



MONSTER ENERGY BRITISH GRAND PRIX

27-29.08.2021

#BRITISHGP



OFFICIAL PROGRAMME

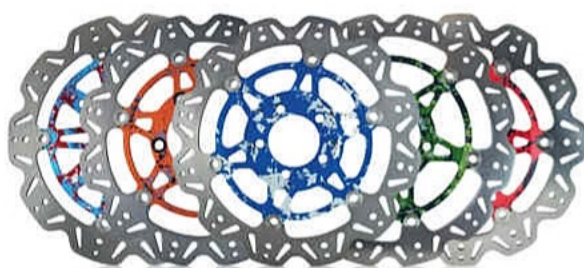
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MONSTER ENERGY BRITISH GRAND PRIX

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WELCOME



Welcome Silverstone MotoGP™ fans!

It's been a long wait for MotoGP™ to return to Silverstone and finally it's back. We're ready to host the Monster Energy MotoGP™ British Grand Prix and excited to welcome our fans to witness an historic event.

This year we have plenty of British talent to support in all three championships with the announcement of Cal Crutchlow riding in his home GP this year delighting the fans. Valentino Rossi's last British Grand Prix will be an occasion to remember and we know the VR46 fan grandstand will be leading the support for their hero. In addition, Monster Energy will be entertaining the fans with a whole host of activities and our main stage will feature a stellar line up of artists and bands to keep the party going.

We hope you all enjoy a weekend to remember at the home of British motor sport.

Stuart Pringle
Managing Director
Silverstone Circuits Ltd



Silverstone

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VALENTINO ROSSI SIGNATURE SERIES



520VR46 S&G | Unique Silver-Gold color | X-Ring



525VR46 S&G | Unique Silver-Gold color | X-Ring



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FIM Welcome | 5

WELCOME

After the events of last year both on and off the track, and global appetite for the current campaign seems higher than ever in regard to the 2021 FIM MotoGP™ World Championship. We cannot ignore that the Coronavirus disease (COVID-19) pandemic continues to have an impact on the current series, with it forcing changes to the 2021 calendar to date, but despite these ongoing challenges there is real optimism that over the coming months conditions will continue to improve and that we can all enjoy a full as possible programme of racing.



The series kicked off in late March with back-to-back rounds at the Losail International Circuit, Qatar before then heading back to Europe for the following events in Portugal – Portimao; Spain – Jerez, and France – Le Mans. Next up was Italy - Mugello; Spain – Barcelona; Germany – Sachsenring and the Netherlands – Assen before the summer break.

The double encounter in Austria – Red Bull Ring marks the start of the second half of the season ahead of Great Britain – Silverstone that will bring August to a close. September will signal the end of the current European leg with races in Spain – Aragon and Italy – Misano before the riders and teams head further afield for the next four high speed encounters, health conditions allowing.

Missing from the final 2020 schedule due to COVID-19 it is great to see the United States – Circuit of the Americas and Malaysia – Sepang back as part of the 2021 FIM MotoGP™ World Championship. Currently as has become traditional for so many years Valencia – Spain will be the setting for the season finale in mid-November, but not before the series has visited the Autodromo do Algarve – Portugal for a second time in 2021. This scheduled also takes note that all avenues will be explored to reschedule the race in South America – Argentina and the fact that we truly hope that we will be able to welcome fans trackside at as many races as is safely possible during the second part of the season.

2021 started with a new name as FIM World Champion, with Joan Mir looking to defend the crown that he captured late last year after a disrupted but nevertheless enthralling title fight that swung several ways during an intense second part of the season. There were no less than nine different winners in the premier class in 2020, and have already been five this season to date. Factoring in this, and riders recovering from injury, those who have changed teams and those desperate to make their mark, 2021 is already shaping up to be another memorable season of Grand Prix racing as it celebrates its seventy-second edition.

I have every faith, as was shown last year and this season to date, that all the stakeholders will continue to work closely together and collaborate in the best possible way to deliver another hugely successful FIM MotoGP™ World Championship. With this in mind, on behalf of the FIM, I would like to thank our promoter Dorna, the manufacturers, the riders, the teams, the circuit owners, the volunteers, the media and the officials, and all those involved in the wider Road Racing Grand Prix community. Together I am sure you will make 2021 one of the best seasons ever.

Jorge Viegas
FIM President





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TIME TABLE



26-29.08.2021
SILVERSTONE
GREAT BRITAIN

THURSDAY 26 AUGUST

12:15-12:30	Two Wheels For Life	Ride-in On Track
14:30-16:00	Riders Track Familiarisation	Free Practice 1
17:00	Pre-Event Press Conference	Free Practice 1

FRIDAY 27 AUGUST

09:00-09:40	40 min.	Moto3™	Free Practice 1
09:55-10:40	45 min.	MotoGP™	Free Practice 1
10:55-11:35	40 min.	Moto2™	Free Practice 1
11:50-12:20	30 min.	British Talent Cup	Free Practice 1
12:30-13:00	30 min.	MotoX2	
13:15-13:55	40 min.	Moto3™	Free Practice 2
14:10-14:55	45 min.	MotoGP™	Free Practice 2
15:10-15:50	40 min.	Moto2™	Free Practice 2
16:05-16:35	30 min.	British Talent Cup	Free Practice 2
16:40-17:25		Media Laps	
17:35-18:05	30 min.	British Talent Cup	Qualifying

SATURDAY 28 AUGUST

09:00-09:40	40 min.	Moto3™	Free Practice 3
09:55-10:40	45 min.	MotoGP™	Free Practice 3
10:55-11:35	40 min.	Moto2™	Free Practice 3
11:50-12:25		MotoX2	
11:50-12:25		MotoGP VIP Village Plt Lane Walk	
12:35-12:50	15 min.	Moto3™	Qualifying 1
13:00-13:15	15 min.	Moto3™	Qualifying 2
13:30-14:00	30 min.	MotoGP™	Free Practice 4
14:10-14:25	15 min.	MotoGP™	Qualifying 1
14:35-14:50	15 min.	MotoGP™	Qualifying 2
15:10-15:25	15 min.	Moto2™	Qualifying 1
15:35-15:50	15 min.	Moto2™	Qualifying 2
16:30		British Talent Cup	Race1 (11 laps)
17:15-17:45		MotoX2	Race 1 (17 laps)

SUNDAY 29 AUGUST

09:00-09:20	20 min.	Moto3™	Warm Up
09:30-09:50	20 min.	MotoGP™	Warm Up
10:00-10:20	20 min.	Moto2™	Warm Up
10:25-10:55		MotoGP VIP Village Plt Lane Walk	
10:30-10:55		MotoX2	
11:20		Moto3™	Race (17 laps)
13:00		MotoGP™	Race (20 laps)
14:30		Moto2™	Race (18 laps)
16:00		British Talent Cup	Race 2 (11 laps)

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Ninja

ZX-10R



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REPRESENTATIVE EXAMPLE

Based on 2021 Ninja ZX-10R on K.Options PCP

36 Monthly Repayments	£205.00	Interest Rate (Fixed)	5.72%	Purchase Fee*	£10.00
Customer Deposit	£2,512.17	Total Amount of Credit	£13,437.83	Cash Price	£15,950.00
Optional Final Repayment	£7,964.00	Total Amount Payable	£17,856.17		
Representative APR	5.9% APR	Agreement Duration	37 Months		

**Included in Optional Final Repayment.*

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2021 MONSTER ENERGY BRITISH GRAND PRIX MOTOGP™

SILVERSTONE 27-29 AUGUST



KEY

i INFORMATION POINT

+ FIRST AID POINT
+ LOST CHILDREN

G GIANT SCREEN

W DRINKING WATER POINTS

C CATERING

T TOILETS +
BABY CHANGING

To use Accessible Toilets + Baby Changing facilities you will need a Radar Key. Please speak to a RACE MAKER

H HIGH DEPENDENCY UNITS

T TRACK WALK ACCESS
Entry Points 16:45-17:30 - Sunday only

£ CASH POINT (Please note:
withdrawals will incur a service charge)

M MONSTER ENERGY STAGE

P PRE-BOOKED TAXI
Pick-up + Drop-off

S SILVERSTONE OFFICIAL
MERCHANDISE

M MOTOGP™ OFFICIAL
MERCHANDISE

H HELIPORT

P PARK & RIDE
Drop-off + Collection

U UPGRADES
Friday and Saturday 08:00 - 17:00
(Manufacturer Zone only)
Sunday 07:00 - 15:00

M MAIN STAGE
When the racing has finished why don't
you stick around and enjoy the MAIN
STAGE ACTION? See the Full Schedule of
events for timings.

S SHUTTLE STOPS
Friday and Saturday 08:00 - 19:00
Sunday 07:00 - 19:00
Shuttle from concert to Gate 15 & Gate 19
Friday 20:00 - 21:00
Saturday 20:00 - 21:30

SR HOSPITALITY SHUTTLE

SR HOSPITALITY LOCATION

GA GENERAL ADMISSION
VIEWING

OG OPEN GRANDSTAND
Roving subject to ticket type on
Friday and Saturday, reserved Sunday

AW ALLOCATED WHEELCHAIR
ACCESSIBLE VIEWING AREAS

AR ACCESS ROADS

SR SHUTTLE ROUTE

SI SILVERSTONE INTERACTIVE MUSEUM

ZONE OPENING TIMES

Friday - Sunday 08:00 - 18:00

E ENTERTAINMENT ZONE

M MANUFACTURER & TRADE VILLAGE

F FAMILY ZONE

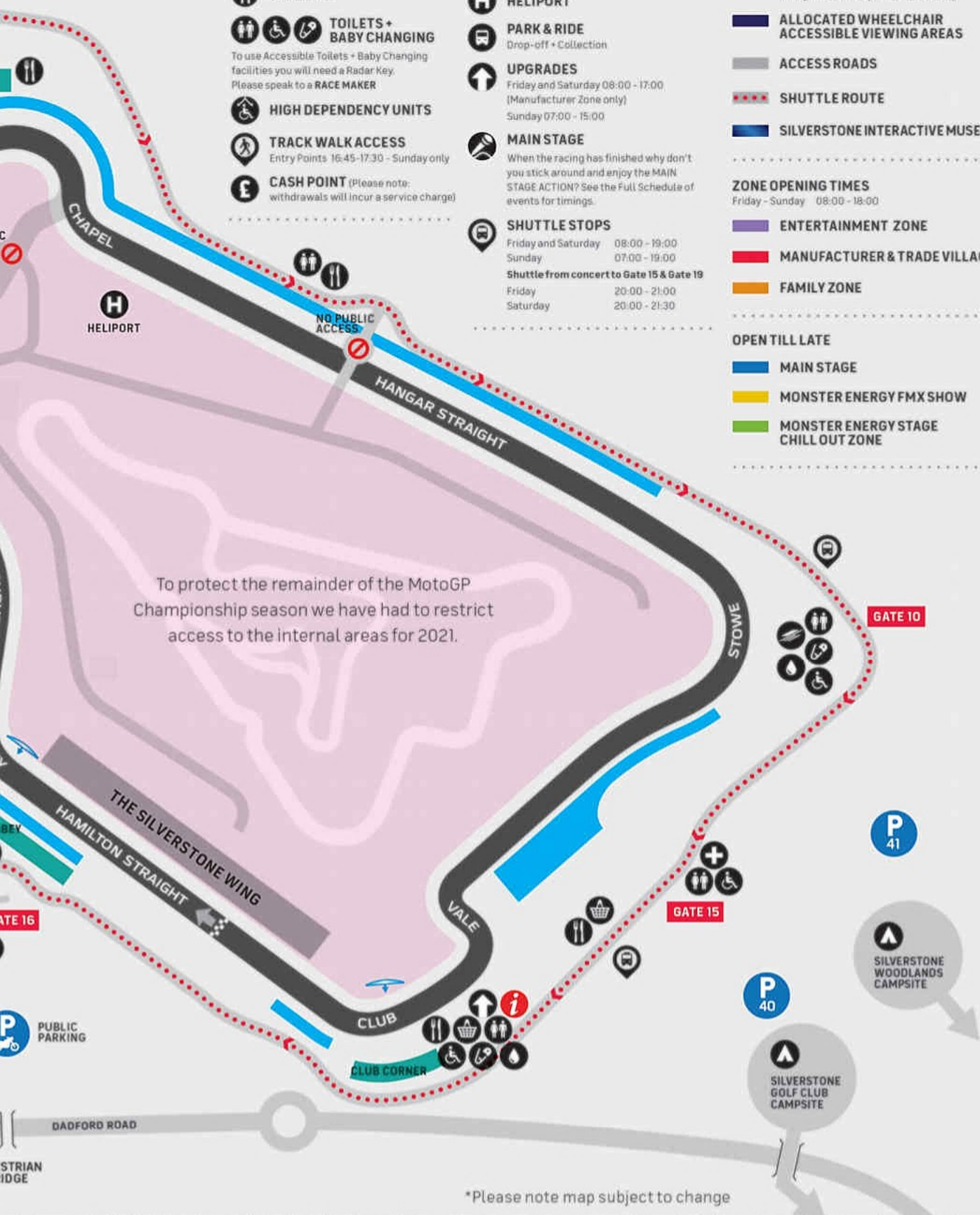
OPEN TILL LATE

M MAIN STAGE

M MONSTER ENERGY FMX SHOW

M MONSTER ENERGY STAGE
CHILL OUT ZONE

To protect the remainder of the MotoGP
Championship season we have had to restrict
access to the internal areas for 2021.



