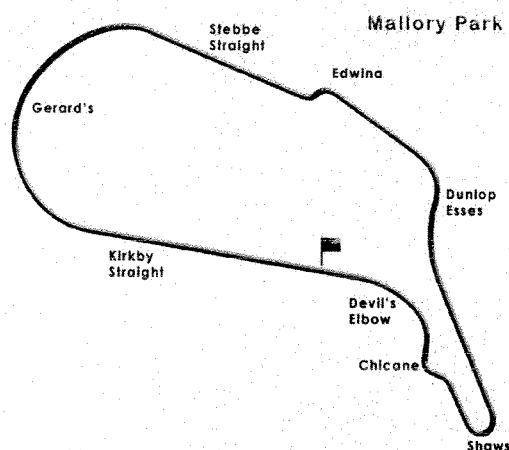


EVENT: Dunlop Formula Ford Tyre Test
CIRCUIT: Mallory Park
DATE: 04/11/2009
TEAM: GV Racing
CAR: Formula Ford 1600 – Mygale-08
DRIVER: Josh Benson - GBR
 Nils Vestergaard - DNK



Weather	Dry – Sunny, Some Clouds
Ambient (°C)	11-15
Track (°C)	12-16

Pre- Test Comments

- Car Setup as per GV Baseline for Avon Tyres except cambers. Cambers suggested by Dunlop Motorsport were: 3.5° Front, 1.5° Rear. With the current suspension configuration on the Mygale chassis the maximum camber that could be achieved was 2.6° on the front and 2.5° on the rear, Car was set to 2.6° front, 1.5°.
- With the taller Dunlop rear tyre the ride height was dropped down by 10mm from the GV Baseline. The dynamic growth characteristics of the Dunlop radial tyre will be less than that of the Avon cross ply, therefore the same static ride height may not necessarily be the optimum setup for the Dunlop radial tyre.
- This test was requested by Dunlop to establish a suitable baseline compound inline with the expected running conditions of the Formula Ford.


Test Tyres

Set No.	Front Tyre	Rear Tyre	Description
S1	160/535R13 Race Compound 1	170/575R13 Race Compound 1	Race Compound
S2	160/535R13 Race Compound 1	170/575R13 Race Compound 1	Race Compound
S3	160/535R13 Race Compound 2	170/575R13 Race Compound 2	Race Compound


General Test Comments

- It was not possible to achieve enough camber, this resulted in wearing the outside edge of the tyre and contributed to under-steer.
- The tyres were consistent over a 5 runs, 51 laps (110km). See lap sheets for lap times attached below.
- The greatest difference between the Dunlop and the Avon tyres that was noticed by the drivers was the increased inline braking and acceleration performance of the Dunlop tyre.
- There was an issue with the brakes on the car, they were bled between sessions 1 and 2 but still a bit "spongy" for session 2 and 3.
- The level of U/S that was observed was not very bad, not as bad as Avons towards the end of a race.

