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Hertz British Grand Prix Silverstone 15-17/06/2012

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Welcome



The motorcycling world as a whole has already had an exciting start to the 2012 Grand Prix season. Difficult economic situations in many countries have affected motorcycle racing and numerous changes were introduced in all three classes to ensure that we can continue to watch spectacular races.

The 2012 season is a benchmark for MotoGP™. Engines are back to a maximum capacity limit of 1000cc; there have been some important changes in the technical rules, and MotoGP has acquired new and more powerful motorcycles. We have also introduced a new type of GP motorcycle equipped with free-tuned engines with a cost-limiting factor. The purpose of this new rule is to obtain a much more interesting starting grid by adding more participants and to make for a more exciting show.

Last year we had fantastic and exciting racing in all the FIM Grand Prix World Championship classes, and particularly in the Moto2™ class with close-fought duels on the tracks, not only for victory but for all positions, as was the case in the initial season. We have already seen that this season is bringing us the same high level of competition. It is also proof that the technical solution chosen for the Moto2™ class was the right one.

2012 will go down in history as the inaugural year for the Moto3™ class. The Moto3™ class has taken the place of the 125cc class, the only one remaining from the original line-up in 1949. Developments in technology, together with the gradual exclusion of two-stroke engines from the market, have driven us to seek a good solution to help keep motorcycle racing on small-engined machines intact.

We therefore have had high expectations of 2012, and there is no doubt that the season will continue to bring us a great show with many thrilling moments in all three classes, with the best riders performing well throughout all the Grand Prix events – as has been the case so many times in the history of the FIM Grand Prix World Championships.

On behalf of the FIM, I would like to welcome all the parties involved in Road Racing Grand Prix and thank them heartily for their hard work: the promoter Dorna, the riders, the teams, the manufacturers, the circuits and the officials. And of course, all this work is done for you, the motorcycle fans, sports fans and TV viewers – in a word: our spectators!

Wishing you a fantastic weekend and rest of season,

Vito Ippolito
FIM President



25

24

23

BMW Motorrad

S 1000 RR



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Riding Machine



WINNERRRS.

At Donington Park on 13 May 2012, Marco Melandri made history, recording the first ever win for BMW Motorrad Motorsport in the World Superbike Championship. Leon Haslam's second place made the celebrations even sweeter. In a thrilling race, the five fastest riders crossed the finishing line in the space of just two seconds.

Then on 28 May 2012, Memorial Day in the USA, Marco Melandri achieved a sensational second race WSB win at Salt Lake City.

For more information on the new 2012 model BMW S 1000 RR or to book a test ride or a race circuit session call us on 0800 777 155 or visit www.bmw-motorrad.co.uk

**DOUBLE VICTORIES FOR S 1000 RR IN WORLD SUPERBIKES 2012.
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RR
1000S



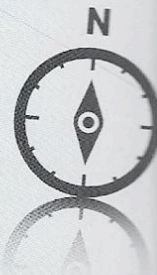
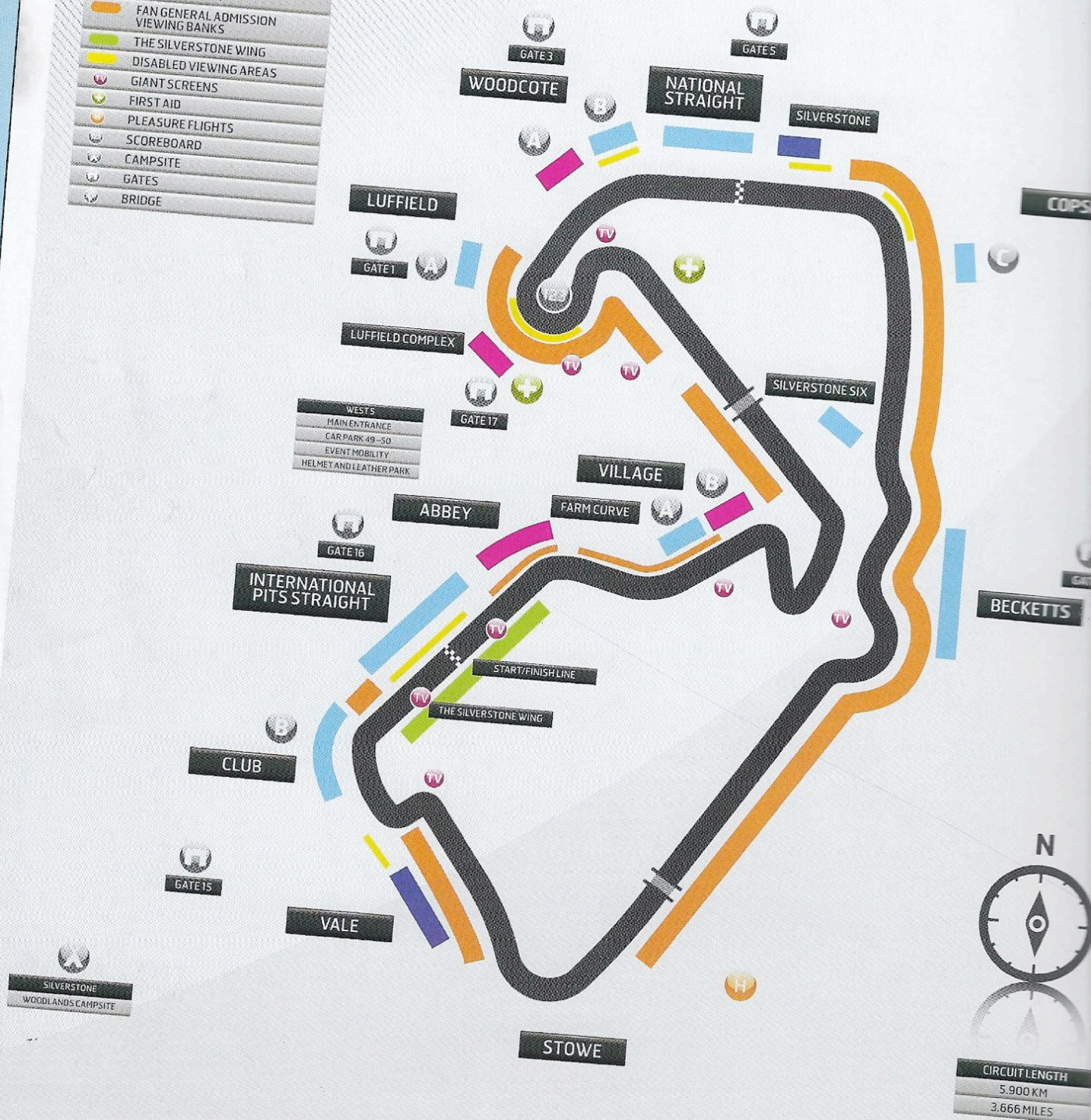
SILVERSTONE CIRCUIT MAP GRANDSTAND OVERVIEW*

NOT TO SCALE

*SUBJECT TO CHANGE

CIRCUIT KEY

- RESERVED GRANDSTANDS
- ROVING GRANDSTANDS
- ROVING GRANDSTANDS (SUNDAY ONLY)
- FAN GENERAL ADMISSION VIEWING BANKS
- THE SILVERSTONE WING
- DISABLED VIEWING AREAS
- GIANT SCREENS
- FIRST AID
- PLEASURE FLIGHTS
- SCOREBOARD
- CAMPSITE
- GATES
- BRIDGE