TEAMS & RIDERS

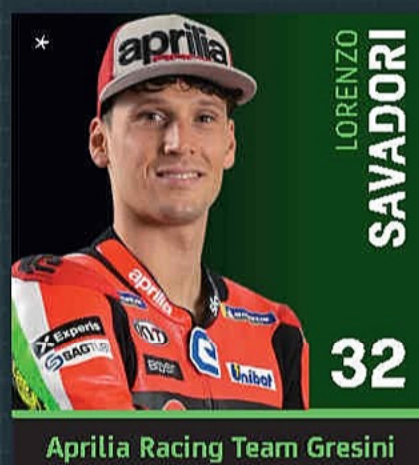
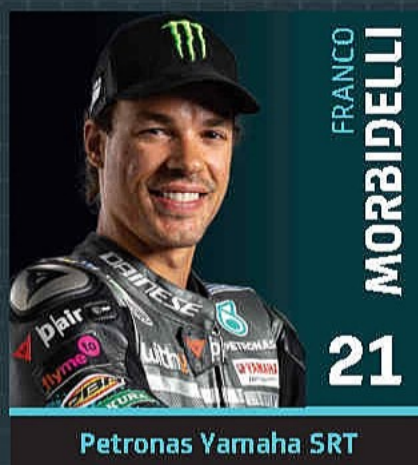
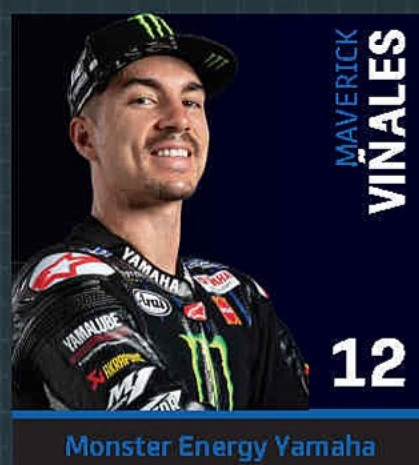
21 FRANCO MORBIDELLI
out injured replaced by


96 JAKE DIXON

12 MAVERICK VINALES
substituted for this event by

35 CAL CRUTCHLOW

*Independent Team Rider





**BRAD
BINDER**

33

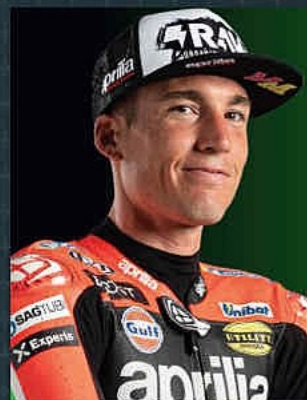
Red Bull KTM Factory Racing



**JOAN
MIR**

36


Team Suzuki Ecstar



**ALEIX
ESPARGARO**

41

Aprilia Racing Team Gresini



**ALEX
RINS**

42


Team Suzuki Ecstar



**JACK
MILLER**

43

Ducati Lenovo Team



**POL
ESPARGARO**

44

Repsol Honda Team



**VALENTINO
ROSSI**

46

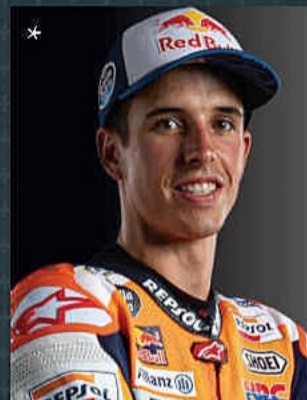
Petronas Yamaha SRT



**FRANCESCO
BAGNAIA**

63


Ducati Lenovo Team



**ALEX
MARQUEZ**

73


LCR Honda Castrol/Idemitsu



**MIGUEL
OLIVEIRA**

88

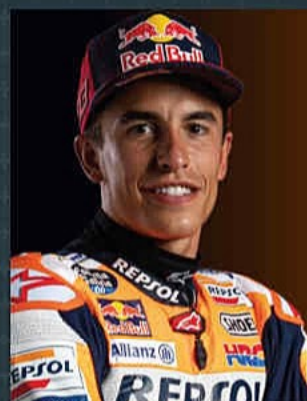
Red Bull KTM Factory Racing



**JORGE
MARTIN**

89

Pramac Racing



**MARC
MARQUEZ**

93

Repsol Honda Team

STANDINGS



CLASSIFICATION

#	RIDER	BIKE	PTS
01	Fabio QUARTARARO MONSTER ENERGY YAMAHA MOTOGP		181
02	Francesco BAGNAIA DUCATI TEAM		134
03	Joan MIR TEAM SUZUKI ECSTAR		134
04	Johann ZARCO PRAMAC RACING		132
05	Jack MILLER DUCATI TEAM		105
06	Brad BINDER RED BULL KTM FACTORY RACING		98
07	Maverick VIÑALES MONSTER ENERGY YAMAHA MOTOGP		95
08	Miguel OLIVEIRA RED BULL KTM FACTORY RACING		85
09	Aleix ESPARGARO APRILIA RACING TEAM GRESINI		67
10	Jorge MARTIN PRAMAC RACING		64
11	Marc MARQUEZ REPSOL HONDA TEAM		59
12	Takaaki NAKAGAMI LCR HONDA CASTROL/IDEMITSU		55
13	Alex RINS TEAM SUZUKI ECSTAR		44
14	Alex MARQUEZ LCR HONDA CASTROL/IDEMITSU		41
15	Pol ESPARGARO REPSOL HONDA TEAM		41
16	Franco MORBIDELLI PETRONAS YAMAHA SRT		40
17	Enea BASTIANINI ESPONSORAMA RACING		31
18	Danilo PETRUCCI RED BULL KTM TECH3		30
19	Valentino ROSSI PETRONAS YAMAHA SRT		28
20	Luca MARINI SKY VR46 AVINTIA		27
21	Iker LECUONA RED BULL KTM TECH3		24
22	Stefan BRADL REPSOL HONDA TEAM		11

TEAMS

#	TEAM																			PTS
01	Monster Energy Yamaha MotoGP	36	36	30	12	22	33	21	16	45	16	9	-	-	-	-	-	-	-	276
02	Ducati Lenovo Team	23	17	20	45	38	10	25	21	10	5	25	-	-	-	-	-	-	-	239
03	Pramac Racing	21	36	-	8	21	16	22	12	13	35	16	-	-	-	-	-	-	-	200
04	Red Bull KTM Factory Racing	5	9	11	5	3	31	33	33	15	13	25	-	-	-	-	-	-	-	183
05	Team Suzuki Ecstar	23	22	16	11	-	16	13	12	21	29	15	-	-	-	-	-	-	-	178
06	Repsol Honda Team	13	5	9	13	8	4	-	31	15	8	1	-	-	-	-	-	-	-	107
07	LCR Honda Castrol/Idemitsu	0	-	14	13	19	2	8	3	9	18	10	-	-	-	-	-	-	-	96
08	Aprilia Racing Team Gresini	9	6	12	10	-	10	1	9	8	-	6	-	-	-	-	-	-	-	71
09	Petronas Yamaha SRT	4	4	13	16	5	6	7	2	-	3	8	-	-	-	-	-	-	-	68
10	Esponsorama Racing	6	5	11	1	6	-	10	1	3	6	11	-	-	-	-	-	-	-	60
11	Red Bull KTM Tech3	0	-	4	2	18	12	-	-	3	1	14	-	-	-	-	-	-	-	54

CONSTRUCTOR

#	MANUFACTURER																			PTS
01	DUCATI	20	20	20	25	25	13	20	11	13	25	20	-	-	-	-	-	-	-	212
02	YAMAHA	25	25	25	16	16	25	11	16	25	16	9	-	-	-	-	-	-	-	209
03	KTM	3	8	11	5	11	20	25	20	11	13	25	-	-	-	-	-	-	-	152
04	SUZUKI	13	13	16	11	-	16	13	7	16	20	13	-	-	-	-	-	-	-	138
05	HONDA	8	3	9	13	10	4	5	25	9	11	7	-	-	-	-	-	-	-	104
06	APRILIA	9	6	10	10	-	9	1	9	8	-	6	-	-	-	-	-	-	-	68

PREVIEW

QUARTARARO HAS BREATHING SPACE

Considering Austria was the scene of two disastrous outings for Fabio Quartararo and Yamaha in 2020, the Frenchman navigated his way through 2021's tricky double-header with remarkable ease, and increased his championship lead to boot. This bodes very well ahead of the season's final third.

Quartararo was sensational at the Red Bull Ring, showing aggression and desire in spades, taking the fight to the faster Ducatis and Marc Marquez across both weekends. He scored a brilliant podium at the Styrian GP and was right in the mix a week later courtesy of some mesmerising late-braking feats. The 22-year old came to Austria 34 points ahead of Johann Zarco. He left it 47 clear of Pecco Bagnaia.

And Silverstone should offer a great chance of a podium, if not better. The wonderfully fast, flowing English venue has long been a favourite of Yamaha riders, who can use the M1's brilliant handling to



MotoGP™ 21

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great effect. Quartararo was one of the pre-race favourites the last time we raced here, only for a rash first corner crash to prematurely end his race.

His pursuers face an uphill task to reel him in. Both Bagnaia and Mir are tied on points. The Italian returned to form at the Austrian GP, taking a well-deserved second, his first podium finish since the Spanish GP in May. Mir has been on a good run, too, but must start winning races now that Suzuki has updated its machine with the much-needed ride-height device. Suzuki won on its last visit here, with Alex Rins securing a brilliant last gasp victory in 2019.

For Zarco, he must bounce back from a careless crash in the Austrian GP to reduce his 49-point deficit in the title fight. And while out of the championship battle, Jorge Martin will surely be a contender after his brilliant performances in Austria, which resulted in a double podium. Likewise, Marc Marquez will be one to watch, even if his recent results were less than stellar. He hasn't won here since 2014.



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Way of Life!

93



WINS
56

PODIUMS
95

POLES
62

MARC

MARQUEZ

DOB: 1993-02-17

Birthplace: CERVERA

Height: 169 CM

Weight: 65 KG



At the close of 2019 it seemed there was nothing that could stop Marc Marquez. As the Spaniard's voracious appetite for race wins and World Championships continued apace as he left a trail of broken records in his wake. Not even a seriously damaged left shoulder – and the three months of recuperation that were required after it was operated on in December, 2018 – could hold him back as he amassed twelve wins and six second places from 19 races. That season added to his five previous MotoGP™ crowns and one in Moto2™ and 125cc™ made it seem only a matter of time until he caught and surpassed great rival Valentino Rossi's records. But a crash in 2020's first race broke his upper right arm. A speedy comeback led to another break and the rest of the year on the sidelines. Marquez missed all of preseason and the opening two races, and was always facing an uphill fight as he fought to recover fitness and overcome machine deficiencies. Three straight crashes in France, Italy and Catalonia were a blow, but he bounced back brilliantly with a superb win in Germany. With bike development back on track, plus his fitness recovered, expect more wins in the season's second half.

marcmarquez1993 marcmarquez93 marcmarquez93 www.marcmarquez93.com

Repsol Honda Team





ESPARGARO

DOB: **1991-06-10**
 Birthplace: **GRANOLLERS**
 Height: **171 CM**
 Weight: **63 KG**



The younger Espargaro brother shot to prominence with an eye-catching sixth place in just his seventh race in the 125 class in 2006. After four seasons in the junior category, he graduated to Moto2™ in 2011, and won the class outright in 2013 after a tense, year-long fight with Scott Redding. A seat in MotoGP™ with Tech 3 Yamaha was just reward for his intermediate class efforts and he showed early promise by winning the MotoGP™ Rookie of the Year in 2014. But a decision to move to KTM's exciting new project and develop its ever-improving RC16 bore fruit. He scored four top tens in 2017 and while 2018 was beset by injury, Espargaro had turned the RC16 into a regular top ten challenger by the autumn of 2019. It got better: the Catalan scored five podiums and two pole positions to finish fifth overall. It's been a tough start to life in the Repsol Honda team for Espargaro after a brilliant preseason. He has ultimately paid the price for inexperience with the difficult RC213V and has finished higher than tenth on just two occasions (Qatar and French GPs). More is expected of him and the bike in the season's second half.

[f polespargaro.44](#) [t polespargaro](#) [@ polespargaro](#)

TECH DATA

Bike: Honda RC213V
Power: Over 180 KW
Gearbox: 6-speed seamless transmission

Suspension: Öhlins
Chassis: Aluminium twin-tube
Tyres: Michelin, 17' front and rear



93

Repsol Honda Team

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TÜV approved oil filter
ISO/TS 16949:2009 certified

12

WINS

9

PODIUMS

27

POLES

12

MAVERICK VINALES

DOB: 1995-01-12

Birthplace: FIGUERES

Height: 171 CM

Weight: 64 KG



Truth is, we all expected more of Maverick Viñales. A move to replace Jorge Lorenzo in Yamaha's MotoGP™ ranks at the start of 2017 was supposed to mark the true arrival of Viñales. But since then there have only been occasional glimpses of the incredible talent which carried him to early success, namely winning his fourth ever Grand Prix in the 125cc class in 2011, winning the 2013 Moto3™ World Championship at the final corner of the championship, and triumphing in his second ever Moto2™ race in 2014. His young reputation was further enhanced by securing the MotoGP™ Rookie of the Year title in 2015 in Suzuki's return to the top class. But since his Yamaha switch, Viñales has yet to turn his blazing free practice and qualifying speed into a championship challenge. There have been eight MotoGP™ victories so far – the last of which came in last year's Emilia Romagna GP – but, with Valentino Rossi gone from the factory squad, Maverick must step up and assert his authority on the series this year. It's been a mixed start, as he brilliantly won the season opener in Qatar but then struggled to recreate that form in the months since. Unhappy with the inconsistencies with his Yamaha M1, Viñales sensationally decided to quit the factory team at the end of 2022 and was then suspended by the factory when it found he had intentionally tried to cause damage to his machine in the Styrian GP. Whether Yamaha will accept him back into the fold before the season ends is a mystery but his 2022 future is secure, with Maverick set to ride Aprilia's RS-GP next year.

[f maverickvinalesoficial](#) [t maverickvinales25](#) [www.mvk12.com](#)

Monster Energy Yamaha MotoGP



20



WINS

6

PODIUMS

15

POLES

15

FABIO

QUARTARARO

DOB: **1999-04-20**
 Birthplace: **NICE**
 Height: **177 CM**
 Weight: **66 KG**



It's difficult to overstate how far Quartararo has come in recent years. At just 19 years of age, he was in danger of becoming another case of massive talent unfulfilled. But his first – and only – grand prix win in the Moto2 class in Barcelona midway through 2018 was enough to convince the new Petronas-backed Sepang Racing Team his vast reserves of talent were worthy of a place in MotoGP. From there the 2013 and 2014 FIM Moto3 Junior World Champion never looked back, scoring seven podiums, six pole positions and pushing Marc Marquez hardest in his rookie MotoGP year in 2019. With Marquez sidelined for all of 2020, he was fully expected to kick on and win the championship. But Yamaha's engine woes coupled with an erratic temperament saw his challenge crumble in the autumn. Still, he's blindingly young. And now in Yamaha's factory squad, Quartararo has used last year's disappointments to fuel a championship challenge. With four wins to his name, he the 22-year old was the standout name in the season's first half and skillfully navigated the double header in Austria, Yamaha's worst track. There he extended his championship lead to 47 points.

Facebook: [EIDiablo.Fabio](#) Twitter: [fabioQ20](#) Instagram: [fabioquatararo20](#)

TECH DATA

Bike: 2021 Yamaha YZR-M1
Power: Over 240 horsepower, 176KW
Gearbox: Six-speed cassette-type gearbox

Suspension: Öhlins
Chassis: Aluminium twin tube
Tyres: Michelin, 17" front and rear

20

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Yamaha MotoGP



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JACK MILLER

DOB: **1995-01-18**
 Birthplace: **TOWNSVILLE**
 Height: **173 CM**
 Weight: **64 KG**

Miller exploded onto the Moto3™ scene with a string of gutsy displays on an underpowered FTR Honda in 2012 and 2013. He already had admirers in MotoGP™ before he narrowly missed out on the Moto3™ title in 2014 with Honda fast tracking him to the premier class at just 20 years of age for the following year. That stunning victory at Assen in 2016 aside, it took several seasons for Miller to find consistency as a premier class rider. A move to Pramac Ducati in 2018 led to three fruitful seasons, with the Australian scoring five podiums in 2019 and four in 2020, when he secured a best championship finish of seventh. Now in Ducati's factory team for 2021, the talented Aussie must contest the title for his career to progress, and turned his fortunes around brilliantly, winning the Spanish and French Grand Prix, and scoring a podium in Barcelona after a shaky start. Now is the time to prove he can kick on and fight for the championship from his fifth place in the overall standings.



JackMillerAus
 Jackmiller43.net

Ducati Lenovo Team



63



WINS

—

PODIUMS

4

POLES

1

FRANCESCO BAGNAIA

DOB: **1997-01-14**
Birthplace: **TORINO**
Height: **176 CM**
Weight: **67 KG**



A fresh-faced 'Pecco' Bagnaia's debut season in Moto3™ in 2013 was an inauspicious one, the Italian failing to score a point while riding for the Team Italia squad. A move into the Sky VR46 fold the following year using KTM machinery saw a rapid upturn in results, but it was a switch to Mahindra's Moto3™ racer in 2015 that really showed off his talent. While he scored his first Grand Prix podium in 2015, and in 2016 season Bagnaia was inspired, scoring Mahindra's first Grand Prix victory at Assen, before adding another at Sepang. A call up to Sky VR46's new Moto2™ team, followed in 2018 when he scored the 'Rookie of the Year' title. A second season with the squad saw him claim eight wins and his first World Title. Bagnaia made his MotoGP™ debut with Pramac Ducati in 2019, but it was only in 2020 that he came alive, scoring a debut podium at the Misano GP. Now lining up for Ducati's factory team, Bagnaia has become a consistent podium contender. Despite a few downs in the first eleven races, the Italian has largely been competitive, scoring four podiums (Qatar, Portuguese, Spanish and Austrian GPs) and sits second overall.

