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JANUARY 2012



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ON THE COVER:

Is it time for Supercross already? The 2012 season is just around the corner, and it promises to be one of the best in history. Check out our Supercross preview on page 22.

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TEAM DUNLOP

ENDS 2011 SEASON ON A HIGH NOTE

As they've done throughout 2011, Team Dunlop riders garnered a slew of first-place and podium finishes at the last two races of the season to cap off a triumphant year of riding.

At the penultimate event, the Winter National Olympics—better known as the Mini O's—held at Florida's Gatorback Cycle Park, Dunlop's Elite Team D riders pulled in more than their share of accolades and trophies. All told, Adam Cianciarulo, Lance Kobusch, Tanner Stack and Chase Bell netted an amazing 12 class wins, with Chase Sexton, Stilez Robertson, Austin Forkner and Michael Mosiman adding additional podium appearances for Team D.

The sixth annual Amateur Open of Motocross in Arizona marked the end of the season, and Dunlop-sponsored riders once again stood atop the podium. Mark Worth and Michael Mosiman grabbed first and second, respectively, in the Super Mini thru 13, while Garrett Marchbanks took first in the 85 Stk thru 11 and 85 Mod thru 11, and Mosiman also nabbed a pair of firsts in 85 Stk 12-13 and 85 Mod 12-13.

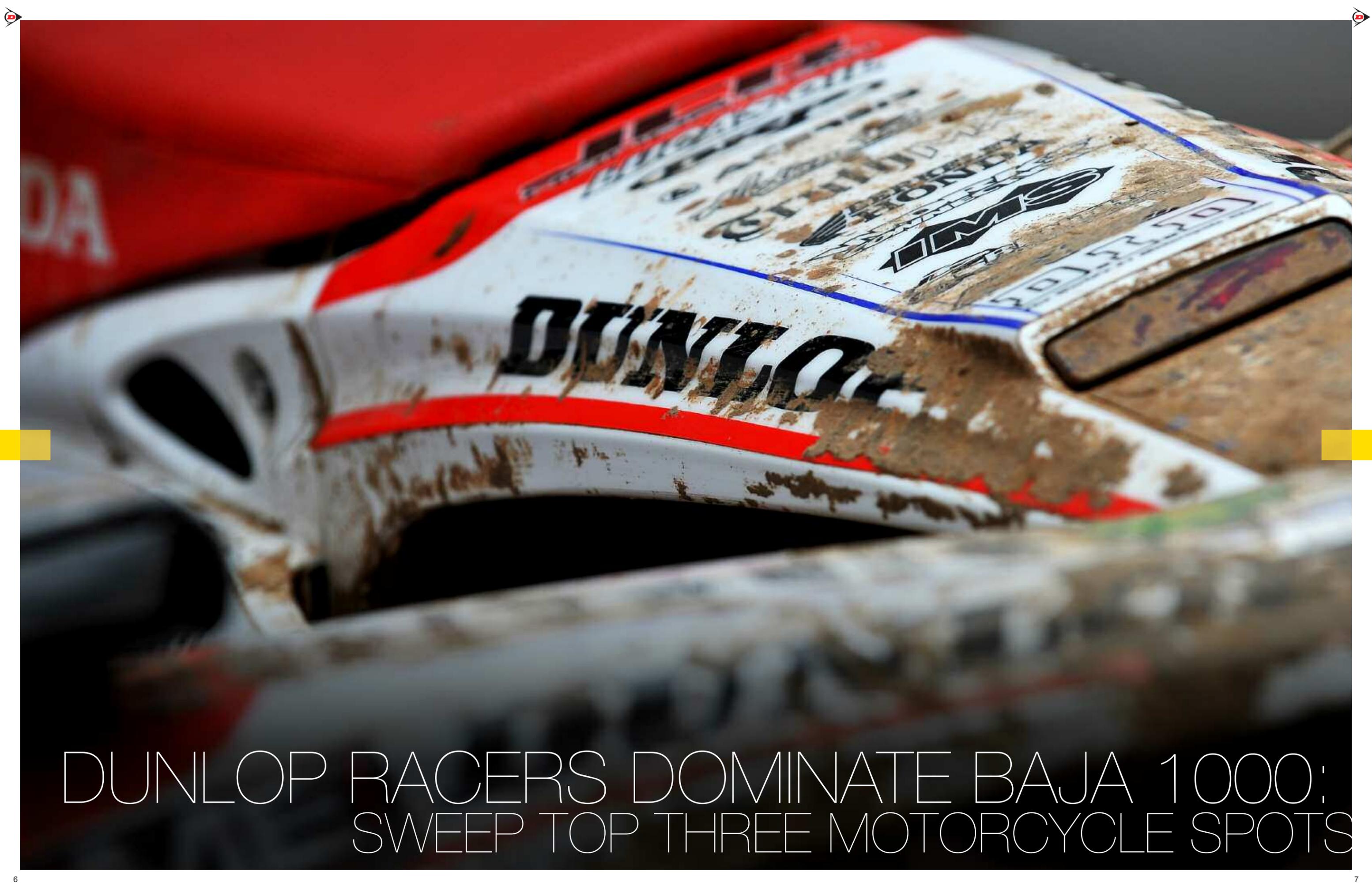
Tallying results in the top 11 amateur events of the year—the Millcreek Spring Classic, Freestone, Oak Hill, World Mini GP, Mammoth, Ponca City, Loretta Lynn's, Dodge, Branson, Mini

O's and the Amateur Open in Arizona—the Elite Team Dunlop riders garnered 76 championships as well as a multitude of podium finishes. Riders Adam Cianciarulo, Stilez Robertson and Chase Bell topped the list with a combined 30 championships.

It was a stellar season for the Elite Team D riders, and the following amazing young athletes each took home at least one championship during 2011: Pierce Brown, Sean Cantrell, Austin Forkner, Lance Kobusch, Garrett Marchbanks, Michael Mosiman, Brandy Richards, Chase Sexton, Jordon Smith, Tanner Stack and Mark Worth.

Since its inception in 2007, Dunlop's unique Team Dunlop program has existed to build up motocross racing at the grassroots level by lending support to young amateur racers. This very select group of riders enjoys ongoing Dunlop tire support and preferred service at amateur national competitions across the United States, and Dunlop is extremely proud of the many achievements the entire group has earned all season long.

The entire Dunlop staff sends its congratulations to the Elite Team D members for their hard work over the course of the 2011 racing season, including the balance of the members not listed above: Jordan Bailey, Tristan Charboneau, Tristan Miller, Carson Mumford and Jake Pinhancos. All of these riders have been a joy to work with, and with examples such as these young riders, we can safely say that the future of our sport is in good hands indeed.



DUNLOP RACERS DOMINATE BAJA 1000;
SWEEP TOP THREE MOTORCYCLE SPOTS

IN THE END, THE ONE COMMON DENOMINATOR AMONG THE TOP MOTORCYCLE FINISHERS WAS THEIR CHOICE OF TIRES: DUNLOP.

There's no such thing as an easy Baja 1000, and the infamous Mexican peninsula threw almost every element it had at those who felt up to contesting the 44th running of the Tecate/SCORE Baja 1000.

This year's course basically consisted of the Baja 500 loop along with the San Felipe 250 course (which was also used for the inaugural Tecate/SCORE Challenge of Champions two months ago) and totaled 705 miles. And being comprised of terrain that had already been used hard once or twice this year, there were few easy miles, making this the ultimate test of both riders and equipment.

In the end, the one common denominator among the top motorcycle finishers was their choice of tires: Dunlop.

Quinn Cody took the brutal San Felipe loop for the winning Johnny Campbell Racing Honda "A" team and exclaimed, "It was probably the roughest 200 miles I've ever ridden in my life. It's a lot of big sand washes, cross-grain whoops and a lot of just square-edge whoops from all the prerunners. There have been two races down there already this year and this is the third one."

What makes Baja so grueling? After all, there are longer races, there are faster races, and there are races that have one terrain extreme or another, but nothing combines all of

those elements into a single, continuous and chaotic event quite like Baja.

Motocross tires may offer better traction on one surface versus another, but in Baja, you're likely to run across multiple surfaces several times in the approximately 50 miles between pit stops. Even if a section were comprised of a single type of condition, chances are the next section would be completely different—and to minimize downtime, tires are expected to last from 200 to 300 miles. Oh, and they've got to be tough enough to handle unexpected, high-speed encounters with jagged rocks without being overly stiff and unable to find traction on hard-pack.

Though the JCR Honda and Bonanza Plumbing/THR Motorsports Kawasaki teams chose different models of Dunlop fronts, they were unanimous in selecting the D739 Desert A/T rear.

"As far as the rear, a lot of [the choice was due to] Johnny [Campbell's testing]," Colton Udall of the JCR Honda "B" team revealed. "It tracks better through the tall, sandy whoops."

Honda has relied on Dunlop in Baja for years, and after amassing 15 consecutive Baja 1000 victories (and 22 overall), it's clearly the winningest motorcycle tire south of the border where conditions demand more than at any other event.