CIRCUIT LENGTH
5.900 KM
3.666 MILES

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WHAT'S ON THIS WEEKEND

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THE ANIMAL BIKE TOUR

MAIN STAGE

LIVE BANDS
RIDER INTERVIEWS
COMPETITIONS



SILVERSTONE

A lap of Silverstone

Circuit history and information



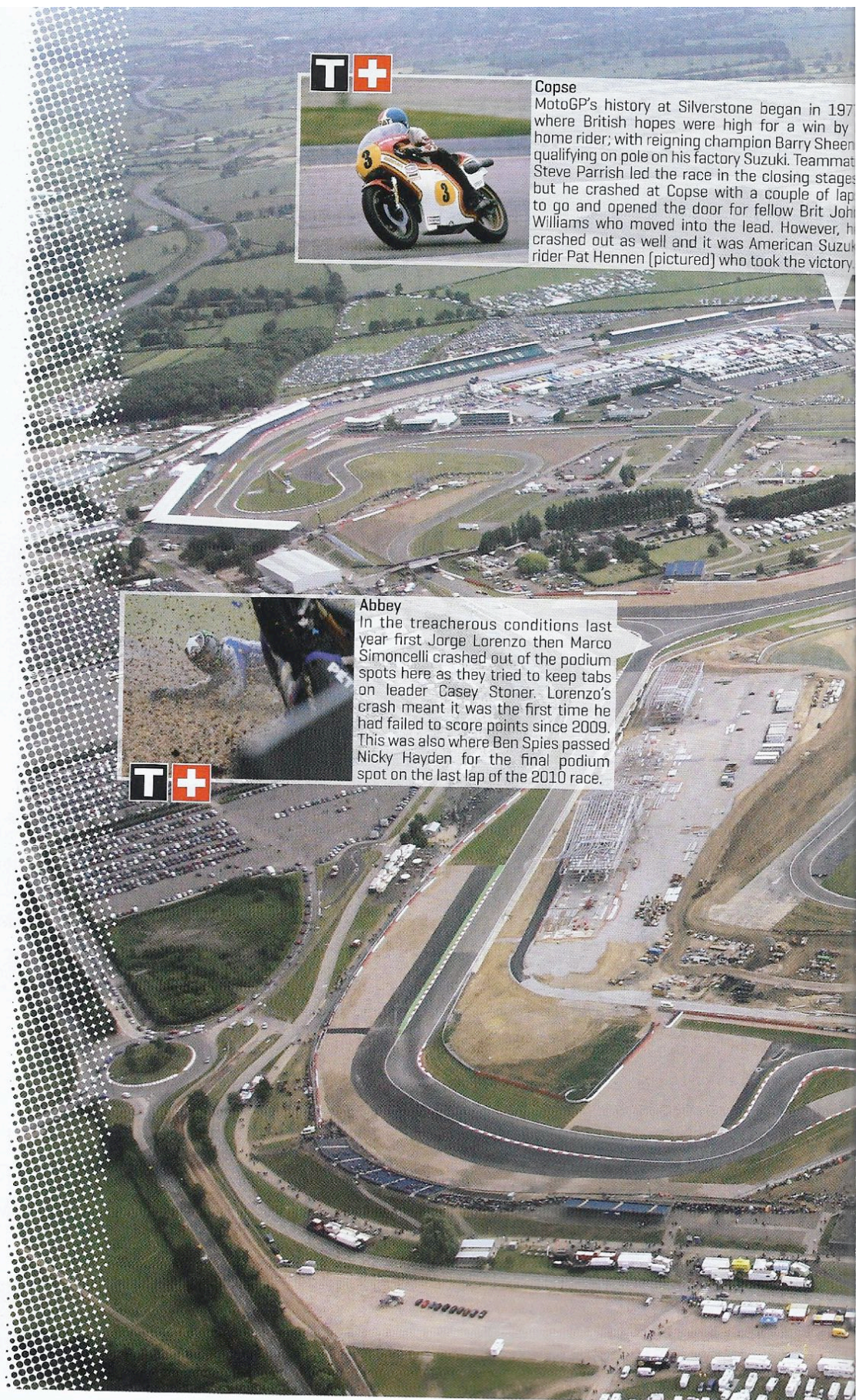
Copse

MotoGP's history at Silverstone began in 197 where British hopes were high for a win by home rider; with reigning champion Barry Sheene qualifying on pole on his factory Suzuki. Teammate Steve Parrish led the race in the closing stages but he crashed at Copse with a couple of laps to go and opened the door for fellow Brit John Williams who moved into the lead. However, he crashed out as well and it was American Suzuki rider Pat Hennen [pictured] who took the victory.



Abbey

In the treacherous conditions last year first Jorge Lorenzo then Marco Simoncelli crashed out of the podium spots here as they tried to keep tabs on leader Casey Stoner. Lorenzo's crash meant it was the first time he had failed to score points since 2009. This was also where Ben Spies passed Nicky Hayden for the final podium spot on the last lap of the 2010 race.



TISSOT

SWISS WATCHES SINCE 1853

Track Data

Pole Position: Left

Length: 5,900m / 3.666miles

Width: 17m

Corners: 18 (10 right, 8 left)

Longest Straight: 770m / 0.478miles

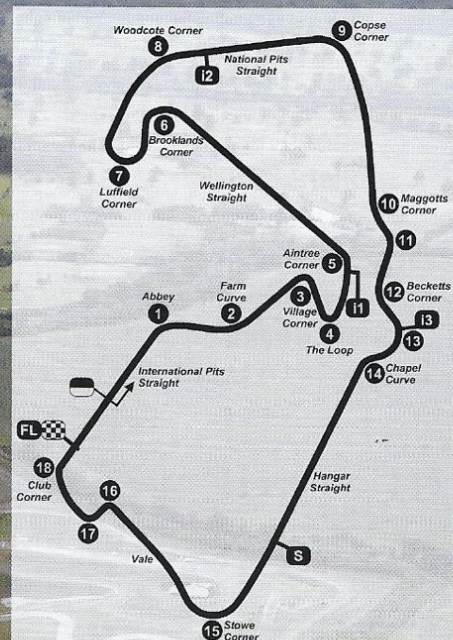
Constructed: 1948

Modified: 2011



Maggotts

Heading into Maggotts midway through the classic 1979 British GP, one of the most famous incidents of all time took place as Barry Sheene (pictured, #7) took his left hand off the bike to give a V-sign to reigning World Champion Kenny Roberts (pictured, #1). The moment was immortalised in print, with Roberts eventually winning the race and the championship for the second time.



Farm

It was here that Cal Crutchlow's Silverstone dream ended in 2011, when he crashed out in the first ten minutes of qualifying and suffered a broken collarbone. He had been threatening the top spots all weekend, and could easily have snagged a front-row start so he will hope to avenge those demons this year.



Stowe

From the fastest part of the circuit the track turns right for one of the hardest braking zones. Stowe corner is always tricky to negotiate in the dry, but Stoner even made light work of this during last season's wet race as he slid his rear-wheel through the third gear bend lap after lap.

Vale

The tricky entry into the chicane was scene of numerous crashes in the driving rain last year, mainly in the Moto2™ series. It was here where Marc Márquez lost valuable points on eventual race winner and world champion Stefan Bradl by sliding out in the early stages.



MotoGP™ - Race: 20 laps

Fastest Lap / 2011 / Casey STONER [AUS] / Honda / 2'02.020 / 174.128 km/h

Circuit Record / 2010 / Jorge LORENZO [ESP] / Yamaha / 2'03.526 / 172.005 km/h

Best Pole / 2011 / Casey STONER [AUS] / Honda / 2'02.020 / 174.128 km/h

Top Speed / 2010 / Dani PEDROSA [ESP] / Honda / 323.935 km/h

Moto2™ - Race: 18 laps

Fastest Lap / 2011 / Marc MÁRQUEZ [ESP] / Suter / 2'08.101 / 165.862 km/h

Circuit Record / 2010 / Thomas LÜTHI [SWI] / Moriwaki / 2'09.886 / 163.583 km/h

Best Pole / 2011 / Marc MÁRQUEZ [ESP] / Suter / 2'08.101 / 165.862 km/h

Top Speed / 2010 / Andrea IANNONE [ITA] / Speed Up / 277.492 km/h

Moto3™ - Race: 17 laps

New category

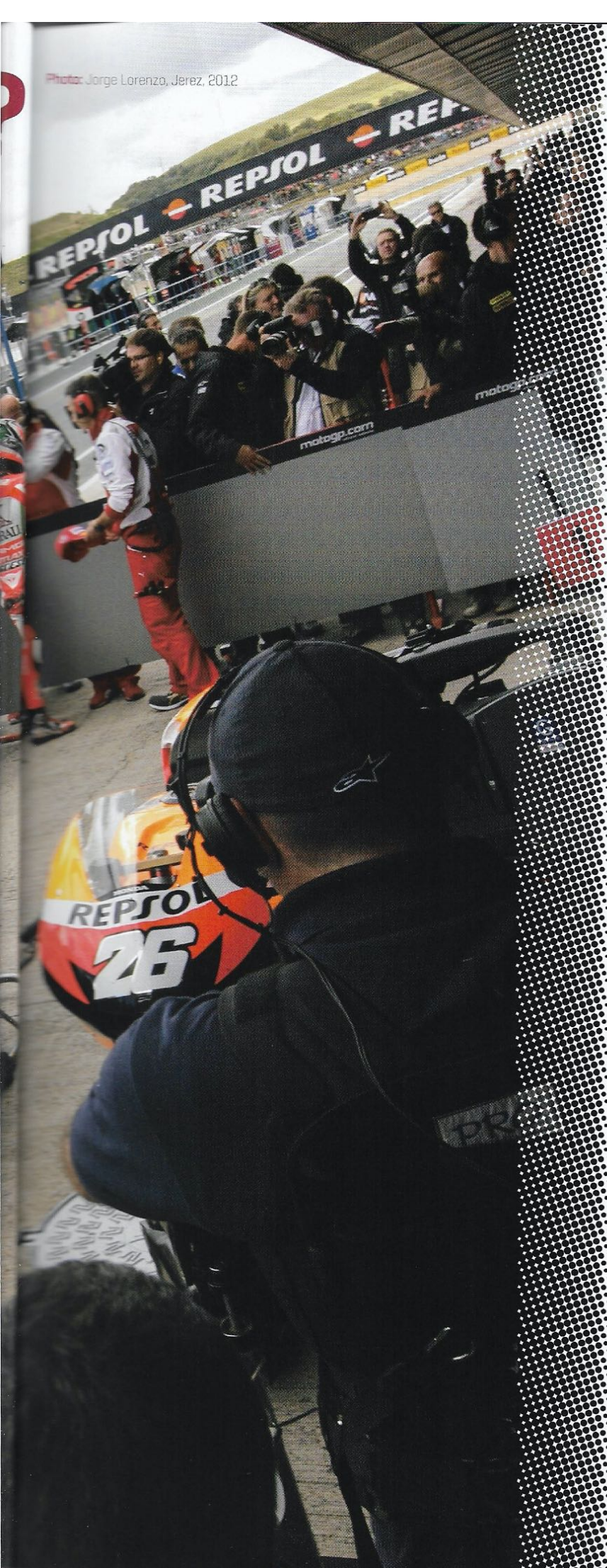


www.tissot.ch

What is **MotoGP™**



"More than 2.3 million people came through the gates of the circuits to watch MotoGP™ in 2011."



MotoGP™ is the premier motorcycle racing world championship; an eighteen-race series visiting thirteen countries, four continents and with pan-global television coverage. Nine nationalities of the world's most skilled riders line a grid armed with cutting-edge motorcycle technology which pits machinery fielded by three manufacturers; Ducati, Honda and Yamaha, against those from several other private outfits.

Established as a world championship by the FIM [Fédération Internationale de Motocyclisme] in 1949, MotoGP is now into its 64th year. It is the oldest motorsports championship in the world and the premier class of three racing categories that take to the track on a typical Grand Prix weekend. Formerly labelled '500cc', the championship underwent a major change in 2002 with new technical regulations permitting the re-introduction of four-stroke machinery and increasing the engine capacity to 990cc, thus becoming MotoGP.

From 2007 the rules were again altered, limiting engine capacity to 800cc before the latest modification to the rules took place for this season, with 1000cc machines now the standard for the top class.

MotoGP™ has a rich history with Grand Prix events having taken place in every corner of the world throughout the last 63 years. More than 2.3 million people came through the gates of the circuits to watch MotoGP in 2011. Italy, Great Britain, Spain, the USA and Australia are just some of the nationalities that have all totalled high numbers in terms of race victories and world titles.

As well as the premier class there are also two ultra-competitive FIM World Championship Grand Prix categories that form part of the MotoGP umbrella. The Moto2™ and Moto3™ World Championships have their own races at each Grand Prix, meaning that by the end of the season three new champions are crowned.