Facebook: FrancescoBagnaia Twitter: PeccoBagnaia Instagram: pecco63

TECH DATA

Bike: Ducati Desmosedici GP
Power: Over 350 km/h (218 mph)
Gearbox: Ducati Seamless Transmission

Suspension: Öhlins
Chassis: Aluminium alloy twin-spar.
Tyres: Michelin 17" front and rear

63

Lenovo Ducati Team





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36

WINS

1

PODIUMS

12

POLES

—

JOAN
MIR

DOB: **1997-09-01**

Birthplace: **PALMA DE
MALLORCA**

Height: **181 CM**

Weight: **69 KG**



No one in the modern era has dominated grand prix racing's junior category like the Mir did in 2017, only his second season in the class. Ten race wins and a Moto3™ championship victory was just the start of grand prix racing's next big thing. His early showings in Marc VDS' Moto2™ team - podiums at Le Mans and Mugello – convinced Suzuki to add him to its MotoGP™ ranks in 2019, where, alongside Alex Rins he formed a highly effective all-Spanish line-up. He was just finding his feet before a massive testing crash in Brno left him nursing an injury to his lungs. But Mir returned as a near complete performer in 2020, recovering from a poor start to the campaign to rack up seven podiums, a first win and one of the most unlikely championship triumphs in premier class history. And there is still so much to improve. Mir has had to battle against a Suzuki GSX-RR that can't qualify well all year. Even still, he has amassed four podiums – Portugal, Italy, Holland and Styria – and still harbours a realistic shot at the championship.

[f Joan-Mir-36](#) [t JoanMir36](#) [i joanmir36official](#) [g joanmir36.com](#)



**Team Suzuki
Ecstar**



42



ALEX RINS

WINS

3

PODIUMS

12

POLES

—

DOB: **1995-12-08**Birthplace: **BARCELONA**Height: **176 CM**Weight: **72 KG**

Rins has always been a fast learner. As well as taking pole position at just his second ever GP in 2012, he came within a corner of winning the Moto3™ world title the following year. What's more, he was on the podium in just his second ever Moto2™ race before pushing eventual champion Johann Zarco hardest throughout 2015. Rins' MotoGP™ debut followed suit. After overcoming a wrist injury in early 2017, he scored five podiums in 2018, while he added three more – including memorable wins in Texas and Great Britain – in 2019. A dislocation-fracture of his right shoulder in the first race of 2020 plagued his campaign. But Rins showed remarkable grit to win the Aragon GP in October and finish third in the championship. He has the potential to win races and fight for the championship but has been so inconsistent, crashing out of four races in a row before carelessly breaking a bone in his wrist in a bizarre cycling accident, which forced him to miss the Barcelona race. Having healed up over summer, he should be a force at the front of races once again.

Facebook: AlexRins Twitter: Rins42

TECH DATA

Bike: Suzuki**Power:** Over 340km/h**Gearbox:** Six-Speed, Seamless System**Suspension:** Öhlins**Chassis:** Twin-spar aluminium**Tyres:** Michelin, 17"



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WINS

—

PODIUMS

11

POLES

5

JOHANN ZARCO

DOB: **1990-07-16**
Birthplace: **CANNES**
Height: **171 CM**
Weight: **67 KG**



It's been an interesting career path for the Double Moto2™ World Champion. The first winner of the Red Bull Rookies Cup, he came within a race of winning the 2010 125cc Championship before posting back-to-back successes in Moto2™ in 2015 and 2016. He then wowed the watching world with a series of standout rookie showings for Tech 3 Yamaha in 2017 before growing increasingly frustrated with his 'Satellite' status the following year. 2019 was a deeply troubled season for the double World Champion, a time when his battling instincts appeared to evaporate at KTM. An early exit after the Grand Prix of San Marino put his career in doubt, but he secured a seat in Avintia Ducati aboard a Ducati GP19 on the back of three promising rides as a substitute rider at LCR Honda. A podium at Brno was enough to secure him a seat in Pramac Racing with a full Factory bike for 2021. He has managed four second places in the season's first half, sits fourth overall and is right in the title hunt.

[f JohannZarcoOfficial05](#) [t JohannZarco1](#) [@ JohannZarcoOfficiel](#) [johannzarco.com](#)

Pramac Racing





JORGE MARTIN

DOB: **1998-01-29**
 Birthplace: **MADRID**
 Height: **168 CM**
 Weight: **62 KG**



Martín joined the Moto3™ World Championship in 2015, after winning the Red Bull Rookies Cup the year before. He scored a season best seventh in MotorLand Aragon while riding a Mahindra and remained with the team in 2016 to register his first podium in a rain-hit race in Brno. For 2017, the Spaniard moved to Del Conca Gresini Racing Moto3™ to replace Enea Bastianini and despite a nasty leg break during free practice for the German Grand Prix, he placed fourth overall in a year that saw him rack up nine pole positions and nine podium finishes, including a long-awaited debut triumph at the Grand Prix of Valencia. 2018 would be Martin's year as he emerged victorious in a year-long fight with Marco Bezzecchi after scoring seven victories. He then moved to Moto2 with Aki Ajo's KTM squad in 2019 but with limited success. A switch to a Kalex chassis in 2020 brought about two race wins. Ducati saw enough to hand him a seat in the Pramac squad. He scored a remarkable pole position and third place in just his second race but a huge crash in Portugal saw him miss the races in Portimao, Jerez, Le Mans and Mugello. He showed he has recovered sufficient fitness over recent months and won his first MotoGP™ race at the Styrian Grand Prix, and backed that up with third the following weekend. MotoGP™'s new star.

f Jorge.Martin.Almoguera.88 t 88jorgemartin @ 88jorgemartin

TECH DATA

Bike: Ducati Desmosedici GP 2020
Power: Over 245hp
Gearbox: 6-speed seamless transmission

Suspension: Öhlins
Chassis: Aluminium alloy twin-spar
Tyres: Michelin, 17" front and rear





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73

WINS

—

PODIUMS

2

POLES

—

ALEX MARQUEZ

DOB: 1996-04-23

Birthplace: CERVERA

Height: 179 CM

Weight: 65 KG



Even after Alex, the younger of the Marquez brothers, had won the 2014 Moto3™ title brilliantly, courtesy of three wins and seven further podiums, he still lingered in the shadow of older brother Marc. The Spaniard faced a tough start to life in Moto2 in 2015 and 2016 with crashes coming all too regularly. But he scored three wins in 2017. Despite a tough 2018, 2019 – his fifth season with Marc VDS – was a year when Alex really came into his own. A mid-season six-race spell yielded five wins and ultimately enough momentum to carry him to the championship, making him the first rider in history to win titles in Moto2™ and Moto3™. Jorge Lorenzo's retirement opened the door to a surprise MotoGP™ seat in Repsol Honda for 2020. It was a baptism of fire, but Alex maintained focus despite issues with Honda's RC213V to score amazing podiums in France and Aragon. But a switch to the LCR Honda squad has been tough as Alex has struggled aboard uncompetitive machinery. Aside from a promising eighth in Portugal and a good sixth place at Le Mans, there has been little to cheer about for the former double World Champion.

[marquezaalex23](#) [alexmarquez73](#) [alexmarquez73.com](#)



LCR Honda Castrol/ Idemitsu



30

WINS

—

PODIUMS

—

POLES

6

TAKAAKI NAKAGAMI

DOB: 1992-02-09

Birthplace: CHIBA

Height: 175 CM

Weight: 70 KG



Nakagami failed to set the world alight in the 125cc category (2008-'09), but he really came into his own in Moto2™ in 2013 with Italtrans Racing, securing five podium finishes. A move to the Idemitsu Honda Team Asia squad for 2014 didn't bring instant success: the Japanese rider struggled to 22nd overall, but he was back among the podium contenders a year later. Victories at the 2016 Dutch TT and the 2017 British Grand Prix, coupled with his experience with Superbikes at the Suzuki 8 Hour, convinced HRC to make him the sole Japanese representative in the MotoGP™ class in 2018. He scored 33 points that year and 74 in 2019 despite carrying a serious shoulder injury for most of the season. 2020 was the year when Nakagami came into his own, scoring top ten finishes in each of the first ten races. Now riding with up-to-date full factory machinery, Nakagami set his sights on race wins for 2021 but his results have fallen way short. Aside from a fine fourth at Jerez, he has struggled with a largely uncompetitive Honda and sits a lowly twelfth in the championship.

Facebook: @taka.nakagami.jp Twitter: TakaNakagami30 Instagram: TakaNakagami

TECH DATA

Bike: Honda RC213V**Power:** Over 260hp**Gearbox:** 6-speed seamless transmission**Suspension:** Öhlins**Chassis:** Aluminium twin-tube**Tyres:** Michelin, 17" front and rear

33

WINS

2

PODIUMS

2

POLES

—

BRAD BINDER

DOB: **1995-08-11**

Birthplace:

POTCHEFSTROOM

Height: **170 CM**

Weight: **63 KG**



The elder of the two Binder brothers is walking example of KTM's brilliant youth programme. From promising Red Bull Rookie Two, Brad won the Moto3[™] championship for in 2016, nearly won the 2019 Moto2[™] title and scored a barely believable MotoGP[™] victory in just his third premier class race – all for the Austrian factory. He spent several years on Mahindra machinery from 2012 to 2014 before a move to Aki Ajo's Red Bull-backed KTM squad in 2015 ultimately led to a dominant title triumph in 2016, which included seven victories. A left arm fracture in preseason testing complicated his Moto2[™] debut in 2017 but he sped to three Moto2[™] victories the following year, and showed amazing determination to win five races and finish second overall the following year despite lacklustre equipment. Binder was an assured MotoGP[™] presence in 2020, earning the Rookie of the Year title and finishing 11th overall. He has kicked on this year, scoring five top six finishes in the season's first half, including brilliant showings at the Doha, Portuguese, German and Styrian GPs, and scored the most incredible second MotoGP[™] win in a chaotic finale in Austria. Expect more podiums from here.

Facebook BradBinder41 Twitter @bradbinder_41 Instagram bradbinder41.com



Red Bull KTM Factory Racing





WINS

3

PODIUMS

6

POLES

1

MIGUEL OLIVEIRA

DOB: **1995-01-04**
Birthplace: **PRAGAL**
Height: **170 CM**
Weight: **64 KG**



To some, Miguel Oliveira could be classified as Grand Prix racing's nearly man. Twice he has fought for World Championships; and twice he has narrowly missed out. But that is to do his talent a great disservice. A year in Aki Ajo's Red Bull KTM Moto3™ squad in 2015 resulted in six wins – the first of which at Mugello marked him out as Portugal's inaugural Grand Prix winner - and a championship challenge, when he narrowly lost out to Danny Kent. By 2017 he was reunited with Ajo in Moto2™, fronting the KTM chassis' impressive assault on the intermediate class. He just fell short – again – in 2018, but six wins in two years convinced KTM to put him in its satellite MotoGP™ team for 2019. His debut campaign was curtailed by a serious shoulder injury at the British Grand Prix. But 2020 marked him as a superstar as he scored two remarkable wins in Styria and at home in Portugal. A step up to KTM's factory team for 2021 didn't start so well, with Oliveira failing to register a top ten in the first five races. But a new chassis at Mugello really set him off. From there he scored second, a sensational win in Barcelona, a fine second in Germany and a solid fifth in the Netherlands. But a disappointing double header in Austria due to injury and tyre issues has ruled him out of the title fight.

📱 migueloliveira44 🐦 _moliveira88 📷 migueloliveira44 🌐 oliveira88.com

TECH DATA

Bike: KTM RC16
Power: 270+ hp
Gearbox: Seamless shift

Suspension: WP Suspension
Chassis: Steel frame
Tyres: Michelin, 17 inch



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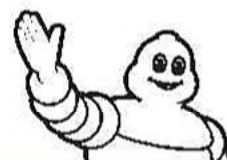
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46

WINS
89

PODIUMS
199

POLES
55

VALENTINO ROSSI

DOB: **1979-02-16**
Birthplace: **URBINO**
Height: **181 CM**
Weight: **69 KG**



Could this be the long goodbye? After 22 largely brilliant years in MotoGP™ it seems Valentino Rossi is in the twilight of his career. Yes, it's true Rossi has not won a race since June, 2017. And last season's – plagued by an inconsistent Yamaha and a Covid-19 infection – 15th place in the championship was his worst final standing in history. But he still turned around a disastrous early situation in Jerez by bouncing back with a podium in Andalusia. He came within a lap of scoring a podium at Misano and crashed out of victory contention in Barcelona. Clearly the speed is still there. In terms of premier class race wins, no one has more. And a move to the Petronas SRT Yamaha team for 2021 may add further motivation as Rossi seeks to add to his tally of 115 victories across all categories. It's been a tough time, however, and the Italian has never looked comfortable in 2021. The fact he has just two top ten finishes speaks for itself. His time is running out to add to his podium haul. This will be his last season as a MotoGP™ rider.

Facebook: [ValentinoRossiVR46Official](#) | Instagram: [ValeYellow46](#) | Website: [valentinorossi.com](#)

Petronas Yamaha SRT



21



WINS

3

PODIUMS

6

POLES

2

FRANCO MORBIDELLI

DOB: 1994-12-04

Birthplace: ROME

Height: 176 CM

Weight: 64 KG



Like countryman Petrucci, the laconic Roman's path into grand prix racing was somewhat unconventional. He joined Moto2™ in 2014 with Italtrans Racing after winning the European Superstock 600cc title the year before. 2015 showed definite promise and a switch to Estrella Galicia 0,0 Marc VDS Moto2™ team for 2016, confirmed his status as a coming force. Morbidelli racked up eight wins through 2017 ensuring he secured the Moto2™ world championship with two races to spare. His move to MotoGP with Marc VDS was undermined by an underpowered Honda RC213V. But a switch to the Petronas-backed Sepang Racing Team with Ramon Forcada as his crew chief for 2019 brought about seven top six finishes and four front row starts. He built on that sensationally by training harder and riding smoother in 2020. The results spoke for themselves: two poles, three wins and second in the championship. And all on a year-old bike. But 2021 has been a slog, as he competes on an underpowered 2-year old bike. But 2021 has been a slog, as he competes on an underpowered 2-year old bike. Franco's 3rd place at Jerez and 4th at Portimao were highlights. But a niggling knee injury sustained before France kept him out of Assen, Austria and this weekend's GP.

Facebook: @FrancoMorbidelliOfficial Twitter: FrankyMorbido12 Instagram: FrankyMorbido

TECH DATA

Bike: 2021 Yamaha YZR-M1**Power:** Over 240 horsepower, 176KW**Gearbox:** Six-speed cassette-type gearbox**Suspension:** Öhlins**Chassis:** Aluminium twin tube**Tyres:** Michelin, 17" front and rear



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WINS

2

PODIUMS

10

POLES

—

DANILO PETRUCCI

DOB: **1990-10-24**Birthplace: **TERNI**Height: **181 CM**Weight: **80 KG**

A former European Superstock runner-up in 2011, the stocky Italian entered the premier class in 2012 via the CRT class. Petrucci came close to retiring from racing in 2014, when a wrist injury necessitated a lengthy spell on the sidelines. But his gutsy displays aboard CRT machinery earned him a call up to Pramac Racing in 2015, where he scored six memorable podiums in the following four years. He was promoted to Ducati's Factory team in 2019 but despite earning a memorable debut win at that year's Italian Grand Prix, he fell out of favour with Ducati management, making 2020 – with the exception of a wet win in France – a tough campaign. A move to KTM's Tech 3 team has provided a fresh challenge but Petrucci has struggled to get the best from the RC16, with his size once again proving an issue. His future remains uncertain with a move to off-road competition an aim as he has lost his seat in MotoGP® in 2022.

