



MAG

2013 MICHELIN MotoGP™



OFFICIAL MotoGP™ CLASS TYRE

UNSTOPPABLE



CONTENTS

3 - FOREWORD

4 - BURIRAM TURNS UP
THE TEMPERATURE

5 - PREPARING FOR THE OVER
SEAS STINT

6 - TYRE MAN - A KEY ROLE

7 - ROSSI BACK AMONGST
HIS OWN

8 - A CIRCUIT AND ITS
DEMANDS. MISANO

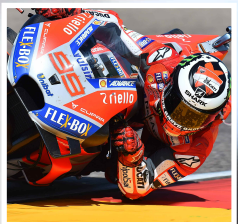
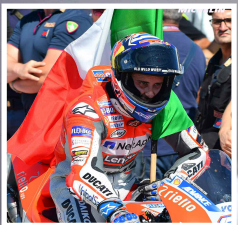
10 - A RIDER AND HIS
MICHELINS. DOVIZIOSO

11 - A RIDER AND HIS TECHNICIAN.
SMITH|NEUREILS

12 - LORENZO OUT OF LUCK

13|14 - SAN MARINO|ARAGON
THAILAND

15 - CALENDAR
& CLASSIFICATION





FOREWORD

Economists regularly use the term building blocks when describing the different components of a company. As the season edges to its conclusion, the building blocks appear to be stacking up very nicely indeed for Marc Márquez, as his rivals – who are able to remain in touch with the Spaniard in the races – can seemingly do nothing about his relentless championship charge. It is very often in the closing stages of grands prix – sometimes even through the very last corners – that he truly breaks his adversaries' spirits by stepping it up another level. Such has been his dominance of late that his fellow competitors appear consigned to fighting it out for the championship runner-up laurels over the four remaining races of 2018. In contrast, there's a good scrap on for sixth place between independent riders Cal Crutchlow, Danilo Petrucci and Johann Zarco who are separated by just five points after 15 Grands Prix!



BURIRAM TURNS UP THE TEMPERATURE



After Japan, Malaysia, Indonesia, China, Turkey and Qatar, Thailand is the seventh country in Asia to play host to a MotoGP™ World Championship round. The event proved to be a sparkling success, with almost 200,000 enthusiastic spectators pouring through the gates of Buriram International Circuit over the course of the three-day grand prix weekend. *"We received such a warm welcome,"* acknowledged Marc Márquez, who rode his Honda RC213V race bike through the streets of Bangkok prior to heading to the track. *"You can really feel the passion they have for motorbikes in*

Thailand," added Valentino Rossi. *"It's great to be able to hold a GP here."* It was richly deserved for this south-east Asian nation, where MotoGP™ television audiences rival those of football. At Buriram, indeed, the two sports are particularly happy bedfellows, since the circuit and Buriram United football team – the defending champions in Thailand's first division – share the same President, Newin Chidchob. Built next door to each other, the racetrack and football stadium are the undisputed pride of this province in the country's Isan region.