Moto2™ – This 4-stroke class is aimed as a prestigious yet cost-effective stepping-stone to the premier class of MotoGP. Honda are the sole engine suppliers, Dunlop provide the tyres. The bikes are powered by a 600cc four-stroke engine, producing around 150hp – the Moto2 class continues the pursuit of developmental excellence with the running of a prototype chassis which is free from limitation. >>

MotoGP™ Entry List



Casey Stoner

Team: **Repsol Honda Team**
Bike: **Honda RC213V**

1



Andrea Dovizioso

Team: **Monster Yamaha Tech 3**
Bike: **Yamaha YZR-M1**

4



Colin Edwards

Team: **NGM Mobile Forward Racing**
Bike: **Suter***

5



Stefan Bradl

Team: **LCR Honda MotoGP™**
Bike: **Honda RC213V**

6



Héctor Barberá

Team: **Pramac Racing Team**
Bike: **Ducati Desmosedici GP12**

8



Danilo Petrucci

Team: **Came Ioda Racing Project**
Bike: **Ioda***

9



Ben Spies

Team: **Yamaha Factory Racing**
Bike: **Yamaha YZR-M1**

11



Randy DePuniet

Team: **Power Electronics Aspar**
Bike: **Art***

14



Karel Abraham

Team: **Cardion Ab Motoracing**
Bike: **Ducati Desmosedici GP12**

17



Álvaro Bautista

Team: **San Carlo Honda Gresini**
Bike: **Honda RC213V**

19



Iván Silva

Team: **Avintia Blusens**
Bike: **BQR***

22



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Dani Pedrosa

Team: **Repsol Honda Team**
Bike: **Honda RC213V**

26



Cal Crutchlow

Team: **Monster Yamaha Tech 3**
Bike: **Yamaha YZR-M1**

35



Aleix Espargaró

Team: **Power Electronics Aspar**
Bike: **Art***

41



Valentino Rossi

Team: **Ducati Team**
Bike: **Ducati Desmosedici GP12**

46



Michele Pirro

Team: **San Carlo Honda Gresini**
Bike: **FTR***

51



Mattia Pasini

Team: **Speed Master**
Bike: **Art***

54



Yonny Hernández

Team: **Avintia Blusens**
Bike: **BQR***

68



Nicky Hayden

Team: **Ducati Team**
Bike: **Ducati Desmosedici GP12**

69



James Ellison

Team: **Paul Bird Motorsport**
Bike: **Art***

77



Jorge Lorenzo

Team: **Yamaha Factory Racing**
Bike: **Yamaha YZR-M1**

99

*Denotes CRT entry



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MotoGP™ Classification

No.	Rider	Nat.	Team	Bike	Points
1	Jorge Lorenzo		Yamaha Factory Racing	Yamaha	115
2	Casey Stoner		Repsol Honda Team	Honda	95
3	Dani Pedrosa		Repsol Honda Team	Honda	85
4	Andrea Dovizioso		Monster Yamaha Tech 3	Yamaha	60
5	Cal Crutchlow		Monster Yamaha Tech 3	Yamaha	56
6	Valentino Rossi		Ducati Team	Ducati	51
7	Álvaro Bautista		San Carlo Honda Gresini	Honda	45
8	Stefan Bradl		LCR Honda MotoGP™	Honda	43
9	Nicky Hayden		Ducati Team	Ducati	40
10	Héctor Barberá		Pramac Racing Team	Ducati	31
11	Ben Spies		Yamaha Factory Racing	Yamaha	24
12	Aleix Espargaró		Power Electronics Aspar	Art	15
13	Randy De Puniet		Power Electronics Aspar	Art	7
14	Mattia Pasini		Speed Master	Art	6
15	Michele Pirro		San Carlo Honda Gresini	FTR	6
16	James Ellison		Paul Bird Motorsport	Art	5
17	Karel Abraham		Cardion Ab Motoracing	Ducati	4
18	Colin Edwards		NGM Mobile Forward Racing	Suter	4
19	Danilo Petrucci		Came IodaRacing Project	Ioda	4
20	Yonny Hernandez		Avintia Blusens	BQR-FTR	3
21	Ivan Silva		Avintia Blusens	BQR	1



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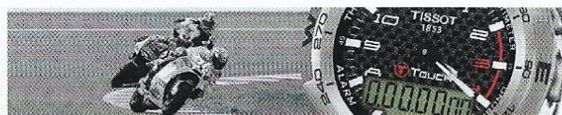

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Team	QAT	ESP	POR	FRA	CAT	GBR	NED	GER	ITA	INP	CZE	RSM	ARA	JPN	MAL	AUS	VAL	Pts.
Repsol Honda Team	36	41	41	29	33													180
Yamaha Factory Racing	30	25	28	25	31													139
Monster Yamaha Tech 3	24	24	24	17	27													116
Ducati Team	16	15	14	30	16													91
San Carlo Honda Gresini	9	10	12	8	12													51
LCR Honda MotoGP™	8	9	7	11	8													43
Pramac Racing Team	7	6	6	7	5													31
Power Electronics Aspar	4	4	7	3	4													22
Speed Master	-	2	-	4	-													6
Paul Bird Motorsport	-	-	-	5	-													5
Cardion Ab Motoracing	-	-	-	-	4													4
NGM Mobile Forward Racing	4	-	-	-	-													4
Came IodaRacing Project	-	3	1	-	-													4
Avintia Blusens	2	1	-	1	-													4



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Yamaha Factory Racing

Bike: **Yamaha YZR-M1**. Team Director: **Massimo Meregalli**

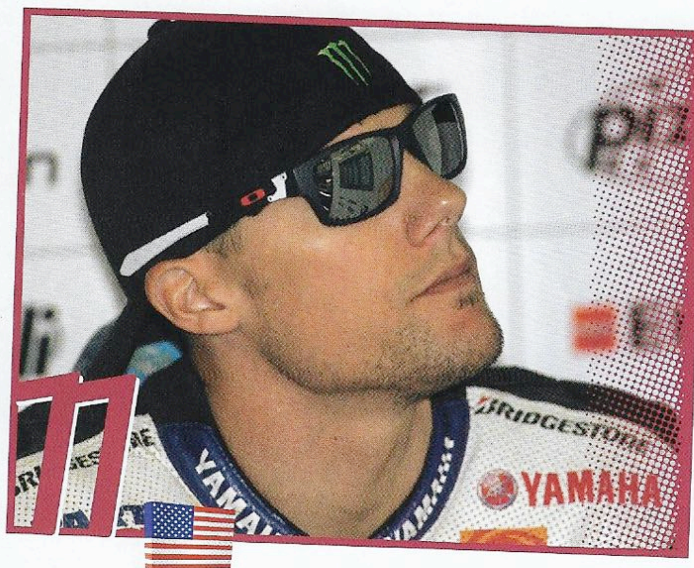


Both Yamaha riders won races in Yamaha's 50th anniversary in grand prix racing last year, with outgoing champ Jorge Lorenzo defending the MotoGP™ triple-crown valiantly until injury ended his challenge in Australia. Ben Spies had an up-and-down first year in the factory team which included a first win in the Netherlands, but the move to the 1000cc bikes has meant the playing-field has been levelled somewhat. Lorenzo will lead the assault on Honda's crowns for the 'tuning-fork' brand, and already it looks as if the team have to package to take the fight down to the wire.



Ben Spies

	MotoGP™	250cc	125cc	Total
Starts	42	-	-	42
Wins	1	-	-	1
Poles	1	-	-	1
Fastest Laps	1	-	-	1
Podiums	6	-	-	6
Best Result	1	-	-	-
Best Starting Pos.	1	-	-	-
First GP	GBR 08	-	-	-
First Win	NED 11	-	-	-
Last Win	NED 11	-	-	-
2011 Championship	5	-	-	-
Best Final Placing	5	-	-	-
World Titles	-	-	-	-



Spies' 2011 season was a slow-burner until a breakthrough victory at Assen in tricky conditions demonstrated his true potential. He will need something similar to kick-start his year again in 2012 after a disappointing start. This is Spies second term as a factory Yamaha rider and regular appearances on the podium are expected with the introduction of the bigger 1000cc bikes, which should suit his stature more comfortably.

"A breakthrough victory at Assen in tricky conditions demonstrated his true potential."

Jorge Lorenzo

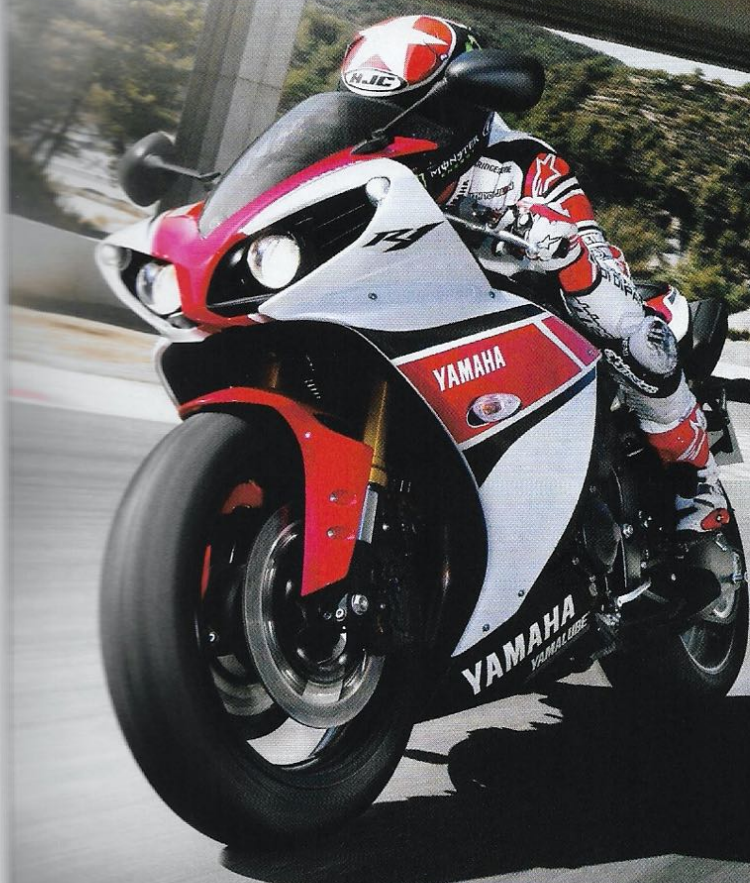
	MotoGP™	250cc	125cc
Starts	72	48	46
Wins	20	17	4
Poles	20	23	3
Fastest Laps	13	4	3
Podiums	49	29	9
Best Result	1	1	1
Best Starting Pos.	1	1	1
First GP	QAT 08	ESP 05	ESP 02
First Win	POR 08	ESP 06	RIO 03
Last Win	RSM 11	AUS 07	QAT 04
2011 Championship	2	-	-
Best Final Placing	1	1	4
World Titles	1	2	-



The 2010 MotoGP™ World Champion valiantly defended his title last year, but ultimately it was an uncharacteristic crash in Australia that handed the title to his rival Stoner. He goes into 2012 slightly lighter in weight, having lost the end of the finger he damaged at Phillip Island but has shown already he is more than capable of regaining his crown on board the much-improved Yamaha M1. His podium consistency has been incredible over the last few seasons and this alone will mean he is all but guaranteed to be a challenger for the title once more.