2011 Baja 1000 Top Overall Finishers Pro Motorcycles

1. Kendall Norman, Quinn Cody, Logan Holladay, Honda CRF450X, 14:14:25 (49.51 mph) (Class 22)
2. Shane Esposito, Robby Bell, Steve Hengeveld, Bobby Garrison, David Pearson, Kawasaki KX450F, 14:24:55 (48.91 mph) (Class 22)
3. Colton Udall, David Kamo, Timmy Weigand, Honda CRF450X, 14:31:10 (48.56 mph) (Class 22)
4. Trevor Insley, Bill Gilbert, Morgan Crawford, Ian Young, Ryan Kudla, Dennis Green, Matt Carlson, Honda CRF450X, 16:31:27 (42.66 mph) (Class 21)
5. A.J. Stewart, Donald Stanley, Justin Morgan, Corey Freeman, Kevin Johnson, Honda CRF450X, 17:00:59 (41.43 mph) (Class 22)
6. Mike Johnson, Brian Pinard, Rex Cameron, Francisco Septien, Chuck Dempsey, Scott Myers, Honda CRF450X, 17:08:10 (41.14 mph) (Class 30)
7. Francisco Arredondo, Nicholas Burson, Justin Morrow, Ryan Dudek, Honda CRF450X, 17:13:24 (40.93 mph) (Class 22)
8. Jeff Kaplan, Ron Wilson, Jeff Sheets, Brett Helm, Chuck Dempsey, Honda CRF450X, 17:47:09 (39.64 mph) (Class 40)
9. Chris Parker, Austin Miller, James Hall, Graham Gustin, Honda CRF450X, 18:46:52 (37.55 mph) (Class 21)
10. Jim O'Neal, Mark Winkelman, Andy Kirker, Dan Dawson, Steve Williams, Bob Johnson, Greg Fountain, Honda CRF450X, 19:03:35 (36.99 mph) (Class 50)





CHARLIEMULLINS

AMERICAN CHARLIE MULLINS CROWNED GNCC CHAMPION

The Grand National Cross Country (GNCC) Championship was up for grabs going into the last race of the season at the famed Loretta Lynn's Ranch, the oldest race in the GNCC circuit. And Dunlop-sponsored Charlie Mullins emerged the champion, becoming the first American-born rider to win the championship since Rodney Smith in 2004. Mullins won decisively, beating second-place finisher and FMF/KTM teammate Kailub Russell by almost three minutes. Am Pro Racing/FMF/Yamaha's Paul Whibley, the 2009 champ, came in third.



This is Mullins' first GNCC Championship, and he is the first rider to graduate from the GNCC Youth program and go on to win the XC1 title. "I can't explain how much this championship means to me," Mullins said. "This is the championship I have worked for since I was a kid. This is the reason I ride and the reason I train. It feels so good to finally win this title."

During the season, Mullins and FMF/Makita Suzuki's Josh Strang, the defending champion, battled on the racetrack and for the lead in the points standings. Halfway through the season, Strang held a 14-point lead over Mullins. After the summer break, however, it was all Mullins. He came back in superb form to grab a string of podium finishes, crediting his improvement to technique and strategy advice he received from KTM Team Manager Antti Kallonen during the break.

The last weekend of the 13-race season at Loretta Lynn's in Hurricane Mills, TN, was a first for the GNCC, a double-header due to a couple of rainouts early in the season. Mullins' 14th place finish on Friday due to mechanical problems on the last lap meant the title chase between Mullins, Strang and Whibley would be decided by Sunday's race. Although Mullins cruised through a flawless race to clinch the championship, the rough and rugged 12.5-mile course took its toll on other riders. Strang hit a set of roots that sent him over the handlebars, resulting in a trip to the hospital and a broken leg, capping off

a second-half of the season marred by bad luck. After finishing runner-up in Friday's race, FMF/KTM's Cory Buttrick was again in second place on Sunday when he crashed, landed on a rock and injured his hand, taking him out of the race.

Dunlop-sponsored riders had a successful 2011 GNCC ride: Mullins' spectacular season included six first-place finishes and a total of 10 podiums. Six Dunlop-sponsored riders finished in the top-10 in the final standings, with Josh Strang taking two first-place finishes and eight podiums, and Kailub Russell earning one first-place finish and five podiums.

The 2012 GNCC season kicks off March 10-13 in Daytona Beach, FL.

GNCC FINAL POINTS STANDINGS

1. Charlie Mullins 302 (Dunlop)
2. Paul Whibley 282
3. Josh Strang 266 (Dunlop)
4. Kailub Russell 227 (Dunlop)
5. Nate Kanney 192 (Dunlop)
6. Cory Buttrick 168 (Dunlop)
7. Thaddeus Duvall 138
8. Jimmy Jarrett 127
9. Jedediah Haines 112
10. Mike Lafferty 105 (Dunlop)

CASELLI

WINS WORCS CHAMPIONSHIP AND SETS RECORD

The multifaceted Kurt Caselli cruised to his third World Off Road Championship Series (WORCS) crown with 4-5 finishes at the final race of the 10-race series at the Speed World MX Park in Surprise, AZ. The FMF/KTM rider also made history by clinching his third WORCS title, the most ever won by a rider. The Southern California native also won the AMA National Hare and Hound Championship this season, captained Team USA in the ISDE and was the E3 champion, and competed in the Enduro World Championship.

It's no wonder that Dunlop-sponsored Caselli excels at all types of off-road racing. Off-road riding is in his genes since both his mother and father rode and raced and introduced him to the sport. The 28-year-old has been riding in the Southern California desert with his dad as his coach and mentor since he was four, and started racing at age 12.

Going into the final round of the WORCS season, Caselli held a 41-point lead and basically just had to finish the race to nab the championship. "I knew I just needed to finish so I concentrated on riding a smooth and consistent race to maintain my pace throughout the moto and cruise to the finish," Caselli said. After a rough start, he settled into fourth place and watched FMF/KTM teammate Mike Brown and Monster Energy Kawasaki's Taylor Robert battle for the top spots. Brown came out on top, Robert finished second and Brown's teammate Justin Soule was third.

In the second race, Robert and Brown traded the number one and two spots, and Soule was third again. Thirty-nine-year-old Destry Abbott, who took the holeshot in the second race and challenged Caselli for fifth, announced his retirement from full-time off-road racing. Robert finished first overall with his 2-1, with Brown second (1-2) and Soule third (3-3).

In the final standings, Mike Brown came in second after Caselli and Taylor Robert was third. Dunlop-sponsored riders dominated the WORCS all season, grabbing the top three spots in the final points standings as well as eight of the top 10—and most impressively, posting 27 podium finishes out of a possible 30.

The 2012 WORCS season starts January 20-22 at Glen Helen in Devore, CA.

WORCS FINAL POINTS STANDINGS

- | | |
|-------------------------------|--------------------------------|
| 1. Kurt Caselli 421 (Dunlop) | 6. Robby Bell 280 (Dunlop) |
| 2. Mike Brown 393 (Dunlop) | 7. Destry Abbott 223 (Dunlop) |
| 3. Taylor Robert 373 (Dunlop) | 8. Gary Sutherlin 223 (Dunlop) |
| 4. Bobby Garrison 368 | 9. Ryan Abbatoye 206 |
| 5. Justin Soule 336 (Dunlop) | 10. Bobby Bonds 161 (Dunlop) |



RIDE FOR KIDS

SEASON ENDS, BUT BIKE GIVEAWAYS CONTINUE

The 2011 Ride for Kids® (RFK) season drew to a close in November in Tampa Bay, FL, and the event raised \$37,715 for the Pediatric Brain Tumor Foundation® (PBTf).

On a warm and windy day brain tumor survivors Chiara, Gina, Trinity, Andriana, Michael and Corey led the ride through central Florida farmland. After the ride, the kids talked about their lives during the Celebration of Life program. "Thank you for coming; people like you save lives," said 11-year-old Chiara.

The Ride for Kids riding events are over for 2011, having raised more than \$4.5 million in donations, but the fundraising to help find the cause of and cure for childhood brain tumors continues. *Cycle World* magazine and RFK have partnered on a drawing to give away two Honda project motorcycles to raise money for the PBTf.

"The theme this year is 'Choose your weapon in the war on childhood brain tumors,' and we will feature two very different Honda bikes," said Ride for Kids Director Kyle Clack. "We are really excited to have two creative powerhouses—Gregg DesJardins and Troy Lee—preparing our 'weapons' in the war on this devastating childhood disease."

Gregg DesJardins will work his magic on a Honda CBR250R sport bike, and Troy Lee will customize a Honda Ruckus scooter. The bikes will tour the country with the International Motorcycle Shows.

The PBTf will draw two winners in May 2012. Tickets will be available at all International Motorcycle Show stops. Visit www.motorcycleshows.com to find the show nearest you. Drawing tickets are also available online at www.pbtfus.org/rideforkids/motorcycle-drawing or by phone at (800) 253-6530.



 [CLICK HERE FOR MORE INFORMATION ABOUT THE RIDE FOR KIDS PROGRAM AND TO FIND OUT HOW YOU CAN PARTICIPATE IN ONE OF THE RIDES](#)

A photograph of Steffan Bradl, a motorcycle racer, celebrating a victory. He is wearing a red and white racing suit with 'VIESMANN' and 'Ducati' logos, and a yellow cap with 'TOP' and a logo. He is holding a bottle of Freixenet champagne, which is spraying foam. The background is a grey wall with a grid pattern. The text 'STEFFAN BRADL' is overlaid in large, thin, black letters on the left side of the image.