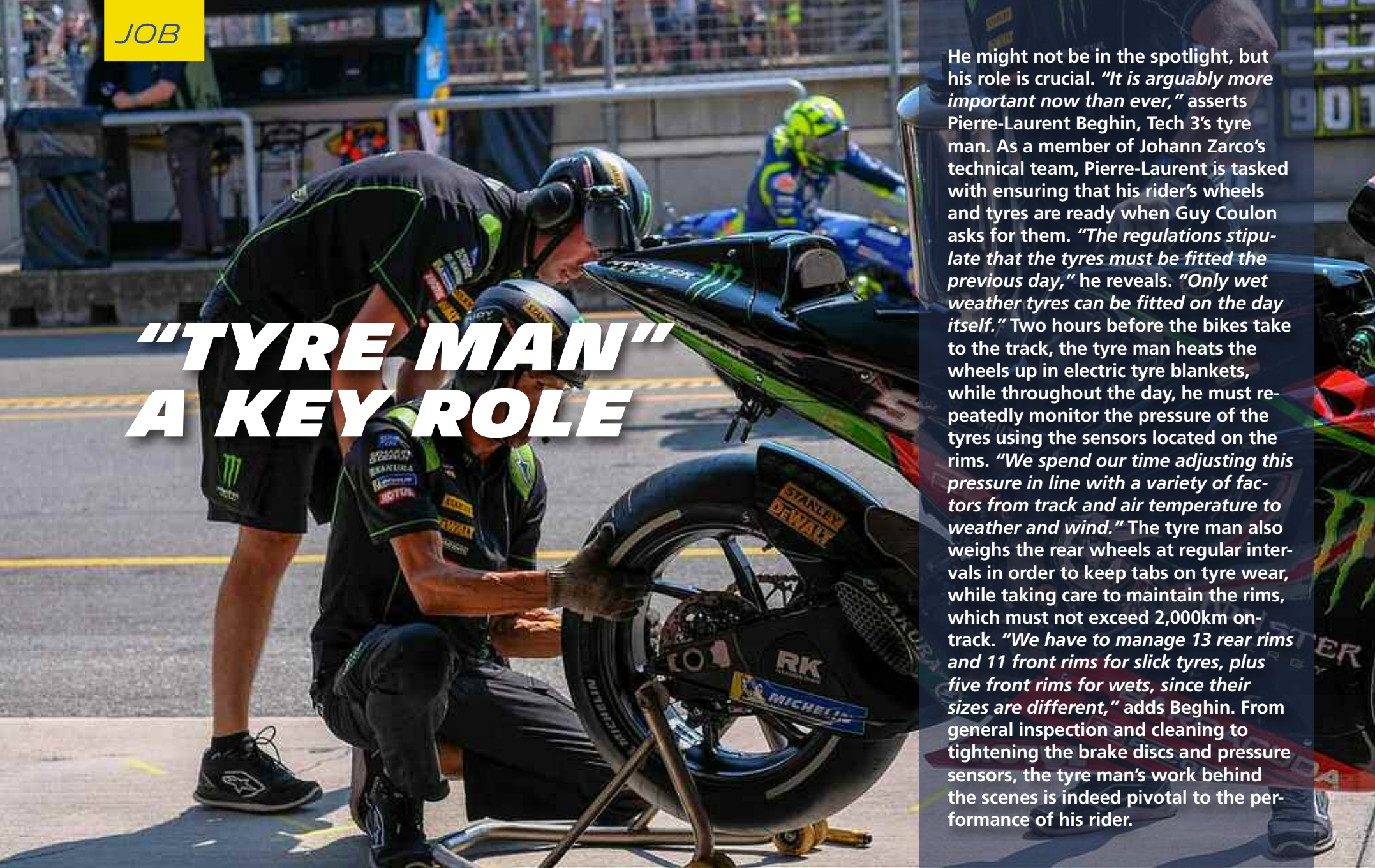
This season, the MotoGP™ calendar incorporates four consecutive late-season long-haul races, as teams and riders travel from Thailand to Malaysia via Japan and Australia without once returning to Europe. As the World Championship's official tyre-supplier, these four race weekends place the emphasis firmly on efficiency for Michelin. *"We send around 6,000 tyres to the other side of the world,"* explains Piero Taramasso, the French manufacturer's MotoGP™ programme manager. *"Given the complex production process, handled by specific machines and machinists, we have to prepare carefully for this operation. Half of this tyre allocation is shipped by sea a month in advance, with the other half following by air later on."*

PREPARING FOR THE OVERSEAS



Not forgetting, of course, the tyre-fitting equipment, balancing machines, compressors, pit trimmings... *"We have two sets of equipment, which we alternate,"* continues Taramasso. *"The first set was for Thailand and Australia, the second for Japan and Malaysia."*

"TYRE MAN" A KEY ROLE



He might not be in the spotlight, but his role is crucial. *"It is arguably more important now than ever,"* asserts Pierre-Laurent Beghin, Tech 3's tyre man. As a member of Johann Zarco's technical team, Pierre-Laurent is tasked with ensuring that his rider's wheels and tyres are ready when Guy Coulon asks for them. *"The regulations stipulate that the tyres must be fitted the previous day,"* he reveals. *"Only wet weather tyres can be fitted on the day itself."* Two hours before the bikes take to the track, the tyre man heats the wheels up in electric tyre blankets, while throughout the day, he must repeatedly monitor the pressure of the tyres using the sensors located on the rims. *"We spend our time adjusting this pressure in line with a variety of factors from track and air temperature to weather and wind."* The tyre man also weighs the rear wheels at regular intervals in order to keep tabs on tyre wear, while taking care to maintain the rims, which must not exceed 2,000km on-track. *"We have to manage 13 rear rims and 11 front rims for slick tyres, plus five front rims for wets, since their sizes are different,"* adds Beghin. From general inspection and cleaning to tightening the brake discs and pressure sensors, the tyre man's work behind the scenes is indeed pivotal to the performance of his rider.

