

Competitor Bulletin #2009-05

To: Grand-Am Rolex Competitors
From: Grand-Am
Date: October 2, 2009
Subject: Pirelli Tire Testing and Development

Pirelli has undertaken the project to change the specifications for the 2010 Rolex tires. This change was driven by Pirelli's need to develop compounds that were in compliance with new standards for Aromatic Oil Free manufacturing and processing. The goal they provided to us was to transition to an environmentally acceptable rubber compounds without changing the current level of grip. Grand-Am's goal is to make necessary corrections while maintaining the balance of performance between makes.

With these goals in mind, the testing was conducted to determine how the new tires behaved in terms of consistency and wear. Consideration was also given to how the tires develop initial grip in a run.

The initial testing was conducted at Homestead on September 8 & 9. For DP the #01 Riley and the #10 Dallara were present. For GT the #70 Mazda and the #67 Porsche were present.

For DP, Pirelli provided a number of new compound specifications for evaluation. There were no new construction specifications in the testing matrix. Some of the new rubber compounds changed internal areas of the tire, not just the tread. These internal compound changes were evaluated independently.

In DP, there was one specification that showed the best consistency over the long runs. The comments between each team were quite similar and were verified by multiple drivers. The performance level (lap time) of the tire is close to the current (2009) tire while improving the consistency of performance over a longer time.

Neither test team reported the need to make changes to the chassis to accommodate the specification.

This specification was also supplied to Crawford, Lola, and Coyote for them to evaluate in an independent test. This evaluation was done during team testing on Sept. 30 at Daytona. The #76 Lola and the #2 Crawford both evaluated the specification. Both showed improved consistency, however the evaluation was shortened on the #76 car so conclusions could not be verified at this time. The #2 Crawford reported some shift in balance but did agree the consistency is improved.

The initial grip levels are being reviewed and this characteristic will be focused for attention.

At the September GT testing there were compound and construction changes applied to help correct the irregular wear and support of the tire. The proposed construction change has helped the wear and the overall support in the tire

Following the test for GT, the best combination of compound and construction has been combined. This revised specification will be re-tested at Homestead on Oct 11.

Once the data has been collected and the results are verified, Pirelli will begin production of the 2010 tires. If the changes meet the criteria the new specification will be available at the Dec 8 & 9 open test at Daytona.

We appreciate your continued support of the Rolex Series. If you have any questions about the tire development process or information please contact Mike Kraemer at Grand-Am.

mkraemer@grand-am.com

386-681-6352