"Is more than capable of regaining his crown on board the much-improved Yamaha M1."

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YAMAHA

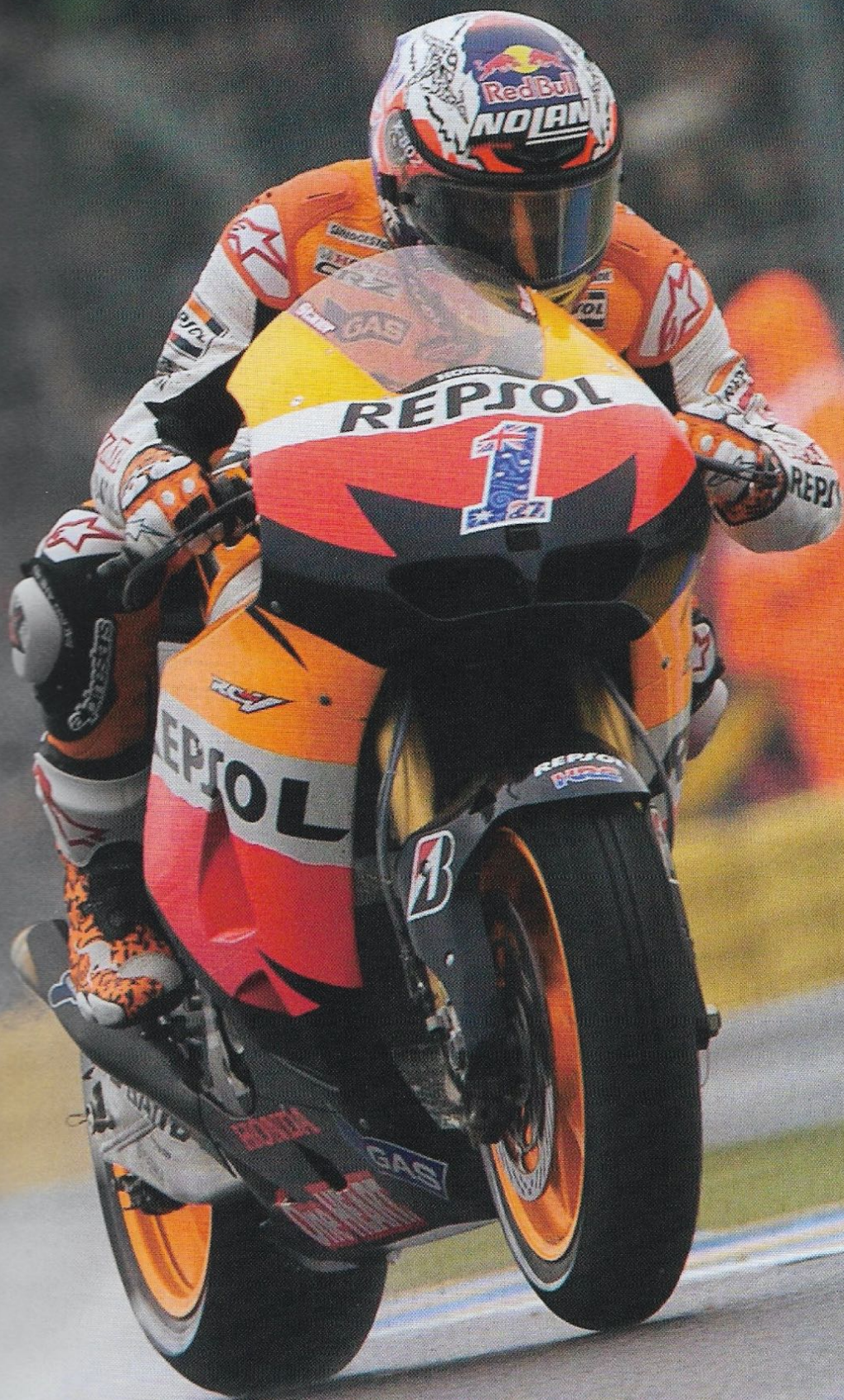
Repsol Honda Team

Bike: **Honda RC213V**. HRC Vice-President: **Shuhei Nakamoto**



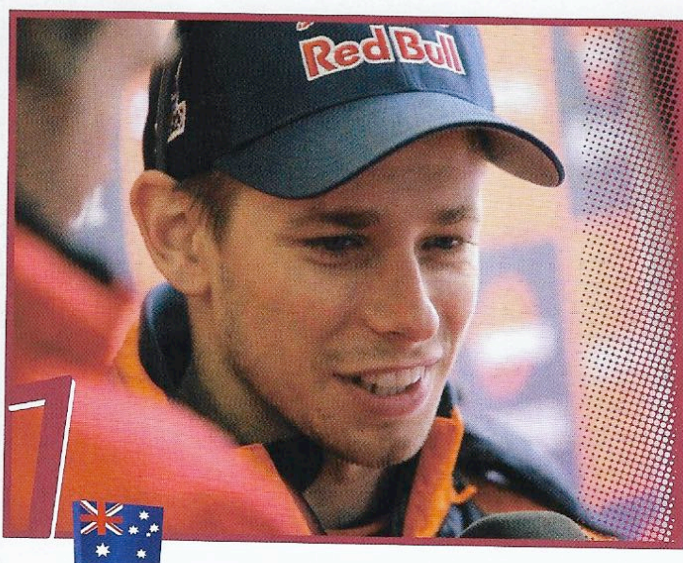
Honda are defending champions for the first time in 2007 and have trimmed their factory effort to two riders this season. Nonetheless it is the same duo that brought them success last year, with Casey Stoner proudly displaying the number one plate alongside Dani Pedrosa, who is in his second season at Repsol Honda. The new RC213V benefits from the factory's experience of success in the 990cc era of MotoGP and both riders have begun this season strongly after starting the year as favourites. The next big question for the team is who will replace Stoner.

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Casey Stoner

	MotoGP™	250cc	125cc	Total
Starts	105	31	30	166
Wins	35	5	2	42
Poles	36	2	2	40
Fastest Laps	28	1	3	32
Podiums	63	10	10	83
Best Result	1	1	1	-
Best Starting Pos.	1	1	1	-
First GP	ESP 06	JPN 02	GBR 01	-
First Win	QAT 07	POR 05	VAL 03	-
Last Win	VAL 11	TUR 05	MAL 04	-
2011 Championship	1	-	-	-
Best Final Placing	1	2	5	-
World Titles	2	-	-	2



The 2007 champion adapted seamlessly to the Honda after his high-profile move from Ducati and was the undoubted class act of last season finishing on the podium at every round bar one to reclaim his crown. After making the shock announcement to retire at the end of the present season he will clearly be keener than ever to defend his title and bow out of racing on a high. Has gone over a year without failing to appear on the podium.

"Stoner has gone over a year without failing to appear on the podium."

Dani Pedrosa

	MotoGP™	250cc	125cc
Starts	103	32	46
Wins	15	15	8
Poles	20	9	9
Fastest Laps	26	15	5
Podiums	60	24	17
Best Result	1	1	1
Best Starting Pos.	1	1	1
First GP	ESP 06	RSA 04	JPN 01
First Win	CHN 06	RSA 04	NED 02
Last Win	JPN 11	VAL 05	MAL 03
2011 Championship	4	-	-
Best Final Placing	2	1	1
World Titles	-	2	1



Twice a MotoGP™ World Championship runner-up, Pedrosa remains as determined as ever to claim a first premier-class title on board the factory Repsol Honda. Yet another injury-hit season befell the diminutive Spaniard in 2011 and he needs some luck to complete a full MotoGP season injury-free if he wants to challenge his team-mate Stoner or his compatriot Lorenzo for the title. At the moment they appear to be just a small step ahead, however he is nothing if not consistent.

"Remains as determined as ever to claim a first premier-class title."