FORZA

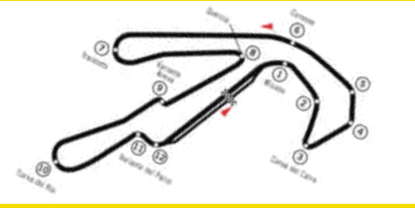
A national hero in his Italian homeland, Valentino Rossi was delighted to be able to perform in front of his countless fans in his backyard of Misano after having to miss the race last year due to a broken leg. It remains a painful memory for the multiple world champion, who lives just a few miles from the circuit... *"It was tough not taking part in my home race,"* he reflects. *"Even if it is always an intensive weekend with all of the commitments and requests, there's still nowhere else quite like it."* He knows Misano like the back of his hand. It was the track where he first turned a wheel on a proper motorbike – a 125cc Cagiva Mito. *"I was 12-years-old,"* he recalls. *"Back then, the circuit still ran in the opposite direction. I put on a pair of my dad's old leathers. I was so small that my feet didn't really reach the ground when I was on the bike, but my lasting memory from that day is that I knew then what I was going to do for the rest of my life."* With six rostrum finishes – including three victories – from 10 previous starts at Misano in MotoGP™, Vale secretly hoped to be able to produce another star turn this year, eyeing a victory or at the very least another podium... As it turned out, he could only finish seventh.

ROSSI BACK AMONGST HIS OWN



Misano
World Circuit
Marco Simoncelli

A CIRCUIT AND ITS DEMANDS



MISANO ADRIATICO

Since returning to the grand prix calendar in 2007, the circuit of Misano has run in the opposite direction to its original format, making the Italian track one of the most demanding on the front tyre. *"Riders spend a lot of time leaning,"* explains Piero Taramasso. *"The load and the weight placed on the front tyre is significant, since there is no real respite anywhere around the lap. Be it under braking, at maximum lean or during acceleration, the front tyre is always subject to stress and doesn't have any time to cool down, meaning the temperature can become a problem. Normally, a front tyre performs at its best between 100 and 110 degrees, but at Misano, it can reach in excess of 120 degrees. This results in a gradual loss of feeling for the rider as the race progresses, particularly when running in the pack, where the tyre cools off even less".*



A RIDER AND HIS MICHELINS



ANDREA
DOVIZIOSO



'YOU NEED TO USE THE GRIP OF THE REAR TYRE'

Since making his debut at the highest level in 2008, Andrea Dovizioso has witnessed many changes in the premier class. "Riding technique has certainly evolved over my time in MotoGP™," acknowledges the Italian, "particularly during the last three years. The calibre of the field and intensity of the races is now such that you need to be on top physical form if you want to fight at the front the whole way through." Michelin's return to grand prix racing has also palpably played a part. "With the Michelins, you need to use the grip of the rear tyre even under braking," he continues. "Prior to 2016, everything revolved around the front tyre, but now

it's the opposite. I grasped that last year, which was one of the keys to my good results. You need to be very smooth on the entry to turns and break down the different phases of the cornering process. If you keep braking hard right to the apex, you should release the lever gradually, turn the bike and get back on the gas gently. These days in MotoGP™, everybody is quick, but there are not many riders who can maintain that speed throughout the race while simultaneously looking after their tyres. That is what ultimately makes the difference when the chequered flag falls."

