



# MAG

2018 MICHELIN MotoGP™



OFFICIAL MotoGP™ CLASS TYRE



**A FORETASTE  
OF 2019**







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# FOREWORD



Although the title fight was settled ahead of the year's last trip to Spain, the final grand prix of the season in Valencia still managed to spring a surprise – with a KTM rider reaching the rostrum in atrocious weather. The Austrian bike was unable to replicate that form around the same track two days later in the dry, nor the following week at Jerez, but Zarco – like Lorenzo, Morbidelli, Petrucci, Iannone and several others – nonetheless grasped the opportunity to get to grips with his new mount, as MotoGP's musical chairs set the scene for a distinctly different-looking grid in 2019...





## **PIERO TARMASSO : "A POSITIVE SEASON"**

*"This year marked our third season back in MotoGP™ since our return to the grand prix scene. With our primary objective being stability, we supplied the teams with tyres that were already familiar to them, with profiles and constructions identical to those they had run in 2017. In order to improve both grip and consistency over race distances, however, we effectively refined the compounds on offer – particularly for the rear tyre. We also wanted to set some new records and we achieved that on nine occasions, at Qatar, Jerez, Le Mans, Mugello, Barcelona, the Sachsenring, Austria, Misano and Sepang. Another positive observation is that all six tyre options were raced in Austin, Barcelona, Austria and San Marino. Not only is this an eloquent pointer to the qualities of all of our tyres, but it is also a sign that our allocation allows all the riders and bikes to perform to the best of their ability."*







# ***MICHELIN ALREADY LOOKING TO 2020***

With the MotoGP™ regulations forbidding the introduction of new tyres during the course of the season, along with strictly limited testing opportunities and teams clamouring for stability, Michelin's engineers must demonstrate both patience and dexterity in the development process. "This year, we spent several tests working on the profile and construction of a new front tyre, with the objective of improving feeling and grip under braking on corner entry," explains Piero Taramasso. *"The results have been promising, but having only been able to trial it at two circuits*

*so far, we will need to run this tyre at different tracks in 2019 before waiting until 2020 to finalise its specification and introduce it into our allocation. Next year, we will focus our efforts on a new compound for the front tyre to slot in-between the Medium and Hard options at certain circuits. We are similarly working on a new compound for the rear tyre, in-between the Soft and Medium options."* Michelin is additionally developing new manufacturing technology to deliver even more consistent grip.



A new MotoGP™ World Championship support series is poised to kick off next year. The FIM Enel MotoE™ World Cup. At each of the five scheduled rounds, Michelin will supply specific new tyres for the electric Energica motorcycles. *"These bikes produce 145 horsepower and tip the scales at 240kg, so we will need to provide tyres that quickly reach their ideal operating temperature, especially as the races will be very short,"* notes Piero Taramasso. *"This will call for specific compounds, with a MotoGP™-derived tyre at the front and, at the rear, a tyre based upon those we use in domestic Superbike series."*

# MotoE™





## TESTS

The dust had barely settled upon the 2018 season when the MotoGP riders returned to work to begin preparations for 2019. Two days of testing in Valencia were followed by a couple more at Jerez to evaluate the updates that will ultimately influence the prototypes set to take to the track next February at Sepang. Maverick Viñales topped the timesheets in Valencia with an upgraded engine in his Yamaha. "The bike feels better on corner entry," commented the Spaniard. "Now we need to see how it responds at faster circuits."

Johann Zarco - KTM



Andrea Iannone - Aprilia

***NO REST FOR THE WICKED!***







Franco Morbidelli - Yamaha



Takaaki Nakagami - Honda



Hafizh Syahrin - KTM

At Jerez, Takaaki Nakagami sprung a surprise by posting the quickest effort ahead of Danilo Petrucci and Marc Márquez. The seven-time World Champion was aboard an all-new Honda RC213V, while the Japanese ace set his benchmark lap on Cal Crutchlow's bike. "The engine is more powerful and easier to exploit," enthused the LCR Honda rider. "This is a great way to finish the year." With Ducati right on the pace and the new boys rapidly settling into the groove, the 2019 MotoGP campaign is already shaping up to be a classic...