[DaniloPetrucci9](#) [Petrux9](#) [danilopetrucci.it](#)

Tech 3 KTM Factory Racing



27



WINS

—

PODIUMS

—

POLES

—

IKER

LECUONA

DOB: 2000-01-06

Birthplace: VALENCIA

Height: 179 CM

Weight: 70 KG



Lecuona's place in MotoGP™ only came as a consequence of Johann Zarco leaving KTM a year into his stay. Originally signed to Aki Ajo's renowned Moto2™ team for 2020, KTM saw it fit to promote the Spaniard to Red Bull KTM Tech 3. Before then, Lecuona stepped into the highly competitive Moto2™ class in 2016 with limited road racing experience. Injury ruined much of 2017 – his first year as a full-time World Championship rider – but he was soon finishing regularly inside the top ten the following year, with a debut podium at Valencia just reward. He continued to impress in 2019 despite the limitations of KTM's chassis and scored a brilliant podium in Thailand. Considering his lack of experience, a first year in MotoGP™ contained a litany of mistakes. But top ten finishes in the Austrian double header and the Teruel GP showed he is here for a reason. Iker has shown flashes of speed this year, but the inconsistencies have remained. He crashed out of promising positions in Barcelona and Assen but scored a fine ninth in France. A return to Moto2™ next year could be on the cards as Tech 3 have confirmed they will not retain his services beyond 2021.

[f ikerlecuona7](#)
[t LecuonaIker](#)
[i ikerlecuona_27](#)
[g ikerlecuona.com](#)

TECH
DATA**Bike:** KTM RC16**Power:** 240hp (176 KW)**Gearbox:** 6-speed seamless transmission**Suspension:** WP**Chassis:** Steel Chassis**Tyres:** Michelin, 17" front and rear

41

WINS

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PODIUMS

1

POLES

2



ALEIX ESPARGARO

DOB: **1989-07-30**

Birthplace: **GRANOLLERS**

Height: **180 CM**

Weight: **66 KG**



The elder of the two Espargaro brothers skipped quickly from 125cc in 2005 to the 250cc class midway through 2006 until he found himself without a ride three years later. But a substitute ride in 2009, when he replaced the injured Mika Kallio at Pramac Ducati, really put this Catalan on the map. His four showings earned him a full-time call up for a full MotoGP campaign the following year. From there Espargaro not only won two CRT class titles in 2012 and 2013 and claimed his sole MotoGP podium at Aragon 2014, but he forged a reputation for a fully committed rider and notable bike developer. His feats with in bringing Suzuki – returning to the class after a three-year absence – up to speed in 2015 shouldn't be forgotten. Nor should his performances for Aprilia in 2017, when he scored two brilliant top six finishes. It has been three tough years since then, but Espargaro has been rejuvenated in 2021. In the first eleven races he has finished in the top ten on eight occasions. What's more he led the race at the Sachsenring, has been a figure in the lead group on many occasions. A first Aprilia podium is surely close.

[f Aleix.Espargaro41](#) [@ AleixEspargaro](#)



Aprilia Racing Team Gresini



32



WINS

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PODIUMS

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POLES

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LORENZO SAVADORI

DOB: **1993-04-04**
 Birthplace: **CESENA**
 Height: **177 CM**
 Weight: **67 KG**



Italian Savadori was picked for the inaugural edition of the Red Bull MotoGP Rookies Cup in 2007. He finished runner-up in the 2007 series, made a wildcard appearance in the world championship (125cc) in 2008 and made his full-time debut the following year. A lack of results led to him moving to the CIV STK Championship and the FIM STK1000 Cup in 2011. He stayed in STK1000 in 2012 and after three years Savadori took the crown in 2015. For 2016 he moved up to WorldSBK with limited success. In 2019, he made the move to Energica Ego in the MotoE Championship, where again he launched regular assaults on the Top 10. Fast forward a year later and Aprilia handed him his chance in MotoGP at the European GP. Aprilia then made him a permanent rider for 2021, a year which has proven to be an uphill task so far. Savadori has scored points on only three occasions, with a 14th in Portimao the highlight. He looks set to lose his seat in the Aprilia factory team for 2022 and missed the Austrian GP due to a fractured ankle.

f lorenzosavadori32 t lorysava32 @ sava32

TECH DATA

Bike: Aprilia RS-GP 2021
Power: Over 270hp
Gearbox: 6 speed seamless transmission

Suspension: Öhlins
Chassis: Aluminium, fully adjustable
Tyres: Michelin, 17" front and rear



ENEABASTIANINI

DOB: **1997-12-30**
 Birthplace: **RIMINI**
 Height: **168 CM**
 Weight: **64 KG**



After just a single year in the Red Bull Rookies Cup a 16-year old Enea Bastianini thrilled in his first season in Moto3™. His impact was almost immediate; a podium in Barcelona was soon followed by further top threes at Brno and Silverstone. With Gresini switching to Honda machinery for 2015, a first title challenge was formed. That debut win arrived in front of home fans at Misano but he ultimately came up short in a title fight against Danny Kent and Miguel Oliveira. From there Bastianini didn't quite cut it in the junior class, despite spells with the Estrella Galicia 0,0 Honda team in 2017 and Leopard Racing in 2018. It was only since stepping up to Moto2™ with Italtrans when we saw the best of Enea. He scored two podiums in an excellent rookie season in 2019, which was ruined by a crash in Austria. But he returned as a real force in 2020, winning three races, the world title and earning a place in the Esponsorama Racing Ducati team for 2021. He has been the most consistent rookie to date, scoring three top-ten finishes, including an excellent ninth in Portugal. Surely a top six will be on the cards before the end of this year.

f Bestia33 t eneabastianini @eneabastianini

Esponsorama Racing



10

WINS

—

PODIUMS

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POLES

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LUCA MARINI

DOB: **1997-08-10**
Birthplace: **URBINO**
Height: **184 CM**
Weight: **69 KG**



The gangly Italian was initially best known for being Valentino Rossi's half-brother. But his methodical improvement over the past two years not only brought him within a whisker of the 2020 Moto2™ title; it earned him seat in MotoGP™, too. It has been quite the rise for Marini. After only limited success on Moto3™ machinery, he shot to prominence in the European Moto2™ category in 2015. A year later he was called up Forward Racing's squad alongside Lorenzo Baldassarri. Steady progress was undermined by a serious left shoulder injury, sustained at Le Mans in 2017, which never fully healed until a lengthy operation in the autumn of 2018. He scored one race win in 2018 and two in 2019 but 2020 was when he finally fought for a title. But for a horrific free practice crash at Le Mans, he would have won (Luca missed out by 9 points). It's been a tough opening for Marini in MotoGP™ aboard a year-old Ducati, with his fifth place in the chaotic Austrian GP his best result to date.

Facebook: LucaMariniLM97Official | Twitter: Luca_Marini_97 | Instagram: luca_marini_97

TECH DATA

Bike: Ducati Desmosedici 2019
Power: Over 245hp
Gearbox: 6-speed seamless transmission

Suspension: Ohlins
Chassis: Aluminium alloy twin-spar
Tyres: Michelin, 17" front and rear

ENTRY LIST

LIGHECH SPEED UP



Yari
MONTELLA

5

BIKE: Boscoscuro



AMERICAN RACING



Cameron
BEAUBIER

6

BIKE: Kalex



MV AGUSTA FORWARD RACING



Lorenzo
BALDASSARRI

7

BIKE: MV Agusta



LIGHT TECH SPEED UP



Jorge
NAVARRO

9

BIKE: Boscoscuro



FEDERAL OIL GRESINI Moto2



Nicolo
BULEGA

11

BIKE: Kalex



PERTAMINA MANDALIKA SAG TEAM



Thomas
LUTHI

12

BIKE: Kalex



SKY RACING TEAM VR46



Celestino
VIETTI

13

BIKE: Kalex



LIQUI MOLY INTACT GP



Tony
ARBOLINO

14

BIKE: Kalex



ITALTRANS RACING TEAM



Joe
ROBERTS

16

BIKE: Kalex



ITALTRANS RACING TEAM



Lorenzo Dalla
PORTA

19

BIKE: Kalex



FEDERAL OIL GRESINI Moto2



Fabio Di
GIANNANTONIO

21

BIKE: Kalex



ELF MARC VDS RACING TEAM



Sam
LOWES

22

BIKE: Kalex



LIQUI MOLY INTACT GP



Marcel
SCHROTTER

23

BIKE: Kalex



MV AGUSTA FORWARD RACING



Simone
CORSI

24

BIKE: MV Agusta



RED BULL KTM AJO



Raul
FERNANDEZ

25

BIKE: Kalex



IDEMITSU HONDA TEAM ASIA



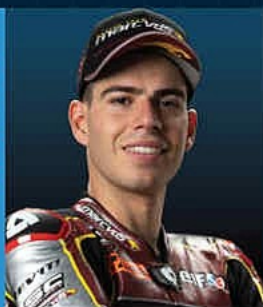
Somkiat
CHANTIRA

35

BIKE: Kalex



ELF MARC VDS RACING TEAM



Augusto
FERNANDEZ **37**
BIKE: Kalex

PONS HP40



Hector
GARZO **40**
BIKE: Kalex

AMERICAN RACING



Marcos
RAMIREZ **42**
BIKE: Kalex

ASPAR TEAM



Aron
CANET **44**
BIKE: Boscoscuro

NTS RW RACING GP



Hafizh
SYAHRIN **55**
BIKE: NTS

PONS HP40



Stefano
ANZI **62**
BIKE: Kalex

PERTAMINA MANDALIKA SAG TEAM



Bo
BENDSNEYDER **64**
BIKE: Kalex

NTS RW RACING GP



Barry
BALTUS **70**
BIKE: NTS

SKY RACING TEAM VR46



Marc
BEZZECCHI **72**
BIKE: Kalex

ASPAR TEAM



Albert
ARENAS **75**
BIKE: Boscoscuro

IDEMITSU HONDA TEAM ASIA



Ai
OGURA **79**
BIKE: Kalex

RED BULL KTM AJO



Remy
GARDNER **87**
BIKE: Kalex

PETRONAS SPRINTA RACING



Jake
DIXON **96**
BIKE: Kalex

PETRONAS SPRINTA RACING



Xavi
VIERGE **97**
BIKE: Kalex

RIDER SUBSTITUTED FOR
THIS EVENT

96 JAKE DIXON

REPLACED BY

77 ADAM NORRODIN

MotoE™ WORLD CUP 2021



For the second season in succession, the MotoE™ World Cup has turned the doubters into believers. As it did in its inaugural season in 2019, the one-make class produced exciting racing, unquestionable drama and a title fight that went all the way to the wire.

With 18 entrants competing aboard identical Energica Corse machines capable of 165mph and super sticky Michelin MotoGP™-spec tyres, the formula for close racing was complete. In five out of the seven races witnessed last year, the victory fight

There was variety to boot, with five different race winners and nine podium finishers. And as many as four riders went to the final round in France with hopes of claiming the overall world crown. Considering the difficulties posed by the Corona virus pandemic, it was a testament to the willpower of all involved that the seven-race series passed with such distinction.

Now in its third season, the MotoE™ World Cup is back for with an expanded series being held over seven races and six rounds running from May to September. Grand Prix winners Dominique Aegerter and Jordi Torres (also the reigning MotoE™ World Cup winner) head the grid, while 2019 champ Matteo Ferrari will also provide stiff competition.

As was the case in the past two years, each of the MotoGP™ satellite teams will run two entries for this year's MotoE World Cup, with Avintia Esponsorama Racing, LCR, Octo Pramac, Tech 3, Petronas Sprinta Racing (in the guise as One Energy Racing)

and Gresini all represented. Some of Moto2 and Moto3's most respected teams, including Ajo Racing, Intact GP, Join Contract Pons 40, Ongetta SIC58 Squadracorse and the Openbank Aspar Team will also field competitive entries.

The series kicked off at the Spanish Grand Prix at Jerez on 2nd May before travelling to France, where the famous Le Mans circuit hosted round two on 16th May. Next up came two new additions to the MotoE™ World Cup calendar: First the glorious Circuit of Barcelona on 6th June. Then a trip to the Netherlands, where the historic Assen venue was the scene of round four on 27th June. Round five came from Austria's high-speed Red Bull Ring in the second weekend of August before the final round at the San Marino Grand Prix at Misano sees the season end in style with a double header on September 18th and 19th.

18 riders representing 10 countries are battling it out this season, including 2020 Cup winner Torres (Pons Racing 40) is one of four names challenging for the championship.

Four names are separated by just eleven points with two races still to play. Torres has every chance to lift the crown for the second straight year. The fact the popular Spaniard was a rookie last year underlined his amazing ability to adapt to the heavier electric machinery. Crucially he kept his head in a critical moment (the first race at Le Mans) when all of his rivals appeared to lose theirs. He has thrice been on the podium this year and sits third overall.



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FIM Enel MotoE World Cup

ENTRY LIST

3	Lukas Tulovic	GER	Tech3 E-Racing
6	Maria Herrera	SPN	Openbank Aspar Team
9	Andrea Mantovani	ITA	Team Gresini MotoE
11	Matteo Ferrari	ITA	Team Gresini MotoE
14	Andre Pires	PRT	Avintia Esponsorama Racing
18	Xavier Cardelus	AND	Avintia Esponsorama Racing
21	Kevin Zannoni	ITA	LCR E-Team
19	Corentin Perolari	FRA	Tech3 E-Racing
27	Mattia Casadel	ITA	Ongetta SIC58 Squadracorse
40	Jordi Torres	SPN	Pons Racing 40
51	Eric Granado	BRA	One Energy Racing
54	Fermin Aldeguer	SPN	Openbank Aspar Team
61	Alessandro Zaccane	ITA	Octo Pramac MotoE
68	Yonny Hernandez	COL	Octo Pramac MotoE
71	Miquel Pons	SPA	LCR E-Team
77	Dominique Aegerter	SWZ	Dynavolt Intact GP
78	Hikari Okubo	JPN	Avant Ajo MotoE
80	Jasper Iwema	NED	Pons Racing 40

CALENDAR 2021

02 MAY		Circuito de Jerez-Ángel Nieto
16 MAY		Le Mans
06 JUN		Barcelona - Catalunya
27 JUN		TT Circuit Assen
15 AUG		Red Bull Ring-Spielberg
19 SEP		Misano World Circuit Marco Simoncelli

FIM Enel MotoE™ World Cup Partners

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MotoE™ WORLD CUP 2021

The surprise of the season so far has been Italian Alessandro Zaccane (Octo Pramac MotoE), who picked up a surprise win at Jerez and backed that up with thirds in France and Holland. He leads the title race going into the double header at his home race.

There are some interesting moves for fellow riders of experience in this year's field as race winner Eric Granado switches to One Energy Racing. The move has already bore fruit, with the Brazilian winning an epic contest in France, backing that up with another first at Assen and scoring a fine second in Austria. He sits second overall.

The same can be said of Aegerter (Dynavolt Intact GP), who placed third overall in last year's series. Like Torres, the Swiss rider took no time in adapting to class in his first year, winning two races. Only a series of unfortunate events kept him from claiming the crown. He's started 2021 well, scoring two second places and a fourth before a costly crash at Assen saw him slip to fourth overall. But he's still in the hunt, just eleven points back of Zaccane after a strong third in Austria.

