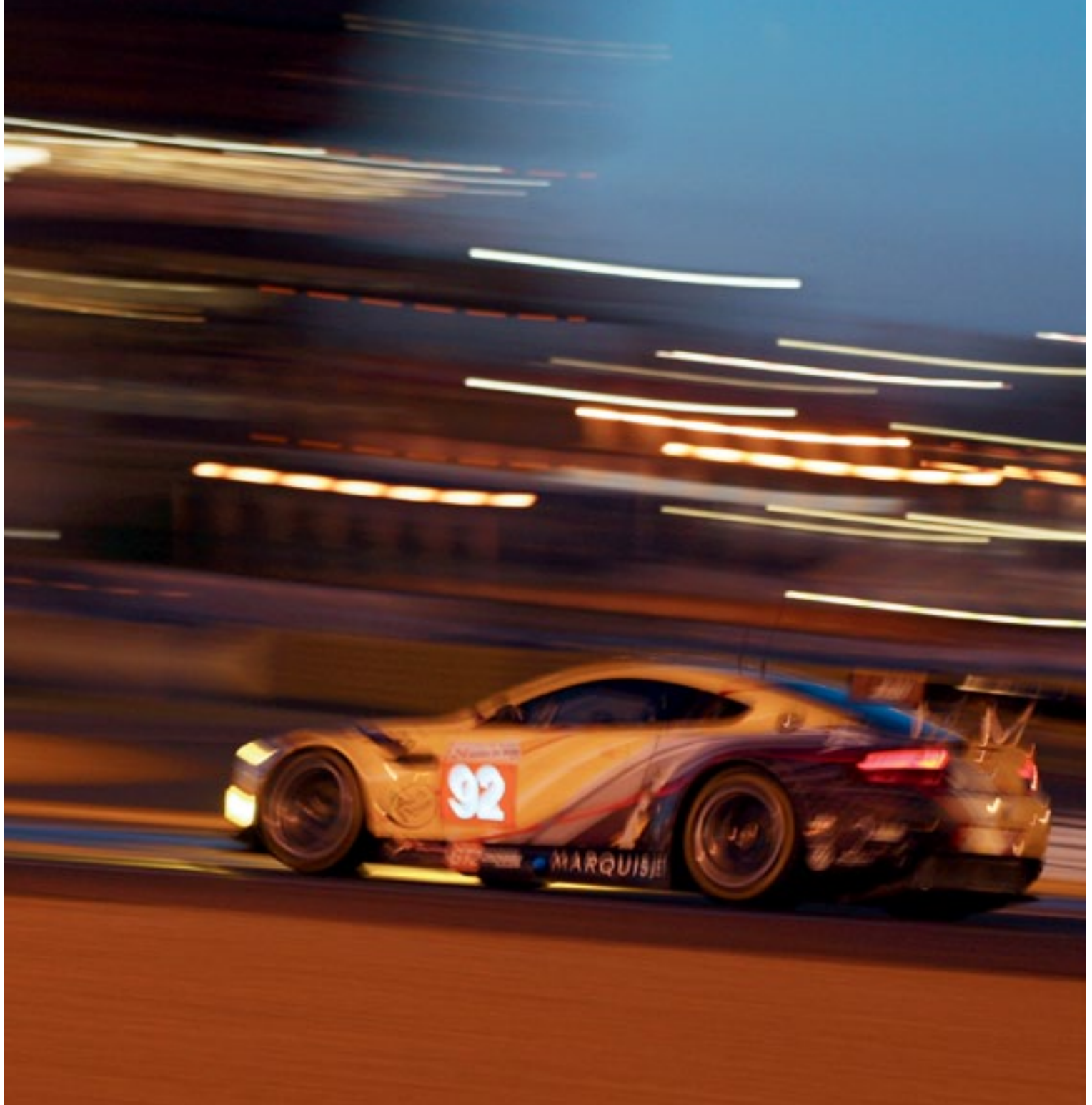


INTOUCH

MOTORSPORT NEWS

JUNE '11

LE MANS SPECIAL



 **DUNLOP**

DUNLOP AT LE MANS



ENJOY THE RACE!

Le Mans. Two words guaranteed to raise the pulse of any motorsport enthusiast. Teams, drivers and tyre manufacturers do battle in one of motor racing's most gruelling events.

Dunlop has a rich and strong history at Le Mans and it's a location that is intimately associated with the brand thanks to the iconic Dunlop Bridge spanning the track which is recognised around the world.

For the 79th running of the Le Mans classic, Dunlop will be represented across all the major categories.

In LMP1 Oak Racing and Quifel – ASM are the Dunlop representatives, two teams taking the petrol-powered fight to the might of the diesel-powered works manufacturer opposition.

LMP2 sees more than half of the runners using Dunlop tyres with Signatech Nissan, Oak Racing, RML, Race Performance, Greaves Motorsport and Extreme Limite Am Paris all on our Birmingham-built rubber

In the GTE Pro class, there's another strong Dunlop flavour, particularly with the Dunlop Art Car, the JMW Motorsport Ferrari 458 Italia whose livery was designed by the winner of the Dunlop Livery Competition and will be unveiled in Le Mans week. Elsewhere in this category on Dunlop tyres are the BMW Motorsport M3 GTs and the Jota Aston Martin Vantage.

GTE Am sees three Dunlop cars, with Krohn Racing, Gulf AMR Middle East and JMB Racing with our brand.

Dunlop races to push forward our technology, challenge our engineers and bring benefits from the race track to the road. The Le Mans 24 hour race is a fantastic test for tyre performance and technology due to its endurance nature, the crucial aspect of tyre strategy and the wide range of conditions which can be encountered over the 24 hour duration of the race.

As well as our engineers and service team at Le Mans, we will also be represented in the media centre if you want to know more about our brand or our Le Mans presence.

DUNLOP ENTRIES

You can find us online at: <http://motorsport.dunlop.eu/>
On Facebook at: www.facebook.com/DunlopTyresUK
Or follow us on Twitter on: www.twitter.com/DunlopLive

LMP1

15 OAK RACING	FRA	OAK PESCAROLO - JUDD	Guillaume MOREAU	FRA	Pierre RAGUES	FRA	Tiago MONTEIRO	PRT
20 QUIFEL - ASM TEAM	PRT	ZYTEK 09 SC	Miguel AMARAL	PRT	Olivier PLA	FRA	Warren HUGHES	GBR
24 OAK RACING	FRA	OAK PESCAROLO - JUDD	Richard HEIN	MCO	Jacques NICOLET	FRA	Jean-François YVON	FRA

LMP2

26 SIGNATECH NISSAN	FRA	ORECA 03-NISSAN	Soheil AYARI	FRA	Franck MAILLEUX	FRA	Lucas ORDONEZ	ESP
35 OAK RACING	FRA	OAK PESCAROLO - JUDD BMW	Andrea BARLESI	BEL	Frédéric DA ROCHA	FRA	Patrice LAFARGUE	FRA
36 RML	GBR	HONDA PERFORMANCE DEVELOPMENT ARX 01 D	Mike NEWTON	GBR	Tommy ERDOS	GBR	Ben COLLINS	GBR
40 RACE PERFORMANCE	CHE	ORECA 03-JUDD BMW	Michel FREY	CHE	Ralph MEICHTRY	CHE	Marc ROSTAN	FRA
41 GREAVES MOTORSPORT	GBR	ZYTEK NISSAN	Karim OJJEH	SAU	KIMBER-SMITH	GBR	Olivier LOMBARD	FRA
44 EXTREME LIMITE AM PARIS	FRA	NORMA M200P - JUDD BMW	Fabien ROSIER	FRA	Philippe HAEZEBROUCK	FRA	Jean-René de FOURNOUX	FRA
49 OAK RACING	FRA	OAK PESCAROLO - BMW	Shinji NAKANO	JPN	Nicolas DE CREM	BEL	Jan CHAROUZ	CZE