**VALENCIA - CUMUL DES 2 JOURS**

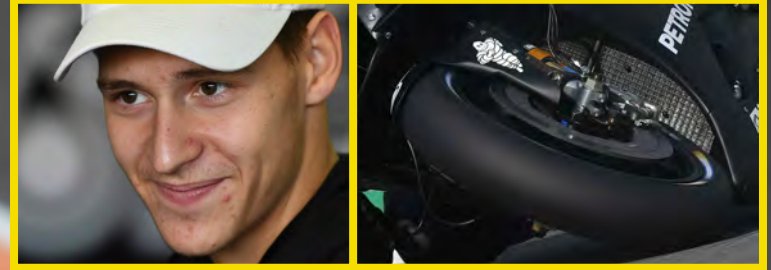
1. VIÑALES (YAMAHA).....1'30.757
2. DOVIZIOSO (DUCATI).....1'30.890
3. MARQUEZ (HONDA).....1'30.911
4. MILLER (DUCATI).....1'30.939
5. PETRUCCI (DUCATI).....1'30.959
6. MORBIDELLI (YAMAHA).....1'30.974
7. RINS (SUZUKI).....1'31.254
8. NAKAGAMI (HONDA).....1'31.304
9. ROSSI (YAMAHA).....1'31.371
10. A. ESPARGARO (APRILIA)....1'31.400
11. BAGNAIA (DUCATI).....1'31.405
12. LORENZO (HONDA).....1'31.584
13. P. ESPARGARO (KTM).....1'31.628
14. MIR (SUZUKI).....1'31.714
15. RABAT (DUCATI).....1'31.940
16. BRADL (HONDA).....1'32.015
17. QUARTARARO (YAMAHA)....1'32.091
18. IANNONE (APRILIA).....1'32.124
19. PIRRO (DUCATI).....1'32.220
20. FOLGER (YAMAHA).....1'32.265
21. ZARCO (KTM).....1'32.509
22. ABRAHAM (DUCATI).....1'32.906
23. SYAHRIN (KTM).....1'33.008
24. SMITH (APRILIA).....1'33.028
25. OLIVEIRA (KTM).....1'33.798

**JEREZ - CUMUL DES 2 JOURS**

1. NAKAGAMI (HONDA).....1'37.945
2. PETRUCCI (DUCATI).....1'37.968
3. MARQUEZ (HONDA).....1'37.970
4. VIÑALES (YAMAHA).....1'38.066
5. LORENZO (HONDA).....1'38.105
6. MORBIDELLI (YAMAHA).....1'38.118
7. DOVIZIOSO (DUCATI).....1'38.185
8. MILLER (DUCATI).....1'38.207
9. BAGNAIA (DUCATI).....1'38.333
10. RINS (SUZUKI).....1'38.522
11. ROSSI (YAMAHA).....1'38.596
12. QUARTARARO (YAMAHA)....1'38.761
13. BAUTISTA (DUCATI).....1'38.830
14. RABAT (DUCATI).....1'38.876
15. MIR (SUZUKI).....1'38.931
16. IANNONE (APRILIA).....1'39.008
17. P. ESPARGARO (KTM).....1'39.144
18. ABRAHAM (DUCATI).....1'39.744
19. ZARCO (KTM).....1'39.864
20. A. ESPARGARO (APRILIA)..1'40.156
21. SMITH (APRILIA).....1'40.174
22. GUINTOLI (SUZUKI).....1'40.498
23. SYAHRIN (KTM).....1'40.520
24. OLIVEIRA (KTM).....1'40.577
25. BAIocco (APRILIA).....1'41.907



## A RIDER AND HIS MICHELINS



FABIO QUARTARARO

***"I IMMEDIATELY  
FELT COMFORTABLE"***

Following a brace of seasons in Moto2, Fabio Quartararo will make his premier class bow in 2019 with Petronas Yamaha SRT alongside 2018's Rookie of the Year, Franco Morbidelli. The young French rider got his first taste of MotoGP™ machinery during the official tests that took place in Spain at the end of November. The sessions at Valencia and Jerez introduced Quartararo to a whole new world as he adapted to a bike twice as powerful as the machinery he had previously been used to, fitted with ultra-responsive carbon brakes and equally impressive Michelin tyres. *"I had been warned*

*that it can take a little time to fully understand the way they work,"* revealed the Yamaha rider. *"To be honest, though, it all came quite naturally to me. I soon felt comfortable and confident, both with the front tyre on corner entry and the rear under acceleration. These tyres generate a very good feeling and, as my riding style is not particularly aggressive, I was able to maintain extremely consistent lap times over extended runs."* As preparations for 2019 go, it was a positive start...