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CBR
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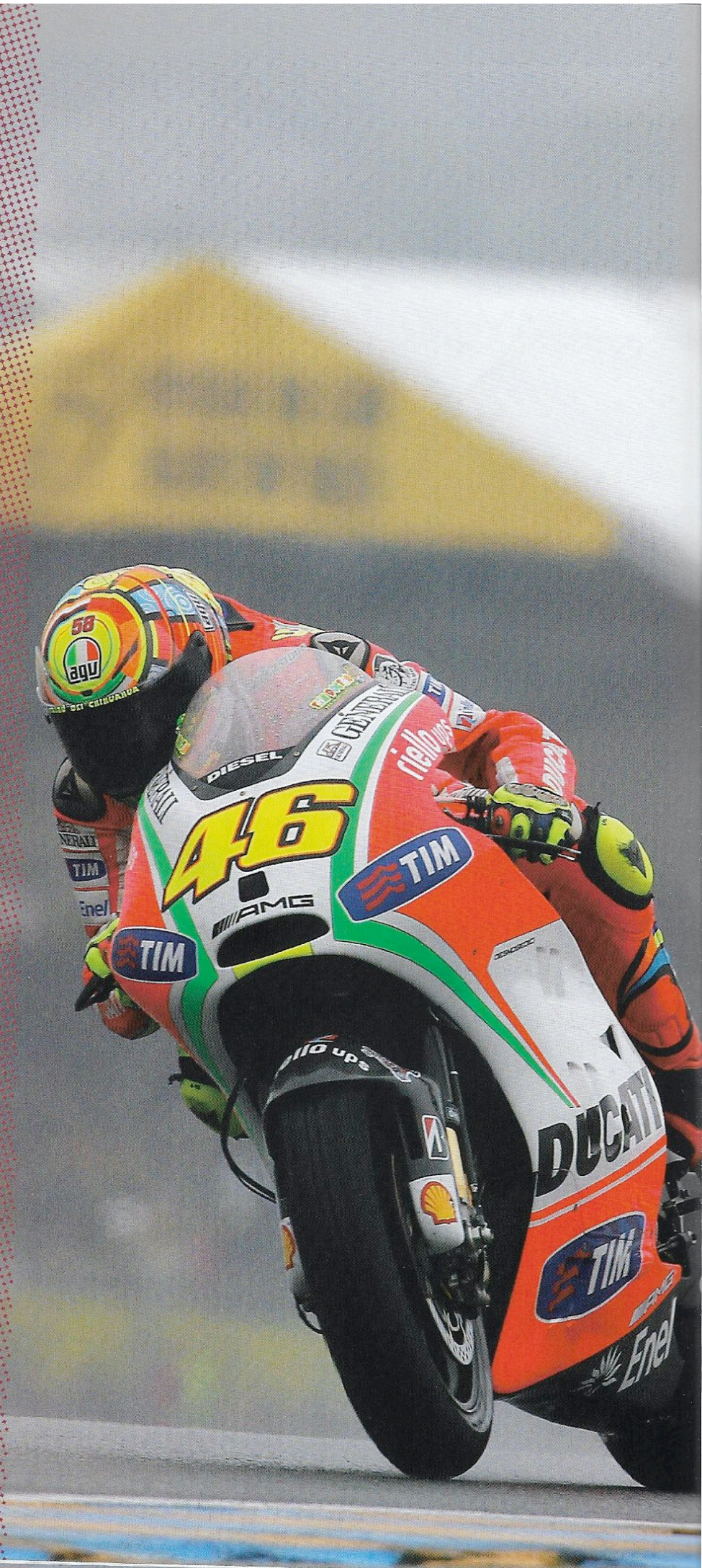
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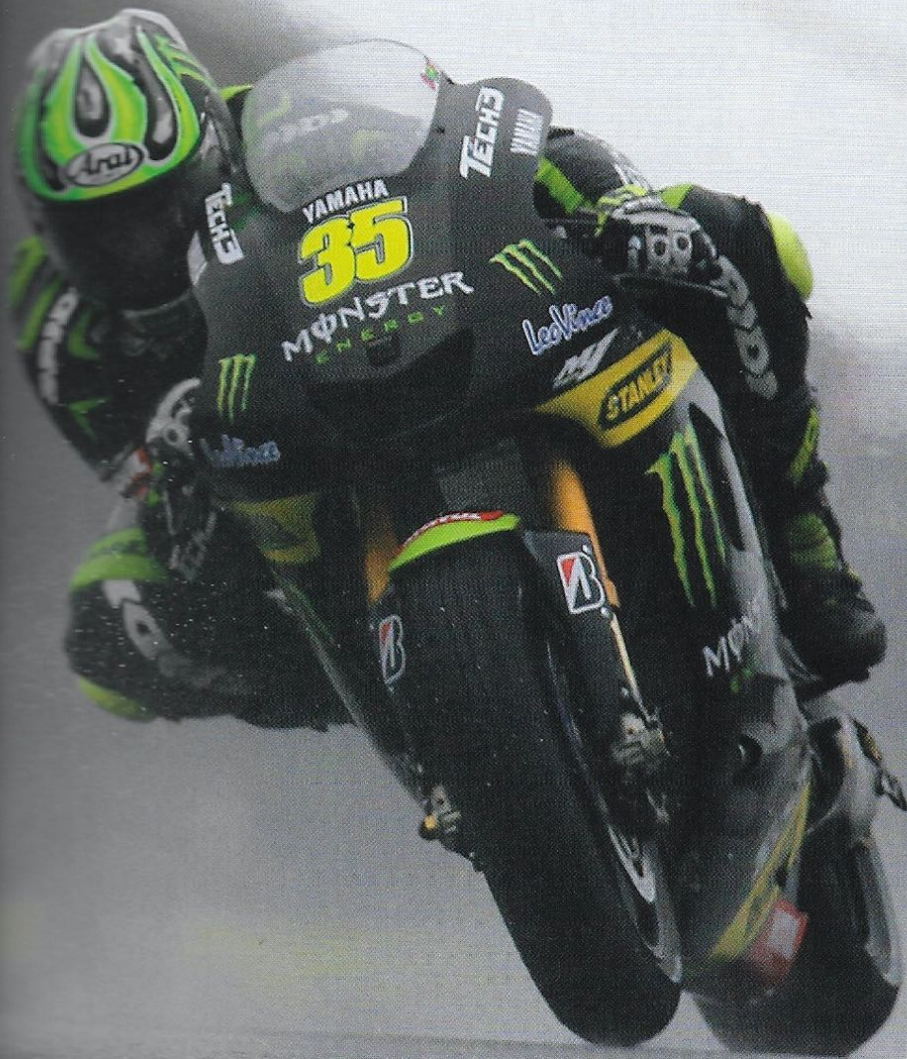


Ducati Team

Bike: **Ducati Desmosedici GP12**. MotoGP™ Project Director: **Alessandro Cicognani**



Last year was one to forget for Ducati, with the arrival of Valentino Rossi turning into something of a damp squib as the riders, crews and engineers struggled to find a suitable set-up for the bike. Several serious modifications were made to the Desmosedici throughout last year and in pre-season, with yet more updates still to be made this year. There can be no doubt about the effort the Italian manufacturer is putting in to regaining its spot amongst the front-runners in 2012, and with former champions Rossi and Nicky Hayden still pushing hard on board they are well poised to do so.



Valentino Rossi

	MotoGP™	250cc	125cc	Total
Starts	203	30	30	263
Wins	79	14	12	105
Poles	49	5	5	59
Fastest Laps	67	11	9	87
Podiums	140	21	15	176
Best Result	1	1	1	-
Best Starting Pos.	1	1	1	-
First GP	RSA 00	JPN 98	MAL 96	-
First Win	GBR 00	NED 98	CZE 96	-
Last Win	MAL 10	RIO 99	INA 97	-
2011 Championship	7	-	-	-
Best Final Placing	1	1	1	-
World Titles	7	1	1	9

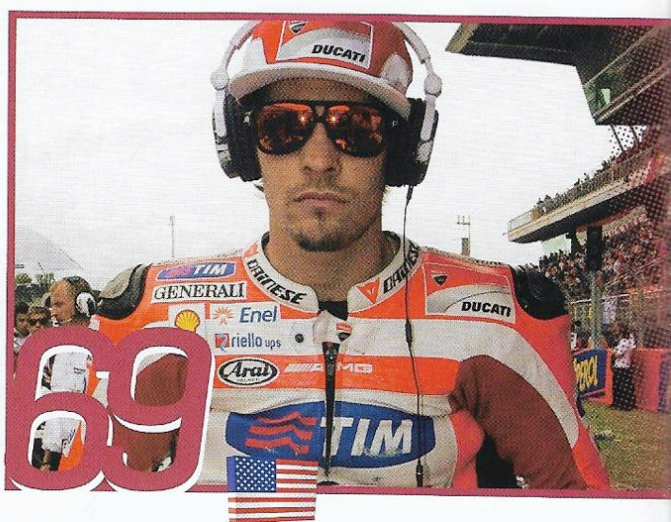
Nicky Hayden

	MotoGP™	250cc	125cc	Total
Starts	156	-	-	156
Wins	3	-	-	3
Poles	5	-	-	5
Fastest Laps	6	-	-	6
Podiums	28	-	-	28
Best Result	1	-	-	1
Best Starting Pos.	1	-	-	1
First GP	JPN 03	-	-	-
First Win	USA 05	-	-	-
Last Win	USA 06	-	-	-
2011 Championship	7	-	-	7
Best Final Placing	1	-	-	1
World Titles	1	-	-	1



The travails continue for one of the sport's all-time greats who faces his most challenging ever period in the world championships. The switch to Ducati has been tougher than anyone expected and radical changes are constantly being made to remedy the team's problems. The Italian is still hoping to equal MotoGP™ Legend Giacomo Agostini's record of eight premier class titles, having already surpassed his compatriot's benchmark for all-time premier class victories. At the moment it looks as though the rain offers the best hope of a first Ducati win, after his second-place finish in the wet at Le Mans.

"It looks as though the rain offers the best hope of a first Ducati win, after his second-place finish in the wet at Le Mans."



World Champion in the final year of the 990cc machines in 2006 Hayden's calibre in MotoGP™ has been proven ever since his arrival on the World Championship stage in 2003 with Honda. After six years with the Japanese factory he made the switch to Ducati in 2009, and after initially struggling to get to grips with the Desmosedici the "Kentucky Kid" has shown glimpses of his true self, including a taste of podium champagne at least once a season. He is still waiting for the dramatic changes to the Ducati to help him to fight for more podiums in 2012.

"The "Kentucky Kid" has shown glimpses of his true self, including a taste of podium champagne at least once a season."



