

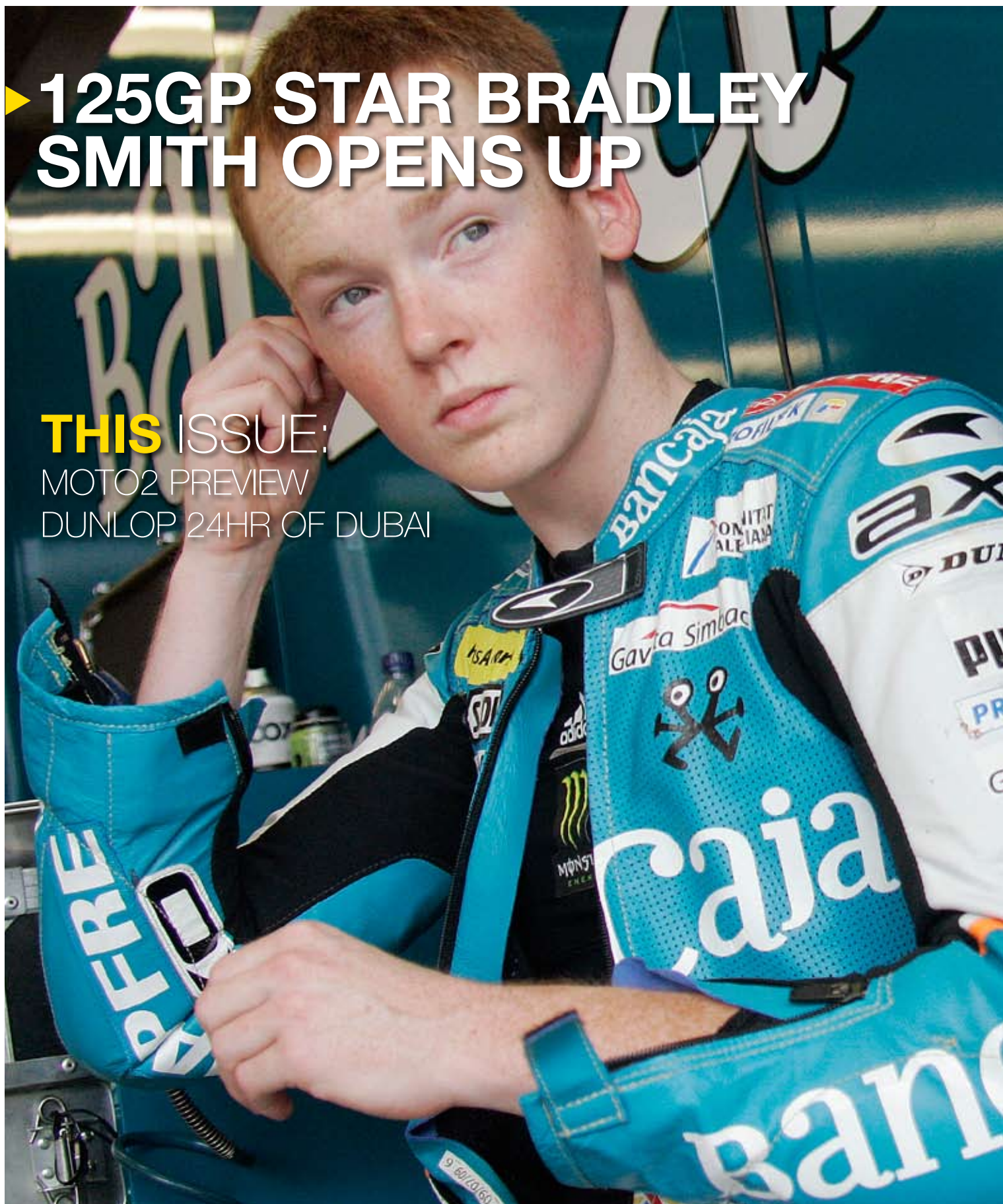
IN TOUCH

MOTORSPORT NEWS

ISSUE 10 FEBRUARY '10

▶ 125GP STAR BRADLEY SMITH OPENS UP

THIS ISSUE:
MOTO2 PREVIEW
DUNLOP 24HR OF DUBAI





START YOUR ENGINES

Excitement is starting to build with just a month to go until the first official test for the Moto2 class at the beginning of March. An incredible 39 riders are provisionally confirmed to make up the starting grid for what is arguably going to be the most exciting development in GP racing for some years. As the exclusive supplier of tyres to the championship, Dunlop engineers and fitters will be working hard with the teams at the Valencia circuit from 1st to 3rd of March,

putting the prototype chassis' through their paces. This will also be the first opportunity for the teams to run with the highly tuned Honda 600cc Moto2 engines which will be the standard across the class.