Mattia Casadei (SIC58 Squadra Corse) made a heroic return to Jerez after sustaining a serious leg injury over the offseason. He was on a podium at Le Mans, but missed the Austrian round during a positive Covid test.

2019 winner and 2020 runner-up Ferrari (Trentino Gresini MotoE) also returns. A figure capable of unerring consistency, his late season collapse in 2020 came as one of the year's major surprises. No doubt he'll be keen to put that right this time around.

The likes of Lukas Tulovic (Tech3 E-Racing), Maria Herrera (Openbank Aspar Team) and Xavier Cardelus (Avintia Esponsorama Racing) also remain on the grid, and there are some exciting new – and well-known – faces too.

Yonny Hernandez joins Octo Pramac MotoE as the popular Colombian makes a return to the Grand Prix paddock, and Hikari Okubo will be putting his WorldSSP experience to the test in a new challenge with Avant Ajo MotoE. Miquel Pons and Kevin Zannoni join LCR E-Team, Fermin Aldeguer will race as Herrera's teammate at Openbank Aspar, Andrea Mantovani partners Ferrari at Trentino Gresini MotoE, Corentin Perolari joins Tulovic at Tech3 E-Team and Portuguese rider Andre Pires joins the ranks of Avintia Esponsorama Racing. Judging by the racing so far in 2021, this will be yet another stunning climax to the season.



CLASSIFICATION

#	RIDER	PTS
01	Alessandro ZACCONE OCTO PRAMAC MotoE	80
02	Eric GRANADO ONE ENERGY RACING	73
03	Jordi TORRES PONS RACING 40	72
04	Dominique AEGERTER DYNAVOLT INTACT GP	69
05	Lukas TULOVIC PETRONAS SPRINTA RACING	53
06	Matteo FERRARI INDONESIAN E-RACING GRESINI MotoE	48
07	Miquel PONS LCR E-TEAM	46
08	Mattia CASADEI ONGETTA SIC58 SQUADRACOTSE	43
09	Yonny HERNANDEZ OCTO PRAMAC MotoE	40
10	Hikari OKUBO AVANT AJO MotoE	35
11	Fermin ALDEGUER OPENBANK ASPAR TEAM	33
12	Corentin PEROLARI TECH3 E-RACING	21
13	Kevin ZANNONI LCR E-TEAM	21
14	Maria HERRERA OPENBANK ASPAR TEAM	19
15	Andrea MANTOVANI INDONESIAN E-RACING GRESINI MotoE	17

Talon

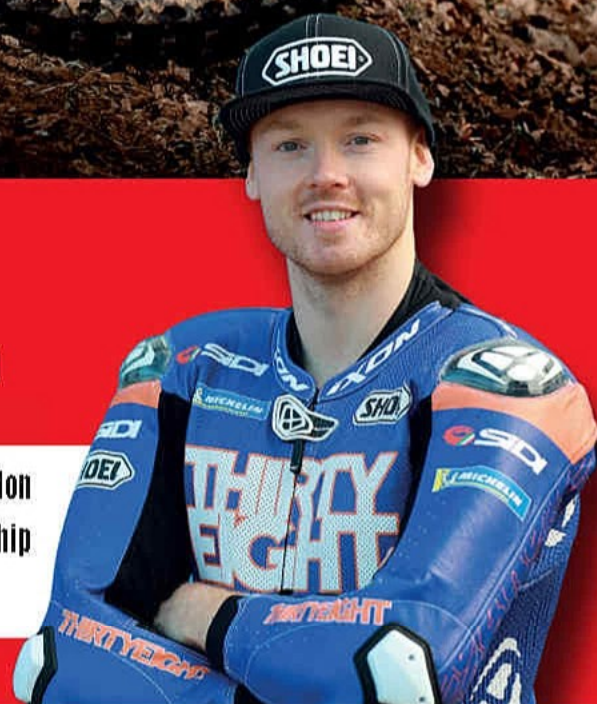
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22 Sam Lowes

ELF MARC VDS RACING TEAM

One of two fast twins, Sam Lowes' rapid progression through the British national ranks paved the way to a full-time ride in the World Supersport Championship. After two years, the Lincolnshire rider had served his apprenticeship. In his third, 2013, he took on – and beat – Kenan Sofuoglu to claim the World Supersport Championship, that backed up the national 600cc title he claimed in 2010.

A move to Moto2™ with the Speed Up squad followed, and after flashes of promise in 2014 (eight top ten finishes, two front row starts), the Englishman claimed his first Grand Prix win at the start of 2015 at the Circuit of the Americas. He ended the year fourth overall before a switch to Gresini Racing and a Kalex chassis brought about two more wins and four further podiums. Ultimately Lowes fell short in a hotly contested title fight with Johann Zarco.

A subsequent move to MotoGP™ with Aprilia quickly turned sour with the Englishman notified midway through his debut season in the premier class that his services would no longer be required for the following year. He scored just five points through the year, but factors including hapless mismanagement and machine reliability were factors in the struggles.

His return to Moto2™ with a KTM chassis for 2018 was far from straightforward as Sam notched up just one top six finish, but a move back to Gresini Racing aboard a Kalex saw the Englishman immediately feel more comfortable. Yet despite some strong, promising showings throughout the year, a series of non-scores meant he could finish no higher than 16th in the World Championship.







But the best was yet to come. Lowes switched to Marc VDS Racing Team for 2020. Despite suffering a painful shoulder injury during preseason testing which forced him out of the first race, Lowes was reborn in the new structure and immediately began racking up a strong, consistent run of results. He won his first race in four years at Le Mans, and backed that up with a double victory at Aragon. But for a painful free practice spill at the penultimate grand prix of the season, which cost him big points in that race, Lowes may well have ended the season as Moto2™ World Champion. He eventually finished third overall.

One of the reasons for Lowes' success in Marc VDS is the relationship he has forged with vastly experienced crew chief Giles Bigot. "He's different to me but that's a positive thing," Lowes said of their relationship. "We bounce off each other. When something is not going good or not going in the right direction, he doesn't panic or say anything negative. He just tries to work it back into a good way. It's the same when things are going great. You don't get much from him either. I think it took three race wins in a row to get a nice compliment off him last year! But I respect that and like it. The bike is more or less workable every time I get on it. That's gives me great confidence."

He stayed in Marc VDS for second straight season with aims of claiming that title. Lowes started the season brilliantly, picking up a double victory in the Qatar double header. But costly crashes out of the Portuguese, French and Italian Grand Prix deprived him of crucial points. Still, Lowes got a further battling podium at Jerez and just missed the top three at Assen.

He sits fourth overall coming into his home Grand Prix and is fully hopeful of fighting for a victory that has so far eluded him on home soil. "I love the British Grand Prix," Lowes said. "I always have. It always brings out a good atmosphere for everyone and fire from me. I'm not far off where I was. Red Bull Ring is quite difficult. Just before the break I was building back up and fighting for the podium. I'm not that far off where I need to be to be fighting for race wins. At the moment it seems very track dependent. Some tracks are good, some are not."

"Silverstone is one I know quite well and go quite well at. I feel like I'm looking forward to going there to win the British Grand Prix. That's something I would value in my career, and something that I'd try to do. I'm very excited to have fans back. Hopefully a lot of people can attend. We're still living through strange times. But seeing people in the grandstands will still feel mega."

"Silverstone is one I know quite well and go quite well at. I feel like I'm looking forward to going there to win the British Grand Prix. That's something I would value in my career, and something that I'd try to do. I'm very excited to have fans back. Hopefully a lot of people can attend. We're still living through strange times. But seeing people in the grandstands will still feel mega."

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96 Jake Dixon

PETRONAS SPRINTA RACING

Taking the path chosen by so many of Britain's elite motorcycle racers, Dixon first came to prominence in the Aprilia 125cc Superteens Championship in 2010. Soon he was turning heads in the national series: first in the British Superstock 600cc Championship in 2012, when he finished fourth; then in the British Supersport Championship, where he finished third in 2015 aboard a three-cylinder Triumph 675. After a mid-season switch to the British Superbike Championship a year later, injuries plagued his initial attempts at securing results. Not to worry, as the Englishman shot to national prominence in 2017 by securing a famous double victory at Knockhill riding for the RAF Regular and Reserves Team. Dixon went on to become the youngest ever rider to make the BSB Showdown at the close of that year, as well as replacing the injured Sandro Cortese for his first Moto2™ showing at Silverstone. There he finished 25th. His performances in 2018, when he pushed Leon Haslam all the way for the BSB title, earned him a place in the Team Angel Nieto Moto2™ team for 2019. Plagued by an uncompetitive KTM chassis in his first year in the intermediate category, Dixon was handed a chance in the Petronas Sprinta Racing squad the following year, aboard a Kalex frame. After a tough start, the Englishman hit his stride at the Styrian Grand Prix, with a fine eighth place. He really found his feet, scoring further excellent results at Emilio Romagna (sixth), and the Aragon double header (fourth and seventh), while he crashed out of the lead of the French Grand Prix. A serious injury sustained in Valencia ended his season and Dixon was still fighting for full fitness at the start of this year. He endured a tough run of results but was back in the points in the 2021 Styrian Grand Prix.

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STANDINGS

moto2™

CLASSIFICATION

#	RIDER	PTS
01	Remy GARDNER RED BULL KTM AJO	206
02	Raul FERNANDEZ RED BULL KTM AJO	187
03	Marco BEZZECCHI SKY RACING TEAM VR46	159
04	Sam LOWES ELF MARC VDS RACING TEAM	114
05	Aron CANET ASPAR TEAM Moto2	83
06	Augusto FERNANDEZ ELF MARC VDS RACING TEAM	82
07	Fabio DI GIANNANTONIO FEDERAL OIL GRESINI MOT02	80
08	Ai OGURA IDEMITSU HONDA TEAM ASIA	80
09	Marcel SCHROTTER LIQUI MOLY INTACT GP	72
10	Xavi VIERGE PETRONAS SPRINTA RACING	59
11	Joe ROBERTS ITALTRANS RACING TEAM	50
12	Jorge NAVARRO LIGHTECH SPEED UP	42
13	Celestino VIETTI SKY RACING TEAM VR46	42
14	Bo BENDSNEYDER PERTAMINA MANDALIKA SAG TEAM	39
15	Somkiat CHANTRA IDEMITSU HONDA TEAM ASIA	35
16	Tony ARBOLINO LIQUI MOLY INTACT GP	33
17	Cameron BEAUBIER AMERICAN RACING	26
18	Albert ARENAS ASPAR TEAM Moto2	23
19	Jake DIXON PETRONAS SPRINTA RACING	21
20	Stefano MANZI FLEXBOX HP40	20

TEAMS

#	TEAM																		PTS
01	RED BULL KTM AJO	31	36	41	24	45	45	45	25	45	22	34	-	-	-	-	-	-	393
02	SKY RACING TEAM VR46	17	22	10	20	16	16	15	17	17	35	16	-	-	-	-	-	-	201
03	ELF MARC VDS RACING TEAM	27	35	11	16	-	-	20	11	29	18	29	-	-	-	-	-	-	196
04	IDEMITSU HONDA TEAM ASIA	-	11	-	9	13	10	7	-	15	19	31	-	-	-	-	-	-	115
05	ASPAR TEAM Moto2	3	1	23	7	1	5	4	28	4	21	8	-	-	-	-	-	-	106
06	LIQUI MOLY INTACT GP	8	5	6	6	23	20	11	10	7	6	3	-	-	-	-	-	-	105
07	FEDERAL OIL GRESINI Moto2	16	6	5	25	11	-	-	18	-	3	4	-	-	-	-	-	-	90
08	PETRONAS SPRINTA RACING	9	7	9	10	-	2	16	-	8	12	7	-	-	-	-	-	-	80
09	ITALTRANS RACING TEAM	10	2	17	8	-	13	6	-	-	4	-	-	-	-	-	-	-	60
10	PERTAMINA MANDALIKA SAG TEAM	8	4	-	2	11	1	11	3	3	-	7	-	-	-	-	-	-	50
11	LIGHTECH SPEED UP	6	3	-	4	6	4	5	9	9	-	-	-	-	-	-	-	-	46
12	AMERICAN RACING	5	-	8	5	3	8	-	13	-	-	-	-	-	-	-	-	-	42
13	FLEXBOX HP40	-	8	8	3	-	9	-	4	3	-	1	-	-	-	-	-	-	36

CONSTRUCTOR

#	MANUFACTURER																		PTS
01	KALEX	25	25	25	25	25	25	25	25	25	25	25	-	-	-	-	-	-	275
02	BOSCOSCURO	6	3	20	7	6	5	5	20	9	20	8	-	-	-	-	-	-	109
03	MV AGUSTA	0	-	2	1	7	-	-	-	-	-	-	-	-	-	-	-	-	10
04	NTS	-	-	-	-	1	7	-	2	-	-	-	-	-	-	-	-	-	10

87 Remy Gardner

RED BULL KTM AJO

206 POINTS

The eldest son of former 500cc World Champion Wayne Gardner, Remy joined the CIP Team with a Mahindra bike in 2015. It was a mixed year, and the rapidly growing teenager moved to bigger Moto2[™] machinery in 2016. By 2017 he was riding Tech 3's outdated Mistral 610 chassis and just as he became a regular top ten finisher. A move to OneXOX SAG Kalex bore fruit, with Remy scoring one win and four further podiums. Now with Aki Ajo's team, he's a title contender.



25 Raul Fernandez

RED BULL KTM AJO

187 POINTS

From Madrid, Raul Fernandez won the 2018 FIM CEV Repsol Moto3[™] Junior World Championship. In 2019, Fernandez moved into the Moto3[™] World Championship full time. But 2020 was his breakout year, with

stunning Qualifying times meaning he was regular sight on pole

position, a first podium in Aragon was followed up by a maiden victory in the European GP, while he earned another podium and victory in the season ending Valencia and Portimao GPs respectively.

2021 he continues with the same team but this time in the intermediate class, as he looks to be one of the brightest prospects in Moto2[™].





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72 Marco Bezzecchi

SKY RACING TEAM VR46
159 POINTS

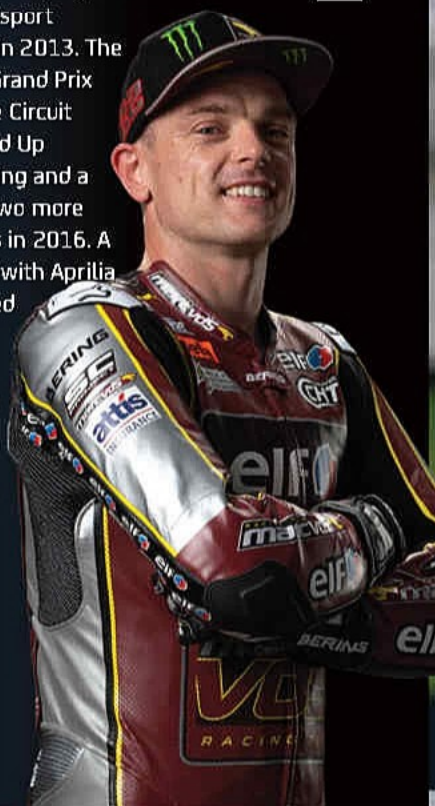
A full-time debut arrived for Bezzecchi in 2017, when he contested the year aboard the underpowered CIP Mahindra machine. He moved to the PruestelGP KTM squad for 2018 and fought for the championship, scoring three wins and six further podiums along the way. He endured a baptism of fire in his rookie Moto2™ campaign aboard an uncompetitive KTM chassis, but a switch to the Sky Racing VR46 team and Kalex hardware for 2020 resulted in two Moto2™ race wins and four further podiums. He should be a title contender again in 2021.