STEFFAN BRADL

2011 MOTO2 CHAMPION

Stefan Bradl of Viessmann Kiefer Racing was confirmed as the 2011 Moto2 World Champion at the final round of the season in Valencia, Spain, making the 21-year-old rising star the first German rider to take a World Championship since Dirk Raudies snared the crown in the 125cc class in 1993. Bradl is also the youngest German rider ever to take a World Championship.

Beginning with the 2011 preseason, many observers believed Bradl would be the man to beat, and his victory from pole position in the opening race of the year in Qatar confirmed the fact. Amazingly, Bradl went on to start from pole for the first five races, the first time since 2003 that a rider had done so in the intermediate class, and four wins in the opening six rounds saw him build up a substantial championship lead.

But this was no cruise to the finish line; former 125cc champion and Moto2 rookie Marc Márquez of Team CatalunyaCaixa Repsol Suter staged a heroic rally to challenge for the championship by the close of the season in spite of a host of early-season disappointments. The added drama only made the racing more exciting, but in the end Bradl's speed, consistency and regular podiums carried the day, and he wrapped up his title at the final Moto2 race of the season in Valencia.

Regarding his first championship, Bradl said, "I think everybody has enjoyed this Moto2 season. It was a very good battle in the end between Marc and me and I think there hasn't been a single race which has not been exciting."

The last Moto2 event of the year saw pole-position starter Michele Pirro claim his first-ever GP win at the Ricardo Tormo circuit. The victory for the Gresini Team was a fitting tribute to their fallen MotoGP rider Marco Simoncelli, and it was a welcome finish to a weekend they had previously contemplated skipping out of respect for Simoncelli.





2012 SXPREVIEW



CHAD REED

One thing is certain about the 2012 Supercross season: It has a hard act to follow. Few could have imagined a series like 2011 where nearly every top rider stayed healthy for at least the majority of the season, and battled throughout the series. The racing was so good that four riders and four brands had a shot at the title in the final race, and it could have been five riders if not for Trey Canard's late-season injury. So far, 2012 is shaping up to be just as stunning. Ryan Dungey moving to KTM and Chad Reed regaining factory support has the fans burning up message boards. Having former SX superstars Jeremy McGrath and Jeff Ward both start SX teams adds even more interest. Perhaps the big guns can stay healthy and make the new season another great one with a title chase that goes right to the wire.

HONDA

After a stellar 2011, Trey Canard returns to Team Honda Muscle Milk joined by veteran Justin Brayton, a hard-training journeyman racer who should make a good teammate for Canard. Honda has a lot of strength in affiliated teams as well. Two-time AMA Supercross champion (2004, 2008) Chad Reed and his TwoTwo Motorsports team reinvented the Aussie star as a more approachable and more popular rider, and had him battling for the lead in the SX series. Having control of the team seems to agree with him, and he earned increased support from American Honda for 2012 and beyond. Reed also has superstar wrench Mike Gosselaar joining the team as the engine guy. McGrath/Brooks/San Manuel/Honda will bring further depth to Honda with Larry Brooks as manager and the likeable Andrew Short returning to Honda. He will be joined by Kyle Regal. GEICO Powersports/Honda's manager Mike LaRocco has wiley veteran and fan fave Kevin Windham in the 450 class and Eli Tomac, Justin Barcia, Justin Bogle and Wil Hahn in the Lites class. Troy Lee Designs/Lucas Oil/Honda manager Tyler Keefe has Cole Seely, Travis Baker and Christian Craig in the Lites.

KAWASAKI

Monster Energy Kawasaki is one of the few teams to return with the same riders, but when you have reigning champ Ryan Villopoto and a strong supporting rider like Jake Weimer, why change? RV and Weimer came into the pro ranks together, and they work well as a team. Kawasaki Motors Corp., U.S.A., did select Dan Fahie as the new team manager. Kawasaki has some powerhouse privateer teams to support the factory boys. Most notable is the Monster Energy/Pro Circuit/Kawasaki team of Mitch Payton. "Monster" is the perfect name for this team that already fostered RV and Weimer. Blake Baggett, Dean Wilson, Darryn Durham, Tyla Rattray will handle the Lites and Broc Tickle will be on a 450. Also on 450s in the premier class is Jeff Ward's new L&M/Wardy Racing Kawasaki team with Josh Grant and Kyle Chisholm. Hart and Huntington is stronger than ever with Ivan Tedesco, Josh Hill, Kyle Partridge and Josh Hansen.

KTM

Red Bull/KTM has made strong efforts at becoming a Supercross powerhouse before, but not like in 2012. With Roger DeCoster leading the team, and Ryan Dungey as lead rider, things should look up for the Orange boys. They have challenges, though. RD and RD decided to base the 2012 SX effort on the KTM 450 off-road and dual-sport model, since the engine is new, light and fuel-injected. The problem will be getting enough replicas of this bike built in time to satisfy the production rule. Reigning MX2 World Motocross Champion Ken Roczen and two-time World MX2 Champion Marvin Musquin will be Red Bull/KTM's entrants in the Lites class.

SUZUKI

Big changes are going on at Suzuki. With its current champ taking his number one plate to KTM, Factory Suzuki has taken the team from in-house to allowing Yoshimura to be the official factory team. Suzuki made the same move in pavement racing some years ago with dominant results. For this year, Brett Metcalfe is the sole Yosh Suzuki rider. Suzuki machinery has a stellar reputation in Supercross, though, and there are a variety of aftermarket teams on Suzukis. MotoConcepts Racing is joining forces with Alessi Racing, which means that Mike Genova has a marquee rider in Mike Alessi. Since Alessi wanted to return to Suzuki, the team switches to yellow bikes. The word is that Jake Canada, Jeff Alessi and possibly other riders will join him on the team. As a Lites class team there is Rockstar Energy Suzuki with veteran Martin Davalos, SX rookie Jason Anderson and Blake Wharton, who after having had surgery this summer, will ride in October.

YAMAHA

Valli Motorsports and Star Racing have combined to become Valli Motorsports/Rockstar/Yamaha, and it will field three riders in the 450 class: Ryan Morais, Nico Izzi and Austin Stroupe. The main private Lites team is DNA Shred Stix/Star Racing Yamaha. The riders are Kyle Cunningham, Gareth Swanepoel, Ryan Sipes and Kyle Peters.



TREY CANARD



KEVIN WINDHAM

JUSTIN BARCIA

ELI TOMAC

JUSTIN BOGLE

WILL HAHN

JIMMY DECOTIS



RYANDUNGEY



KENROCZEN



MARVINMUSQUIN



RYANVILLOPOTO



JOSH HANSEN | VANTEDESCO

KYLE PARTRIDGE | JOSH HILL





MARTINDAVALOS
BLAKEWHARTON



JASONANDERSON



BRETTMETCALFE





TRAVIS BAKER
COLE SEELY



CHRISTIAN CRAIG

ROADSMART II

DUNLOP'S NEXT-GENERATION SPORT-TOURING TIRE



DUNLOP'S ALL-NEW ROADSMART II PICKS UP WHERE THE ROADSMART LEFT OFF WITH EVEN MORE DRY GRIP, MILEAGE AND WET-WEATHER PERFORMANCE.

In the years following the introduction of Dunlop's original Roadsmart® sport-touring tire in early 2008, a multitude of advancements have reshaped the motorcycling scene. A profusion of new-generation motorcycles arrived to expand the window of performance offered to sport-touring enthusiasts, those road-wise veterans who love to ride hard, ride long and ride often, rain or shine.

At the same time, Dunlop elevated tire technology with a wealth of new releases including the Sportmax® Q2®, Sportmax® D211™ GP-A DOT-legal road racing tires, next-generation KR106™ and KR108™ Superbike N-Tec racing slick tires, plus the new, WERA Endurance Championship-winning KR448F™ and KR449™ racing slicks. Technology that helped create Dunlop's high-performance sport and racing tires has been rolled into the new-generation Sportmax® Roadsmart® II, as well as enhancements specific to sport-touring.

Sport-touring riders constitute a very experienced and savvy sector of the motorcycling scene, and they continue to place a premium on multiple tire expectations: linear and responsive handling traits, traction characteristics on par with sport tires, extended tread life and excellent wet-weather performance. All of these qualities were present in the popular first-generation Roadsmart, and now these virtues have been elevated in the new Roadsmart II to create a higher level of performance for the long-haul crowd.





ONCE AGAIN, WITH THE ROADSMART II
DUNLOP HAS ELEVATED PERFORMANCE STANDARDS
FOR SPORT-TOURING ENTHUSIASTS.

IMMEDIATELY EVIDENT IS THE NEW TREAD PATTERN ON BOTH FRONT AND REAR ROADSMART II TIRES.