LM GTE PRO

55 BMW MOTORSPORT	DEU	BMW M3 GT	Augusto FARFUS	BRA	Jörg MULLER	DEU	Dirk WERNER	DEU
56 BMW MOTORSPORT	DEU	BMW M3 GT	Andy PRIAULX	GBR	Dirk MULLER	DEU	Joey HAND	USA
66 JMW MOTORSPORT	GBR	FERRARI 458 ITALIA	Rob BELL	GBR	Tim SUGDEN	GBR	Xavier MAASEN	BEL
79 JOTA	GBR	ASTON MARTIN VANTAGE	Sam HANCOCK	GBR	Simon DOLAN	GBR	Chris BUNCOMBE	GBR

LM GTE AM

57 KROHN RACING	USA	FERRARI F430	Tracy KROHN	USA	Niclas JÖNSSON	SWE	Michele RUGOLO	ITA
60 GULF AMR MIDDLE EAST	ARE	ASTON MARTIN VANTAGE	Fabien GIROIX	ARE	Michael WAINWRIGHT	FRA	Roald GOETHE	FRA
83 JMB RACING	MCO	FERRARI F430	Manuel RODRIGUES	FRA	Jean-Marc MENAHEM	FRA	Nicolas MARROC	FRA

LE MANS

24 HOUR

Dunlop will be represented in all four classes of the 2011 running of the Le Mans 24 Hours and has realistic hopes of success in three of the four categories when the race takes place in June.

In total, 17 of the 56 cars on the entry list will use Dunlop tyres for the round the clock classic, although more Dunlop teams feature on the reserve list and could be given the chance to join the grid if others elect to withdraw.

Official LMP1 tyre development partner OAK Racing feature in LMP1 with a two-car entry along with one car from Quifel-ASM, although the two teams will acknowledge they face a tough challenge to fight against the diesel-powered factory cars from Audi and Peugeot.

However, both teams will hope to challenge the petrol-powered LMP1 cars at La Sarthe and will be keen to take advantage of any issues that may hit the big-budget factory outfits. The same approach allowed Team ORECA Matmut to finish fourth overall and top petrol car last year.

LMP2 however is a different story, with seven of the eleven cars using Dunlop rubber. OAK field two cars in LMP2, while single car entries from Signatech Nissan, RML, Race Performance, Greaves Motorsport and Extreme Limites AM Paris complete a formidable line-up chasing class honours and seeking to take the LMP2 crown away from defending champions Strakka Racing.

Only four of the cars in GTE Pro will run on Dunlop tyres, but it's a case of quality over quantity with all four being fancied runners for the race. The factory BMW team has already taken victory this year at Sebring, while JMW Motorsports took the first win for the new Ferrari 458 in the LMS season opener at Paul Ricard.

GTE Am Dunlop runners include is Krohn Racing who have already shown race-winning pace this season having clinched class honours at Sebring in its first race running on Dunlop tyres as well as the Gulf Aston Martin and JMB Ferrari.

Dunlop will feature heavily on the JMW Ferrari meanwhile, as its livery is designed by the 2011 Dunlop Livery Competition winner, who will be present at the circuit to see their design on track.



LE MANS AND DUNLOP

Le Mans is the oldest and most famous endurance race in the world, and the pinnacle of every endurance racing driver's ambition is to achieve victory after 24 hours around the revered French circuit.

Dunlop has been part of endurance racing since the 1920s when the Bentley Boys achieved serial Le Mans success, all the way to the glamour years of the 1950s, when Jaguar was equally dominant.

As an event, Le Mans has stood alone since 1923. As a name, a concept, and a spirit of racing, Le Mans has over the past decade spawned follow-up series, first in the USA and later in Europe. Run in conjunction with the foundation event's organisers, the Automobile Club de l'Ouest (ACO), these shorter races follow the same prototype/GT technical rules.

The ACO continued to nurture the concept, towards a major new international series that is launched in fully fledged form in 2011 with the Intercontinental Le Mans Cup with a full seven-round calendar, spanning the USA, Europe and the Far East.

The jewel in the crown is the inclusion of the core Le Mans 24-Hour event in the series... the first time since 1992 that this historic event has been part of a championship calendar. It will carry double points.

The names of the cars are different today – Audi, Peugeot and BMW; while diesel engines are now a major factor in the distance events. But Dunlop's involvement is as intimate and important as ever.

Endurance racing is a demanding but rewarding discipline for Dunlop's engineers. The requirement is not only for endurance but also consistency of performance. The lessons of the long-distance races are learned to the benefit of production tyres: a cornerstone of Dunlop's race-to-road philosophy.



DUNLOP

WEARING TEAMS

OAK RACING

OAK Racing are Dunlop's official LMP1 tyre development partner and field four cars in the Le Mans 24 Hours; two each in the LMP1 and LMP2 classes. The team had a troubled run up to the race with its #24 car involved in an accident at the Le Mans test day and the #15 then withdrawing from Spa after an incident in qualifying. Both cars did however show pace in the opening ILMC event of the year at Sebring, with the team hoping to challenge for unofficial petrol honours at La Sarthe.

The #35 car in the LMP2 class has enjoyed a strong start to the season with a class podium at Sebring and a top six finish at Spa meaning it sits second in the ILMC standings going into the round the clock classic. A second LMP2 car, running as the #49 is added for Le Mans and will run with technical and logistical support from the DAMS team.

#15 OAK PESCAROLO-JUDD (LMP1)

Guillaume Moreau

Part of the OAK Racing line-up that finished second in LMP2 last season, Moreau will be returning to the premier class at La Sarthe for the first time since 2007 when he competed for Courage. A former front-runner in single-seaters, Moreau's focus is now fully on sportscar racing.

Pierre Ragues

The 27-year-old French driver was a podium finisher in LMP2 back in 2008 when the team was known as Saulnier Racing. Now back with the OAK Racing squad, Ragues will be competing in LMP1 for the third successive season after outings with Signature Plus for the past two years.

Tiago Monteiro

Former F1 and current WTCC racer Monteiro was due to compete in LMP2 with Signatech Nissan before it withdrew its second car but has secured the drive vacated by Matthieu Lahaye after he was injured in a qualifying accident at Spa.

#24 OAK PESCAROLO-JUDD (LMP1)

Richard Hein

Part of the OAK Racing team that secured third in LMP2 back in 2009 and finished just off the LMP2 podium in fourth place last season. Hein will be competing in his fourth Le Mans 24 Hours and his second in the premier LMP1 class.

Jacques Nicolet

Nicolet took control of the Saulnier Racing team at the end of 2006 and it was rebranded as OAK Racing in 2009. Nicolet finished on the LMP2 podium alongside Hein back in 2009 and was fourth in LMP2 last year.