As all competitors will run with the same engine and tyre choices, development work has been focused on prototype chassis, which are free from limitation. Most teams now have a rolling bike and some have been

conducting private tests over the winter with substitute engines. Some of the team choices for chassis include Mapfre Aspar who will be running an RSV chassis, Stop and Go Racing who have opted for Eskil Suter chassis, Gresini Racing Team will race a Moriwaki chassis and JiR Moto2 who are running a TSR chassis. Tech3 have been working extensively on their bike (pictured) over the winter and have already yielded impressive results.

The provisional rider line-up looks set to provide close racing with a huge talent pool gathered for the season. The list includes no less than four 125cc World Champions with Thomas Luthi (2005), Gabor Talmaci (2007), Mike di Meglio (2008) and last year's champion Julián Simón. Add to this a number of 250cc riders and MotoGP stars Toni Elias and Alex de Angelis and it looks set to be quite a season.



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RISING STAR

Nineteen year old Bradley Smith is considered one of the biggest rising stars of British motorcycle racing. The 2009 season saw him fighting at the front with top riders including Aspar team-mate Julián Simón in the 125cc GP class. Bradley took his first GP win at the Spanish round of Jerez in 2009, and went on to score nine podium finishes over the season, ending the year with second in the standings. Having re-signed with his team to stay in the 125cc class for 2010, the young Brit is determined and has nothing less than the championship title in his sights.

Congratulations for 2009 season how was the last race in Valencia for you?

Obviously for the last race of the season you want to go into the winter on a high. I started in a panic with problems on the warm up lap, stalling the bike and getting to the grid late which really focused me. The final five laps was great battle and I was second again which was a good result, but second after a season finishing second wasn't the greatest end to the year for me.

What was the highlight of the 2009 season for you?

I would probably say the Jerez race where I won. I took the win by 15 seconds, even after losing fifth gear in the final few laps. It was nice to finally wrap

up my first world championship victory and stand on top of the podium listening to the British national anthem.

What was the toughest moment of the year?

The toughest moment of the year for me was probably picking myself up from the gravel at Donington. The race was red flagged, then restarted as a five lap bash in the rain. I took the bull by the horns and decided to take the race to everyone, unfortunately I pushed too hard in the first lap and ended up in the gravel. I lost some points and my dream of winning the British GP had slipped away.

You are staying with your team for 2010, can you let me know what drove your decision making process?

I took some time to really weigh up the options on the table. Aspar is clearly the best team in the 125 paddock, they are the most knowledgeable and put together a great package to race with. I didn't get any hard options in Moto2 unfortunately so it was an easy decision to stay and go for the world title this year.

Correct tyre choice is crucial for success in racing, can you pick a race where you think the right choice gave you a distinct advantage this year?

It would definitely be Malaysia last year. I've been using Dunlop D120's on the rear and unfortunately our bike set up wasn't quite working so I went for the D115 instead. It turned my lap times round by



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three quarters of a second immediately which meant I was able to fight at the front for a win. I finished second in the end but was able to fight at the front with confidence in my tyre choice.

Which is the toughest track for tyre choice for you on the GP circuit and why?

The Sachsenring, there are so many left-hand bends at different speeds and so few righthanders. If you get hot conditions it's easy to get a good racing temperature in the left-handers but as soon as you go to the right-hand corners you have to be careful

as the other side of the tyre is not warm. AS we don't run with dual compound tyres in the 125cc class it's down to the rider and team to get the best grip through planning and strategy and riding skill.

Do you make the tyre choice yourself, how does the decision making process work in the team?