Immediately evident is the new tread pattern on both front and rear Roadsmart II tires. The front tire still incorporates Dunlop's readily recognized cosecant-curve groove pattern. The shape and placement of these grooves are newly designed to promote even tire wear up front, and they also stiffen the pattern for reduced tire squirm and extended tire life. Additional grooves also help improve wet-weather performance thanks to a greater sea-to-land ratio that helps promote water dispersion. Increased tread depth further promotes water channeling while also extending tire mileage.

The rear tire's distinctive tread pattern reduces grooves in order to increase the land-to-sea ratio to get more rubber on the ground in back—a bonus for dry handling and traction.

This combination of tread patterns provides the balance between wet and dry handling demanded by sport-touring enthusiasts.

As with the original Roadsmart, the Roadsmart II features radial carcass construction in the front tire that's known as Flex Steel™-Jointless Belt® (FS-JLB). FS-JLB construction utilizes two body plies arranged at opposing angles and optimized for shock absorption and riding comfort. The lightweight Flex

Steel-Jointless Belt promotes a consistent tire diameter under varying operating conditions and speeds. This helps reduce carcass distortion and subsequent heat build-up, plus helps provide a more stable contact patch.

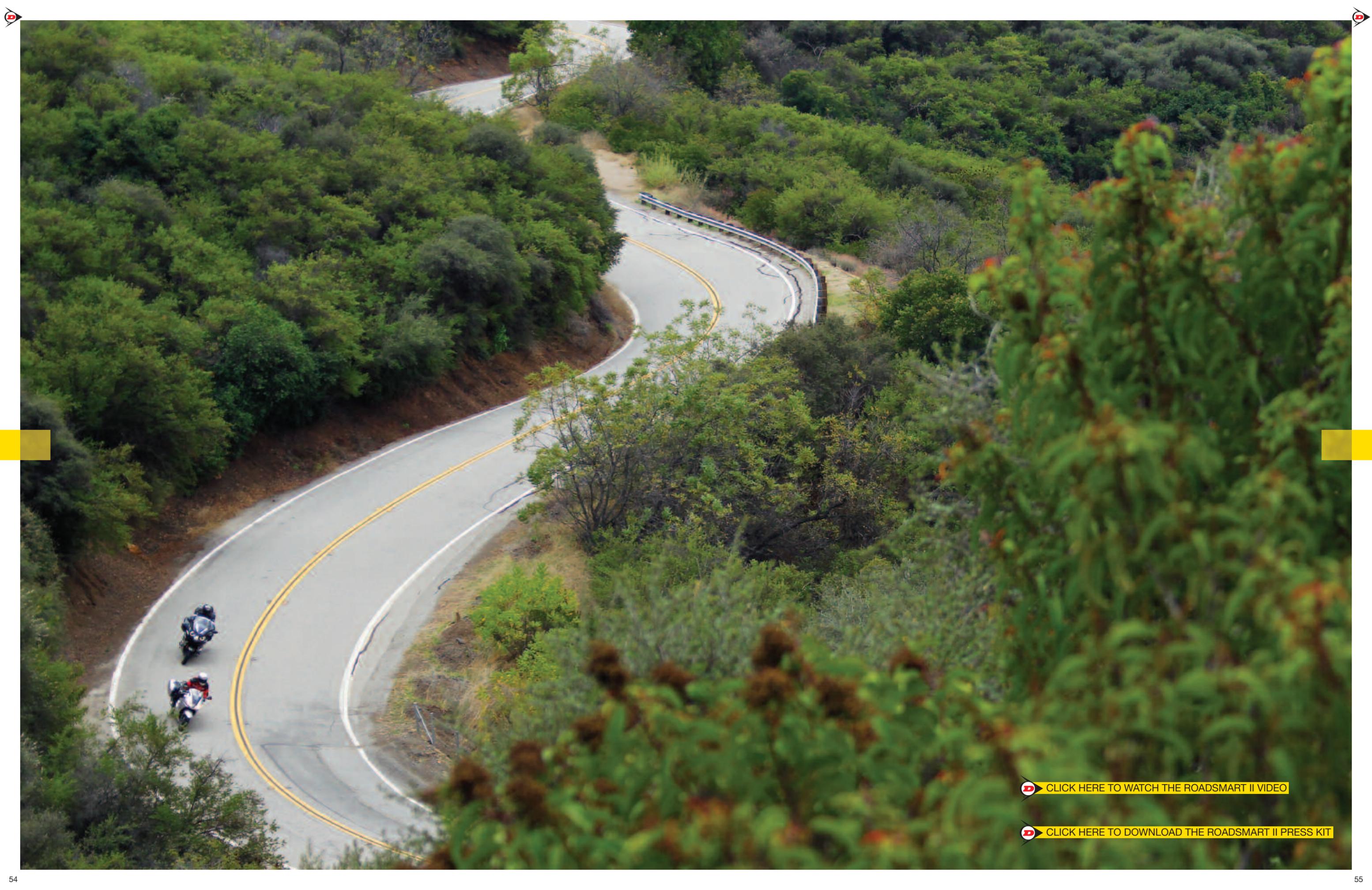
To further enhance linear handling and deliver high cornering performance, the Roadsmart II now incorporates the same Intuitive Response Profile® (IRP) technology currently used in Dunlop's racing Sportmax D211 GP-A tires and the sport-focused Sportmax Q2. IRP technology uses a steep "tread drop"—the height measured between the tread center and the shoulder edge—to put down a bigger footprint at extreme lean angles for enhanced grip and handling. This new profile intuitively allows greater latitude in line choice while cornering and provides remarkably linear steering at various lean angles.

More Dunlop high-tech features in the rear tire include MT Multi-Tread™ construction that incorporates a long-wearing compound in the center of the tire tread flanked by lateral-grip compounds on each shoulder to elevate cornering performance and help provide exemplary grip and feel. The Roadsmart II's MT Multi-Tread compounds are newly developed, and they incorporate high-traction resins derived directly from Dunlop's racing tire compounding technology to help generate enhanced grip. The front and rear compounds also contain silica to help deliver impressive performance in wet conditions while also extending wear.

Roadsmart II's new tread rubber compounds incorporate a blend of polymers, highly dispersible silica and carbon black to accelerate Roadsmart II's warm-up and give it a larger range of operating temperatures. The new compounds help achieve the best combination of improved wear characteristics, dry handling and wet-weather performance—and extend the riding season—for sport-touring enthusiasts.

Once again, with the Roadsmart II, Dunlop has elevated performance standards for sport-touring enthusiasts by supplying a new tire that combines a distinctly wide range of essentials: sport-tire handling and grip, superb wet-weather performance and laudable tire life. The original Roadsmart fulfilled all of these demands in impressive fashion, and now that legacy of all-around performance grows even more remarkable—in the form of the Dunlop Roadsmart II.

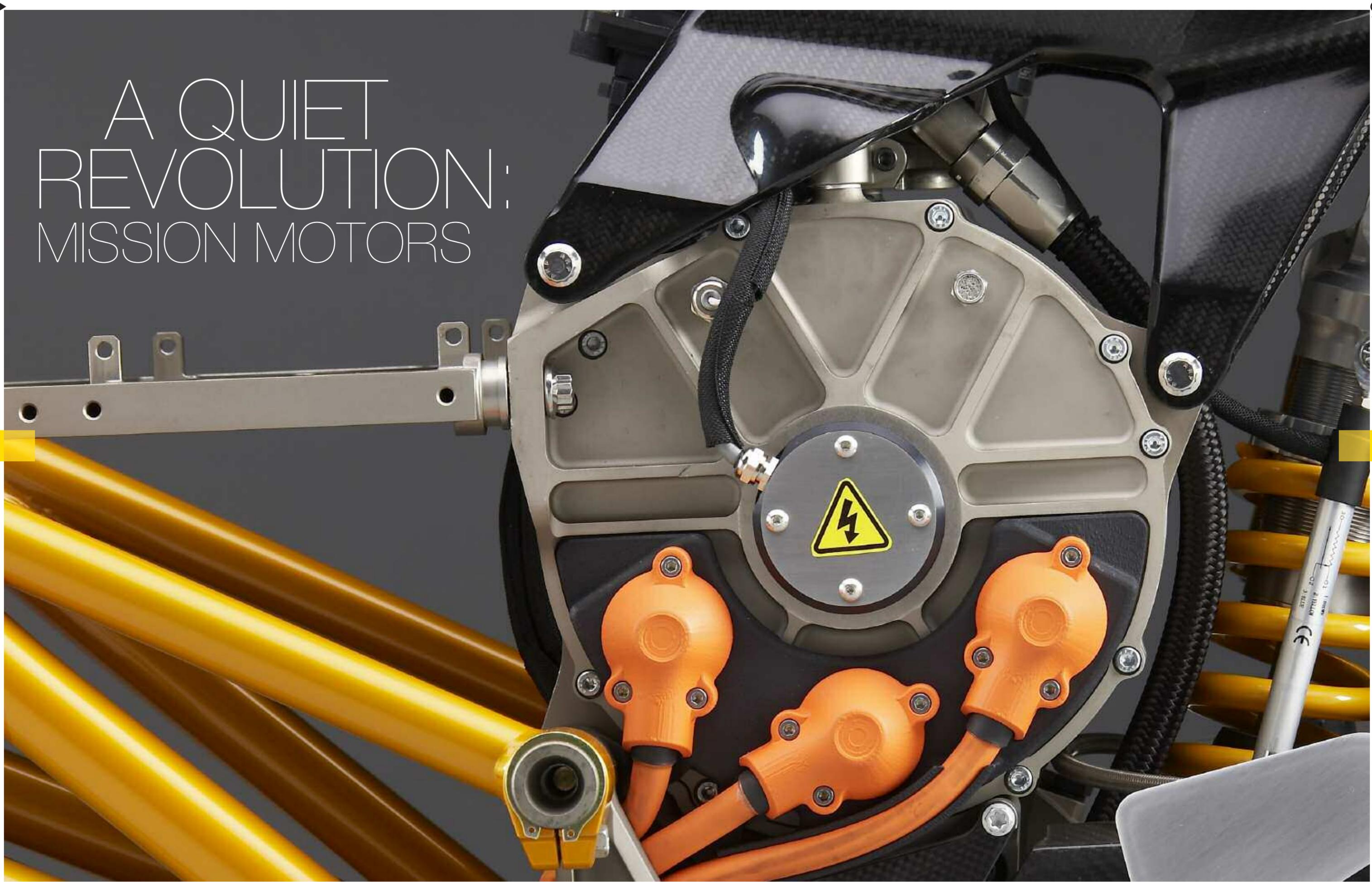




 [CLICK HERE TO WATCH THE ROADSMART II VIDEO](#)