Jean-Francois Yvon

Veteran of a dozen starts at Le Mans, Yvon won Group B back in 1984 in a BMW M1 and raced to an LMP2 podium with Hein and Nicolet in 2009.

#49 OAK PESCAROLO-JUDD BMW (LMP2)

Shinji Nakano

Nakano is the first driver from Japan to have competed in the Monaco Grand Prix, Indy 500 and the Le Mans 24 Hours and returns to La Sarthe for the first time since 2008. His focus for the event is on securing a strong result for the people of Japan after the devastating earthquake and tsunami back in March.

Nicolas de Crem

De Crem will be making his debut in the Le Mans 24 Hours having joined OAK Racing for the race. The youngster already has a Le Mans Series podium to his name with the fellow Dunlop team Boutsen Energy Racing, who aren't competing at La Sarthe.

Jan Charouz

Charouz will be competing at Le Mans for the fifth time and second with OAK Racing having taken second in LMP2 with the team last season. Charouz is currently racing in the Renault World Series and is a reserve driver for the Lotus Renault F1 team.

#35 OAK PESCAROLO-JUDD BMW (LMP2)

Andrea Barlesi

Teenager Barlesi will be making his debut in the Le Mans 24 Hours having joined OAK Racing this season on the back of a year competing in the Formula Le Mans Class of the Le Mans Series in 2010.

Frederic Da Rocha

Da Rocha will be making his third start at Le Mans but his first with OAK Racing having been part of the line-up that took LMP2 honours in the Intercontinental Le Mans Cup last year.

Patrice Lafargue

Part of the line-up that won the LMP2 class of the Intercontinental Le Mans Cup last year, Lafargue will be making his debut in the Le Mans 24 Hours although he has previously raced at La Sarthe in the Le Mans Classic.

QUIFEL-ASM TEAM

After success in LMP2 - which includes class honours in the Le Mans Series in 2009 - the Portuguese team moves up to LMP1 for 2011. Stability has been key, with the same drivers at the wheel of a revised version of the Zytek package used last year and a continuation of the deal to use Dunlop tyres.

Fourth in class in the Le Mans Series season opener at Paul Ricard was followed by a strong showing at Spa, where the Zytek was the second quickest petrol car in qualifying and ran inside the top ten before an engine problem forced it to retire.

#20 ZYTEK 09 SC (LMP1)

Miguel Amaral

Amaral will be competing at Le Mans for the sixth time this season and the fifth with the Quifel-ASM team – although 2011 will mark his debut in LMP1. This year should give the Portuguese racer a good chance to improve on a best finish of 20th overall.

Olivier Pla

Like Amaral, Pla will be making his first LMP1 appearance at Le Mans having competed in LMP2 since his debut in 2008. His previous three appearances have all been with his Quifel-ASM with a best finish of 20th overall in both 2008 and 2010.

Warren Hughes

Hughes will be competing in his eighth Le Mans 24 Hours and his third with Quifel-ASM. A former factory driver for MG, Hughes won the LMP2 class with RML in 2005.

Signatech Nissan

Signatech Nissan is the new name for the Signature Racing team after it entered into a two-year official partnership with Nissan. After two seasons in LMP1, the team now turns its focus to the LMP2 class with its Oreca 03-Nissan, which was quickest in class during the Le Mans test day.

Signatech sits on top of the LMP2 standings in the Intercontinental Le Mans Cup after two rounds, but plans for a two-car entry into the Le Mans 24 Hours were shelved when its second car was withdrawn from the race.

#26 ORECA 03-NISSAN (LMP2)

Soheil Ayari

Ayari will be making his tenth appearance in the Le Mans 24 Hours this season having signed up with Signatech Nissan for the 2011 season. Ayari's best finish at Le Mans was fourth overall in both 2004 with Pescarolo and in 2010 with Team Oreca.

Franck Mailleux

Former single-seater racer Mailleux will be competing at Le Mans for the third time having competed for the Signature team in 2009 and 2010. Both previous outings came in the LMP1 class with a best finish of eleventh overall on his 2009 debut.

Lucas Ordenez

Ordenez won the Nissan/Playstation GT Academy in 2008 and went from virtual racer to a real life competitor on track the following year in the GT4 European Cup. His career moves to a new level this season with Signatech Nissan's ILMC programme, which includes the Le Mans 24 Hours.

RML

Having debuted at Le Mans in 2003, RML has taken LMP2 honours on two occasions, with back-to-back victories in 2005 and 2006. After a break of five years, RML's sportscar arm returned to the Dunlop family in 2010 and for 2011, the team will make use of a new HPD ARX-01d chassis which replaces the Lola Coupe used last year.

#36 HPD ARX 01D (LMP2)

Mike Newton

Newton first competed at Le Mans in 2003 and has since gone on to win the LMP2 class twice and also finished on the class podium last year. Newton is also a double champion in the LMP2 class in the Le Mans Series.

Tommy Erdos

A veteran of twelve Le Mans starts Erdos has two LMP2 victories to his name and finished third in class last season. All three podium finishes came with RML. The Brazilian is also a two-time LMP2 title winner in the Le Mans Series.

Ben Collins

Best known to the wider public for his time as 'The Stig' on the TV show Top Gear, Collins made his Le Mans debut in 2001, taking the factory Ascari entry as high as fourth overall before retiring with a fuel pump issue. This season will mark only his third Le Mans start and first since 2002.

RACE PERFORMANCE

Having moved into sportscars in 2010 with a Radical SR9, Race Performance secured a late entry into the Le Mans 24 Hours as a 56th entry after an extra pit garage was finished in time for the race. The team finished sixth in LMP2 and 18th overall despite the late nature of its entry into the event.

This season the team has switched to a Judd-powered Oreca chassis and has finished inside the top eight in LMP2 in both Le Mans Series races prior to the Le Mans 24 Hours

#40 ORECA 03-JUDD BMW (LMP2)

Michel Frey

Although part of the Race Performance line-up in the Le Mans Series last season, Frey didn't compete at Le Mans meaning the 2011 race will be his debut at La Sarthe

Ralph Meichtry

Meichtry made his unexpected Le Mans debut last season with the Race Performance team and took a top six finish in the LMP2 class

Marc Rostan

The most experienced member of the line-up, Rostan made his Le Mans debut back in 1995 and has competed in the race a total of eight times, including last year in Race Performance's Radical

GREAVES MOTORSPORT

Known as Team Bruichladdich in recent years, Greaves Motorsport returns to Le Mans this season looking to build on an overall top ten finish in 2010. The team's Zytek 09S chassis is now fitted with a Nissan engine to fit into the latest technical regulations and has already taken an LMP2 victory in the Le Mans Series. The Le Mans 24 Hours test day saw the Greaves Motorsport team set the third fastest time in LMP2.

#41 ZYTEK NISSAN (LMP2)

Karim Ojeh

Ojeh will be competing at Le Mans for the seventh time having secured his best overall finish last season in tenth. Ojeh took an LMP2 class podium on his debut in the race back in 2005 with Paul Belmondo Racing.

Tom Kimber-Smith

Kimber-Smith will be making his return to Le Mans for the first time since 2007. His debut at La Sarthe a year earlier saw him secure GT2 honours in a Team LNT Panoz Esperante.