A RIDER AND HIS TECHNICIAN



SMITH

As a keen motorcyclist and off-road enthusiast, Michelin technician Fabien Neureils had just one dream when he entered the world of MotoGP™ – to work with KTM. *“Above and beyond my passion for this brand, which was sparked by my love of off-roading, I was eager to work with a team that – like me – was starting out in MotoGP™. The first six months were difficult as everybody found their feet, but now everything runs like clockwork.”* Employed by the Clermont-Ferrand based manufacturer for some 20 years, he



NAUREILS

has forged a close relationship over the past two seasons with KTM riders Pol Espargaró and Bradley Smith. *“Pol often needs a little reassurance – we’re a bit like father and son,”* says Fabien. *“With Bradley, we have a mutual understanding and can talk about other subjects than motorbikes – but it took a bit of time to get to that stage. To begin with, I perhaps told him what to do too much, and we clashed over a front tyre choice in Texas last year... Happily, all of that is now forgotten and we work together very well.”*

DNF

LORENZO OUT OF LUCK



Since his victory in Austria, Jorge Lorenzo has endured a barren run. At Misano, the Ducati rider crashed out while duelling with Marc Márquez and hot on the heels of team-mate Andrea Dovizioso. At Alcañiz, he started from pole position but didn't get beyond the first corner in the race. Forced to brake slightly harder than expected when Márquez cut across his path, Lorenzo high-sided off his bike, dislocating the big toe on his right foot and fracturing a metatarsal. At Buriram a fortnight later, the Mallorcan came unstuck again, with another big accident curtailing his weekend on just the

first day of practice, caused this time by a technical problem on his bike. *"I was diagnosed with a hairline fracture in my left wrist,"* revealed the three-time world champion. *"If I'd been in the mix to win the title, I would obviously have carried on riding but being out of contention, it was better to minimise the risk and look after my wrist as best as possible in order to come back on form at the next race in Japan. Motegi is a circuit I love and the Ducati goes well there."*



THE 2019 GRID

Although there are still four grands prix to run this year, the 2019 MotoGP™ grid is already confirmed. Key moves include Jorge Lorenzo to Repsol Honda, Johann Zarco to KTM, Andrea Iannone to Aprilia and Danilo Petrucci's promotion to the factory Ducati squad. Rookies will include Joan Mir at Suzuki and Francesco Bagnaia at Pramac Ducati, while Franco Morbidelli and Fabio Quartararo will compete for the new Petronas Yamaha outfit. Two other teams, meanwhile, will depart the fray at the end of the current campaign: EG 0,0 Marc VDS and Ángel Nieto.

TEAMS	PILOTES
REPSOL HONDA TEAM	MARC MARQUEZ, JORGE LORENZO
DUCATI TEAM	ANDREA DOVIZIOSO, DANILO PETRUCCI
MOVISTAR YAMAHA YA-	VALENTINO ROSSI, MAVERICK VIÑALES
SUZUKI ECSTAR	ALEX RINS, JOAN MIR
KTM RED BULL	POL ESPARGARO, JOHANN ZARCO
TECH 3 KTM	MIGUEL OLIVEIRA, HAFIZH SYHRIN
APRILIA GRESINI	ALEIX ESPARGARO, ANDREA IANNONE
HONDA LCR	CAL CRUTCHLOW, TAKAAKI NAKAGAMI
YAMAHA PETRONAS	FRANCO MORBIDELLI, FABIO QUARTARARO
DUCATI PRAMAC	JACK MILLER, FRANCESCO BAGNAIA
AVINTIA RACING	TITO RABAT, KAREL ABRAHAM

MISANO, ARAGÓN, THAILAND

MÁRQUEZ HOMING IN ON FIFTH CROWN

The last time Marc Márquez tallied eight consecutive podiums in MotoGP™ was back in 2014 when he went unbeaten over the year's 10 opening races.



Having won the most recent two grands prix at Aragón and in Thailand – following on from a second-place finish at Misano – the championship leader appears to be on-course for his fifth premier class crown next time out in Japan thanks to a 77-point advantage over nearest challenger Andrea Dovizioso and only 100 points still up for grabs. For the past three races, these two pace-setters have been all but inseparable.