 [CLICK HERE TO DOWNLOAD THE ROADSMART II PRESS KIT](#)

A QUIET REVOLUTION: MISSION MOTORS



THE HEART OF THE MISSION R IS AN ADVANCED MISSIONEVT POWERTRAIN THAT PACKS 141 HORSEPOWER AND 14.4 kWh OF ENERGY STORAGE IN A PACKAGE SMALLER THAN A 600cc SPORTBIKE.

A quiet revolution took place this summer as fans of motorcycle road racing witnessed events that truly beggared the imagination: an electric motorcycle silently coursing one of the most famous tracks in the world, turning lap times competitive with genuine four-cylinder racing machines. Did this spectacle serve as a harbinger of a whole new era?

During the Red Bull U.S. Grand Prix weekend at Mazda Raceway Laguna Seca, the Mission R electric race bike from Mission Motors won the TTXGP/FIM e-Power International Championship Race. No support race in the U.S.A. designed to introduce the motorcycle racing community to the concept of electrically powered motorcycles could have asked for a higher profile. Moreover, the performance of Mission R established a number of high-water marks: its qualifying time of 1:31.3 set a track record for electric vehicles of any type, besting the previous record by seven seconds; this qualifying time would have placed the Mission R fifth on the weekend's AMA Pro Supersport grid; average race lap times were 10 seconds faster than the fastest times set the previous year; piloted by well-established AMA racer Steve Rapp, the Mission R finished the eight-lap race in 12 minutes and 40.6 seconds, 39.9 seconds ahead of the second-place finisher. Equally compelling is the technology that won the race. The

Mission R's powertrain has been built with production-grade durability and reliability in mind, and it never missed a beat all weekend. Mission Motors creates high-performance electric motorcycles, and the company has grown into a leading innovator of electric drive systems. The Mission R is one of the most advanced electric racing motorcycles in the world, featuring components and software from MissionEVT, a revolutionary chassis design by James Parker and cutting edge industrial design by Tim Prentice of Motonium Design. MotoGP-spec components from Öhlins, Brembo and Marchesini round out this built-for-racing package.

The heart of the Mission R is an advanced MissionEVT powertrain that packs 141 horsepower and 14.0 kWh of energy storage in a package smaller than a 600cc sportbike. The liquid-cooled AC Induction motor produces 115 ft-lb of torque the moment the rider cracks the throttle, rocketing the bike from a standstill to over 160 mph in one gear. Power is managed by the MissionEVT 100 kW motor controller, with customizable regenerative braking maps, throttle maps and more.

The Mission R embodies a genuine revolution in motorcycle racing and electric vehicle technology. And this is only the beginning.



USE GREASE BEFORE MOUNTING CONNECTION OF ADAPTER



POWERTRAIN

Motor: 141-horsepower liquid-cooled 3-phase AC induction

Torque at Crankshaft: 115 ft-lb (0 – 6400 rpm)

Energy Storage: MissionEVT battery modules with integrated Battery Management System; carbon fiber casing with dielectric liner; swappable architecture; 14.0 kWh total energy storage

Power Control: MissionEVT 100 kW controller with integrated Vehicle Management System; adjustable throttle mapping; regenerative braking; WiFi and 3G data connectivity

Transmission: Single-speed, gear-driven primary reduction

CHASSIS

Chassis: RADD-designed Quad-Element Frame; billet aluminum and chrome-moly; Power-Unit as fully stressed member; battery box as semi-stressed member

Front Suspension: Öhlins FGR-000 TTX25 gas-charged fork; adjustment for preload, ride height, high- and low-speed compression and rebound

Rear Suspension: Single-sided billet aluminum swingarm with linear wheelbase/chain adjustment; Öhlins TTX36 shock and linkage system; adjustment for preload, ride height, high- and low-speed compression and rebound

Wheels: Marchesini forged magnesium 10-spoke

Front: 17" x 3.5"

Rear: 17" x 6"

Tires:

Rear: Dunlop 190/60 ZR17 Racing Slick

Front: Dunlop 120/70 ZR-7 Racing Slick

Brakes:

Front: 2 Brembo 320mm narrow-band racing stainless rotors; 2 Brembo 2-piece billet 4-piston 30/34mm differential bore radial-mount calipers

Rear: 245mm stainless rotor; Brembo HPK 2-piston 34mm caliper

PERFORMANCE

Top Speed: 160mph

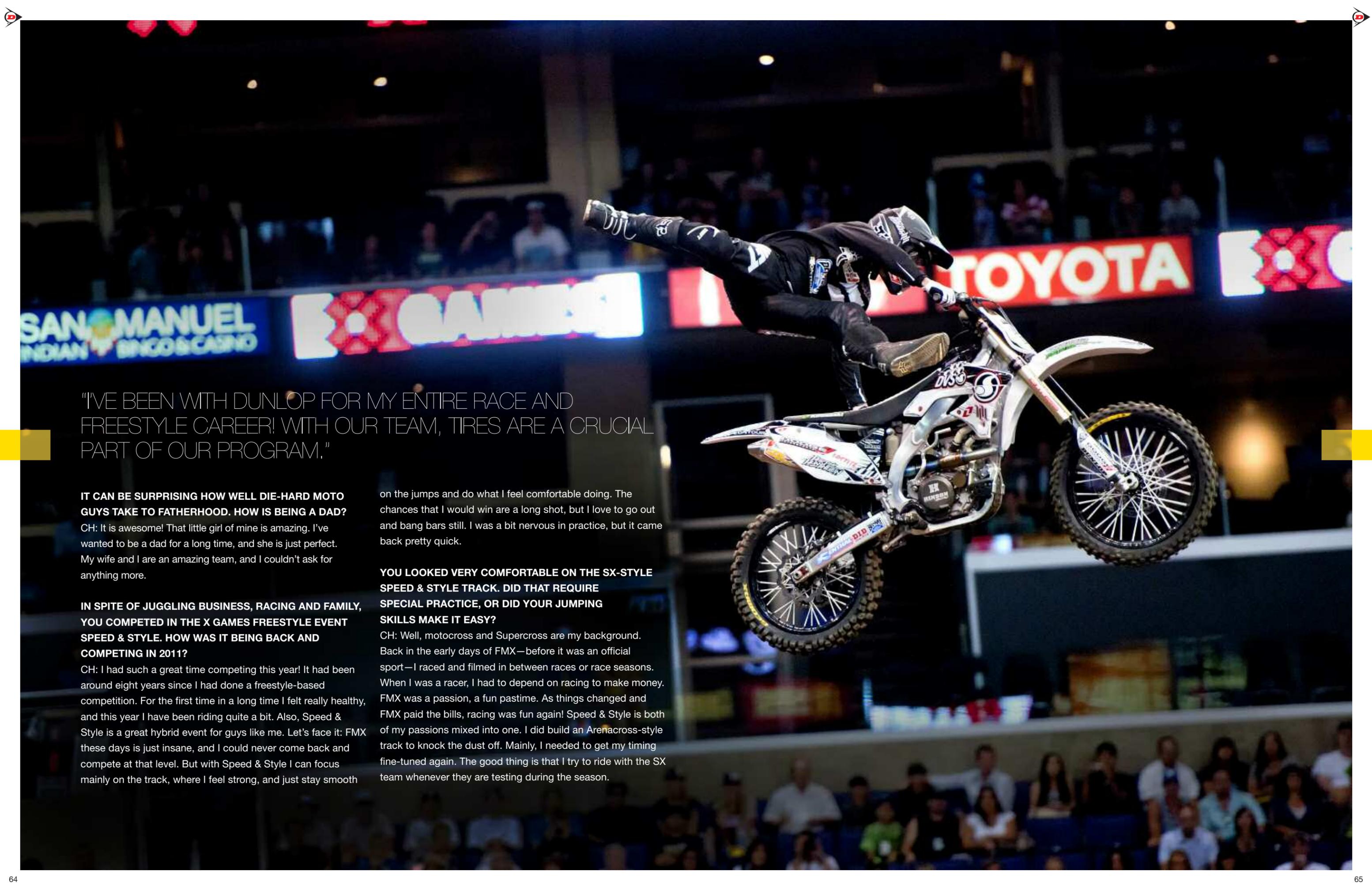


At one time Carey Hart was a struggling racer who loved the freedom of riding and one-upmanship with buddies when away from the track. His drive to out-trick his friends led to free riding, then freestyle, videos and finally the first motorcycle backflip in competition. Hart took advantage of business opportunities when they came. Now he is a husband, father, very successful businessman with a string of tattoo shops in several countries, off-road truck racer, Supercross team manager and—once again—a hands-on motorcycle competitor. Hart melds family life and his busy schedule with that of his music superstar wife Pink. He found time to answer a few questions for *Dunlop Download*.