Olivier Lombard

Lombard makes his debut at Le Mans this season having been given a late opportunity to join the Greaves Motorsport team. The youngster set the quickest Formula Le Mans lap during the Le Mans test day.

EXTREME LIMITE AM PARIS

The Extreme Limite team will be making its debut at Le Mans using the same Norma chassis that was campaigned by Pegasus Racing last season – albeit with a new Judd BMW engine fitted.

The car was first reserve when the entry list was announced by the ACO and secured its place in the event when the second Signatech Nissan entry was withdrawn.

#44 NORMA M200P-JUDD BMW (LMP2)

Fabien Rosier

French driver Rosier will be making his debut in the Le Mans 24 Hours with the same Extreme Limite team that has run him in V de V in recent years. Rosier has also been a winner in the French GT Championship.

Philippe Haezebrouck

Haezebrouck will be competing in his third Le Mans 24 Hours and first since 2005. His debut in the event back in 2001 saw him finish second in the GT class in a Porsche entered by Freisinger Motorsport.

Jean-Rene de Fournoux

De Fournoux returns for a seventh assault on the Le Mans 24 Hours but his first since 2006. His first two outings at La Sarthe back in 2001 and 2002 were rewarded with LMP 675 class podium finishes with the Gerard Welter team

BMW MOTORSPORT

BMW returned to Le Mans last season for the first time since winning the race in 1999 and took sixth place in GT2. Having then gone on to secure honours in the American Le Mans Series, BMW is back at La Sarthe with a strong two-car line-up targeting GTE-Pro honours.

BMW already has two wins from two in the ALMS this season. The first of those wins, at Sebring, has also helped BMW to lead the ILMC GTE manufacturer standings heading into the Le Mans 24 Hours.

#55 BMW M3 GT (GTE-Pro)

Augusto Farfus

Brazilian racer Farfus will be making his second appearance at Le Mans having finished sixth in GT2 on his debut last year. Farfus has two class wins – one overall – to his name in the famed Nurburgring 24 Hours.

Jörg Muller

Muller made his Le Mans debut back in 1997 and was part of the BMW LMP programme in 1999, although his car failed to finish the race. Muller returned to La Sarthe last year and was part of the team that finished sixth in GT2.



Dirk Werner

Werner is competing at Le Mans for the second time having made his debut with BMW last season although his participation in the 'Art Car' ended in retirement.

#56 BMW M3 GT (GTE-Pro)

Andy Priaulx

Multiple World Touring Car Champion Priaulx switches his focus to sportscars this season and will be competing at Le Mans for the second time. His debut last season in the BMW 'Art Car' ended in retirement.

Dirk Muller

Dirk Muller will be competing at Le Mans for the fourth time having returned to La Sarthe last year as part of the BMW line-up. His best finish was second in the GT class on his debut in a Porsche back in 1999.

Joey Hand

Hand has been part of BMW's assault on the American Le Mans Series since 2009 but will be making his first appearance at Le Mans this season. Hand, a double winner in the ALMS already in 2011, is no stranger to 24 Hour racing thanks to regular outings in the Rolex 24 at Daytona.

JMW MOTORSPORT

Formed in 2009, JMW Motorsport enjoy a special relationship with Dunlop as its car has been used for the Dunlop Le Mans Livery Competition in recent years. Having run an Aston Martin Vantage, JMW swapped back to Ferrari for 2011 and gave the new 458 Italia its maiden European win in the opening Le Mans Series event of the year at Paul Ricard.

#66 FERRARI 458 ITALIA (GTE-Pro)

Rob Bell

Two time Le Mans Series GT2 champion Bell will be returning to Le Mans for the fifth time. His best finish to date being fourth in GT2 back in 2009 in what was JMW Motorsport's first Le Mans appearance. Bell already has a 24 hour podium this season at Daytona under his belt.

Tim Sugden

Sugden will be making his eighth appearance at Le Mans with his best result coming on his debut back in 1998 when he took fourth overall in a McLaren F1 GTR. Successful in sportscar racing around the world, Sugden joined Bell in taking a GT class podium in the Daytona 24 Hours earlier in the year.

Xavier Maassen

Maassen joins JMW for what will be his third appearance in the Le Mans 24 Hours; his previous two both coming in the now defunct GT1 class where he took a second place finish on his debut in 2009 with Luc Alphand Aventures.

JOTA SPORT AMR

Official Aston Martin Racing partner team Jota AMR will be returning to Le Mans for the first time since 2008 having previously prepared cars for a number of different teams. The GTE-Pro entry is a precursor to a planned move to LMP1 in 2012 with the new AMR-One.

#79 ASTON MARTIN VANTAGE (GTE-Pro)

Sam Hancock

Hancock has competed at Le Mans on five occasions and was well placed to finish inside the top four with Aston Martin Racing in 2010 before engine failure forced his car to retire in the final hour of the race.

Simon Dolan

Dolan only made his racing debut in 2008 and will be making his maiden appearance in the Le Mans 24 Hours. Previous 24 hour experience comes from the Spa 24 Hours, where he was victorious in the GT4 class last year.

Chris Buncombe

Buncombe makes his return to Le Mans this season for the first time since winning the LMP2 class in a Binnie Motorsports-run Lola back in 2007. Like Hancock, Buncombe is a former Aston Martin Racing factory driver.

KROHN RACING

Best known for its exploits in Grand-Am, Krohn Racing has competed at Le Mans a number of times in partnership with the Risi Competizione team but now the team will enter itself in the new GTE-Am class having committed to a season in the Intercontinental Le Mans Cup, where it lies second in class after two rounds.

#57 FERRARI F430 (GTE-Am)

Tracy Krohn

Team owner Krohn made his Le Mans debut in 2006 and took second in the GT2 class the following season in a Risi-Krohn Ferrari 430. He claimed another GT2 podium finish in 2009 finishing third.

Nic Jonsson

Krohn's long-time driving partner, Jonsson also made his Le Mans debut in 2006 before going on to secure GT2 podium finishes in both 2007 and 2009.

Michele Rugolo

Rugolo makes a return to Le Mans having debuted in 2003 in the now-defunct LMP900 class. The Italian has raced the Ferrari 430 in Europe since 2007 and is competing in three ILMC events with Krohn Racing this year.

GULF AMR MIDDLE EAST

The team from the Middle East will be making its debut in the Le Mans 24 Hours under the guidance of veteran team manager Dave Price. Competing as an official partner team for both Gulf Oil International and Aston Martin Racing, the team will run in an iconic Gulf livery for the round the clock classic.

#60 ASTON MARTIN VANTAGE (GTE-Am)

Fabien Giroix

Giroix makes his return to Le Mans after a long absence, having competed in the event in a McLaren F1 GTR on two occasions back in the 1990s. The Frenchman has raced in a wide range of series around the globe in single-seaters, touring cars and sportscars.

Michael Wainwright

Wainwright will be making his debut in the Le Mans 24 Hours this season having competed in the French GT Championship in 2010.

Roald Goethe

Goethe will also be making his debut in the Le Mans 24 Hours but did compete at La Sarthe last year in the Le Mans Classic at the wheel of a Porsche 908.