22 Sam Lowes

ELF MARC VDS RACING TEAM
114 POINTS

One of two fast twins, Sam Lowes progressed to Moto2™ via the World Supersport Championship, which he won in 2013. The Englishman claimed his first Grand Prix win at the start of 2015 at the Circuit of the Americas with the Speed Up squad. A switch to Gresini Racing and a Kalex chassis brought about two more wins and four further podiums in 2016. A subsequent move to MotoGP™ with Aprilia quickly turned sour. He endured two tough seasons in Moto2™ in 2018 and 2019, but a call up to Estrella Galicia 0,0 Marc VDS has reinvigorated the Englishman in 2020, when he scored three straight wins. He's a title contender again this year.





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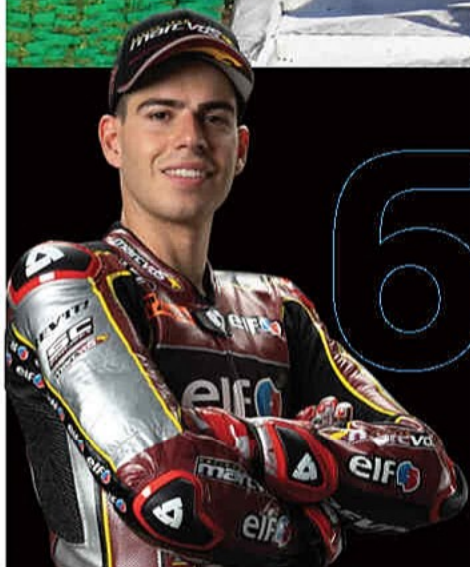
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44 Aron Canet

ASPAR TEAM MOTO2 83 POINTS

His efforts in the Junior Moto3™ World Championship in 2015 earned Canet a seat with the Estrella Galicia 0,0 team on the world stage in 2016, where he took a rookie podium at Phillip Island and a maiden pole at home in Valencia. He scored three victories at Jerez, Assen and Silverstone a year later. That expected title challenge never materialised in 2018, however, but Canet switched to KTM machinery for 2019 and won three more races. His first Moto2™ campaign showed promise in 2020 but was curtailed by injury. He is an outside shot for the championship this year on the Boscoscuro chassis.



37 Augusto Fernandez

ELF MARC VDS RACING TEAM 82 POINTS

2014 European Junior Cup Champion Augusto Fernandez moved to the Speed Up team in Moto2™ for 2017, joining the ranks mid-season at the Italian GP but would move back to the FIM CEV Repsol Moto2™ Championship for the 2018 season. However, after a good opening to his campaign, the Pons HP40 team called upon the Spaniard from the Catalan GP, claiming a top eight finish on three occasions. He scored three wins and challenged for the Moto2™ title in 2019 before a switch to Marc VDS for 2020, which took a longer than expected adaptation period. Now in his second season with the team, he's refining his very best form.

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17 John McPhee

PETRONAS SRPINTA RACING

Now one of Moto3's elder statesmen at the grand old age of 27, it's easy to forget John McPhee made an inauspicious GP debut as a fresh-faced 16-year old at Valencia back in 2010. Then, the diminutive Scot was competing to break through the ranks and performances in the Spanish CEV championship in 2011 coupled with three impressive world championship wildcards led to a call up to replace the injured Alexis Masbou for eight races in 2012.

Having grown up in Oban, Scotland, the young McPhee was inspired by the awesome feats of countryman Steve Hislop, a star in the British Championships and Isle of Man TT in the late eighties, early 90s and early 2000s. "One guy who I really think was special, not necessarily every single time he went on the bike, but when things were right for him, when he had a bike that was working for him and he was confident, he actually went faster than Valentino Rossi at Donington was Steve Hislop. When I was growing up, he was my hero," McPhee said.

In the Moto3 series, the diminutive Scot soon showed himself capable of scoring grand prix points, taking a best result of 15th in Brno, convincing Racing Team Germany to take him on for a full season in 2013. It wasn't always easy, with McPhee always learning as he went along. "When you come to the world championship, it's a whole new ballgame. It's hard to make the right decision straight off, especially with it being such a cutthroat class. To put it down to one thing, it's hard to say. I think there's been a lot of rockiness along the years. There have been a lot of things that have been out of my hands. A lot of decisions have been made that I wouldn't have necessarily liked to make, but I kind of didn't have a say in the matter."

By the end of the following year, he was had got a grip on things, regularly fighting in the top twelve. John would have to wait another year for his first podium (Indianapolis, 2015) and two for his first win, that brilliant wet weather ride at Brno in 2016, on the same day when Cal Crutchlow scored his maiden MotoGP triumph.

From 2017 McPhee has switched from Honda machinery in the British Talent Team to KTM and then back again. From 2019, John was placed in the Petronas Sprinta Racing Honda team and had a breakthrough ride at Le Mans that year, taking the structures first win in grand prix. The Scot still rates that outing as a career highlight. "Of course, your first win is always special. It's always an extremely special moment," he said. "But having that first win here with Petronas in the dry and it was a great race. To get that win, it's definitely the most special moment."







McPhee followed that result up with a string of strong performances, and took further podiums in Austria and Misano to end the year fifth in the championship, his best placing to date. He stayed with the same team for 2020, and had his hopes pinned on winning the championship. After podiums in Qatar, Andalusia, Austria and a third grand prix win at the San Marino GP, he was in the hunt. But unfortunate crashes in Barcelona, France and Europe put paid to his title chances, and ended the year in seventh.

McPhee was once asked what he considers the best thing about being a motorcycle racer. "For me, it's just the passion of being at the front and competing for race wins," he said. "I think no matter what bike I'm riding, as long as I can ride somewhere that I feel comfortable and fight to win, it's the passion that you have for the victory. That's the best part. To be able to be in a position to do what I love, almost kind of doing what once was my hobby as a career, my life focusing on only being faster on a motorcycle, that's the best part."

Despite wanting to move up to the Moto2™ class in 2021, McPhee stayed with Petronas Sprinta Racing in Moto3™ for a third straight season. He's been ridiculously unlucky through the season so far, getting taken out of both races in Qatar. Further crashes at Jerez and Barcelona mean it will be tough to win the title this year as he sits 14th overall. But the chance of racing in front of a home crowd, as well as his known speed, will be reason enough to consider McPhee among the favourites for victory this weekend.



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ENTRY LIST

ENTRY LIST
SUBJECT TO CHANGE

84 | Moto3™ | Entry List

INDONESIAN GRESINI RACING Moto3



Gabriel RODRIGO **2**

BIKE: Honda 


RED BULL KTM AJO




Jaume MASIA **5**

BIKE: KTM 


CARXPRT PRUESTEL GP



Ryusei YAMANAKA **6**

BIKE: KTM 

LEOPARD RACING



Dennis FOGGIA **7**

BIKE: Honda 


SANTANDER CONSUMER BANK GASGAS




Sergio GARCIA **11**

BIKE: Gas Gas 


CARXPRT PRUESTEL GP




Filip SALAC **12**

BIKE: KTM 


RIVACOLD SNIPERS TEAM




Andrea MIGNO **16**

BIKE: Honda 


PETRONAS SPRINTA RACING




John MCPHEE **17**

BIKE: Honda 

HONDA TEAM ASIA



Andi Farid IZDIHAR **19**

BIKE: Honda 

SICS8 SQUADRA CORSE



Lorenzo FELLON **20**

BIKE: Honda 

AVINTIA ESPONSORAMA Moto3



Niccolò ANTONELLI **23**

BIKE: KTM 


SICS8 SQUADRA CORSE




Tatsuki SUZUKI **24**

BIKE: Honda 

CIP GREEN POWER



**Kaito
TOBA** **27**

BIKE: KTM 


SANTANDER CONSUMER BANK GASGAS




**Izan
GUEVARA** **28**

BIKE: Gas Gas 

STERILGARDA MAX RACING TEAM



**Adrian
FERNANDEZ** **31**

BIKE: Husqvarna 


RED BULL KTM AJO




**Pedro
ACOSTA** **37**

BIKE: KTM 

PETRONAS SPRINTA RACING



**Darryn
BINDER** **40**

BIKE: Honda 


LEOPARD RACING




**Xavier
ARTIGAS** **43**

BIKE: Honda 

INDONESIAN GRESINI RACING Moto3



**Jeremy
ALCOBÁ** **52**

BIKE: Honda 

RED BULL KTM TECH 3



**Deniz
ONCU** **53**

BIKE: KTM 

BOE OWLRIDE



**Riccardo
ROSSI** **54**

BIKE: KTM 


STERILGARDA MAX RACING TEAM



**Romano
FENATI** **55**

BIKE: Husqvarna 


RIVACOLD SNIPERS TEAM



**Alberto
SURRA** **67**

BIKE: HONDA 

RED BULL KTM TECH 3



**Ayumu
SASAKI** **71**

BIKE: KTM 

CIP GREEN POWER



**Maximilian
KOFFLER** **73**

BIKE: KTM 


BOE OWLRIDE




**Stefano
NEPA** **82**

BIKE: KTM 


HONDA TEAM ASIA




**Yuki
KUNII** **92**

BIKE: Honda 

AVINTIA ESPONSORAMA Moto3



**Carlos
TATAY** **99**

BIKE: KTM 




















STANDINGS

moto3™

CLASSIFICATION

#	RIDER	PTS
01	Pedro ACOSTA RED BULL KTM AJO	196
02	Sergio GARCIA SANTANDER CONSUMER GASGAS	155
03	Romano FENATI STERILGARDA MAX RACING TEAM	107
04	Dennis FOGGIA LEOPARD RACING	102
05	Jaume MASIA RED BULL KTM AJO	95
06	Darryn BINDER PETRONAS SPRINTA RACING	86
07	Ayumu SASAKI RED BULL KTM TECH3	68
08	Niccolò ANTONELLI AVINTIA ESPONSORAMA Moto3	67
09	Kaito TOBA CIP GREEN POWER	62
10	Jeremy ALCOBA INDONESIAN RACING GRESINI Moto3	60
11	Gabriel RODRIGO INDONESIAN RACING GRESINI Moto3	59
12	Andrea MIGNO RIVACOLD SNIPERS TEAM	58
13	John MCPHEE PETRONAS SPRINTA RACING	49
14	Izan GUEVARA SANTANDER CONSUMER GASGAS	46
15	Deniz ÖNCÜ RED BULL KTM TECH3	45
16	Filip SALAC CAR EXPERT PRUESTEL GP	44
17	Tatsuki SUZUKI SICS8 SQUADRA CORSE	43
18	Ryusei YAMANAKA CARXPRT PRUESTELGP	37
19	Xavier ARTIGAS LEOPARD RACING	30
20	Jason DUPASQUIER CARXPRT PRUESTELGP	27
21	Stefano NEPA BOE OWLRIDE	22

TEAMS

#	TEAM																				PTS
01	Red Bull KTM Ajo	45	32	32	25	8	28	22	25	13	38	23	-	-	-	-	-	-	-	-	291
02	Santander Consumer GASGAS	22	10	8	8	27	7	25	15	24	22	33	-	-	-	-	-	-	-	-	201
03	Petronas Sprinta Racing	16	20	-	-	13	20	11	7	19	13	16	-	-	-	-	-	-	-	-	135
04	Leopard Racing	-	-	20	7	9	25	-	23	32	-	16	-	-	-	-	-	-	-	-	132
05	Sterilgarda Max Racing Team	5	6	9	20	16	10	5	3	16	22	11	-	-	-	-	-	-	-	-	123
06	Indonesian Racing Gresini Moto3	11	3	13	16	-	17	30	13	14	-	2	-	-	-	-	-	-	-	-	119
07	Red Bull KTM Tech3	-	9	14	11	18	13	16	-	1	11	20	-	-	-	-	-	-	-	-	113
08	Rivacold Snipers Team	3	13	19	17	25	5	-	11	-	-	-	-	-	-	-	-	-	-	-	93
09	Avintia Esponsorama Moto3	14	16	10	18	-	3	11	14	2	-	-	-	-	-	-	-	-	-	-	88
10	CIP Green Power	8	13	-	-	-	4	8	20	3	11	6	-	-	-	-	-	-	-	-	73
11	CarXpert Pruestel GP	8	13	10	15	7	-	2	-	-	14	4	-	-	-	-	-	-	-	-	73
12	SIC58 Squadra Corse	8	4	-	-	-	6	-	8	11	1	5	-	-	-	-	-	-	-	-	43

CONSTRUCTOR

#	MANUFACTURER																		PTS
01	KTM	25	25	25	25	16	20	16	25	13	25	20	-	-	-	-	-	-	235
02	HONDA	16	20	20	16	20	25	20	16	25	10	16	-	-	-	-	-	-	204
03	GASGAS	13	10	8	5	25	7	25	9	20	20	25	-	-	-	-	-	-	167
04	HUSQVARNA	5	6	9	20	10	10	5	3	16	16	11	-	-	-	-	-	-	111



37 Pedro Acosta

RED BULL KTM AJO 196 POINTS

The Murcian rider Pedro Acosta, in 2017, was crowned Champion of Spain of PreMoto3⁺, making the jump to the Moto3 Junior World Championship the following year, a category that he competed in since 2019 along with the Red Bull MotoGP Rookies Cup, and he was a stand out rider in both competitions. In 2020, he finally conquered the Red Bull Rookies Cup with two races remaining and in 2021 Acosta has already made an incredible impact in the Moto3⁺ World Championship by winning his second ever race.

11 Sergio Garcia

SANTANDER CONSUMER GAS GAS ASPAR 155 POINT

For 2019 he made another step forward as he graduated onto the world stage with the same structure, riding for Estrella Galicia O.D. A stunning season end showing he is a rider with plenty of promise as he took second in Malaysia which was followed up by victory at his home Grand Prix. He didn't make the top step of the podium in 2020 but there consecutive second place finishes, both of which came in Valencia as he continued his development at this level. Making the move to GasGas Aspar Team, the young Spaniard will be hoping to add some further Top 3 finishes this year.



55 Romano Fenati

STERILGARDA MAX RACING TEAM 107 POINTS

Fenati joined the Moto3™ World Championship grid with Team Italia FMI for the first time in 2012, making an instant impact as he came second in Qatar and won the second race in Jerez. After a more challenging 2013, Fenati bounced back the following year as he joined Sky Racing Team VR46, winning four races and finishing fifth overall. But controversy dogged his career after: he was sacked from the Sky VR46 Moto3™ team in 2016 and then banned from racing for the final races of 2018 for grabbing an opponent's brake lever. Fenati is the most successful rider in Moto3™ history (12 wins, 26 podiums) but will finally build on that potential in 2021, his second straight season with Max Racing Husqvarna?



5 Dennis Foggia

LEOPARD RACING 102 POINTS

The Italian shot to prominence in 2017, winning the FIM Moto3™ Junior World Championship. In 2018, Foggia graduated to Sky Racing Team VR46 in the Moto3™ World Championship, taking some good top ten results and his first podium in Thailand. He stayed with the team in 2019 and it brought another podium finish. 2020 saw him make the move to Leopard Racing and he repaid their faith with a win in the Czech GP following a patch start to the season. Further podiums followed in Catalunya and Portimao in a season where he gained a reputation as a yo-yo rider, mixing the great with the poor. 2021 will see him to find more consistency.



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5 Jaume Masia

RED BULL KTM AJO 95 POINTS

Masia made an impact on the world stage in 2017 when he was called up to replace the injured Darryn Binder at the Austrian Grand Prix; showing himself to be a quick learner, he finished ninth on his World Championship debut and was signed immediately for a full-time ride in 2018. He was crowned Rookie of the Year and he remained with them for 2019, a year in which he earned a first race win in Argentina. 2020 saw him make the move to Leopard Racing and an impressive campaign was capped with back to back victories in the Aragon double as he finished sixth in the Championship. He must fight for the title in 2021 with Ajo KTM.