CAREY HART

WEARING HIS BUSINESS
ON HIS SLEEVES





"I'VE BEEN WITH DUNLOP FOR MY ENTIRE RACE AND FREESTYLE CAREER! WITH OUR TEAM, TIRES ARE A CRUCIAL PART OF OUR PROGRAM."

IT CAN BE SURPRISING HOW WELL DIE-HARD MOTO GUYS TAKE TO FATHERHOOD. HOW IS BEING A DAD?

CH: It is awesome! That little girl of mine is amazing. I've wanted to be a dad for a long time, and she is just perfect. My wife and I are an amazing team, and I couldn't ask for anything more.

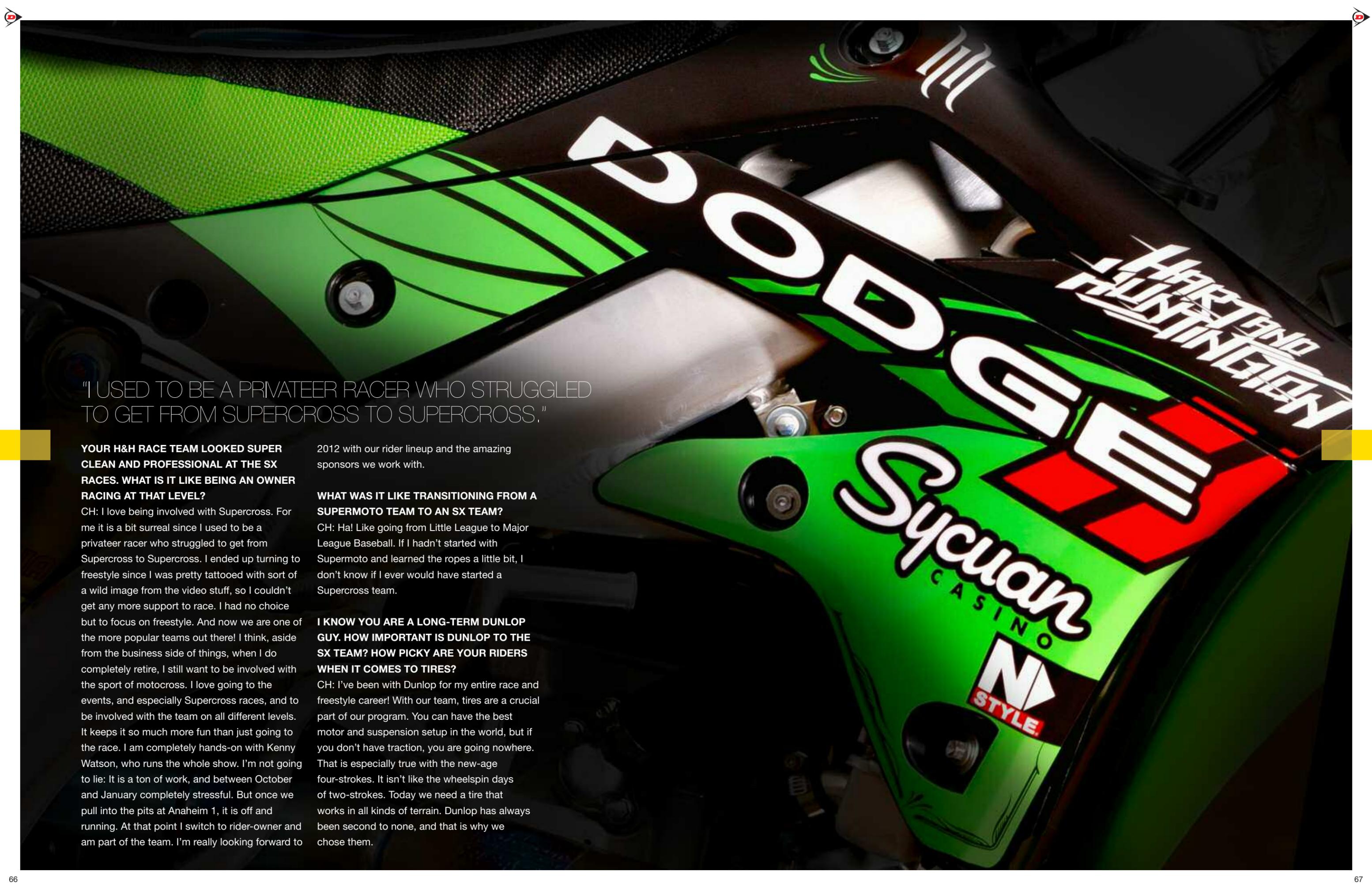
IN SPITE OF JUGGLING BUSINESS, RACING AND FAMILY, YOU COMPETED IN THE X GAMES FREESTYLE EVENT SPEED & STYLE. HOW WAS IT BEING BACK AND COMPETING IN 2011?

CH: I had such a great time competing this year! It had been around eight years since I had done a freestyle-based competition. For the first time in a long time I felt really healthy, and this year I have been riding quite a bit. Also, Speed & Style is a great hybrid event for guys like me. Let's face it: FMX these days is just insane, and I could never come back and compete at that level. But with Speed & Style I can focus mainly on the track, where I feel strong, and just stay smooth

on the jumps and do what I feel comfortable doing. The chances that I would win are a long shot, but I love to go out and bang bars still. I was a bit nervous in practice, but it came back pretty quick.

YOU LOOKED VERY COMFORTABLE ON THE SX-STYLE SPEED & STYLE TRACK. DID THAT REQUIRE SPECIAL PRACTICE, OR DID YOUR JUMPING SKILLS MAKE IT EASY?

CH: Well, motocross and Supercross are my background. Back in the early days of FMX—before it was an official sport—I raced and filmed in between races or race seasons. When I was a racer, I had to depend on racing to make money. FMX was a passion, a fun pastime. As things changed and FMX paid the bills, racing was fun again! Speed & Style is both of my passions mixed into one. I did build an Arenacross-style track to knock the dust off. Mainly, I needed to get my timing fine-tuned again. The good thing is that I try to ride with the SX team whenever they are testing during the season.



"I USED TO BE A PRIVATEER RACER WHO STRUGGLED TO GET FROM SUPERCROSS TO SUPERCROSS."

YOUR H&H RACE TEAM LOOKED SUPER CLEAN AND PROFESSIONAL AT THE SX RACES. WHAT IS IT LIKE BEING AN OWNER RACING AT THAT LEVEL?

CH: I love being involved with Supercross. For me it is a bit surreal since I used to be a privateer racer who struggled to get from Supercross to Supercross. I ended up turning to freestyle since I was pretty tattooed with sort of a wild image from the video stuff, so I couldn't get any more support to race. I had no choice but to focus on freestyle. And now we are one of the more popular teams out there! I think, aside from the business side of things, when I do completely retire, I still want to be involved with the sport of motocross. I love going to the events, and especially Supercross races, and to be involved with the team on all different levels. It keeps it so much more fun than just going to the race. I am completely hands-on with Kenny Watson, who runs the whole show. I'm not going to lie: It is a ton of work, and between October and January completely stressful. But once we pull into the pits at Anaheim 1, it is off and running. At that point I switch to rider-owner and am part of the team. I'm really looking forward to

2012 with our rider lineup and the amazing sponsors we work with.

WHAT WAS IT LIKE TRANSITIONING FROM A SUPERMOTO TEAM TO AN SX TEAM?

CH: Ha! Like going from Little League to Major League Baseball. If I hadn't started with Supermoto and learned the ropes a little bit, I don't know if I ever would have started a Supercross team.

I KNOW YOU ARE A LONG-TERM DUNLOP GUY. HOW IMPORTANT IS DUNLOP TO THE SX TEAM? HOW PICKY ARE YOUR RIDERS WHEN IT COMES TO TIRES?

CH: I've been with Dunlop for my entire race and freestyle career! With our team, tires are a crucial part of our program. You can have the best motor and suspension setup in the world, but if you don't have traction, you are going nowhere. That is especially true with the new-age four-strokes. It isn't like the wheelspin days of two-strokes. Today we need a tire that works in all kinds of terrain. Dunlop has always been second to none, and that is why we chose them.