JMB RACING

Created in 1995 by Jean-Michel Bouresche and Jean-Pierre Jabouille, JMB Racing has achieved successes in a variety of sports car and GT categories.

#83 FERRARI F430 (GTE-Am)

Manuel Rodrigues

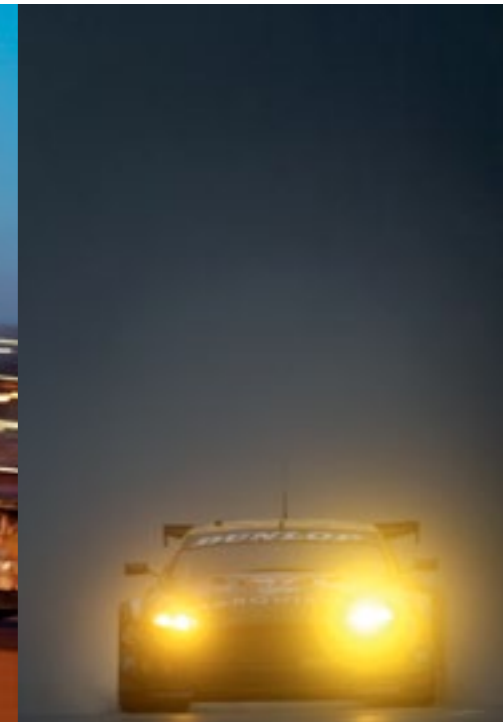
Has raced previously at Le Mans for JMB Racing in 2009, finishing in eighth position. 2010 saw him drive for Kolles in an Audi R10, with the car crashing out of the race at half distance.

Jean-Marc Menahem

Menahem will make his Le Mans debut and is contesting this season's Le Mans Series in the Formula Le Mans category.

Nicolas Marroc

After a couple of seasons of Formula 3, the 24 year old Frenchman has moved to sports prototypes for 2011, and already achieved success with 1 win and 1 pole position in his first season in the Le Mans Series in Formula Le Mans category.





LE MANS SERIES PREVIEW

The 2011 Le Mans Series will once again be an important part of Dunlop's racing activities with an impressive list of teams electing to use Dunlop tyres for the year ahead.

In total, 10 of the 36 cars entered for the full season will race on Dunlop tyres – almost 28% of the field – with eight of the 17 LMP1 and LMP2 cars set to race this season choosing Dunlop to supply rubber for 2011, an impressive 47% of the field.

The LMS will hold five races this season at Paul Ricard, Spa, Imola, Silverstone and Estoril, with each race running for six hours. That marks a change for the Le Mans Series, which had previously held its races to a distance of 1000km unless a six-hour limit was exceeded.

Of the five races on the calendar, three – Spa, Imola and Silverstone – form part of the Intercontinental Le Mans Cup in a move that will boost grid numbers beyond the 36 cars signed up for the season.

Amongst the teams that will race in those three events is OAK Racing, which was awarded the status of official LMP1 tyre development partner with Dunlop late last year.

Dunlop is represented in the main three classes on the full-season entry list, with the Quifel-ASM team flying the flag in LMP1. In the LMP2 class, RML, Pegasus Racing, Race Performance, Greaves Motorsport, RLR Motorsport, Extreme Limite AM Paris and Boutsen Energy Racing will all race on Dunlop tyres in 2011.

The final two Dunlop runners, JMW Motorsport and Jota, will chase honours in the new-for-2011 GTE Pro class – which is for cars built to GT2 regulations driven by professional drivers. A separate GTE Am class is open to cars with only one professional driver onboard.

As was the case last season, the Dunlop teams are doing battle with one goal in mind; to secure a place on the grid for the Le Mans 24 Hours. In each class, bar Formula Le Mans, the top two in the championship at the season's end will receive an invitation to compete in the 2012 Le Mans 24 Hours.



ILMC PREVIEW

Taking the best elements of the American Le Mans Series (ALMS) and European-focused Le Mans Series (LMS), and incorporating the world-renowned Le Mans 24 hours as well as an ILMC dedicated event in China, the Intercontinental Le Mans Cup has really come to the fore in 2011.

With the same categories of car as feature in the other series, the ILMC enables teams and drivers to compete in what is in effect a world championship in all but name.

Starting with the 12 hours of Sebring, the showcase opener to the ALMS, the ILMC headed to the Spa 1000km before arriving at Le Mans for the 24 hour race.

After Le Mans, it's the LMS rounds of the Imola and Silverstone 6 hours, before heading back to the ALMS to take in the 14th running of Petit Le Mans at Road Atlanta.

The season will culminate with the 6 Hours of China at the Zhuhai International Circuit in mid-November.

2011 CALENDAR

March 19	Sebring 12 Hours
May 8	Spa 1000km
June 11-12	Le Mans 24 Hours
July 3	Imola 6 Hours
September 11	Silverstone 6 Hours
October 1	Petit Le Mans, Road Atlanta
November 12	6 Hours of China, Zhuhai



ILMC/ALMS REVIEW SEBRING

The Sebring Twelve Hours doubled as the first round of the both the American Le Mans Series and the Intercontinental Le Mans Cup, and it was an event where there was huge success on track for the various Dunlop teams.

Having been official tyre supplier to BMW since its return to the series, Dunlop enjoyed a fine 1-2 in the competitive GTE class as the Rahal Letterman Racing-run cars locked out the top two places on the podium.

It marked a stunning start to 2011 for the partnership, which clinched the teams and manufacturers' championship last year, with the performance of the Dunlop tyres on the two M3 GT cars playing a key role in the success.

"We could not be happier with the start to our season, and Dunlop's hard work in the offseason was a big part of our win," team boss Bobby Rahal said. "The tyre options we had at our disposal allowed us to use different Dunlop compounds as the track changed throughout the day, allowing us to stay ahead of the competition."

Dunlop also took victory in the GTE Am class in its first race with the Krohn Racing team, which was contesting the event as part of its assault on the ILMC.

Dyson Racing led Dunlop's assault on the Prototype classes as it finished the race in sixth place overall with its Lola-Mazda. Although not entered into the ILMC, Dyson scored maximum points towards its ALMS title challenge with none of the cars ahead entered for a full ALMS season.

Official LMP1 tyre development partner OAK Racing failed to see the finish with either of its LMP1 cars after both entries ran into mechanical problems, despite the #15 car running as high as fourth, but the French team took a class podium in LMP2, joining the Dunlop-shod Signatech Nissan entry on the podium in its first race.

Dunlop teams lead the ILMC GTE manufacturers' standings after Sebring as well as the teams' classifications in LMP2, GTE Pro and GTE Am while Dunlop also leads the way in both LMP1 and GT in the ALMS.



LE MANS SERIES PAUL RICARD

Two class victories and an overall podium marked a strong start to the new Le Mans Series season for Dunlop-shod teams in what proved to be a controversial opening round of 2011 at Paul Ricard.

Confusion at the start of the race, when the green lights came on despite the Safety Car still being on circuit, led to a multi-car accident towards the rear of the field and wiped out a number of the fancied runners, with the Jota Aston Martin the only Dunlop runner to get caught up in the chaos.

On a weekend of firsts, it was the Greaves Motorsport LMP2 entry that led the Dunlop runners home with class victory and third overall in the team's first outing with a new Nissan engine. Fellow LMP2 runners Boutsen Energy Racing took an impressive sixth overall and fourth in class.

