



PRESS RELEASE

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Monster Energy British Grand Prix The MICHELIN Power Slicks tyres deliver very consistent performance at Silverstone

- The MotoGP™ World Championship riders were able to count on tyres offering very consistent performance throughout the weekend.
- Although both the Sprint race and the Grand Prix took place in dry conditions, all five MICHELIN Power Slick specifications were used.
- Temperature variations led Michelin's partners to define different strategies, and the Hard compound front tyre, a little harder than in 2023, demonstrated its effectiveness.

The MotoGP riders have just passed the halfway point of the 2024 season at a very spectacular British round. This year there was no rain for the races on the Silverstone circuit, but temperature and wind variations changed the track conditions during the weekend. However, Michelin had brought the appropriate types of tyres, which the riders were able to choose according to their feeling and the settings of their bikes. At 5.9 km, the Silverstone track is the longest in the championship. It has eight left-hand turns and ten right-hand turns, as well as a 770 m straight, and its configuration, which includes some very open turns, makes it one of the fastest of the season.

Friday at Silverstone allowed the riders to work on the set-up of their machines, and to already come within two-tenths of a second of the circuit lap record. With a track temperature of 43°C (compared to 25°C in 2023), the tyres were well within their limits and Michelin's partners used the confidence they gave, to the full. On Saturday, for the Sprint race, the weather was a little cooler due to the wind (21°C air, 31°C on track) and the vast majority of riders chose the Soft rear. For the front, the choice was more open, and all three available compounds (Soft, Medium and Hard) were present on the starting grid. This was a clear sign of the versatility of the Michelin rubber, and this was seen in particular with the Hard front (reinforced compared to 2023), which led to the 3rd step of the podium for the poleman of the weekend; Aleix Espargaro (Aprilia Racing).

For the Grand Prix on Sunday, the Medium compound was the most popular choice for both the front and rear, the only exceptions being Raul Fernandez (Trackhouse Racing) and Aleix Espargaro - the latter finishing in 5th position.

"Thanks to the consistent performance and versatility of our tyres, we had some very intense battles throughout the weekend, regardless of the compound chosen," said **Piero Taramasso**, Michelin's two-wheel racing manager.



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"The weather conditions were quite good, although the temperature differences recorded on the ground throughout the weekend changed the situation. The fact that all the rubber compounds were used in the races demonstrated the relevance of the work carried out in advance by our teams. While certain technical choices were essential for the races, we were also able to see that the overlap zones of the performance windows of our tyres were a real asset. When the track changes quickly under the effects of the wind, it counts! Here at Silverstone, the level of wear is not very high, but the acceleration and braking generate high loads, and the riders need stability, including from a thermal point of view as they approach braking points. The metronomic performance observed, as well as the various lap records broken this weekend, demonstrate that we have worked in the right direction."

For the Monster Energy British Grand Prix, the three front rubber compounds (Soft, Medium, Hard) provided by Michelin had symmetrical tread, and an asymmetric tread at the rear (Soft and Medium compounds). Given the greater number of right-hand turns, the rear tyres had a reinforced tread on the right side. It is important to note that the Hard compound of the front tyre had been chosen one notch harder than last year in order to respond to the technical and aerodynamic developments of the motorcycles.

On Saturday afternoon the Sprint race was won by Enea Bastianini (Ducati Lenovo Team) with Medium front and a Soft rear tyres. He finished ahead of Jorge Martin (Prima Pramac Racing) with the same tyre combination, while Aleix Espargaro (Aprilia Racing), the poleman of the weekend, took the third step of the podium. His Aprilia was fitted with a Hard front tyre and a Soft rear.

On Sunday, the Grand Prix saw Enea Bastianini win again ahead of Jorge Martin. The third step of the podium this time was occupied by Francesco Bagnaia, on the second Ducati Lenovo Team bike. All three riders chose the Medium compound tyres for both the front and rear.

Enea Bastianini is the 10th different rider to win at Silverstone in 10 editions.

Silverstone's new records

With the race weekend having been less rainy than in 2023, Michelin's partners had the opportunity to beat some reference times which dated back to 2022.

On Saturday morning during Q2, four riders bettered the previous all-time circuit lap record, with the best time going to Aleix Espargaro (Aprilia Racing) who covered the 5.9 km of the track in just 1'57.309.



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On Saturday afternoon, the 10 laps of the Sprint race on a dry track took just 19'49.929. Last year, on partially wet asphalt and for the first Sprint race in the history of the championship at Silverstone, the riders completed the 10 laps in 21'52.317.

In the Grand Prix, Aleix Espargaro also set the fastest ever race lap, with a time of 1'58.895, beating the 1'59.346 record set in 2022 by Alex Rins (Suzuki Racing).

Due to the consistent performance of the Michelin tyres, the duration of the Grand Prix has been reduced to 39'51.879, compared to the previous duration record of 40'10.260, which was set in 2022.

The next, and 11th round of the 2024 MotoGP World Championship – the Motorrad Grand Prix von Österreich – will take place from 16 to 18 August on the Red Bull Ring - Spielberg circuit in 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.

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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