Lap Sheet 1

Tyre Test Report (Car race)						Author :	D.Meenan	Page	1	
Date	04-Nov-09					Team	GV Racing			
Circuit	Mallory Park					Car	Formula Ford 1600 - Mygale			
Length	2.16km			Event	Dunlop Formula Ford Tyre Test		Category	Formula Ford 1600		
Record	N/A			Conditions	Dry Sunny, Some Clouds		Rim front	6	Rim rear	7
Driver	Josh Benson		Josh Benson		Josh Benson		Josh Benson		Nils Vestergaard	
	Time	09:30	Time	09:55	Time	10:05	Time	10:40	Time	10:40
	Set No.	S1	Set No.	S1	Set No.	S1	Set No.	S1	Set No.	S1
Temp (°C)	Amb.11	Trk. 12	Amb.11	Trk. 12	Amb.11	Trk. 12	Amb. 12	Trk. 13	Amb. 15	Trk.16
Lap No.	OUT		OUT		OUT		OUT			
1	49.56		47.63		46.43		47.30		49.69	
2	48.03		46.38		45.84		46.67		48.66	
3	50.06		45.59		45.68		46.91		47.94	
4	48.51		45.82		45.52		45.84		48.35	
5	48.98		46.31		45.95		46.91		48.88	
6	48.68		51.67		45.79		46.93		47.93	
7	46.27		48.16		IN		IN		47.44	
8	46.05		46.38						49.20	
9	IN		IN						46.92	
10									46.76	
11									46.99	
12									47.62	
13									IN	
Best	46.05		45.59		45.52		45.84		46.76	
Temps. (°C)	71 72 75	55 49 32	82 81 83	64 39 38	77 77 74	67 58 44	71 73 74	61 57 46	60 68 69	61 55 43
Hot Press (bar)	1.60	1.50	1.50	4.45	1.40	1.40	1.40	1.25	1.20	1.20
	1.50	1.55	1.50	1.50	1.45	1.40	1.40	1.35	1.30	1.35
Notes	Took 4-5 laps to come in. Twitch U/S to bit of O/S. Last few laps, could feel tyres coming in. Tyre appearance OK. Temp. spread on front a bit low. Tyre Pressures dropped back to 1.5 Bar all around to help cure U/S. Driver sent to do 8 more flying laps.		Not as much U/S as previous run. Bit of O/S. Tyre pressures dropped to 1.3 Bar all around. Driver sent out to drive until end of session.		Still load of U/S, Rear feels better. The U/S results in not been able to get on power early enough. There is a bit of an issue with the brakes, cannot stop car as quickly due to spongy brakes compromising cornering due to sliding car in. (to be bled between sessions).		U/S still there. Brakes better now, car better on braking into hairpin but still has a "spongy" brake pedal. Big U/S on L4 into Gerard's. Good on Traction. LF tyre bled bak to 1.3. Nils Vestergaard to drive until the end of this session. A lot of wear is observed on FL, mainly due to severity of track on the LHS Tyres and U/S experinced.		Traction good out of H-pin. Brakes a bit soft, no bite. High Speed push U/S through Gerards. Turn in OK mid corner U/S Biggest noticeable difference is traction compared to AVONS. Feels OK for a Baseline, not a massive difference between this tyre and the AVON.	

Lap Sheet 2

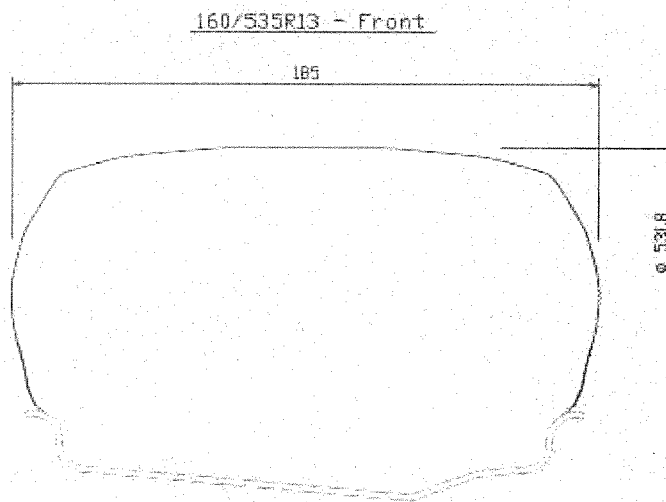
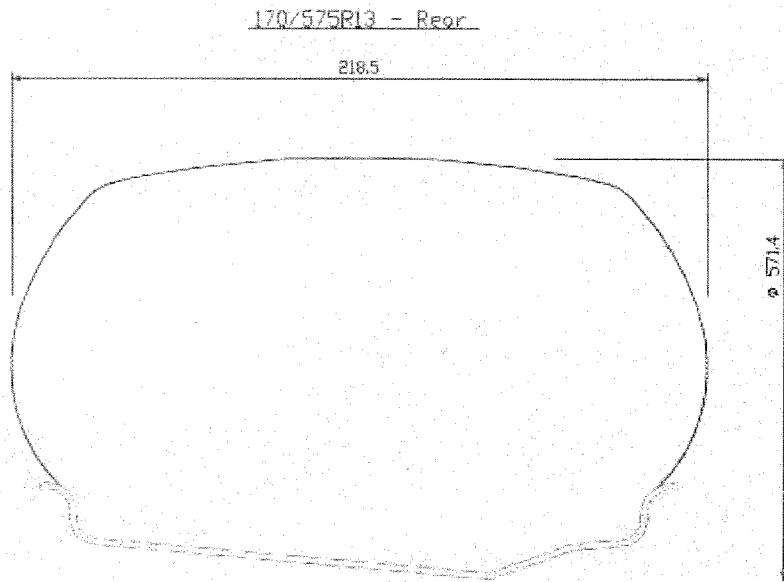
Tyre Test Report (Car race)						Author :	D.Meenan	Page	2	
Date	04-Nov-09				Team		GV Racing			
Circuit	Mallory Park				Car		Formula Ford 1600 - Mygale			
Length	2.16km		Event	Dunlop Formula Ford Tyre Test		Category	Formula Ford 1600			
Record	N/A		Conditions	Dry Sunny, Some Clouds		Rim front	6	Rim rear	7	
Driver	Nils Vestergaard		Nils Vestergaard		Nils Vestergaard					
	Time	12:05	Time	12:25	Time	12:30	Time		Time	
	Set No.	S3	Set No.	S2	Set No.	S2	Set No.		Set No.	
Temp (°C)	Amb.13	Trk. 14	Amb. 13	Trk. 15	Amb. 13	Trk. 15	Amb.	Trk.	Amb.	Trk.
Lap No.	OUT		OUT		OUT					
1	51.01		50.16		46.28					
2	48.30		47.49		46.17					
3	47.80		46.74		46.15					
4	50.67		46.67		48.00					
5	49.67		46.53		IN					
6	46.63		48.68							
7	46.57		46.61							
8	46.53		46.08							
9	46.68		46.23							
10	46.41		46.07							
11	IN		IN							
Best	46.41		46.07		46.15		0.00		0.00	
Temps. (°C)	71 76 74	72 58 38	77 76 78	62 57 43						
	69 72 75	69 62 46	71 75 77	72 67 49						
Hot Press (bar)	1.20	1.20	1.25	1.20						
	1.35	1.40	1.40	1.45						
Notes	More confidence on braking. Take a bit longer than Avon to bed in. 3-4 laps before tyre working. Felt fronts coming in first, rear coming in towards the end of run. High speed mid corner U/S. Traction reduced compared to Compound 1 (S1). slide out of hairpin, struggling for traction on exit. More comfortable on braking that Compound 1 (S1).		More U/S than Compound 2 (S3). U/S through Gerards. Took 4-5 laps to come in. Higher overall grip than compound 2 (S3). More rear grip than S3. could carry more speed through Gerards. Little bit of wheels spin out of Hairpin, more to get out of this set with optimised car setup. U/S not too bad, not as much as Avons towards the end of a race. Brakes not V good, better time possible with better brakes.		Summary: Rear more grip than Avons. Brakes bit spongy on car. With Better brakes could have put faster time in and utilised car more. With Avons you sometimes have to drive it with a bit of a drift and slide it through he corner. This is not how you drive in most other formula type cars. With the Dunlop tyres it feels more like it is on rails.					