In total, five of Dunlop's LMP2 contingent finished inside the top ten, including the lone LMP1 entry fielded by Quifel-ASM. Had it not been for a puncture caused by contact from a rival car, which in turn caused bodywork damage and a lengthy pit-stop, the Portuguese

team would have finished far higher than eighth overall as it gave a European debut to Dunlop's 2011 LMP1 tyre.

Further success for Dunlop came in GTE Pro, where JMW Motorsport took victory in its first race with the new Ferrari 458. Not only did that give the team a debut win with the 458, it also marked the first class win for the all-new Ferrari, which had appeared on track for the first time at Sebring last month.

Aston Martin outfit Jota Sport saw its hopes of a strong result ended after its car was involved in the first lap accident and ultimately wasn't classified as a finisher, although Kessel Racing took third in the GTE Am class with its Ferrari 430 as it used the Paul Ricard race to evaluate a possible full-season Le Mans Series campaign.

Dunlop rubbered teams led two of the five classes going into the second round at Spa, which doubled as a round of the Intercontinental Le Mans Cup.

MAZDA & DUNLOP'S LE MANS WIN 1991

THIS YEAR MARKS THE 20TH ANNIVERSARY OF A RATHER UNEXPECTED AND WELL REGARDED OVERALL LE MANS WIN BY MAZDA'S HIGHLY DISTINCTIVE SOUNDING WANKEL ROTARY POWERED 787B PILOTED BY JOHNNY HERBERT, BETRAND GACHOT AND VOLKER WEIDLER, AND SHOD ON DUNLOP TYRES.

It was a very different Le Mans that teams arrived at in 1991. It was the first year with a new pit complex and on track was a mixed collection of the new 3.5 litre World Sportscar Championship cars, which were allocated the top ten places on the grid for the fastest qualifying of their ilk, and the rest of the field comprised of cars to the older Group C Formula.

With the 3.5 litre cars in their infancy, frontrunners such as Jaguar and Mercedes opted to use their tried and tested Group C models, with the Mercedes C11 demonstrating impressive pace from its 5.0 litre turbo V8, in particular utilising a driver line-up including a certain Michael Schumacher.

Whilst the Mercedes and the Jaguars were shod on Goodyear tyres, the only front runners with Dunlops were the Mazdas, and certainly heading into the race, the Mercedes and the Jaguars were far more favoured for the race win.

After showing good reliability but perhaps a lack of overall pace in 1990 with the 787, the B model was an evolution which had demonstrated even better reliability in pre-race testing, but still not the pace of in particular the Mercedes, but also its Jaguar XJR-12 rivals.

Without overall pace, the 1991 win was one born of reliability, with solid lap times allied to good fuel consumption, not forgetting the performance and consistency of Dunlop's tyres.

Involved with development of Mazda's Le Mans project from an early stage and a sixth place overall finisher in the #6 Mazdaspeed Orega entered car, was Irish former Shadow F1 driver, David Kennedy.

"Dunlop was the 'go to' tyre at the time and certainly proved a major catalyst in the weekend of our success in 1991," said Kennedy.

"We could run the Dunlop tyres longer so there was less time lost in the pits. We had a great rapport with the engineers from Dunlop which always assists greatly as the relationship between the driver and the team and the tyre engineer is crucial to so much success.

"The way the regulations were written, they benefitted the Mercedes turbo and as long as it was going, it was quicker than everyone else by four or five seconds a lap. But we surprised the Porsches and the Jaguars and the several other manufacturers that were there too

"It was variety of cars and it was difficult to get the regulations right as there were rotary engines, turbos, V8s and V12s. The rotary didn't have essentially great torque but it had good top end and we were doing 230mph plus at the end of the straights – it was gem to drive. They told us when they stripped it down that



“THE WANKEL RELIABILITY WAS GOOD, AND WE COULD PUSH AS HARD AND AS FAST AS WE WANTED, BUT TO DO THIS WE REQUIRED A TYRE WHICH WAS ABLE TO PROVIDE STRONG AND CONSISTENT PERFORMANCE, AND DUNLOP WERE ABLE TO PROVIDE US WITH THIS.”

JOHNNY HERBERT.



there was no wear to the engine which was incredible.

“It was the only Le Mans win by a Japanese car and the only one by a Wankel engine and it really was a remarkable achievement.”

“Our strategy and success caught everyone by surprise, even the management from Mazda, but we knew we had a good car, and we had great tyres.”

The race was won by the #55 car, which was driven in its only race and had a distinctive bright orange and green paint scheme thanks to sponsor, Renown, a Japanese clothing manufacturer.

Previously, team strategy had been one of conservatism to attempt to ensure reliability to the chequered flag, but this year the team manager realised that the reliability of the car shown in pre-race testing, allied to the fuel economy possible if the car was driven in a certain fashion, meant that the race could be driven as a series of sprint races – flat out all the way.

Behind the wheel, British driver and Formula 1 star Johnny Herbert was the driver who took the chequered flag.

“The Wankel reliability was good, and we

could push as hard and as fast as we wanted, but to do this we required a tyre which was able to provide strong and consistent performance, and Dunlop were able to provide us with this,” said Herbert.

“This really was crucial, as the the tyres need to be able to perform consistently whether it be night or day or whatever the conditions you experienced over the 24 hours of the race. As a driver you need to be able to trust the tyres, and we certainly could do with the Dunlops we had that year.”

Notably, although he drove the #55 Mazda across the finish line to take his only Le Mans victory, Herbert didn’t make it to the podium celebrations.

“I was meant to do a double stint at the end but then the tactics were changed and I remained in the car right to the end of the race” he explains.

“Unfortunately, I only had enough drinks fluid for a double stint and it was blisteringly hot that year, and the Mazda was a very hot car. I made it to the end of the race, but once the race was over it all hit me and I wasn’t able to make it to the podium. You could say the tyres had outlasted me.”

For Dunlop, the win came three years after the dramatic battle for honours between the Silk Cut Jaguar XJR-9LM and Porsche 962C, with both cars there on Dunlop tyres.

“1991 was an intense victory and certainly it was an unexpected win as there were many other strong teams who were more favoured to take victory,” explains Dunlop Motorsport’s General Manager, Jean-Felix Bazelin.

“It was the first – and only - Japanese win, with a Japanese car and Japanese tyres. It was the only ever win from a Wankel, and that type of engine was outlawed later. It was a fantastic day for Japan and the feedback we received from there was fantastic.”

Dunlop and Mazda success in Endurance Racing came right up to date last year with an overall win in the American Le Mans Series with the Mazda-powered Lola B09/86 of the Dyson Racing Team taking honours with Chris Dyson and Guy Smith at Mid-Ohio in August 2010.

Johnny Herbert meanwhile will be out in action in another 24 hour race when he contests the Nurburgring 24 hour in a rather special Volkswagen Golf. The tyres? Dunlop of course.