## A RIDER AND HIS TECHNICIAN



# FABRE

After graduating with a degree in mechanical engineering, Thomas Fabre spent a decade working in Michelin's R&D department where he designed machines for manufacturing tyres. *"I then decided I wanted to do something else,"* he confides. *"I was keen to get out into the field in more of a people-facing role."* It was with this in mind that he joined the MotoGP™ squad last year. Not being a motorcyclist himself, Thomas had to prove his worth in order to gain acceptance. *"I was assigned to work with the Avintia and Nieto teams, both of which ran Ducatis. In the early months, some of*



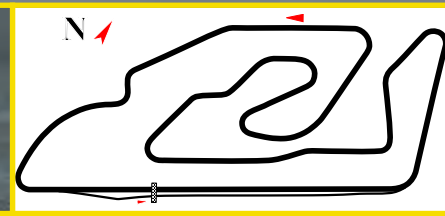
# REDDING

*the expressions and technical terms the riders used weren't always clear to me – but, assisted by my mechanical knowledge, I learned quickly."* Now aged 32, the Frenchman has just completed his second season of grand prix racing, liaising this time with Aprilia. There, he worked with Scott Redding, and the Englishman – who will contest the British Superbike Championship in 2019 – clearly left a strong impression. *"Scott is genuinely a great guy,"* Thomas says. *"He regularly asked for my advice during the season and offered excellent feedback about the tyres."*





*A CIRCUIT, AND ITS DEMANDS*



## **VALENCIA - RICARDO TORMO**

Host of the 2018 MotoGP™ season finale, Valencia's Circuit Ricardo Tormo is – along with Austin, the Sachsenring, Aragón and Phillip Island – one of only five tracks in the championship that runs in an anti-clockwise direction. Moreover, with just five right-hand corners to nine left-handers, the Spanish circuit is one of the most asymmetric on the schedule. *"As in Germany and Australia, we offer an asymmetric front tyre for this track, given its tight and twisty nature,"* explains Piero Taramasso. Spain's fourth round of the season takes place at the end of November, so it is also frequently characterised by cool conditions. This time, it was rain that was the major talking point, providing Michelin with an opportunity to showcase its new rear asymmetric tyres. *"These proved to be so good that riders were only eight seconds short of their best lap times on slicks – equating to a difference of just 10 percent between the two compounds,"* asserted Michelin Motorsport's Two-Wheel Manager.





VALENCIA

# ***DOVIZIOSO CONCLUDES 2018 IN STYLE***

This time last year, Andrea Dovizioso started the MotoGP season finale at Valencia's Circuit Ricardo Tormo still in contention for the world crown. Twelve months on, however, the title was already beyond the Ducati rider's grasp and Marc Márquez's accident at the last race changed nothing in the overall standings. The 19th and final round of the season, the Gran Premio de la Comunitat Valenciana was plagued by adverse weather throughout, with heavy rain falling almost constantly from Friday to Sunday and soaking the Spanish track. The only temporary respite came during qualifying when Maverick Viñales took advantage of drier conditions to seize his first pole position in the premier class since 2017's Gran Premio de Aragón. By the time the grand prix itself came around the next day, the heavens had opened again with a vengeance, prompting the race director to produce the red flag just 13 laps in, at which point early leader Álex Rins had just been overhauled by Dovizioso and Valentino Rossi. At the re-start, the grid was missing Márquez, Viñales, Pirro, Petrucci, Miller, Lüthi, Iannone, Morbidelli, Smith and A.Espargaró.



The latter's brother, Pol, had similarly come unstuck in the treacherous conditions but had succeeded in getting his bike back to the pits and was therefore authorised to take the 14-lap re-start. His effort would be rewarded... As Dovizioso, Rins and Rossi renewed their battle at the front of the field, Espargaró hauled himself onto their heels and, when the Yamaha rider crashed out of the podium fight, the KTM rider gratefully picked up the pieces and third place. Rins took the chequered flag as runner-up for the third time this year to secure fifth spot in 2018 Riders' standings, while Dovizioso's victory confirmed the progress made with the Ducati Desmosedici, which hadn't won in Valencia for 10 years...





Five riders made their MotoGP™ debut this year, namely Franco Morbidelli, Thomas Lüthi, Takaaki Nakagami, Hafizh Syahrin and Xavier Siméon. And it was the Italian who emerged on top to lift the Rookie of the Year laurels. The outgoing Moto2 champ threw down the gauntlet by winning the battle of the new boys in the Qatar curtain-raiser – a result he repeated in Austin and subsequently at Jerez, Catalunya, Brno, Misano, Aragón, Phillip Island and Valencia. In finishing a season-high eighth in Australia, Franco Morbidelli effectively sealed the deal by extending his advantage over closest pursuer Syahrin to 12 points with only two races remaining. In addition to taking the 'Rookie of the Year' trophy, the Team Estrella Galicia 0,0 Marc VDS rider placed 15th outright at the end of his maiden MotoGP™ campaign, with 50 points in the bank.