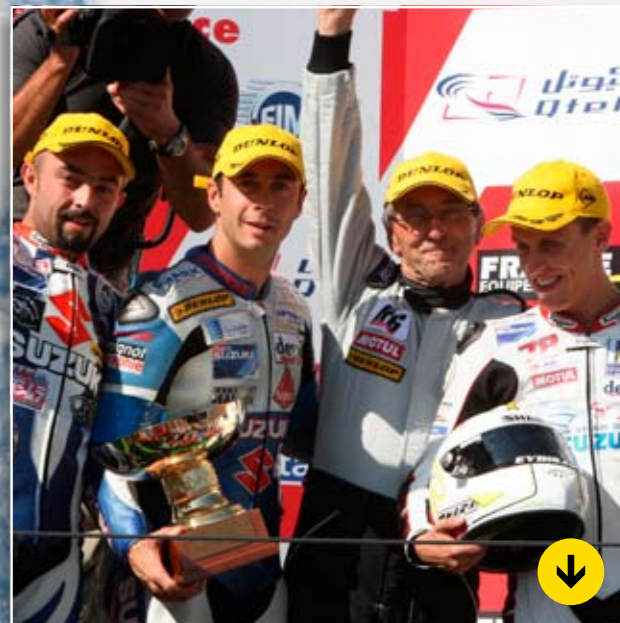
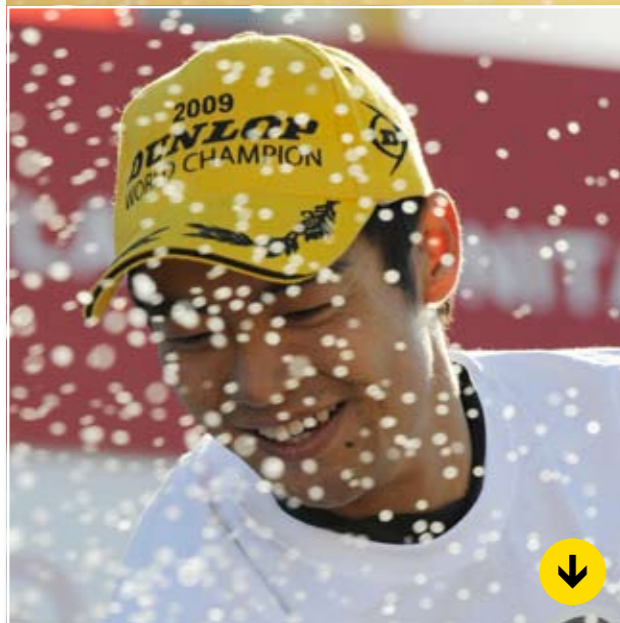
It's really a bit of team input along with the Dunlop technician who points you in the right direction. At the end the final decision does rest with the rider to go with what he's comfortable with.

You have a new team mate with Nico Terol this year. Are you expecting to battle with him as you did with Julian Simon last year?

I think Nico's going to be very strong. He was third in the title fight last year so he's not a slow rider at all. I'm expecting to battle with the guys and I reckon there's going to be three or four who are regularly up there. if I continue my form from last year and continue to improve I know I can fight for the title, but there will always be four or five riders capable of getting on the podium so a race is never simple!

Moto2 is kicking off this year, what's your view on the new class?

It's a new class which is always very exciting, having something so fresh and new. It means everyone is a bit on edge and there's a sense of anticipation and excitement as the riders and teams don't know what to expect. I think it's going to be close racing AND should be great to watch for the fans. I will keep my eye on the class and follow it closely as it will be a key factor when I make my decision for my ride in 2011.



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REIGNING GLORY

2009 proved to be a year of incredible success for Dunlop two-wheeled motorsport, with an amazing 104 championship titles claimed on the competition leading race tyres. From World Championship GP titles with victories by Julián Simón in 125 and the last ever year of 250 racing claimed by Hiroshi Aoyoma to the legendary Bol d'Or Endurance race in France dominated by The Suzuki Endurance

Racing Team. Countless national titles have also been taken including the IDM German National Superbike Championship with Jorg Teuchert, the Australian National Superbike Championship with Josh Waters and the AMA Superbike title taken by legendary rider Mat Mladin for the seventh time.



SUPERCROSS SUPERSTAR

Reigning AMA Supercross Champion and now Dunlop rider James Stewart wasted no time in reminding the fans of his undeniable talent at the opening round of the 2010 AMA Supercross / FIM World championship in Los Angeles on 9th January, taking a decisive win to kick-off his 2010 season.

The 24 year old rider is an internationally recognised phenomenon, Stewart turned professional in 2001 after winning a record 11 amateur titles. In his first year as a professional rider he took home the 125cc AMA MX Championship, breaking the record with 10 race wins from 12 events. He went on to dominate and win the AMA West Coast SX Championship in 2003 and the AMA East Coast

SX Championship in 04. 2005 followed with injury problems keeping him from title hopes but he bounced back in 2006 to take second in the FIM World Supercross Championship, then winning it the following year in 2007.