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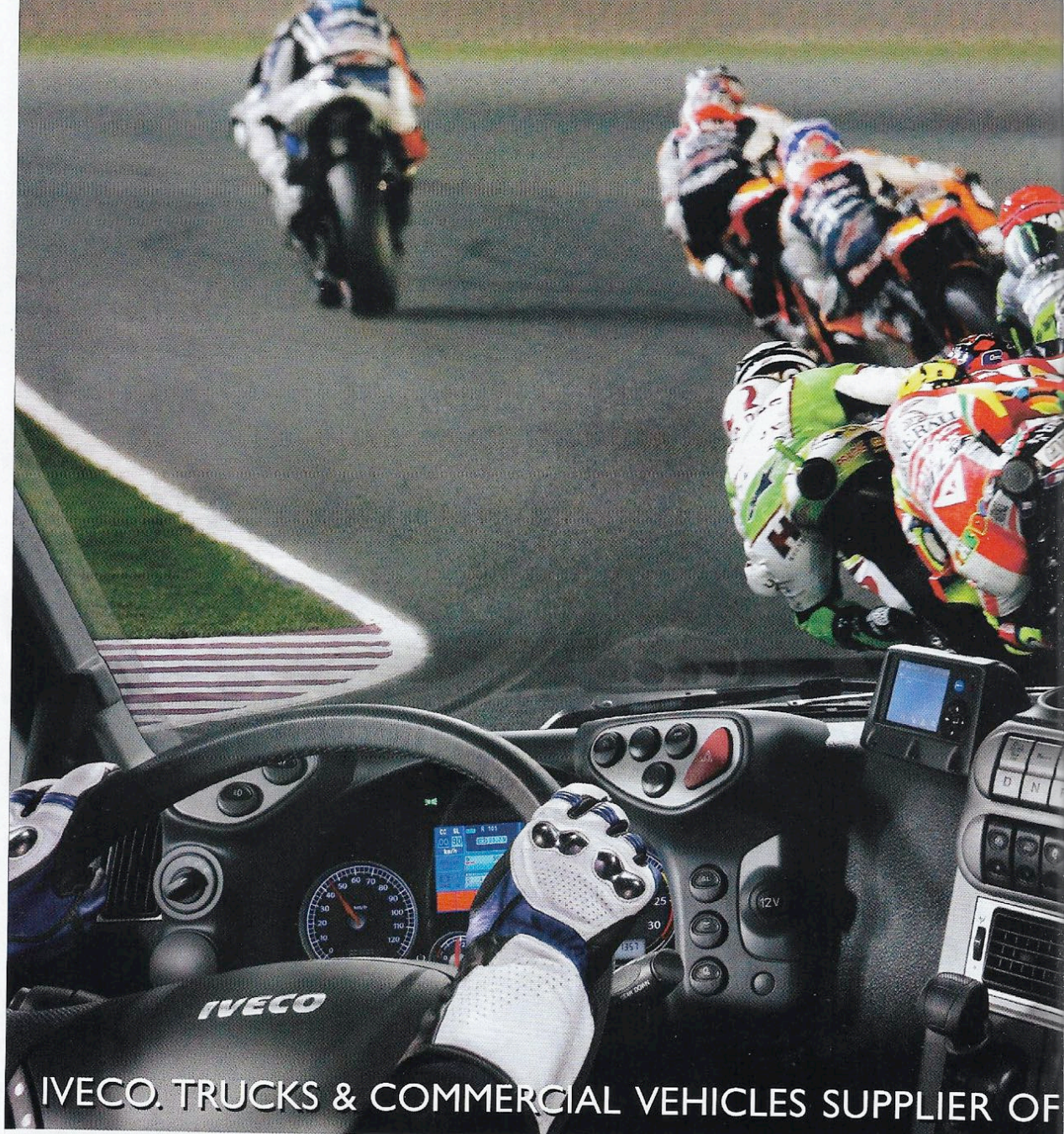
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Monster Yamaha Tech3

Bike: Yamaha YZR-M1. Team Manager: Hervé Poncharal





The Tech3 outfit have been the leading Yamaha satellite team for the last few years in MotoGP™, first entering the premier class in 2001 after their success in 250s with Olivier Jacque. Led by IRTA President Hervé Poncharal, the French team scored a brilliant podium last year with Edwards at Silverstone, but the American ends his long association with the factory to be replaced by Italy's Andrea Dovizioso – who finished third overall in 2011. Alongside him Britain's Cal Crutchlow is in his second season in the squad, and both share the aim of finishing as the top independent team and sneaking the odd podium in amongst the factory boys when the opportunity arises.

Andrea Dovizioso

	MotoGP™	250cc	125cc	Total
Starts	75	49	49	173
Wins	1	4	5	10
Poles	1	4	9	14
Fastest Laps	2	8	3	13
Podiums	17	26	15	58
Best Result	1	1	1	-
Best Starting Pos.	1	1	1	-
First GP	QAT 08	ESP 05	ITA 01	-
First Win	GBR 09	CAT 06	RSA 04	-
Last Win	GBR 09	GBR 07	AUS 04	-
2011 Championship	3	-	-	-
Best Final Placing	3	2	1	-
World Titles	-	-	1	1

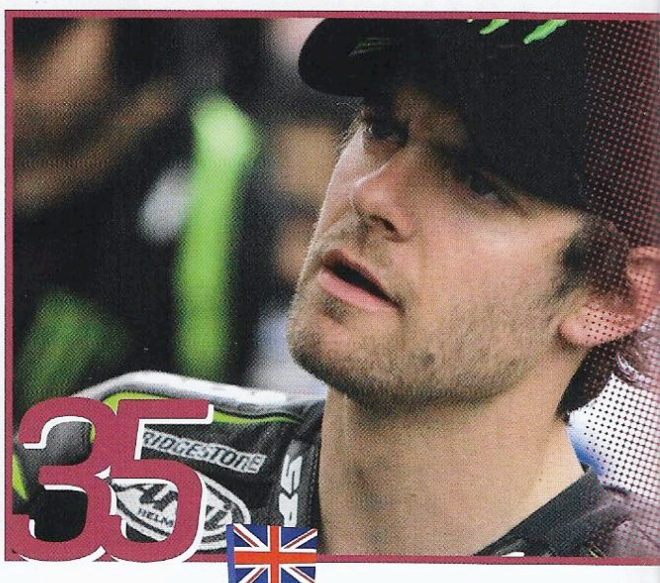


The Italian rides a non-Honda for the first time ever in any class of the world championships, but he continues to race amongst the MotoGP™ elite. Dovizioso has proven himself to be a capable challenger to the leading riders since he joined the premier class in 2008. He took his sole win at the British GP in 2009, and regular podium finishes throughout 2010 and 2011 have clearly demonstrated his potential, and sees the move to Yamaha Tech3 as a stepping-stone back to greater things.

"Dovizioso has proven himself to be a capable challenger to the leading riders since he joined the premier class in 2008."

Cal Crutchlow

	MotoGP™	250cc	125cc	To
Starts	21	-	-	
Wins	-	-	-	
Poles	-	-	-	
Fastest Laps	-	-	-	
Podiums	-	-	-	
Best Result	4	-	-	
Best Starting Pos.	3	-	-	
First GP	QAT 11	-	-	
First Win	-	-	-	
Last Win	-	-	-	
2011 Championship	12	-	-	
Best Final Placing	12	-	-	
World Titles	-	-	-	



Crutchlow continues at Monster Yamaha Tech 3 after an up and down debut season in which the former British and World Supersport champion fractured his collarbone at Silverstone. That seemingly halted his progress and caused a worrying slide in results, but he recovered from that blip to claim the Rookie of the Year trophy. He has pushed on from there and is now making significant steps forward and beginning to threaten the top spots on a regular basis.

"He is now making significant steps forward and beginning to threaten the top spots on a regular basis."

