



PRESS RELEASE

MOTORSPORT

Sachsenring circuit (Germany), July 7, 2024

Liqui Moly Motorrad Grand Prix Deutschland **Michelin tyres to control the extremely demanding** **Sachsenring race track**

- The MICHELIN Power Slick tyres once again demonstrated their consistency and versatility, allowing Michelin partners to set new records on the Sachsenring circuit (Germany).
- The tyres, specific to this atypical layout (10 left turns and only 3 right), allowed the riders to engage in an intense battle from the first to the last corner.
- The 11th and 12th rounds of the FIM ENEL MotoE™ World Championship once again highlighted the qualities of the new generation tyres developed for the electric motorcycles in the series.

Although we are in the heart of summer, the weather was not always summer-like this weekend in the Saxony region of Germany, which borders the Czech Republic. The Sachsenring circuit, which has hosted MotoGP since 1998, is the shortest (3.671 km) and slowest of the season, but it has characteristics which make it particularly difficult. Comprising ten left turns and only three right turns, it also contains a series of left turns that are particularly taxing on the tyres. In addition, this sequence is then followed by a downhill right turn, which constitutes one of the major challenges of this circuit. Fortunately, due to Michelin tyre technology, the MotoGP™ World Championship riders were able to attack from start to finish without any apprehension, whether the temperature was 20°C, or more than double that on the track surface, as was the case during these three days of activities on the track.

*"The weather changed, but not the performance of our tyres!", indicates **Piero Taramasso**, manager of Michelin two-wheel competition. "After a complicated Friday due to the wind and cold, Saturday and Sunday brought more consistent conditions, but also higher temperatures. However, we could see that the tyre performance was there from the practice sessions, as the circuit lap record was broken for the first time on Friday afternoon. But here at the Sachsenring, it is not only special in terms of the temperatures. The configuration of the circuit, with its sequence from turn 4 to turn 10 going only to the left, then a switch to the downhill right for turn 11, is a constant subject of discussion. For this type of configuration, and because the tyre cools considerably on its right side during several left turns, you need a rubber compound that remains at its best level of grip, and traction for the rear tyre, when the rider takes the right-hander."*



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"To achieve this, we reinforced the rubber on the left of both the front and rear tyres, and also selected a compound that controls thermal variations well, in order to preserve the performance. So, for the rear we saw that the Soft compound was perfect on Saturday for the Sprint race, while the Medium compound was best for the 30 laps of the Grand Prix. At the front, taking into account the track temperature, the Hard option was invariably the right one, and once again all the records fell. The most important one in our eyes is the reduction by more than 12 seconds in the duration of the Grand Prix, which underlines the long-lasting performance of our tyres. Consistent tyre performance is the key to a successful race weekend!"

At Sachsenring, Michelin provided its partners with three rubber compounds (Soft, Medium, Hard) for the front, while the choice for the rear was based on Soft and Medium compounds. As only happens three times in the season - Phillip Island (Australia), Valencia (Spain) and here at Sachsenring - these tyres have an asymmetric profile at both the front and rear, with reinforced rubber on the left side to cope with the number of left turns.

On Saturday afternoon, Jorge Martin (Prima Pramac Racing) won the 15-lap Sprint race, ahead of Miguel Oliveira (Trackhouse Racing) and Francesco Bagnaia (Ducati Lenovo Team).

The Grand Prix, contested on Sunday at 2 p.m. over 30 laps, saw the victory of Francesco Bagnaia (Ducati Lenovo Team), ahead of the two Gresini Racing MotoGP machines of brothers Marc and Álex Márquez.

All records were broken

A new all-time circuit lap record was set for the first time on Friday afternoon by Maverick Viñalès (Aprilia Racing) in 1'19.622, but this benchmark was improved the next morning, during the second phase of qualifying, by Jorge Martin (Prima Pramac Racing) who set a lap time of 1'19.423.

Jorge Martin also set the new race lap record, with a time of 1'20.667 (compared to the 1'21.225 lap set in 2023 by French rider Johan Zarco, then riding for the Prima Pramac Racing team).

The maximum speed record was set by Pedro Acosta (Red Bull GASGAS Tech 3), elevating it from 305 km/h to 306.8 km/h.

As proof of the consistent performance of Michelin tyres, the duration of the Grand Prix was reduced from 40'52.449 in 2023, to 40'40.063 in 2024.

The next MotoGP round – the 10th of the 2024 season – will take place from 2 to 4 August at the Silverstone circuit, at the Monster Energy British Grand Prix.



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11th and 12th rounds of the FIM ENEL MotoE™ World Championship

The electric motorcycles developed by Ducati, with Michelin tyres, have also shown significant progress. On the Sachsenring, the 18 riders (9 teams) underlined the consistency of their performance in all circumstances, with the circuit lap record being broken in the second free practice session on Friday afternoon.

The MotoE weekend is generally divided into practice and qualifying on Friday (two sessions in both cases), followed by the two races on Saturday - the first taking place after MotoGP qualifying, and the second after the Sprint race.

The first race of the weekend, shortened from 11 to 5 laps due to a red flag following a crash, was won by Hector Garzo (Dynavolt Intact GP MotoE). He was ahead of the two teammates from the Tech3 E-Racing team, Alessandro Zaccone and Nicholas Spinelli.

Victory in the second race (reduced to 8 laps due to weather conditions, and which took place on a wet track) once again went to Hector Garzo (Dynavolt Intact GP MotoE), ahead of Nicholas Spinelli (Tech3 E-Racing). The third step on the podium was occupied by Jordi Torres (Openbank Aspar Team).

Focused on protecting the environment, the motorcycles in the MotoE World Championship are equipped with Michelin tyres incorporating 49% renewable and recycled materials at the front, and 53% at the rear (compared to 34% and 52% respectively, in 2023).

The rear tyre also features a new design this year, with tread featuring ephemeral patterns with a velvet appearance, which disappear during the first laps.

Michelin views this championship as a real research and development laboratory, and intends to apply all or part of the technologies tested in MotoE to its MotoGP tyres, as well as to those of its commercial tyres over the coming years.

The 13th and 14th rounds of the FIM ENEL MotoE World Championship will take place on 16 and 17 August during the Motorrad Grand Prix von Österreich, at the Red Bull Ring circuit (Spielberg, Austria).

About Michelin

Michelin is building a world-leading manufacturer of life-changing composites and experiences. Pioneering engineered materials for more than 130 years, Michelin is uniquely positioned to make decisive contributions to human progress and to a more sustainable world.



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Drawing on its deep know-how in polymer composites, Michelin is constantly innovating to manufacture high-quality tires and components for critical applications in demanding fields as varied as mobility, construction, aeronautics, low-carbon energies, and healthcare.

The care placed in its products and deep customer knowledge inspire Michelin to offer the finest experiences. This spans from providing data- and AIbased connected solutions for professional fleets to recommending outstanding restaurants and hotels curated by the MICHELIN Guide.

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