INSIDE RACING

Coming to a television or computer screen near you, the Dunlop supported Inside Racing programme offers a fantastic glimpse of motorsport activities around the world, as well as insights into how a racing tyre works. Inside Racing is broadcast around the world and excerpts can be accessed online at: www.youtube.com/user/DunlopInsideRacing

Insights Behind the scenes of spectacular race series	Faces Driver and team profiles and enthusiasts	Grip From tyres to traction	Slicks People, parties and places	Legends Icons in action
FIRST BROADCAST 13TH JUNE				
The Scirocco Cup. Starts in its second season. Get to know the drivers and see how the first races were decided!	A Mustang at the FHR Langstreckencup. Two enthusiasts from Luxembourg and their unbeatable passion	Bike tyres - From track to road. Endurance bike races like Le Mans or the Bol D’Or are crucial for road bike and tyre development.	The Campionato Italiano Turismo Series. A popular racing series in Italy. Follow the fans to the race in Imola and get to know the fascination	Gerhard Mitter Part II. The all-rounder competed in several series (F1, Le Mans, Targa Florio) and was also a great engineer. He started to build his own engines for different formula teams and always tried to develop new and extraordinary racing machines.
FIRST BROADCAST 4TH JULY				
Le Mans 24 Hours. The fight for the lead will again be very exciting in 2011. But there are not only the top teams which fascinate but also the cult cars that are huge crowd pullers.	BMW and Dunlop at the 24h of Le Mans. 2010 wasn’t the year of the BMW team at Le Mans. In 2011 they want to strike back and will be accompanied by the Inside Racing crew!	Grip and wear. Sand, oil, dirt on the track, changing asphalt conditions. The 24h of Le Mans is a race of extremes – and a tough tyre job!	Dunlop Livery Competition. We follow the winning designer of the 2011 contest and see how his car from OAK Racing will perform!	The Porsche Legend at Le Mans. It is the most challenging and the prestigious race in the world and Porsche is an important part of its history. Since 1951 there has always been at least one Porsche on the starting grid.
FIRST BROADCAST 18TH JULY				
24 Hours of Nürburgring. Behind the scenes of BMW – the winner of the 2010 race will try to defend the title. The last big challenge for the outgoing BMW Motorsport director Mario Theissen.	Dunlop engineers. A 24 hour race is a challenge not only for teams and drivers, but the Dunlop engineers also have a tough race ahead. Take a look behind the scenes of the tyre supplier at the challenge of the 24 Hours of Nürburgring.	Bike Tyre Performance. Fascinating motorcycle technology explained by a motorcycle Insider!	Madrid Stadium Race. Alex Crivillé, Miguel Angel de Castro and Mart Suiro on a spectacular racing event at the Calderon	Oldtimer-Rallye Hamburg-Berlin. We will follow the old-timer drivers on their way from Hamburg to Berlin. It’s a unique event with a lot of fans, prominent drivers and enthusiasts who join the Rallye!
FIRST BROADCAST 1ST AUGUST				
Festival of Speed. Behind the scenes of the most legendary motor sport event in Great Britain. Let’s see who the Earl of March invited this year!	The Campionato Italiano Turismo Series. Get to know one of the most popular drivers of this Italian racing series.	Steering. For fast lap times every driver needs a car that handles predictably. It sounds simple – but it’s not. The interplay of suspension and tyres with the car’s steering is much greater than the turn of a steering wheel might suggest.	Dutch Supercar Challenge. It has got a big variety of cars as well as race events spread over Europe. Meet the drivers and get to know their cars in this popular Dutch racing series!	The Goodwood Festival of Speed 1. Highlights from the hill climb and the Dunlop stable yard 2011. All the Oldtimers and their “aged” owners!
FIRST BROADCAST 15TH AUGUST				
VW Scirocco Cup. In its second season the low emission race series is attracting more and more famous drivers. In the driver’s category “legends” there are always starting real racing legends like Strietzel Stuck, Martin Brundle or Jacques Laffite.	Free4style. Incredible tricks and jumps. FMXStar Mat Rebeaud explains the impact on his Dunlop tyres on that action loaded event!	Speed Academy Hockenheim. Five young racers and their first tyre lesson to learn. The rookies from the Speed Academy learn how to feel and read their performance.	The Dunlop Drift Challenge. It is the national Austrian championship in drifting. Real enthusiasts show us their world of racing.	French car Legends. 125th anniversary of French car history – the manufacturers Peugeot and Renault and their early involvement in the first motor sport events.

TWO WHEELS

CALENDAR

(Provisional calendars as of 2.2011)

	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Mon	Tues																
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Moto2

- 20 Mar Grand Prix of Qatar - Losail
- 3 Apr Gran Premio de Espana - Jerez
- 1 May Grande Premio de Portugal - Estoril
- 15 May Grand Prix de France - Le Mans
- 5 Jun Gran Premi de Catalunya - Catalunya
- 12 Jun British Grand Prix - Silverstone
- 25 Jun TT Assen - Assen
- 3 Jul Gran Premio d'Italia - Mugello
- 17 Jul Motorrad Grand Prix Deutschland - Sachsenring
- 14 Aug Grand Prix of Ceske Republiky - Brno
- 28 Aug Indianapolis Grand Prix - Indianapolis
- 4 Sep GP Di San Marino E Della Riviera di Rimini - Misano
- 18 Sep Gran Premio De Aragon - Motorland Aragon
- 16 Oct Australian Grand Prix - Phillip Island
- 23 Oct Malaysian Motorcycle Grand Prix - Sepang
- 6 Nov Gran Premio de la Comunitat Valenciana - Valencia

WORLD ENDURANCE CHAMPIONSHIP

- April 16-17 Bol d'Or 24hrs, Magny Cours, France
- May 22 Albacete 8hrs, Spain
- July 31 Suzuka 8hrs, Japan
- Aug 21 Donington Park 12 Hrs, UK
- Sept 24-25 Le Mans 24hrs, France
- Nov 12 Doha 8hrs, Qatar

AMA

- Mar 10-12 Daytona 200, Daytona Beach, Florida
- May 13-15 Infineon Raceway, Sonoma, California
- May 29-29 Miller Motorsports Park, Utah
- June 3-5 Road America, Elkhart Lake, Wisconsin
- June 17-19 Barber Motorsports Park, Alabama (TBC)
- July 8-10 Mid-Ohio, Lexington, Ohio
- July 22-24 US Grand Prix, Laguna Seca, California
- Aug 12-14 Virginia International Raceway, Virginia
- Sept 2-4 New Jersey Motorsports Park, Millville, New Jersey
- Round Ten TBD

CEV

- April 17 Jerez
- May 8 Aragon
- June 19 Catalunya
- July 10 Albacete
- Sept 11 Albacete
- Nov 13 Valencia
- Nov 20 Jerez

MOTOCROSS WORLD CHAMPIONSHIP

- April 10 Sevlievo, Bulgaria
- April 25 Valkenswaard, The Netherlands
- May 15 Valkenswaard, USA
- May 22 Indaiatuba, Brazil
- June 5 Saint Jean d'Angely, France
- June 12 Agueda, Portugal
- June 19 Bellpuig, Catalunya (ESP)
- July 3 Uddevalla, Sweden
- July 10 Teutschenthal, Germany
- July 17 Kegums, Latvia
- July 31 Lommel, Limburg (BEL)
- Aug 7 Loket, Czech Republic
- Aug 21 Matterley Basin, Great Britain
- Sept 4 TBA, TBA
- Sept 11 Fermo, Italy