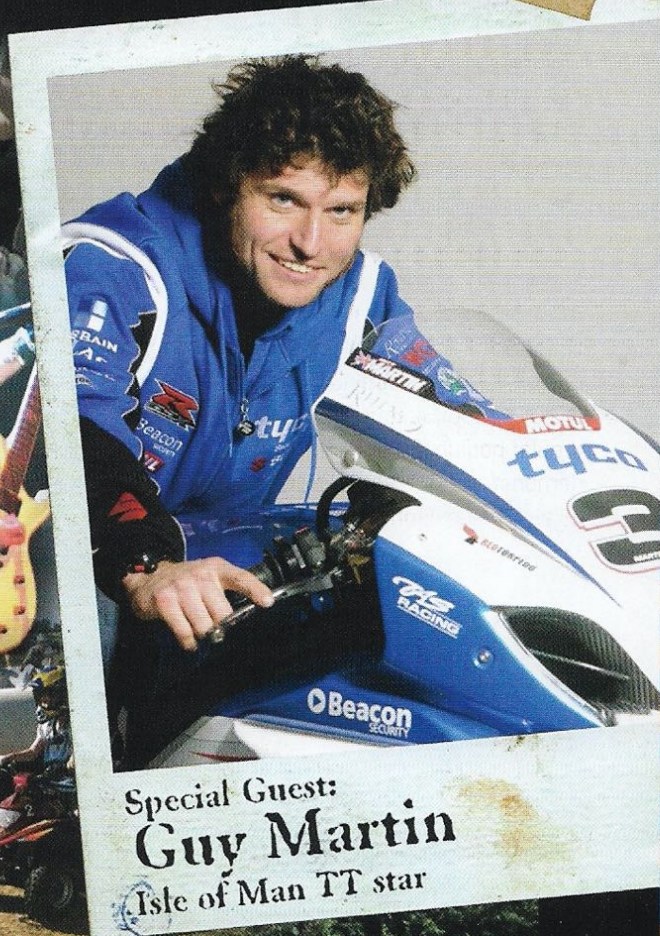
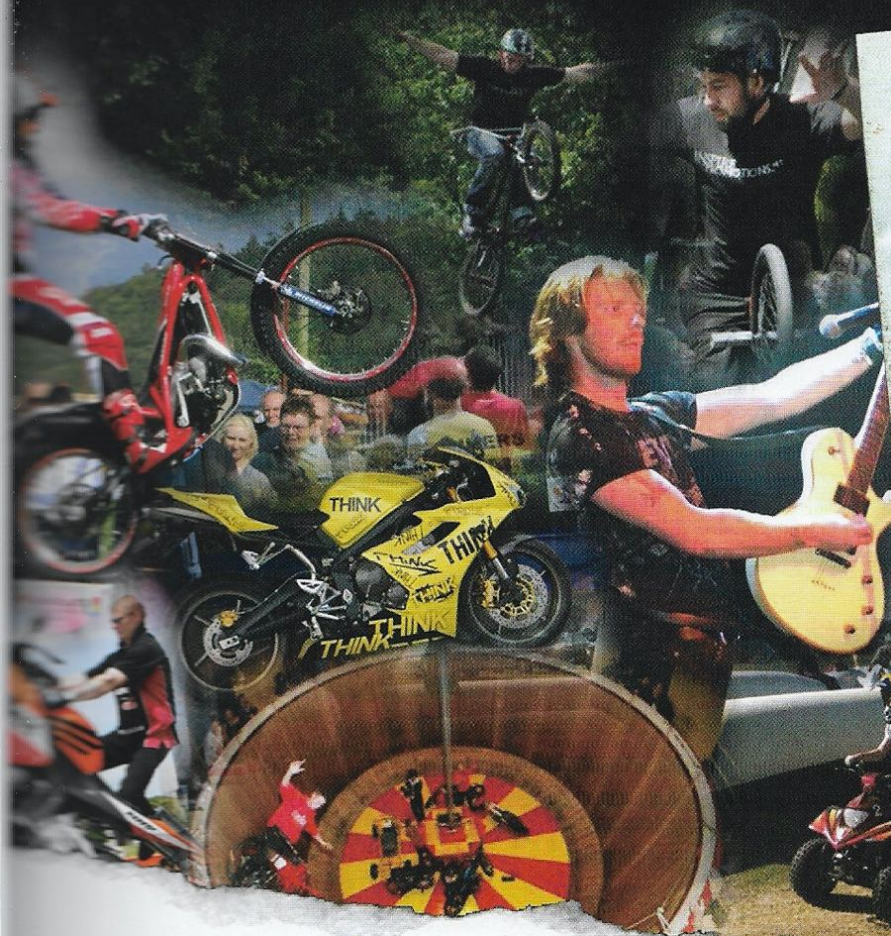
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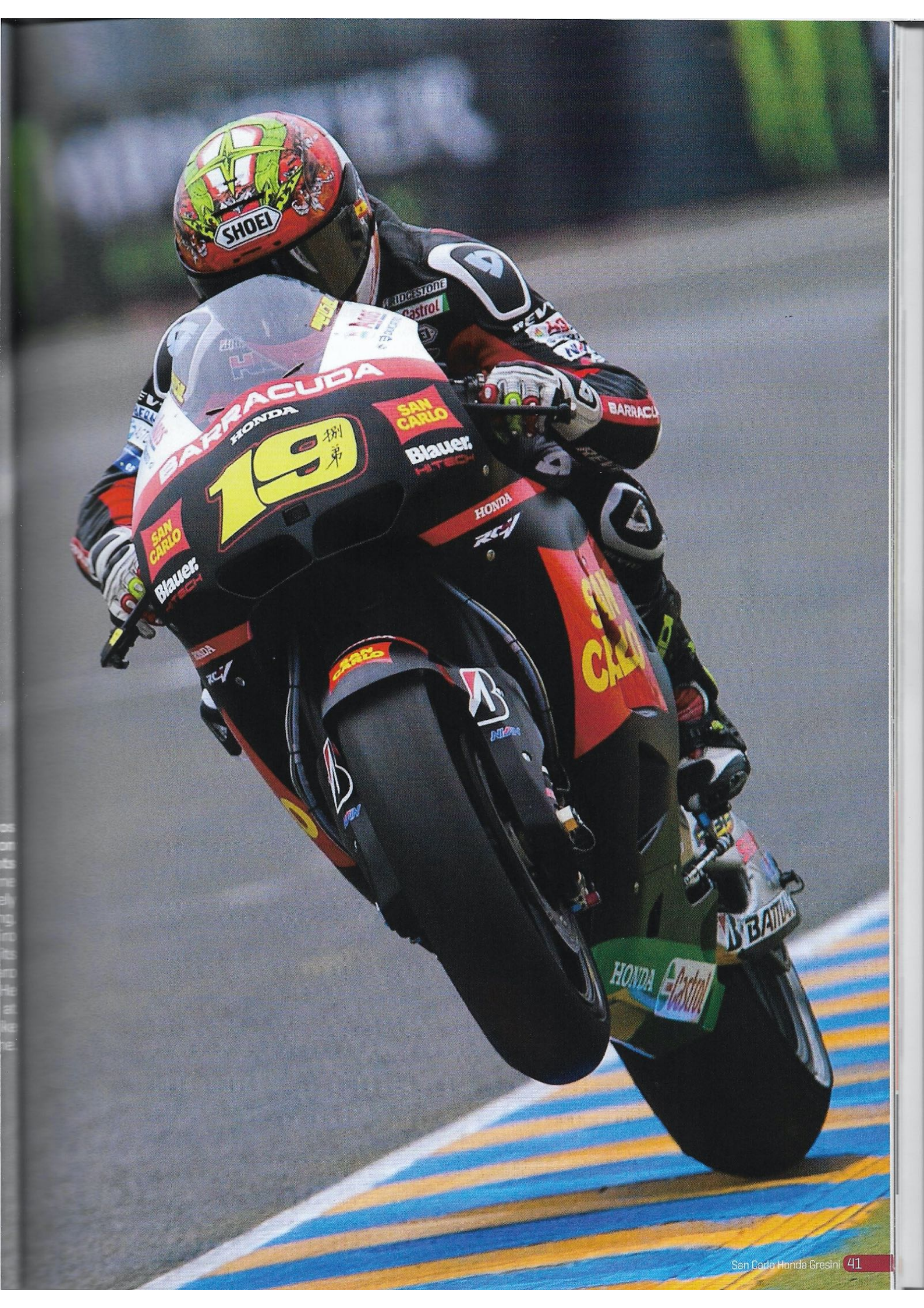


San Carlo Honda Gresini

Bike: **Honda RC213V / FTR.** Team Manager: **Fausto Gresini**

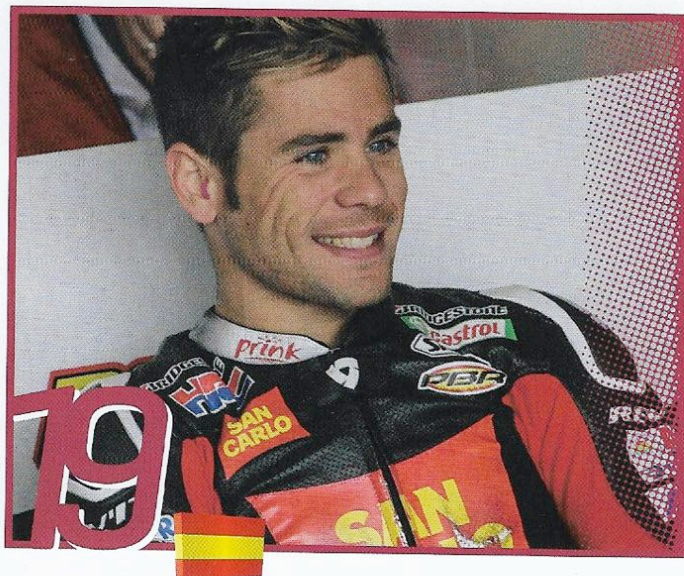


Having begun his team as a small project running Alex Bar on a Honda V-Twin in 1997, former 125cc World Champ **Fausto Gresini** is now at the helm of one of the reference poi for satellite outfits in MotoGP™. However for the second ti last year their MotoGP story was struck by tragedy, as the hug popular Marco Simoncelli lost his life in an accident at Sepa just as with the team's 250cc championship winning rider Dai Kato at Suzuka in 2003. The team continues to pay tribute to fallen heroes however by racing at the highest level, with Álv Bautista transferring from Suzuki to ride a Honda RC213V. joins Michele Pirro, who won an emotional Moto2™ finale Valencia for the team last year, with the Italian riding a CRT b featuring an FTR chassis and Honda engi



Álvaro Bautista

	MotoGP™	250cc	125cc	Total
Starts	37	49	67	153
Wins	-	8	8	16
Poles	-	9	8	17
Fastest Laps	-	12	9	21
Podiums	-	28	18	46
Best Result	5	1	1	-
Best Starting Pos.	3	1	1	-
First GP	QAT 10	QAT 07	ESP 02	-
First Win	-	ITA 07	ESP 06	-
Last Win	-	CAT 09	POR 06	-
2011 Championship	13	-	-	-
Best Final Placing	13	2	1	-
World Titles	-	-	1	1



Like in his debut year there were highs and lows for the former 125cc World Champion at Suzuki last year - he matched his best with fifth in the wet at Silverstone but had started the year with a broken femur. However with the withdrawal of the blue machines he was forced to find another ride and secured an emotional move to Gresini Honda where he replaces the late Marco Simoncelli, a keen adversary from his 250 days.

"Forced to find another ride and secured an emotional move to Gresini Honda where he replaces the late Marco Simoncelli."

Michele Pirro

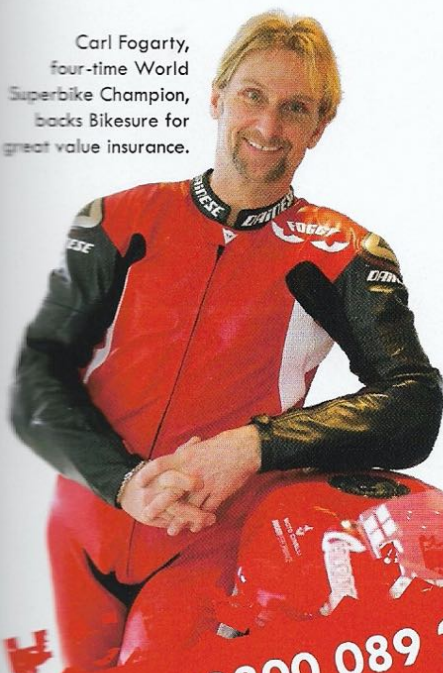
	MotoGP™	Moto2™	125cc	Total
Starts	5	18	29	
Wins	-	1	-	
Poles	-	1	-	
Fastest Laps	-	-	-	
Podiums	-	2	-	
Best Result	14	1	13	
Best Starting Pos.	14	1	11	
First GP	QAT 12	ARA 10	ITA 03	
First Win	-	VAL 11	-	
Last Win	-	VAL 11	-	
2011 Championship	-	9	-	
Best Final Placing	-	9	33	
World Titles	-	-	-	



Pirro's debut victory in the final Moto2™ race of 2011 was one of the most emotional moments of the season following the tragic loss of his Gresini team colleague Marco Simoncelli just two weeks previously in Malaysia. With his team boss on the pit-wall in tears, Pirro honoured his team-mate's memory to perfection and it only backed up a season where he impressed on several occasions despite being new to the class. He took another podium in the wet at Silverstone last year and now gets a chance to show his talents amongst the elite.

"Pirro honoured his team-mate's memory to perfection and it only backed up a season where he impressed on several occasions despite being new to the class."