## MORBIDELLI ROOKIE OF THE YEAR





CONFIRMATION

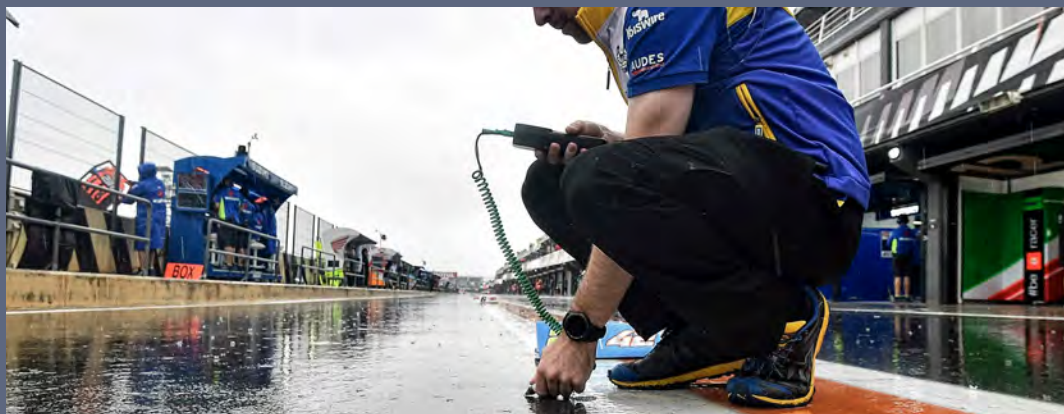
# ZARCO – BEST OF THE INDEPENDENTS



Although he didn't manage to reach the podium in the Gran Premio de la Comunitat Valenciana as he had hoped to celebrate his last race for Tech 3 aboard the Yamaha M1, Johann Zarco nonetheless achieved his greater goal of concluding 2018 as the best-placed Independent Team rider, aided by Cal Crutchlow's season-ending injury in Australia and Danilo Petrucci's accident at Valencia's Circuit Ricardo Tormo. The two-time Moto2 World Champion – who will compete for KTM next year – could look back afterwards at what was almost a carbon copy of his 2017 rookie campaign in the premier class. On both occasions, the Frenchman finished sixth in the championship and best of the Independent riders with three podiums to his credit – two second places and one third. The only major difference was his final score which was 16 points down on last year's tally.

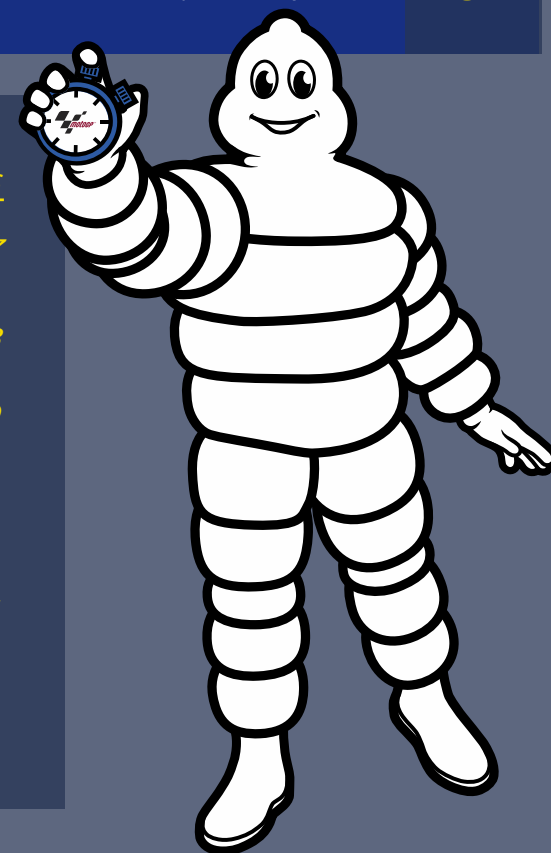


# CALENDAR - CLASSIFICATION



## 2018 FINAL CLASSIFICATION

1 - MÀRQUEZ (HONDA).....	321
2 - DOVIZIOSO (DUCATI).....	245
3 - ROSSI (YAMAHA).....	198
4 - VIÑALES (YAMAHA).....	193
5 - RINS (SUZUKI).....	169
6 - ZARCO (YAMAHA).....	158
7 - CRUTCHLOW (HONDA).....	148
...	



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