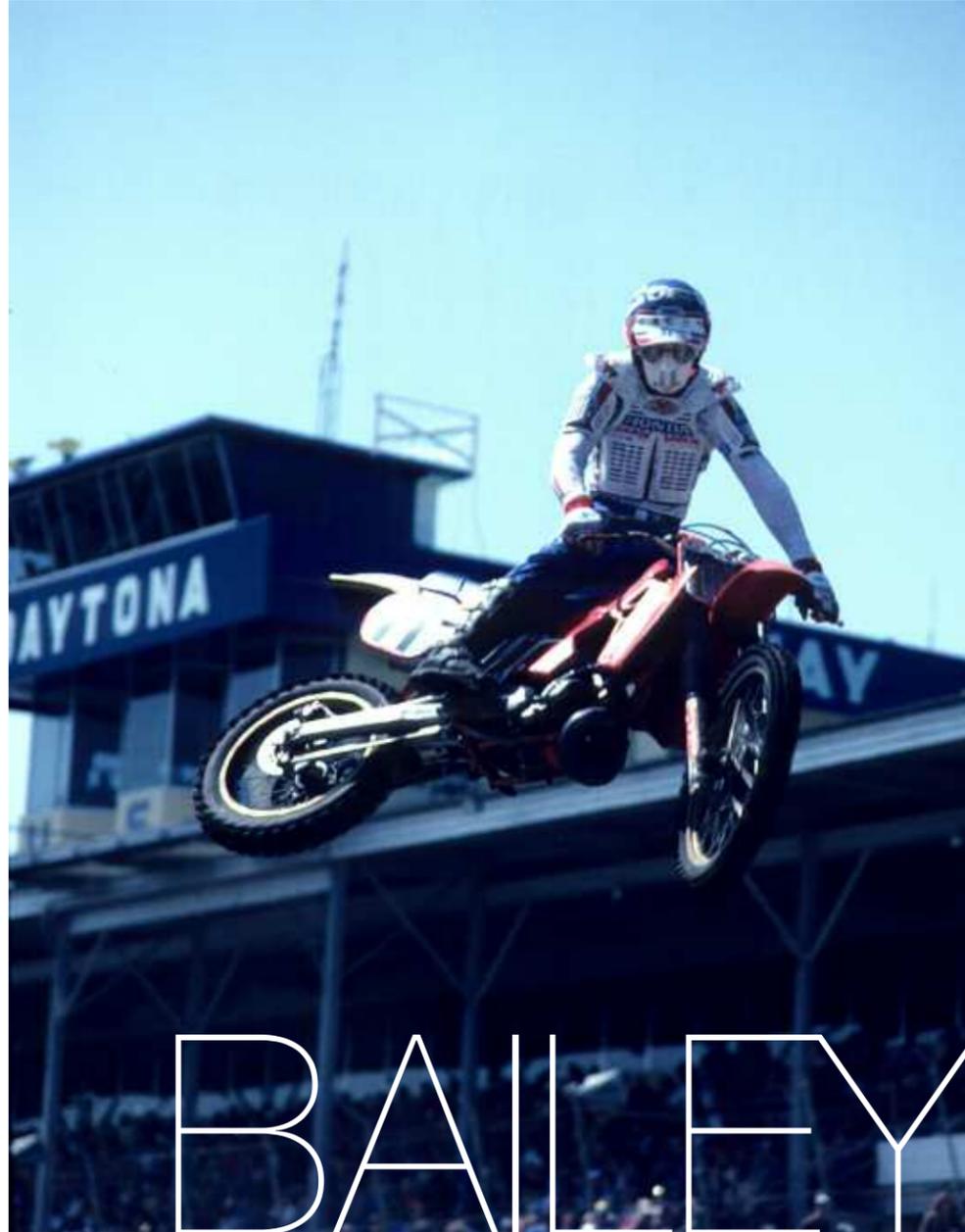


A LOOK BACK

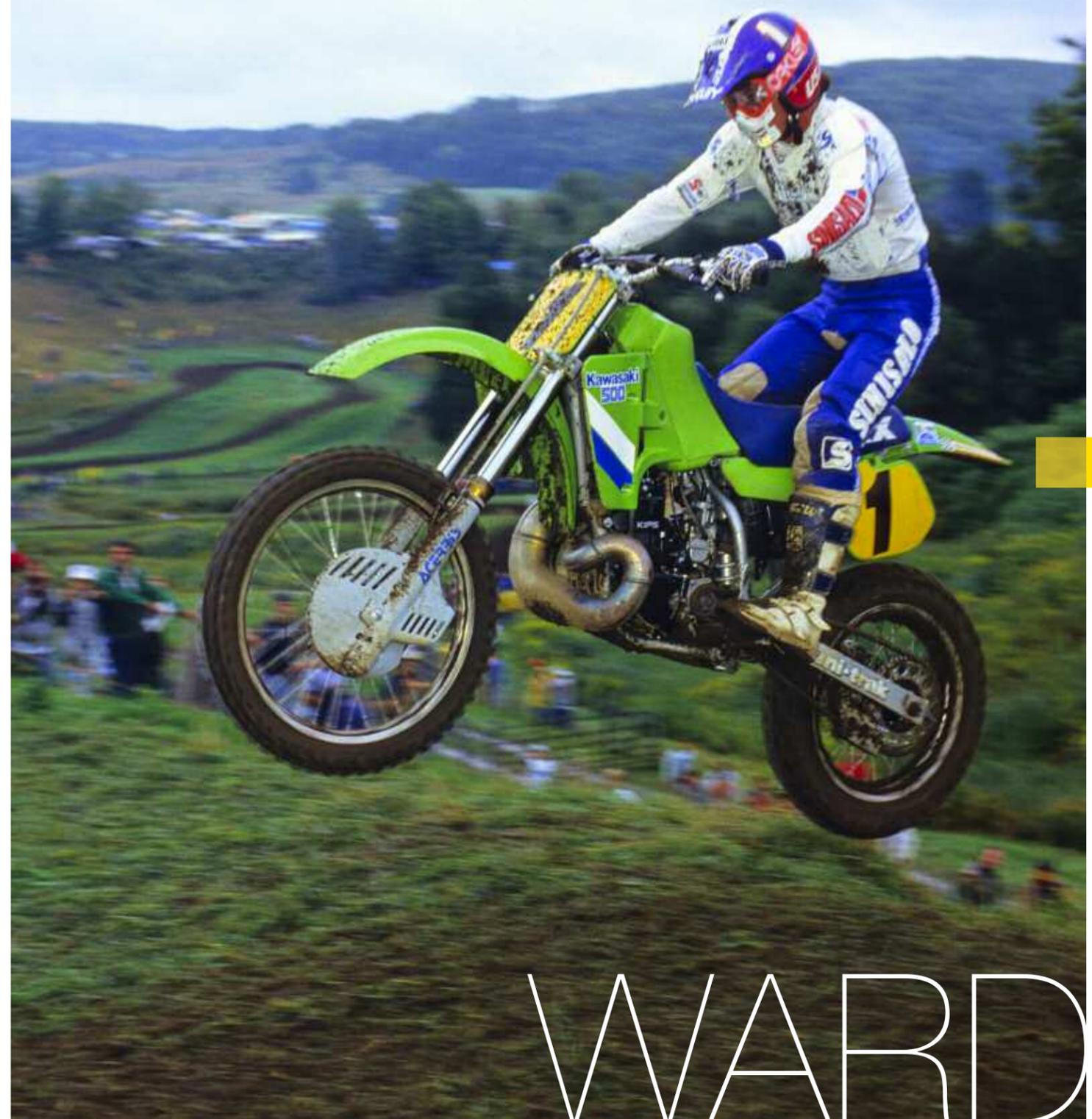
THE 2011 SUPERCROSS SEASON ISN'T THE FIRST TIME DUNLOP-SPONSORED RIDERS TOOK ALL THE TITLES.

It didn't take long for Dunlop to begin logging championships. Less than two years after John Boyd Dunlop invented the pneumatic tire, Willie Hume fitted the first pneumatic tires used in racing to his bicycle and won all four events at the Queen's College Sports in Belfast.

In 2011, Dunlop riders won all the AMA 450 and 250 championships, and in 2010, Dunlop riders not only won all of the Supercross titles, but they went on to take the 450 and 250 Motocross championships as well. As impressive as these sweeps have been, they are not the first time Dunlop has left all other competitors wondering what hit them.



Dunlop won a stunning 17 SX (formerly 250 and now 450 class) championships in a row— from 1980 to 1996.



In 1985, Jeff Ward swept the SX and MX championships on Dunlops, and won seven championships total on Dunlops. From 1986 to 1990, Dunlop not only swept all of the still current classes, but Dunlop-sponsored riders also won the now-defunct 500cc motocross class.



GLOVER

In the Motocross "Lites" series (formerly 125 and now 250 class), Dunlop swept the championship an unmatched 19 times in a row—from 1978 to 1996. Dunlop's own Sr. Manager, Motorcycle Off-Road Broc Glover—a six-time National champion—started that run with his back-to-back championships on Dunlops in 1978 and 1979.