5



40 Darryn Binder

PETRONAS SPRINTA RACING 86 POINTS

Another graduate of the Red Bull Rookies Cup, Darryn Binder faced his first full season in 2015. In 2016 the South African made real inroads, including a fourth place in Phillip Island. For 2017 Binder remained with the team, and made big progress despite an injury – taking top tens, points finishes and a best of fourth. In 2018, he moved to Red Bull KTM Ajo but had a tough season. In 2019 he switched to CIP and he took his first victory in Barcelona in 2020. For 2021, he teams up with Petronas Sprinta Racing for what should be a shot at the Moto3™ title.



6



2021 ENTRY LIST - SILVERSTONE MotoGP™

Nº	RIDER NAME	TEAM	NAT.	DATE OF BIRTH
2	Rhys COATES	Ernie Coates Race Support - SP125 Racing	GBR-NI	28-Sep-05
4	Sullivan MOUNSEY	iForce Lloyd & Jones	GBR	05-Jun-07
5	Mason JOHNSON	Johnson Racing	GBR	15-Dec-06
7	Jamie LYONS	C&M Motors Ltd / Tooltec Racing	GBR-NI	10-Jan-05
8	Ross MOORE	B Moore Honda	GBR-NI	11-Jul-06
9	Bailey STUART-CAMPBELL	Team 151s	GBR	31-Jan-08
12	Josh BANNISTER	Dunsley Heat Racing	GBR	11-Jun-09
14	Evann PENDRILL	EPRacing SP125	GBR	14-Dec-05
15	Harrison CROSBY	Banks Racing	GBR	29-Mar-06
21	Troy JEFFREY	Stiggymotorsport	GBR	16-Jul-08
22	Anthony EAGLE	Microlise Cresswell Racing	GBR	25-Apr-05
23	Rhys STEPHENSON	Rocket Racing	GBR	07-Jan-06
24	Cormac BUCHANAN	Microlise Cresswell Racing	NZL	23-Aug-06
29	Lucas BROWN	Amphibian Scaffolding / SP125 Racing	GBR	04-Apr-08
33	JJ CUNNINGHAM	Thornycroft56/Jcrsupersport	GBR	08-May-04
34	James COOK	Wilson Racing	GBR	03-Aug-07
37	Corey TINKER	CT RACING	GBR	06-Jan-06
40	Julian CORREA	Microlise Cresswell Racing	USA	23-Oct-08
41	Luca HOPKINS	Wilson Racing	GBR	27-Feb-08
43	Ryan HITCHCOCK	wilson racing	GBR	09-Oct-07
44	Lucas HILL	ashcourt racing	GBR	15-Sep-07
48	Ollie WALKER	Moto Rapido/Sp125	GBR	06-Nov-07
51	Holly HARRIS	MJL Racing	GBR	11-Oct-05
52	Evan BELFORD	City Lifting/RS Racing	GBR	21-Jul-07
53	Kiyano VEIJER	Microlise Cresswell Racing	NED	19-Sept-08
55	Harrison DESOY	Thornycroft56 Racing	GBR	29-Jul-05
57	Johnny GARNESS	City Lifting by RS Racing	GBR	31-Jul-08
61	Harrison MACKAY	True Heroes Racing/Super Soco	GBR	18-Apr-08
65	Alexander ROWAN	Victoria House Mortimer Racing	GBR-NI	29-Jun-07
66	Rossi DOBSON	WM Racing	GBR-NI	30-Mar-05
67	Casey O'GORMAN	Microlise Cresswell Racing	GBR	07-Aug-07
69	Eli BANISH	Thornycroft56 Racing	USA	01-Aug-08
74	Carter BROWN	City Lifting/RS Racing	GBR	20-Nov-06
79	Harley McCABE	Mlav Visiontrack Academy	GBR	07-Sep-08
96	Rossi BANHAM	MJL racing	GBR	13-May-04
99	Peter WILLIS	WM Racing	GBR-NI	09-Jul-08



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Fighting COVID-19 and dangerous diseases across Africa with the power of motorcycles



The programmes we support operate in four countries: Lesotho, Malawi, Nigeria and The Gambia. They focus on the single issue of transport for health workers, an essential but extremely neglected aspect of healthcare in Africa.

Across Africa health workers are on the frontline. They assist women in labour, immunise newborns, diagnose illness and provide education and preventive measures to curb the spread of diseases. Reliable transport is vital if these services are to reach the most remote parts of Africa.

They say silence is golden but if you live in a remote community in Africa the most golden of sounds is the health worker's motorcycle arriving in your village.

Mphatso Kachule, Programme Director of our development partner Riders for Health in Malawi stresses the challenges of working in this area.

"In many parts of Africa, the terrain is difficult and there is nothing like the network of garages or service centers we rely on in many parts of the world. Vehicles break down, immunisation clinics can't run, tests are delayed, women with complications give birth unaided. The consequences are deadly."

The programmes we support ensure that health workers always have access to motorcycles and the other vehicles they need to reach their communities. They are trained to ride and maintain their vehicles

regularly and given access to the fuel and clothing they need to do their jobs reliably and safely.

COVID-19

COVID-19 has proven hugely challenging to African countries. Tackling this killer disease is another burden on their already stretched services.

The programmes we support have been invaluable. With reliable transport health workers have been able to transport covid tests and results and deliver education about how the spreading of the disease can be prevented using PPE, distance and sanitiser.

MOTORCYCLES SAVE LIVES

Two Wheels for Life is the official charity of MotoGP® and because of this we are able to run incredible events for racing fans including exclusive paddock experiences at circuits worldwide, internationally renowned auctions

and our Day of Champions family day out before the British MotoGP®.

We are now offering more online auctions, competitions and motorcycle celebrity interviews on our digital channels, so race fans can get involved with the excitement of their sport from the comfort of their own homes.

"The work we do helps even the most remote communities access health care and services to prevent the spread of COVID-19 and other dangerous diseases. And it is only with this reliable transport that many people across Africa will be able to access vaccines when they become available."

Andrea Coleman, CEO Two Wheels for Life Co-founder Two Wheels for Life & Riders for Health

"It's important for all the riders to be involved...we are really happy and really thankful to all the fans that bid on the unique items offered by the teams."

Marc Marquez, MotoGP® Honda rider and eight time world champion



6x

A community health worker with a motorcycle can visit six times more people than they can on foot.



2x

A health worker with a motorcycle can double the time they spend with people in the community.



4x

Mobilised health workers go 4x further, meaning they can monitor disease burdens effectively and reach more communities.





BMW M – Over 20 years “Official Car of MotoGP”

Fascination, emotion, advanced technology and international appeal – these are the attributes MotoGP™ and BMW M have in common. The thrilling top tier of motorcycle racing and the creator of high-performance automobile masterpieces make the perfect combination in a strong partnership that spans the decades. 2021 marks the 23rd season of BMW M being the “Official Car” of MotoGP™.



Since 1999, BMW M is proud to supply the official cars to MotoGP™. BMW M uses technology taken from motorsport, together with innovative ideas and comprehensive know-how, to ensure that race events run safely. For 2021, BMW M presented a full range of new safety cars and a new safety bike. The BMW M3, the BMW M4 and the BMW M5 CS safety cars are joined by the BMW M1000 RR safety bike. A world premiere is also the new BMW i4 M50 Safety Car for the MotoGP™ World Cup – the first fully electric performance car of BMW M debuted this season as the pace car for the electric motorcycle series. The production versions of the new safety cars have already been designed for sporty performance and perfect driving behaviour up to the limits so only a few adjustments were required for their job on the MotoGP™ circuits around the world.

M – the most powerful letter in the world

Do you love the feel of pure adrenalin in your veins that only racing can give you? Do you love the thrill of speed and high-performance? So do we. This passion has always been the driving force in creating cars that make your heart beat twice as fast. BMW M automobiles have their roots in motorsport and transfer decades of BMW racing experience to the road. High-performance technologies, developed on the racetrack, merge with state-of-the-art designs and the finest materials. Experience BMW M now – and find out why M is the most powerful letter in the world.



BMW M MotoGP™ Experience – a first-hand look behind the scenes

Are you ready for the experience of a lifetime? Take a first-hand look behind the scenes and become a part of the BMW M family at MotoGP™! Be a guest in the VIP Village and enjoy exclusive guided garage tours with stunning and exciting insights. Get to know more about the pinnacle of motorcycle racing from MotoGP™ experts. Get your ultimate adrenalin kick in racing the circuits yourself – by completing a lap as a passenger in one of the BMW M safety cars. These are just

some of the many highlights the BMW M MotoGP™ Experience offers you. It's an exclusive racing experience you will never forget.

BMW M Award: M Power for the best qualifier

It is not only pole position which motivates the superstars of MotoGP to beat everyone else in qualifying. At the end of each season since 2003, the fastest rider in qualifying has been presented with the BMW M Award. The prize on offer is a brand new BMW M car.



In the 2021 season, the BMW M Award winning rider can look forward to the exclusive new BMW M5 CS in the “Frozen Deep Green metallic” paint finish. The 4.4-litre V8 engine with 467 kW/635 hp (fuel consumption, combined: 11.3 – 11.1 l/100 km [25.0 – 25.5 mpg imp] correspond to NEDC; 11.3 – 10.9 l/100 km correspond to WLTP; CO2 emissions, combined: 258 – 253 g/km correspond to NEDC; 257 – 248 g/km correspond to WLTP) makes the BMW M5 CS the most powerful car in the history of BMW M. Further features include the eight-speed M Steptronic transmission with Drivelogic, the M xDrive all-wheel-drive system, the M5 CS stainless-steel sports exhaust system with four unadorned tailpipes and the M Carbon ceramic brakes. A really special BMW M Award winner's car!

Get all info about BMW M, its activities in MotoGP™, compelling photos and videos at: www.bmw-m.com.



*Availability 2021 to be confirmed due to coronavirus situation. *All figures relating to performance, fuel/ electric power consumption and CO2 emissions are provisional.

The fuel consumption and CO2 emission figures are determined according to the European Regulation (EC) 2007/715 in the version applicable. The figures refer to a vehicle with basic configuration in Germany. The image shown considers the different sizes of the selected wheels/tyres and the selected items of optional equipment, and may vary during configuration.

The values are based on the new WLTP test cycle and are translated back into NEDC-equivalent values in order to ensure comparability between the vehicles. With respect to these vehicles, for vehicle-related taxes or other duties based (at least inter alia) on CO2 emissions, the CO2 values may differ from the values stated here (depending on national legislation).

Further information on official fuel consumption figures and specific CO2 emission values of new passenger cars is included in the following guideline: Leitfaden über den Kraftstoffverbrauch, die CO2-Emissionen und den Stromverbrauch neuer Personenkraftwagen (Guide to the fuel economy, CO2 emissions and electric power consumption of new passenger cars), which can be obtained free of charge from all dealerships, from Deutsche Automobil Treuhand GmbH (DAT), Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen and at <https://www.dat.de/co2/>.

THE X5

BLACK VERMILION EDITION



BMW X5 M50i

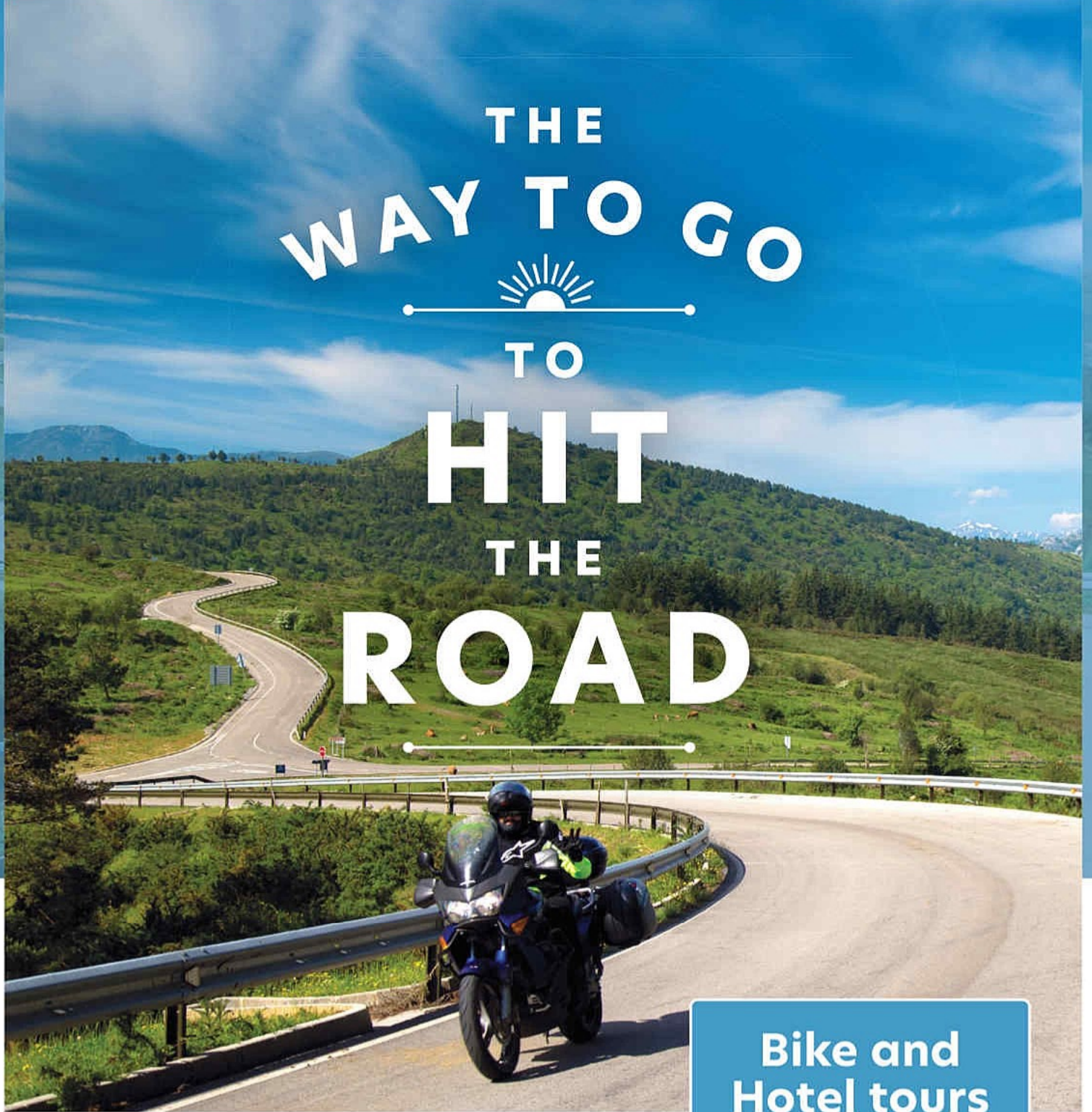
Fuel consumption in l/100km (combined): 11.5-11.8 (WLTP), CO₂ emissions in g/km (combined): 263-270 (WLTP)

Figures shown are for comparability purposes only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. The CO₂ figures shown above have been determined according to the WLTP test. WLTP has been used as the applicable CO₂ figure from 1 April 2021 for first year vehicle tax (VED) and from 6 April 2021 for company car tax (BIIQ). The CO₂ figures were previously based on the NEDC equivalent.