MISANO, ARAGÓN, THAILAND

But while the Italian snatched the upper hand on home soil in the GP di San Marino e della Riviera di Rimini, the Spaniard swiftly hit back in the next two races. Márquez might have crashed in both practice/qualifying and the warm-up at MotorLand Aragón, but he was faultless in the race itself. At Buriram, by contrast, the Honda rider had to take considerably more risks to get the better of 'Dovi'. "At that moment," he recalls, "I wasn't thinking about the championship – it was all about winning the race, and I pushed like crazy over the last lap to make sure I achieved that." Indeed, the final corner of the inaugural Thailand Grand Prix will linger long in the memory, as Dovizioso tried a last-ditch attempt to reclaim the lead under braking but was unable to find the traction on the exit, allowing Márquez to prevail by barely a tenth-of-a-second. The Honda rider had already stolen the show once the previous day by seizing pole position after having to fight his way through Q1 – a feat that had never before been accomplished.

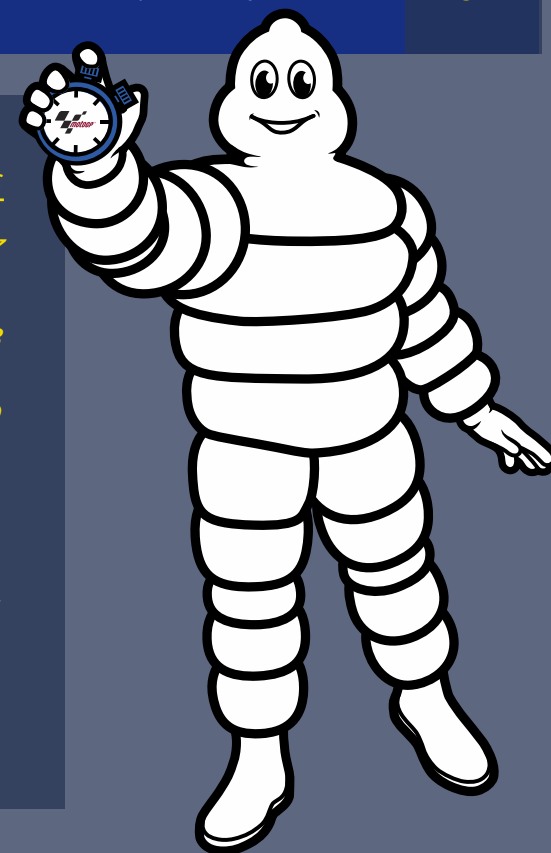


CALENDAR - CLASSIFICATION



CLASSIFICATION 2018

1 - MARQUEZ (HONDA).....	271
2 - DOVIZIOSO (DUCATI).....	194
3 - ROSSI (YAMAHA).....	172
4 - VIÑALES (YAMAHA).....	146
5 - LORENZO (DUCATI).....	130
6 - CRUTCHLOW (HONDA).....	128
7 - PETRUCCI (DUCATI).....	126
...	



	DATE	GRAND PRIX	CIRCUIT	
		<i>PRE-SEASON</i>	<i>SEPANG, BURIRAM, LOSAIL</i>	<i>MAG 16</i>
1	18/03	QATAR	LOSAIL INTERNATIONAL	
2	08/04	ARGENTINA	TERMAS DE RÍO HONDO	<i>MAG 17</i>
3	22/04	USA	CIRCUIT OF THE AMERICAS	
4	06/05	SPAIN	CIRCUITO DE JEREZ	
5	20/05	FRANCE	LE MANS	<i>MAG 18</i>
6	03/06	ITALY	MUGELLO	
7	17/06	CATALUNYA	BARCELONA-CATALUNYA	<i>MAG 19</i>
8	01/07	NETHERLANDS	TT CIRCUIT ASSEN	
9	15/07	GERMANY	SACHSENRING	
10	05/08	CZECH REPUBLIC	AUTOMOTODROM BRNO	
11	12/08	AUSTRIA	RED-BULL RING	<i>MAG 20</i>
12	26/08	GREAT BRITAIN	SILVERSTONE	
13	09/09	SAN MARINO	MISANO	
14	23/09	ARAGÓN	MOTORLAND ARAGÓN	<i>MAG 21</i>
15	07/10	THAILAND	CHANG INTERNATIONAL	
16	21/10	JAPAN	TWIN RING MOTEGI	
17	28/10	AUSTRALIA	PHILLIP ISLAND	<i>MAG 22</i>
18	04/11	MALAYSIA	SEPANG INTERNATIONAL	
19	18/11	VALENCIA	CIRCUITO RICARDO TORMO	<i>MAG 23</i>