A knee injury in 2008 held Stewart back from the Supercross title but he recovered in time to make short work of the AMA Motocross Championship, winning all 24 motos to take the title. 2009 saw another year of incredible riding, ending with both the AMA Supercross championship title and the FIM Supercross Championship title safely secured. 2010 looks set to be another year where the Dunlop shod rider is the man to beat.



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NEW TALENT

Every year Dunlop sees new riders switching to their race winning rubber in any number of classes. This year, one to watch will be Belgian born Enduro racer Jean Francois (Jeff) Goblet. Having spent two years as the BMW factory rider, Jeff will be getting dirty off-road in 2010 riding a factory backed all-new 2010 Yamaha WR 450F shod with Dunlop Geomax Enduro tyres.

The Belgian rider is no stranger to success having won a number of titles in his career so far including

the Belgian 125cc Endurance title in 2000 and the 12 Hrs of La Chinelle in 2003. 2007 was a big year with victories including French Enduro vice-champion, taking the 12 Hrs of La Chinelle again and a respectable top ten finish in the World Endurance Championship.

Jeff's first race on Dunlop's will be the 1st round of the Belgian Enduro championship on the 20th of March, before moving on to Spain for the first GP of 2010 in April.

THE DUNLOP 24HR OF DUBAI 2010

The 5th anniversary of the 24hrs of Dubai held on Jan 14/16 saw the event sponsored by Dunlop for the first time. Dunlop mounted their biggest logistic effort ever - shipping 6000 tyres to Dubai for the 79 strong entry. IMSA Performance Matmut drivers put in a strong performance, qualifying their Porsche 997 GT3 RSR on pole, and taking the chequered flag after 608 laps, 3 laps ahead of the Petronas Racing Syntium Team's BMW Z4 M, with the similar BMW of Al Faisal Racing.

At the half way point the Petronas team Z4 had taken a one lap lead, however the Imsa GT3 came back in the final 12 hrs to take victory. The teams experienced different race strategies as the Porsche had the higher speed but the BMW Z4s enjoyed greater fuel efficiency so had less pit-stops to plan.

All 79 cars were running on Dunlop - the 30 strong Dunlop Motorsport team calculated they had fitted a new racing slick tyre every 50 seconds throughout the entire 24 Hours.