CALENDAR

2021

	Qatar Losail International Circuit		28 MAR
	Doha Losail International Circuit		04 APR
	Portugal Autodromo Internacional do Algarve		18 APR
	Spain Circuito de Jerez-Ángel Nieto		02 MAY
	France Le Mans		16 MAY
	Italy Autodromo del Mugello		30 MAY
	Catalunya Barcelona - Catalunya		06 JUN
	Germany Sachsenring		20 JUN
	Netherlands TT Circuit Assen		27 JUN
	Styria Red Bull Ring-Spielberg		08 AUG
	Austria Red Bull Ring-Spielberg		15 AUG
	Great Britain Silverstone Circuit		29 AUG
	Aragón MotorLand Aragón		12 SEP
	San Marino Misano World Circuit Marco Simoncelli		19 SEP
	Americas Circuit of the Americas		03 OCT
	San Marino Misano World Circuit Marco Simoncelli		24 OCT
	Algarve Autodromo Internacional do Algarve		07 NOV
	Comunitat Valenciana Comunitat Valenciana- Ricardo Tormo		14 NOV



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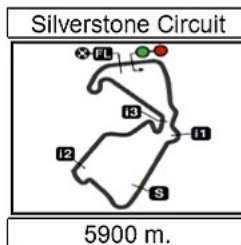
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MotoGP™

MONSTER ENERGY BRITISH GRAND PRIX

Race

Classification after 20 laps = 118 km

29

Pos	Rider	Nation	Team	Motorcycle	Total Time	Km/h	Gap
1	20 Fabio QUARTARARO	FRA	Monster Energy Yamaha MotoGP	YAMAHA	40'20.579	175.4	
2	20 Alex RINS	SPA	Team SUZUKI ECSTAR	SUZUKI	40'23.242	175.3	2.663
3	16 Aleix ESPARGARO	SPA	Aprilia Racing Team Gresini	APRILIA	40'24.684	175.1	4.105
4	13 Jack MILLER	AUS	Ducati Lenovo Team	DUCATI	40'24.833	175.1	4.254
5	11 Poli ESPARGARO	SPA	Repsol Honda Team	HONDA	40'29.041	174.8	8.462
6	10 Brad BINDER	RSA	Red Bull KTM Factory Racing	KTM	40'32.768	174.6	12.189
7	9 Iker LECUONA	SPA	Tech 3 KTM Factory Racing	KTM	40'34.139	174.5	13.560
8	8 Alex MARQUEZ	SPA	LCR Honda CASTROL	HONDA	40'34.623	174.4	14.044
9	7 Joan MIR	SPA	Team SUZUKI ECSTAR	SUZUKI	40'36.805	174.3	16.226
10	6 Daniilo PETRUCCI	ITA	Tech 3 KTM Factory Racing	KTM	40'36.866	174.3	16.287
11	5 Johann ZARCO	FRA	Pramac Racing	DUCATI	40'36.918	174.3	16.339
12	4 Enea BASTIANINI	ITA	Avintia Esponsorama	DUCATI	40'38.275	174.2	17.696
13	3 Takaaki NAKAGAMI	JPN	LCR Honda IDEMITSU	HONDA	40'38.864	174.1	18.285
14	2 Francesco BAGNAIA	ITA	Ducati Lenovo Team	DUCATI	40'41.492	173.9	20.913
15	1 Luca MARINI	ITA	SKY VR46 Avintia	DUCATI	40'41.597	173.9	21.018
16	88 Miguel OLIVEIRA	POR	Red Bull KTM Factory Racing	KTM	40'42.601	173.9	22.022
17	35 Cal CRUTCHLOW	GBR	Monster Energy Yamaha MotoGP	YAMAHA	40'43.811	173.8	23.232
18	46 Valentino ROSSI	ITA	Petronas Yamaha SRT	YAMAHA	40'50.337	173.3	29.758
19	96 Jake DIXON	GBR	Petronas Yamaha SRT	YAMAHA	41'11.424	171.8	50.845

Not Classified

89 Jorge MARTIN	SPA	Pramac Racing	DUCATI	3'11.159	111.1	19 laps
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Not finished first lap

93 Marc MARQUEZ	SPA	Repsol Honda Team	HONDA			
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Race condition: **Dry**

Air: 17°

Humidity: 66%

Ground: 24°

Pole Position:

Fastest Lap:

Best Race Lap:

All Time Lap Record:

	Poli ESPARGARO	1'58.889	178.6 Km/h
Lap 6	Fabio QUARTARARO	2'00.098	176.8 Km/h
2019	Marc MARQUEZ	1'59.936	177.0 Km/h
2019	Marc MARQUEZ	1'58.168	179.7 Km/h

12:35'00

12:58'18

13:01'08

13:02'12 **Marc MARQUEZ**

13:02'12 **Jorge MARTIN**

13:03'23 **Jorge MARTIN**

13:04'19 **Jorge MARTIN**

13:06'20

13:29'05 **Takaaki NAKAGAMI**

13:34'44 **Alex MARQUEZ**

13:37'24 **Iker LECUONA**

SIGHTING LAP START

WARM UP LAP START

RACE START

crashed out - Rider OK

crashed out - Rider OK

re-joined race

entered pits and retired

No jump start

track limits warning

track limits warning

track limits warning

The results are provisional until the end of the limit for protest and appeals.

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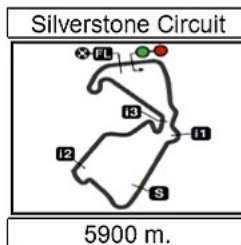
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Silverstone, Sunday, August 29, 2021





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Moto2™

MONSTER ENERGY BRITISH GRAND PRIX Race

Classification after 18 laps = 106.2 km

29

Pos	Rider	Nation	Team	Motorcycle	Total Time	Km/h	Gap
1	25 87 Remy GARDNER	AUS	Red Bull KTM Ajo	KALEX	37'31.642	169.7	
2	20 72 Marco BEZZECCHI	ITA	SKY Racing Team VR46	KALEX	37'32.123	169.7	0.481
3	16 9 Jorge NAVARRO	SPA	Lightech Speed Up	BOSCOSCURO	37'33.572	169.6	1.930
4	13 22 Sam LOWES	GBR	Elf Marc VDS Racing Team	KALEX	37'33.926	169.6	2.284
5	11 21 Fabio DI GIANNANTONIO	ITA	Federal Oil Gresini Moto2	KALEX	37'38.594	169.2	6.952
6	10 37 Augusto FERNANDEZ	SPA	Elf Marc VDS Racing Team	KALEX	37'38.701	169.2	7.059
7	9 44 Aron CANET	SPA	Kipin Energy Aspar Team	BOSCOSCURO	37'42.348	168.9	10.706
8	8 97 Xavi VIERGE	SPA	Petronas Sprinta Racing	KALEX	37'44.484	168.8	12.842
9	7 79 Ai OGURA	JPN	IDEMITSU Honda Team Asia	KALEX	37'44.519	168.8	12.877
10	6 16 Joe ROBERTS	USA	Italtrans Racing Team	KALEX	37'45.986	168.7	14.344
11	5 12 Thomas LUTHI	SWI	Pertamina Mandalika SAG Team	KALEX	37'51.754	168.2	20.112
12	4 13 Celestino VIETTI	ITA	SKY Racing Team VR46	KALEX	37'54.013	168.1	22.371
13	3 23 Marcel SCHROTTER	GER	Liqui Moly Intact GP	KALEX	37'54.167	168.1	22.525
14	2 11 Nicolò BULEGA	ITA	Federal Oil Gresini Moto2	KALEX	37'55.314	168.0	23.672
15	1 64 Bo BENDSNEYDER	NED	Pertamina Mandalika SAG Team	KALEX	37'55.758	167.9	24.116
16	54 Fermín ALDEGUER	SPA	Lightech Speed Up	BOSCOSCURO	37'58.489	167.7	26.847
17	35 Somkiat CHANTRA	THA	IDEMITSU Honda Team Asia	KALEX	37'58.638	167.7	26.996
18	14 Tony ARBOLINO	ITA	Liqui Moly Intact GP	KALEX	37'58.848	167.7	27.206
19	75 Albert ARENAS	SPA	Kipin Energy Aspar Team	BOSCOSCURO	37'59.056	167.7	27.414
20	42 Marcos RAMIREZ	SPA	American Racing	KALEX	38'04.010	167.3	32.368
21	55 Hafizh SYAHRIN	MAL	NTS RW Racing GP	NTS	38'10.256	166.9	38.614
22	24 Simone CORSI	ITA	MV Agusta Forward Racing	MV AGUSTA	38'10.716	166.8	39.074
23	70 Barry BALTUS	BEL	NTS RW Racing GP	NTS	38'10.759	166.8	39.117
Not Classified							
25	Raul FERNANDEZ	SPA	Red Bull KTM Ajo	KALEX	29'19.810	168.9	4 laps
6	Cameron BEAUBIER	USA	American Racing	KALEX	27'23.707	167.9	5 laps
77	Adam NORRODIN	MAL	Petronas Sprinta Racing	KALEX	25'49.239	164.5	6 laps
62	Stefano MANZI	ITA	Flexbox HP40	KALEX	18'58.808	167.8	9 laps
40	Hector GARZO	SPA	Flexbox HP40	KALEX	10'35.648	167.0	13 laps
7	Lorenzo BALDASSARRI	ITA	MV Agusta Forward Racing	MV AGUSTA	6'40.021	159.2	15 laps

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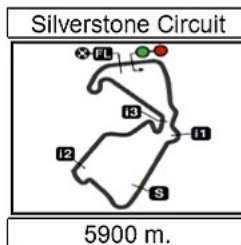
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Moto2™

MONSTER ENERGY BRITISH GRAND PRIX Race

Classification after 18 laps = 106.2 km

29

Pos	Rider	Nation	Team	Motorcycle	Total Time	Km/h	Gap
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Race condition: **Dry**

Air: 17°

Humidity: 69%

Ground: 24°

Pole Position:

Fastest Lap (New record):

Best Race Lap:

All Time Lap Record:

Lap 17	Marco BEZZECCHI	2'03.988	171.3 Km/h
2019	Jorge NAVARRO	2'04.312	170.8 Km/h
2021	Augusto FERNANDEZ	2'04.835	170.1 Km/h
	Marco BEZZECCHI	2'03.988	171.3 Km/h

14:15'18

14:28'30

14:31'24

14:33'02

14:33'34 **Marcel SCHROTTER**

14:38'04 Lorenzo BALDASSARRI

14:43'46 Hector GARZO

14:51'10 Stefano MANZI

14:57'13 Adam NORRODIN

15:00'09 Cameron BEAUBIER

15:02'24 Raul FERNANDEZ

15:05'10 **Tony ARBOLINO**

SIGHTING LAP START

WARM UP LAP START

RACE START

No jump start

long lap penalty

entered pits and retired

crashed out - Rider OK

crashed out - Rider OK

entered pits and retired

crashed out - Rider OK

crashed out - Rider OK

track limits warning

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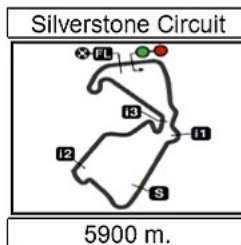
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Moto3™

MONSTER ENERGY BRITISH GRAND PRIX

Race

Classification after 17 laps = 100.3 km

29

Pos	Rider	Nation	Team	Motorcycle	Total Time	Km/h	Gap
1	25 55 Romano FENATI	ITA	Sterilgarda Max Racing Team	HUSQVARNA	37'26.974	160.6	
2	20 23 Niccolò ANTONELLI	ITA	Avintia VR46 Academy	KTM	37'28.653	160.5	1.679
3	16 7 Dennis FOGGIA	ITA	Leopard Racing	HONDA	37'29.081	160.5	2.107
4	13 28 Izan GUEVARA	SPA	Valresa GASGAS Aspar Team	GASGAS	37'29.128	160.5	2.154
5	11 24 Tatsuki SUZUKI	JPN	SIC58 Squadra Corse	HONDA	37'34.449	160.1	7.475
6	10 5 Jaume MASIA	SPA	Red Bull KTM Ajo	KTM	37'34.515	160.1	7.541
7	9 40 Darryn BINDER	RSA	Petronas Sprinta Racing	HONDA	37'34.533	160.1	7.559
8	8 53 Deniz ÖNCÜ	TUR	Red Bull KTM Tech 3	KTM	37'41.497	159.6	14.523
9	7 54 Riccardo ROSSI	ITA	BOE Owlride	KTM	37'41.515	159.6	14.541
10	6 99 Carlos TATAY	SPA	Avintia Esponsorama Moto3	KTM	37'47.477	159.2	20.503
11	5 37 Pedro ACOSTA	SPA	Red Bull KTM Ajo	KTM	37'48.872	159.1	21.898
12	4 17 John MCPHEE	GBR	Petronas Sprinta Racing	HONDA	37'48.833	159.1	21.859
13	3 71 Ayumu SASAKI	JPN	Red Bull KTM Tech 3	KTM	37'49.002	159.1	22.028
14	2 12 Filip SALAC	CZE	CarXpert PruestelGP	KTM	37'49.081	159.1	22.107
15	1 2 Gabriel RODRIGO	ARG	Indonesian Racing Gresini Moto3	HONDA	37'49.131	159.1	22.157
16	11 Sergio GARCIA	SPA	Valresa GASGAS Aspar Team	GASGAS	37'49.418	159.1	22.444
17	82 Stefano NEPA	ITA	BOE Owlride	KTM	37'49.305	159.1	22.331
18	43 Xavier ARTIGAS	SPA	Leopard Racing	HONDA	37'49.554	159.0	22.580
19	31 Adrian FERNANDEZ	SPA	Sterilgarda Max Racing Team	HUSQVARNA	37'52.189	158.9	25.215
20	67 Alberto SURRA	ITA	Rivacold Snipers Team	HONDA	37'54.492	158.7	27.518
21	52 Jeremy ALCOBA	SPA	Indonesian Racing Gresini Moto3	HONDA	37'59.795	158.3	32.821
22	20 Lorenzo FELLON	FRA	SIC58 Squadra Corse	HONDA	37'59.989	158.3	33.015
23	6 Ryusei YAMANAKA	JPN	CarXpert PruestelGP	KTM	38'00.284	158.3	33.310
24	92 Yuki KUNII	JPN	Honda Team Asia	HONDA	38'19.794	157.0	52.820
25	73 Maximilian KOFLER	AUT	CIP Green Power	KTM	38'19.832	157.0	52.858

Not Classified

16 Andrea MIGNO	ITA	Rivacold Snipers Team	HONDA	11'02.057	160.4	12 laps
27 Kaito TOBA	JPN	CIP Green Power	KTM	6'43.306	157.9	14 laps

Race condition: **Dry**

Air: 16°

Humidity: 68%

Ground: 22°

Pole Position:

Fastest Lap (New record):

Best Race Lap:

All Time Lap Record:

	Romano FENATI	2'11.325	161.7 Km/h
Lap 3	Izan GUEVARA	2'11.347	161.7 Km/h
2019	Tatsuki SUZUKI	2'12.140	160.7 Km/h
2021	Romano FENATI	2'10.619	162.6 Km/h

11:05'13

11:18'23

11:21'30

11:22'51

11:23'15 **Yuki KUNII**

11:29'53 **Kaito TOBA**

11:33'11 **Andrea MIGNO**

11:54'10 **Riccardo ROSSI**

12:01'43 **Stefano NEPA**

12:01'43 **John MCPHEE**

SIGHTING LAP START

WARM UP LAP START

RACE START

No jump start

long lap penalty due to irresponsible riding in Q1

crashed out - Rider OK

retired

track limits warning

1 position penalty due to exceeding track limit on the last lap

1 position penalty due to exceeding track limit on the last lap

The results are provisional until the end of the limit for protest and appeals.

Time limit for protest expires 30' after publication of the results - Time:

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Silverstone, Sunday, August 29, 2021

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