final podium after an equally exciting duel with Scot Racing's Hiroshi Aoyama.



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 **DUNLOP**  
SPORTMAX MUTANT

## SUPERMOTO TO THE MAX

Dunlop has dominated Supermoto racing for the past few years as the sport has grown to become a full FIM World Championship. The eight rounds of the World Championship run in two classes and run until the final round on the 15th November at Salou, Catalunya in Spain. Dunlop is the sole supplier of the championship, supplying slicks and wets. The tyres are unique to Supermoto, being 125/80R420 (16.5") fronts and 170/55/R17 rears. It's from these that Dunlop have developed the SportMaxx Mutant Supermoto tyres for the amateur racer.



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# BOL D'OR VICTORY



## Q&A WITH EMMANUEL ROBINET, R&D DIRECTOR

**Endurance racing is considered to be amongst the hardest motorsports to conquer, with race tyres exposed to punishing sessions far longer than a normal race. The Bol d'Or 24hr is amongst the toughest, with long sessions on track and varying temperatures and weather conditions making huge demands on the tyres. In advance of the 2009 race, Emmanuel Robinet, R&D Director, Dunlop Motorcycle and Motorsport spent many sessions testing with the Suzuki Endurance Racing Team (SERT), developing race tyres to cope with any conditions and ultimately delivering them the right rubber to win with, giving them a much deserved victory.**

**> Winning the Bol d'Or is a fantastic achievement for Dunlop; can you explain what advantage the tyres gave the SERT riders over the competition?**

We focused our activities on improving grip and consistency, whatever the conditions. We deployed a systematic approach (Design Of Experiment) leading to understanding key design factors. I personally think that our strength was very consistent lap times during the race. We had perhaps not the fastest lap times over the 24hrs, but we were very consistent over the race, whatever the conditions (day / night, hot / cold).

**> What are the unique challenges facing Dunlop when providing tyres for a 24hr Endurance race?**

Conditions are changing a lot during a 24hr race so we need a good understanding of which product works best for which operating conditions (window). This includes day / night, hot / cold temperatures, dry and wet. This is a huge work to maintain performances at the edge, whatever the conditions we are facing. Transition is also very difficult to manage: change tyres too late and you may miss the window of optimum performance. The choice is between large windows with a robust product and a consistent lap time or

small windows demonstrating nice tyre technology, but this is very difficult (or impossible) to manage depending on race events. Each Endurance race is a new equation to solve...

**> SERT and Dunlop worked together on extensive testing over the year to prepare for the Bol d'Or. Can you explain what you were testing and what challenges in particular you were looking to overcome?**

We initiated intensive development activities just after 24hrs Le Mans this year. We started to develop new tyre cavity shapes to improve lap times and consistency,



then further develop in a second step construction and compounds. What is very important in Endurance is to be able to achieve fast and constant lap times with a good consistency over a longer stint without asking to the rider to fight with the bike every lap to get it.

**> What is unique about the Magny Cours circuit, and how do you design the tyre to face these unique points?**

We have a good understanding of Magny-Cours. The track is characterized by low abrasion, only one long and fast corner and several chicanes or flip-flaps. We did characterize this circuit and we understand which level of energy and cornering severity it requires, including right / left (severity bias). This enable us to predict which construction and tread compound we may have to specify alongside fine tuning being done on the bike during testing sessions and taking into account rider's comments.

**> What balance of technical data and rider feedback do you use to make improvements to**

**the tyres for endurance races?**

As previously said the rider's confidence is key, especially during 24hrs races. We are not only targeting lap times and consistency, but also the way to get it. Rider's comments are crucial to understand how lap times have been achieved and how the rear tyre can be improved, also front confidence and tyre stability under braking conditions. Ease of handling is crucial. At this point in time a good understanding of the rider's comments feedback is fundamental to a positive progress. This is really close team work with the Suzuki team to understand what could be done with the bike and tyre.

**> What benefits do you see these race developed tyres having for future Dunlop road users?**

If we are managing such activity, this is because it helps us developing tyre technology. This technology can be used for different racing products (like the 17" tyres we are developing for the SUZUKI Junior Team for the French National Championship), but also for road legal

products. This racing technology we're developing day after day is the technology we are going to release commercially in the coming years. Managing windows and operating conditions are helping us to understand what confidence does mean for a rider. This is why the decision has been taken to involve key people from MONTLUCON on this project who work on road legal and easy racing products to ease technology transfer. This can be measured by the success of the RoadSmart, Qualifier II, GP Racer, D211 GP etc. This is a clear strategy we have deployed for several years and there is more to come.

**> How important are events like the Bol d'Or for R&D?**

This year, Bol d'Or was a key objective for R&D, especially following the 24hrs Le Mans. Winning with SERT was clearly the target, but when you understand that 7 bikes (after the Bike 63 disqualification) amongst the top 10 were supported by Dunlop, you start to realize the work and development already invested over the last few years. When you consider the level of

competition this year, having only 1 bike in the Top 5 (SERT were not competing for WEC this year), it was more than challenging for the team, as we were under pressure to win with Suzuki. The way we managed this project as a team was key: when we focus people on one target, with the tools and the resources, with the commitment of the company, we have the people and the technology to deliver. It is sometimes amazing to realize what we can achieve as a team when focused on one single objective.

**> Did the Dunlop tyres perform as expected during the race itself, were there any surprises for you?**

The race ran perfectly, thanks to the SERT and the team. We managed day to night and night to day as initially planned, and we didn't see any real issues on both the bike and the tyres. We have few things to improve (more cosmetic than fundamental) and the team is already working on the next step. This is the beauty of MOTORSPORT, the perpetual questioning: the next race is always the most important.



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# GROUND BREAKING.

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## GEOMAX MX51

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[WWW.DUNLOPMOTORCYCLE.EU](http://WWW.DUNLOPMOTORCYCLE.EU)

# OE TYRE FITTING INFO

The latest additions to the OE tyre fitting market for Dunlop include Roadsmart tyres for the Police edition of the BMW R1200RT for the US, Japanese and European market as well as a 50% marketshare for Roadsmart tyres fitted on the Honda VFR1200F.

Dunlop's 100% market share for Harley-Davidson motorcycles has been extended with the co-branded Dunlop/Harley-Davidson tyres on the models Softail Convertible and Dyna Wide Glide. On the Kawasaki Z1000 Dunlop provides the D210 and D210F tyres for the non-ABS models