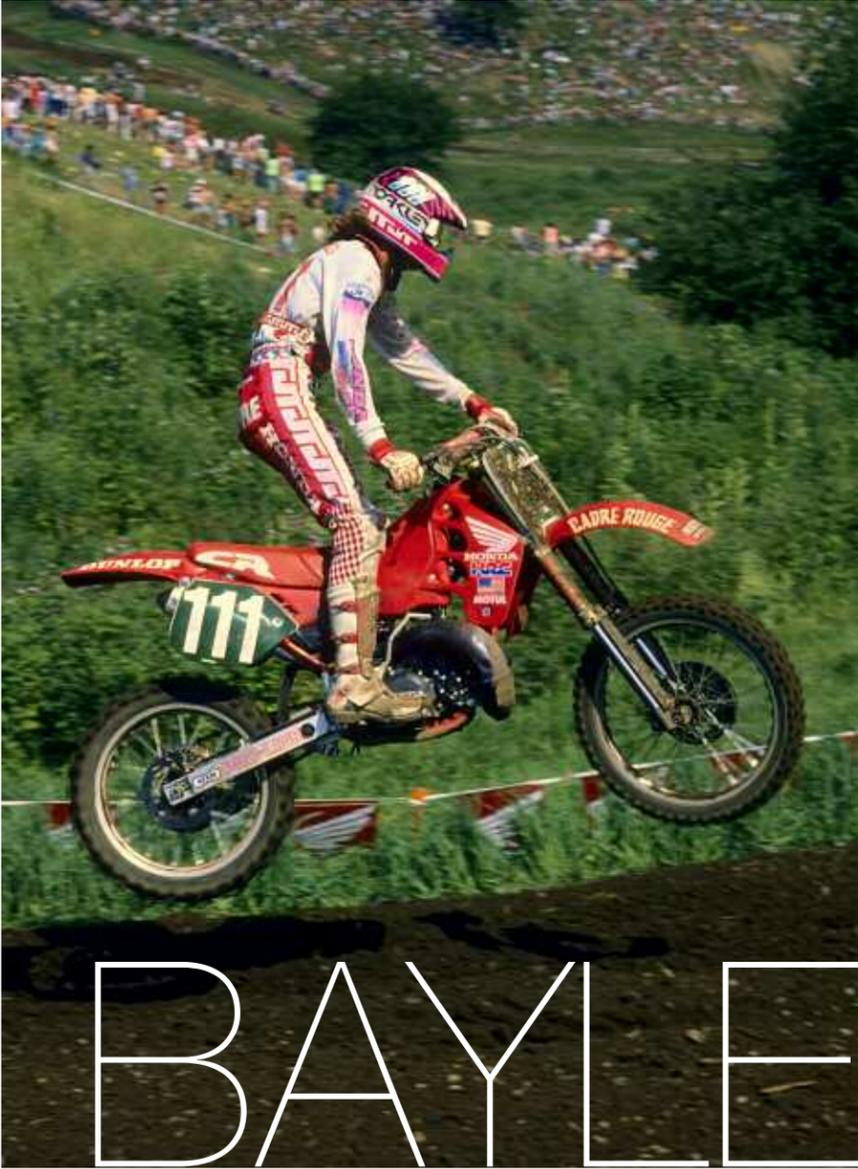


CARMICHAEL

In 2002, Ricky Carmichael made history by posting the perfect Motocross season, winning all 24 motos and becoming the first rider in history to log a perfect season. He repeated that amazing feat again in 2004. In 2003 and 2004, Ricky Charmichael won both the Supercross and Motocross championships on Dunlops, plus the MX in '94, for a total of five championships on Dunlops.



Ricky Johnson won a total of seven championships on Dunlops, including back-to-back 500 MX wins in '87 and '88.

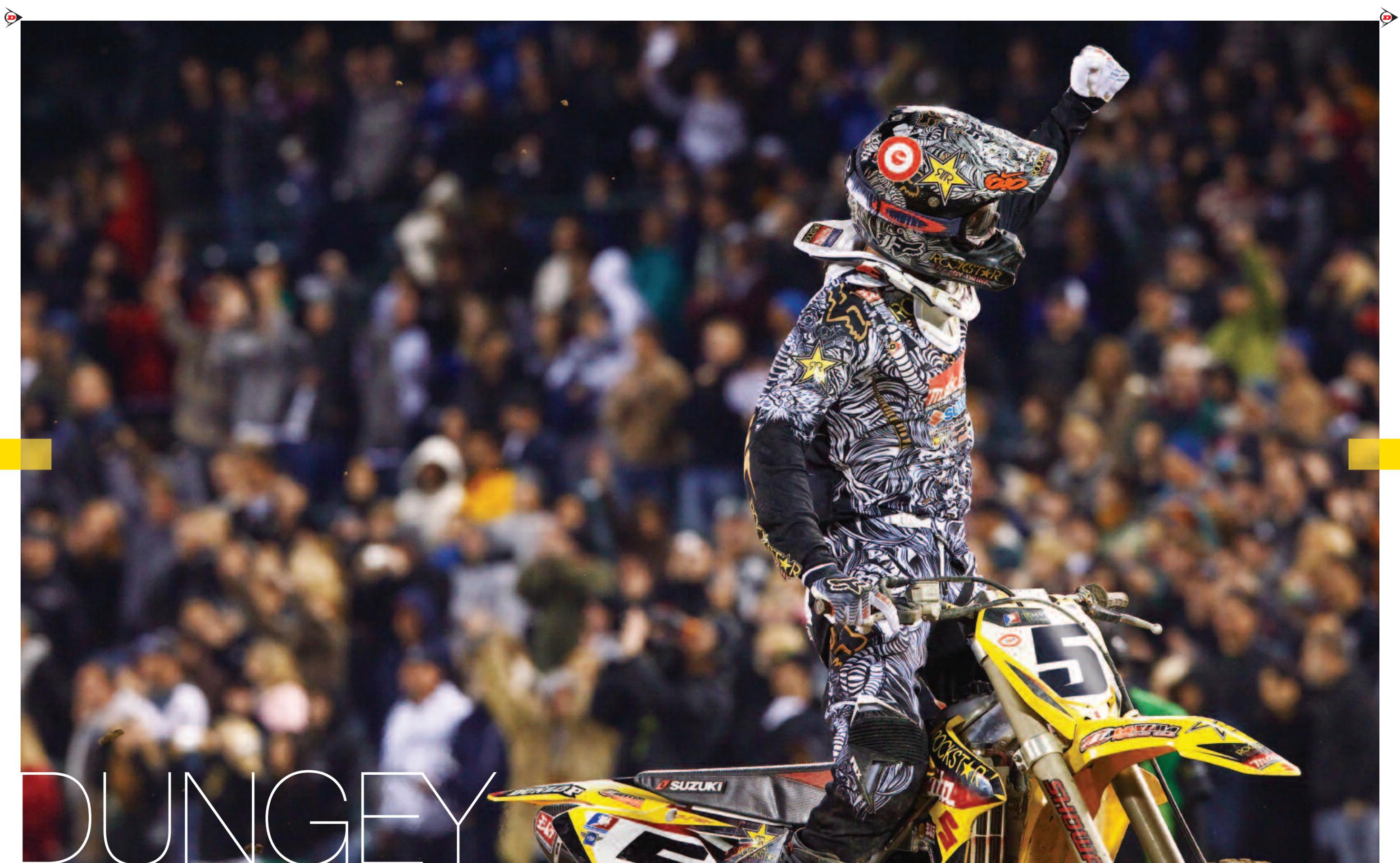


In 1991, Jean-Michel Bayle won three of the six off-road championships on Dunlops.



MCGRATH

Jeremy McGrath had four consecutive SX championships, from 1993 to 1996, on Dunlops, including sweeping both the Supercross and Motocross championships in '95, for a total of five championships on Dunlops.



DUNGEY

Dunlop riders have swept all of the AMA Supercross and Motocross championships a total of 10 times—2010, 1990, 1989, 1988, 1987, 1986, 1984, 1982, 1980 and 1976.



UPCOMING EVENTS

AMA Supercross #1
January 7
Angel Stadium
Anaheim, CA

WORCS Bikes #1
January 13-15
Glen Helen MX
Devore, CA

AMA Supercross #2
January 14
Chase Field
Phoenix, AZ

WORCS ATV #1
January 20-22
Glen Helen MX
Devore, CA

AMA Supercross #3
January 21
Dodger Stadium
Los Angeles, CA

National Hare and Hound Series #1
January 22
Desert MC
Lucerne Valley, CA

AMA Supercross #4
January 28
Overstock.com Stadium
Oakland, CA

AMA Supercross #5
February 4
Angel Stadium
Anaheim, CA

AMA Supercross #6
February 11
Qualcomm Stadium
San Diego, CA

WORCS Bikes and ATV #2
February 11-12
Buffalo Bill's
Primm, NV

National Hare and Hound Series #2
February 12
Four Aces MC
Ridgecrest, CA

AMA Supercross #7
February 18
Cowboys Stadium
Dallas, TX

WORCS Bikes #3
February 24-26
Mesquite MX
Mesquite, NV

AMA Supercross #8
February 25
Georgia Dome
Atlanta, GA

FIM World Superbike #1
February 26
Phillip Island Grand Prix Circuit
Australia

National Hare and Hound Series #3
February 26
Reno, NV