Next Steps

- Dunlop recommends that the camber adjustment of the front suspension be increased to 4°. Current capability on Mygale-08 (no shims) is 2.6°, this proved insufficient during initial testing at Mallory Park. Running a sweep of ride height settings at the Snetterton test may be beneficial to establish a suitable ride baseline setting.
- Dunlop intends to re-test both compounds at Snetterton on the 20/11/2009 with all chassis types.

- For Snetterton with the proposed increased camber setting (3.5° Front 1.5° Rear), the minimum hot pressure target will be: 1.4 Bar Front and 1.5 Bar Rear on the loaded side. This may be subject to change during the test day.

Inflated Tyre Profiles



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Subject: Dunlop MSA British Formula Ford 2010

Good Morning,

With Dunlop being appointed as tyre supplier to the 2010 MSA British Formula Ford Championship, we thought we would introduce ourselves at Mr Tyre (Motorsport) Ltd to you, as the service provider to the Championship. These tyres are only available from Mr Tyre (Motorsport) Ltd, and we will be providing a full on event fitting service throughout the coming seasons.

The first production of the 2010 spec Dunlop Formula Ford tyre, is now taking place and the tyres will be available for fitting at the Formula Ford Sampler day at Rockingham on 2nd December, or alternatively can be dispatched by next day carrier.

Tyres are priced as below.

160/535R13 Slick or Wet - £100.00
170/575R13 Slick or Wet - £110.00

All prices are plus VAT at the prevailing rate.

Mr Tyre (Motorsport) Ltd terms and conditions of trading are payment by either Credit / Debit Card or Cash at point of order.

Carriage if required will be charged as below (UK Business address Only)

£14.95 + VAT per set (Four Tyres)
£18.95 + VAT (Six Tyres)
£22.95 + VAT (Eight Tyres)

We look forward to meeting you either at the Sampler day or throughout the 2010 Season.

As soon as possible the Technical Spec of the tyres will be available at www.mrtyremotorsport.co.uk in the Formula Ford section.

Regards

Mr Tyre Motorsport Ltd
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