

MICHELIN HEADS TO GERMANY AND AN INAUGURAL GRAND PRIX

Michelin is on the way to Sachsenring in Germany for the HJC Helmets Motorrad Grand Prix Deutschland and a MotoGP™ event which has the honour of staging the very first FIM Enel MotoE™ World Cup Grand Prix during the weekend's programme along with the usual Moto3™, Moto2™ and MotoGP races.

Sachsenring is a 3,671m anti-clockwise circuit, which makes it the shortest track on the calendar, but also one which places huge stresses on the left-hand-side of the tyre. The 10 left and 3 right turns, with just a 700m straight, equates to the tyre spending more time on a left lean angle than upright and with this replicated over the 30-laps of the race means the MICHELIN Power Slicks have a specific and demanding requirement placed upon them. The allocation sees the first time this season when the whole range will be asymmetric, with all front tyres and all rears featuring a hard left, with the right being a much softer compound to warm up quickly when the rider needs the grip in one of the three right turns.

The German circuit was resurfaced in 2017 and is located in the eastern part of the country near the cities of Dresden and Leipzig, and despite the race being staged in mid-summer, it can have a tendency to be cold and damp in the area during that time of year. With any possibility of wet weather happening, the MICHELIN Power Rain tyres will be offered in a soft and medium compound for both front and rear, with just the rears having an asymmetric design with the harder left side.

This weekend will also see Michelin's first outing as the Official Tyre of the all-new FIM Enel MotoE World Cup, which makes its racing debut at Sachsenring. This new category is just for electric motorcycles, with the single-make series featuring the 'Energica Ego Corsa'. The new competition takes to the track in a class that is designed to combine speed and sustainability, with all the motorcycles being identical and all the energy stored in the batteries that will power them will be produced from renewable resources. The races will last approximately 15 minutes, which will be a proposed length of 10-laps and Michelin will supply just one tyre compound for every MotoE weekend, with these tyres being known as MICHELIN Slick MotoE. Developed specifically for these bikes, the tyres available for the inaugural race will be medium front, which has been developed with similar characteristics to the existing MotoGP tyres, whilst the rear will be a soft compound and is a derivative of Michelin's successful commercial-based Superbike tyre. If wet conditions should arrive a soft symmetric front and an extra-soft asymmetric - with a harder left-hand-side - rear tyre will be available, these will be MICHELIN Power Rain tyres, which give high amounts of confidence and grip in the premier-class.

Michelin and the MotoGP field will take to the track on Friday 5th July for two Free Practice sessions, with two more on the following day in preparation for Sunday's 30-lap race. Qualifying takes place on Saturday, to decide grid positions for the main event. MotoE will see two practices on the Friday, with a Qualifying session on Saturday. Round nine of the MotoGP championship - which also signals the end of the first half of the season ahead of the summer break - will get underway at 14.00hrs local time (14.00hrs CEST, 13.00hrs BST, 12.00hrs GMT/UTC) on Sunday 7th July. The very first MotoE race will see the lights go out to signal its inception at 10.00hrs local time Sunday Morning (10.00hrs CEST, 09.00hrs BST, 08.00hrs GMT/UTC).



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Piero Taramasso – Michelin Motorsport Two-Wheel Manager:

“This is going to be a very busy weekend for all at Michelin as we have the very first MotoE race alongside the MotoGP. As far as MotoGP is concerned, we know the requirements of this track, it is short and is also one of the slowest of the year, but it places a huge amount of demands on the left-side of the tyre. We bring a specific compound to Germany to cope with this and also for the weather. It is one of the tracks where you never know what to expect and it changes quickly, so we need to make a range of tyres that work in all conditions. It will be very interesting to see the first MotoE race, we have done a lot of testing and developed a range of tyres specifically suited to these machines, so it is now time to see them used in the field of competition. Michelin is delighted to participate in this new challenge as a technology partner, as it has a history of choosing projects that will improve mobility and make it safer, more economical and more environmentally friendly for all, and we see MotoE as a perfect platform to enable Michelin to be involved in fully electric motorcycles on a very visible worldwide stage.”



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