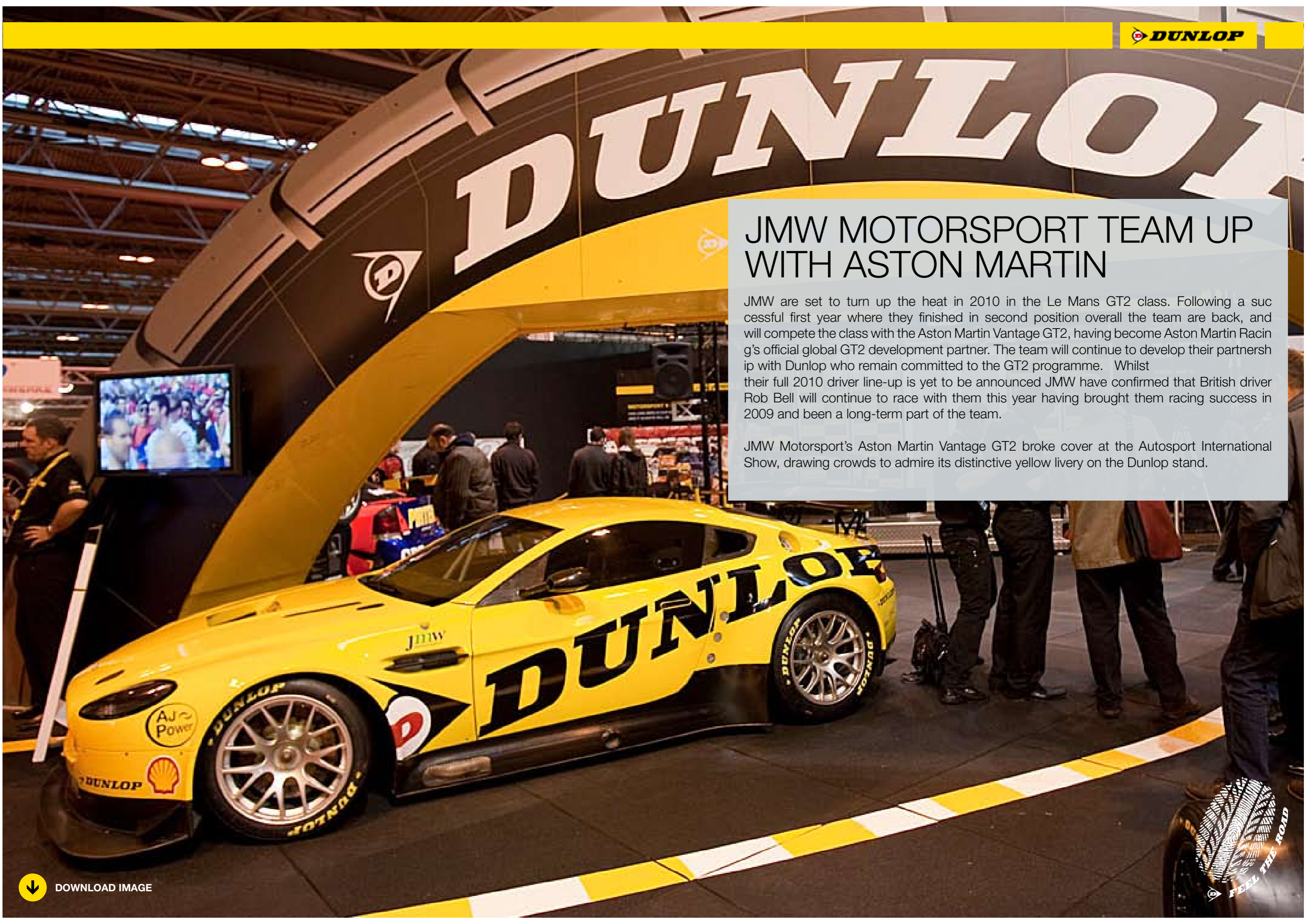


DUNLOP

JMW MOTORSPORT TEAM UP WITH ASTON MARTIN

JMW are set to turn up the heat in 2010 in the Le Mans GT2 class. Following a successful first year where they finished in second position overall the team are back, and will compete the class with the Aston Martin Vantage GT2, having become Aston Martin Racing's official global GT2 development partner. The team will continue to develop their partnership with Dunlop who remain committed to the GT2 programme. Whilst their full 2010 driver line-up is yet to be announced JMW have confirmed that British driver Rob Bell will continue to race with them this year having brought them racing success in 2009 and been a long-term part of the team.

JMW Motorsport's Aston Martin Vantage GT2 broke cover at the Autosport International Show, drawing crowds to admire its distinctive yellow livery on the Dunlop stand.





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RACING AHEAD

Dunlop's four-wheeled Motorsport activities in 2009 also saw great success, especially in the Le Mans Series. The Oak Racing Team scored big in Asia, taking the Asian Le Mans series LMP2 title. In Europe the success was repeated by Quifel, who took the title in the Le Mans Series LMP2 class as did the Luc Alphand Aventures Corvette in the GT1 class. Elsewhere the dominating Dunlop Sportmax slicks were delivering more glory, The Trottet Racing Team's Ferrari taking the GT Open title after a spectacular performance at the Portuguese Portimao circuit. One make championships such as the DTM in Germany and the BTCC in the UK treated fans to a season of bumper to bumper action as the Dunlop shod racecars went head to head in search of glory. Dunlop will continue to sponsor these series in 2010, with anticipation starting to build ahead of the first races of the year.



GEOMAX
MX31



SPORTMAX
QUALIFIER II



GEOMAX
MX51



SPORTMAX
ROADSMART



FROM RACE TO ROAD

The hard work and never ceasing development at the race track brought new tyres to the street in 2009. Both on and off-road riders benefited from Dunlop's continuous development program. The Geomax MX31 and MX51 tyres featured the patented Geomax Reinforced Pattern along with a unique 'tie-bar' design to deliver new levels of grip and control in the dirt for hardcore dirt riders, improving performance, handling and durability. Big trail bike riders could access the benefits of the Roadsmart range as it was launched

in new trail sizes. The arrival of the Qualifier II gave supersports riders Multi-tread (MT) technology filtered directly from the race track where racing rubber such as the D211GP has proven success. The Qualifier II delivered faster warm up times, greater stability under braking and enhanced wet weather performance, giving a total feedback experience for riders.