FIM MOTOCROSS OF NATIONS

- Sept 17-18 Saint Jean d'Angely, France

WORLD SUPERCROSS

- Jan 8 Angel Stadium, California
- Jan 15 Chase Field, Arizona
- Jan 22 Dodger Stadium, California
- Jan 29 Oak-Alameda City Stadium, California
- Feb 5 Angel Stadium, California
- Feb 12 Reliant Stadium, Texas
- Feb 19 Qualcomm Stadium, California
- Feb 26 Georgia Dome, Georgia
- Mar 5 Daytona Int'l Speedway, Florida
- Mar 12 Lucas Oil Stadium, Indiana
- Mar 19 Jacksonville Municipal Stadium, Florida
- Mar 26 Rogers Centre, Toronto, Canada
- April TBC Cowboys Stadium, Texas
- April 9 Edward Jones Dome, Missouri
- April 16 Qwest Field, Seattle, Washington
- April 30 Rice-Eccles Stadium, Utah
- May 7 Sam Boyd Stadium, Nevada

WORLD ENDURO

- April 2-3 GP of Spain
- April 9-10 GP of Portugal
- May 14-15 GP of Italy
- June 11-12 GP of Turkey
- June 18-19 GP of Greece
- July 9-10 GP of Romania
- Sept 3-4 GP of Andorra
- Oct 1-2 BP of France

FOUR WHEELS

CALENDAR

(Provisional calendars as of 2.2011)

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ALMS

- Feb 9,10 Official test, Sebring, Florida
- Mar 19 Sebring International Raceway (12 hrs)
- April 16 Long Beach street circuit (2hrs 45mins)
- July 9 Northeast Grand Prix (2hrs 45mins)
- July 24 Mosport International Raceway (2hrs 45mins)
- Aug 6 Mid-Ohio Sports Car Challenge (2hrs 45mins)
- Aug 20 Road America - Elkhart Lake (4 hours)
- Sept 3 Baltimore GP street circuit (2hrs 45mins)
- Sept 17 Mazda Raceway Laguna Seca (6 hrs)
- Oct 1 Road Atlanta (Petit Le Mans) (10 hrs/1000 miles)

LMS

- Mar 11,12 Official Tests, Circuit Paul Ricard
- April 1-3 6 Hours of Le Castellet
- May 5-7 1000Km of Spa-Francorchamps
- July 1-3 6 Hours of Imola
- Sept 9-11 6 Hours of Silverstone
- Sept 23-25 6 Hours of Estoril
- * Subject to the FIA World Council Meeting approval

24-HOUR GT

- Jan 14,15 Dunlop 24 Hours of Dubai
- June 23-26 24 Hours Nürburgring
- July 30,31 24 Hours of Spa Francorchamps
- Sept 29-Oct 1 Silverstone 24hr

EUROPEAN F3 OPEN

- April 16-18 Valencia
- May 14,15 Magny Cours
- June 25,26 Spa-Francorchamps
- July 23,24 Brands Hatch
- Sept 17,18 Portimão
- Oct 1,2 Monza
- Oct 15,16 Jerez
- Oct 29,30 Catalunya

INT GT OPEN

- April 30,May 1 Imola
- May 14,15 Magny Cours
- June 25,26 Spa-Francorchamps
- July 2,3 Nürburgring
- July 23,24 Brands Hatch
- Aug 27,28 Red Bull Ring
- Oct 1,2 Monza
- Oct 29,30 Catalunya

AUSTRALIAN V8 SUPERCARS

- Feb 11,12 YAS 400, Abu Dhabi
- Mar 17-20 Clipsal 500, Victoria Park, Adelaide
- April 15-17 ITM 400, Hamilton, New Zealand
- April 29-May 1 Trading Post Perth Challenge, Perth
- May 20-22 Winton Motor Raceway, Victoria
- June 17-19 Sky City Triple Crown, Darwin
- July 8-10 Supercroen Townsville 400, Townsville
- Aug 19-21 City of Ipswich 300, Queensland
- Sept 16-18 L&H 500, Phillip Island, Victoria
- Oct 6-9 Supercheap Auto Bathurst 1000
- Oct 21-23 Armor All Gold Coast 600, Queensland

24-HOUR GT

- Nov 11-13 Falken Tasmania Challenge Launceston
- Nov 18-20 Norton 360 Sandown Challenge, Melbourne
- Dec 2-4 Sydney Telstra 500, Sydney

ILMC

- Mar 19 Sebring 12hrs
- May 8 Spa-Francorchamps 6hrs
- June 11,12 Le Mans 24hrs
- July 3 Imola 6hrs
- Sept 11 Silverstone 6hrs
- Oct 1 Petit Le Mans (Road Atlanta)
- Nov 12 6hr race in China (venue TBA)

DUNLOP MSA BTCC

- April 2,3 Brands Hatch, Kent
- April 16,17 Donington Park, Leicestershire
- April 30,May 1 Thruxton, Hampshire
- June 4,5 Oulton Park, Cheshire
- June 18,19 Croft, North Yorkshire
- Aug 6,7 Snetterton, Norfolk
- Sept 3,4 Knockhill, Fife
- Sept 17,18 Rockingham, Northamptonshire
- Oct 1,2 Brands Hatch, Kent
- Oct 15,16 Silverstone, Northamptonshire

MSA BRITCAR

- Mar 10 Thruxton (Mandatory Test)
- Mar 25,26 Silverstone (180mins)
- April 15,16 Rockingham (150mins)
- May 6-8 Donington Park (260mins)
- June 11,12 Thruxton (120mins)
- June 24-26 Spa Francorchamps (120mins)
- Aug 12-14 Snetterton (180mins)
- Sept 29-Oct 2 Silverstone 24hr (non-champ)
- Nov 5,6 Donington Park (240mins)
- Nov 18,19 Brands Hatch (90mins)

DUTCH SUPERCAR CHALLENGE

- April 10 Hockenheim, Germany
- April 25 Zandvoort, Netherlands
- May 8 Donington Park, GB
- June 5 Assen, Netherlands
- June 26 Spa Francorchamps, Belgium
- July 17 Zolder, Belgium
- Aug 7 Assen, Netherlands
- Sept 4 Zolder, Belgium
- Oct 2 Spa Francorchamps, Belgium
- Oct 23 Assen, Netherlands

MINI CHALLENGE

- April 16 Silverstone
- May 14 Oulton Park
- June 4,5 Brands Hatch (GP Circuit)
- July 16,17 Brands Hatch (Indy Circuit)
- Aug 13,14 Donington Park
- Sept 10,11 Anglesey
- Oct 15/16 Snetterton

MEDIA CALL:

DUNLOP ART CAR UNVEILING – FRIDAY JUNE 10, 16:15

Dunlop will unveil the Dunlop Art Car, designed by the winner of the Dunlop Livery Competition underneath the iconic Dunlop Bridge at Le Mans at 16:15 local time on Friday June 10.

All media and photographers are invited to see the exciting livery on the #66 JMW Motorsport Ferrari 458 Italia which will be driven by Rob Bell, Tim Sugden and Xavier Maasen. Everyone else is invited to see the dramatic new livery on track!

You can find us online at: <http://motorsport.dunlop.eu/>
On Facebook at: www.facebook.com/DunlopTyresUK
Or follow us on Twitter on: www.twitter.com/DunlopLive

 **DUNLOP**