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LCR Honda MotoGP™

Bike: Honda RC213V. Team Principal: Lucio Cecchinello



Stefan Bradl

	MotoGP™	Moto2™	125cc	Total
Starts	5	33	54	92
Wins	-	5	2	7
Poles	-	7	-	7
Fastest Laps	-	3	2	21
Podiums	-	12	6	18
Best Result	5	1	1	-
Best Starting Pos.	8	1	2	-
First GP	QAT 12	QAT 10	CAT 05	-
First Win	-	POR 10	CZE 08	-
Last Win	-	GBR 11	JPN 08	-
2011 Championship	-	1	-	-
Best Final Placing	-	1	4	-
World Titles	-	1	-	1



The Moto2™ World Champion earned his spurs in the fierce intermediate class last year and now becomes the first German rider in MotoGP™ since Alex Hofmann back in 2007. Carrying his country's hopes on his shoulders will hopefully work in his favour although he isn't about to replicate the lightning start he enjoyed in last year's title winning season. His main focus this year will be to get to grips with the new bike and category and anything he can muster on top of that will be an added bonus.

"His main focus this year will be to get to grips with the new bike and category."

The LCR Honda team is managed by the former 125cc race-winner Lucio Cecchinello, who originally set the team up in 1996 to allow him to compete in grand prix racing. His revolutionary approach to team sponsorship means the bike can be kitted out with a different title sponsor at every round, but the white and black colours still dominate. By focusing on just one bike on track the team has picked up some impressive results over recent seasons, however Toni Elías struggled to get to grips with the Honda last year and is replaced by another Moto2™ World Champion in Stefan Bradl, who secures a German presence on the grid for the first time since 2007 and is already impressing.

Pramac Racing Team

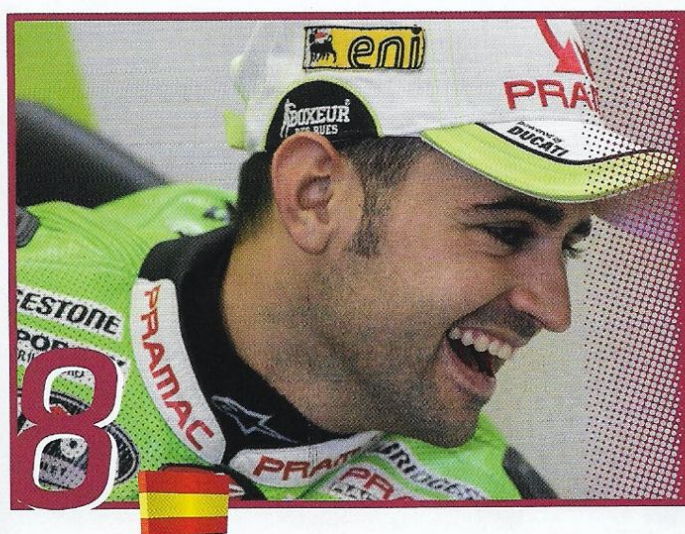
Bike: Ducati Desmosedici GP12. Team Principal: Paolo Campinoti





Héctor Barberá

	MotoGP™	250cc	125cc	Total
Starts	39	75	47	161
Wins	-	4	6	10
Poles	-	8	1	9
Fastest Laps	-	4	6	10
Podiums	-	20	12	32
Best Result	6	1	1	-
Best Starting Pos.	6	1	1	-
First GP	QAT 10	ESP 05	JPN 02	-
First Win	-	CHN 06	GBR 03	-
Last Win	-	VAL 09	VAL 04	-
2011 Championship	11	-	-	-
Best Final Placing	11	2	2	-
World Titles	-	-	-	-



Héctor Barberá enjoyed a second solid season on the Ducati Desmosedici in 2011, and continues to ride the bike in 2012, albeit for a new team in Pramac Racing. The Spaniard has become a regular top-ten finisher and took his best result in MotoGP™ so far after battling to a sixth place in the wet at Jerez last year. He has once again started steadily, especially after a nasty crash in Japan affected the end of last season, but a podium still looks a long shot

"A nasty crash in Japan affected the end of last season, but a podium still looks a long shot."

Pramac Racing made its debut in the MotoGP™ World Championship in 2002 with Honda machinery, and has since seen a whole host of top riders pass through its ranks such as Biaggi, Barros, Tamada, Elias and Capirossi. Having since changed to Ducati support they celebrated their tenth season in the premier class last year, but sadly their two experienced riders were unable to reap the rewards. They have turned to a rider who has shown glimpses of his capabilities on board a Ducati already, with Spaniard Héctor Barberá hoping this is finally the year he breaks through into the MotoGP™ elite.

Cardion Ab Motoracing

Bike: Ducati Desmosedici GP12. Team Principal: Karel Abraham Sr.

The father-son partnership that is owner Karel Abraham Sr. and rider Karel Jr. made steady progress through the lower cylinder categories, culminating in victory in the final Moto2™ race of 2010. The Czech team then shocked the paddock by announcing the step up to the MotoGP™ class, but the first Czech rider and Czech team in the premier class have thrived on the support of an entire country, and the package exceeded expectations throughout last year and confirmed early that they would return again for 2012 in exactly the same guise.





Karel Abraham

	MotoGP™	Moto2™	250cc	125cc	Total
Starts	21	14	48	31	114
Wins	-	1	-	-	1
Poles	-	-	-	-	-
Fastest Laps	-	1	-	-	-
Podiums	-	2	-	-	2
Best Result	7	1	6	11	-
Best Starting Pos.	6	7	5	10	-
First GP	QAT 11	QAT 10	QAT 07	ESP 05	-
First Win	-	VAL 10	-	-	-
Last Win	-	VAL 10	-	-	-
2011 Championship	14	-	-	-	-
Best Final Placing	14	10	14	24	-
World Titles	-	-	-	-	-



Having impressed with his consistency last season, the Cardion Ab Motoracing rider continues on board a Ducati for the team managed by his father Karel Snr. There were doubts from several quarters about his ability to compete at the highest level of the World Championship, however he quickly dismissed those fears with some eye-catching performances. There are however some niggling reservations about his keeping a clear head at crucial moments, and in his second shot at the big-time he needs to eradicate such concerns.

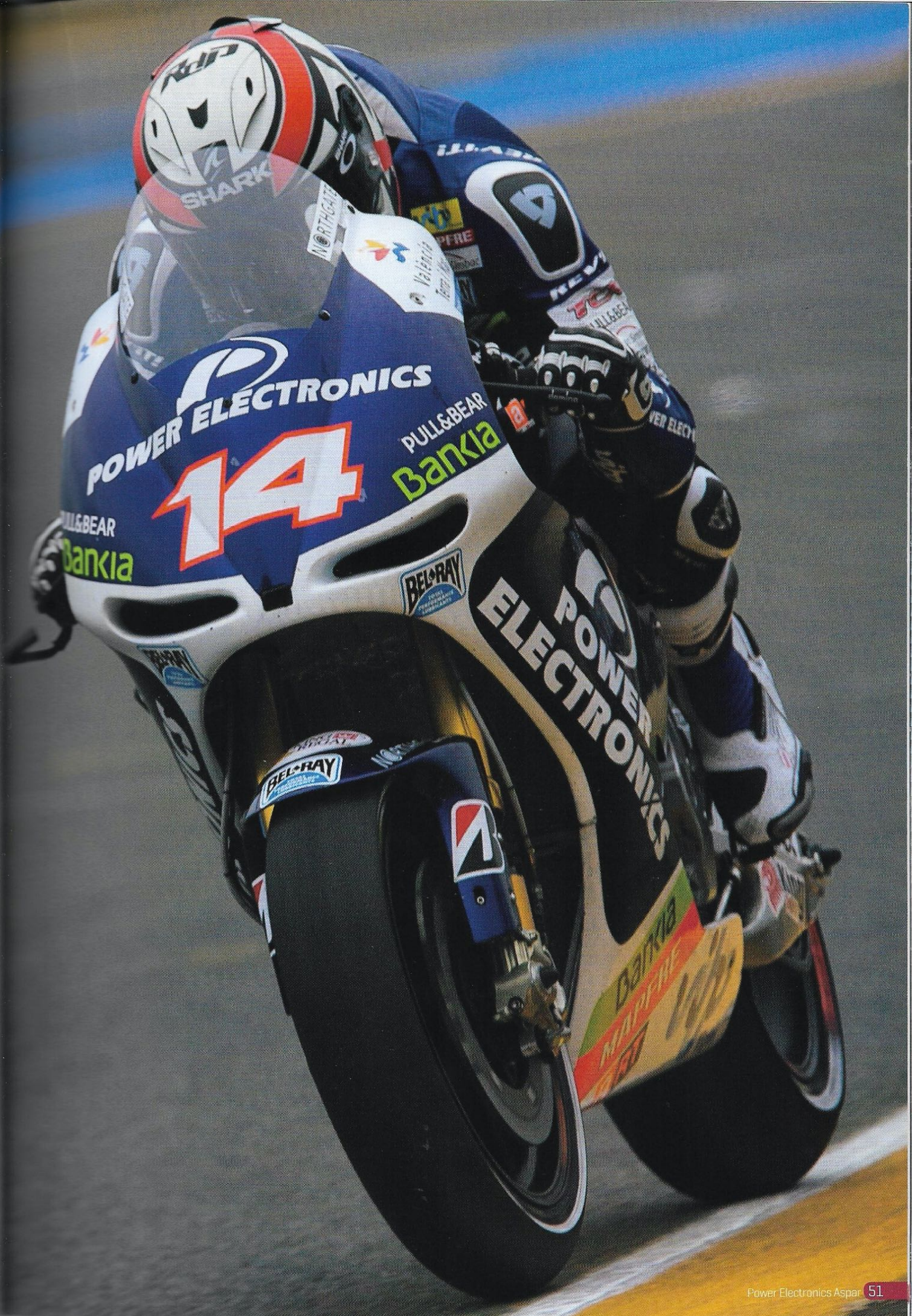
"The Cardion Ab Motoracing rider continues on board a Ducati for the team managed by his father Karel Snr."

Power Electronics Aspar

Bike: **Art.** Team Manager: **Jorge Martínez "Aspar"**



The Aspar Team was initially set up by four-time World Champion Jorge Martínez to support his own racing efforts, however since his retirement in 1997 the team has gone on to **even greater things in the lower cylinder categories.** Winning races and challenging for the championship has become part of the team's fabric, and they won titles in 125s with Bautista, Talmacsi and Terol. They also enjoyed race wins in 250s with the likes of Randy de Puniet, who has rejoined the team this year and is alongside Spaniard Aleix Espargaró, who makes a timely return to MotoGP™ after an up and down season in Moto2™.



Randy DePuniet

	MotoGP™	250cc	125cc	Total
Starts	108	80	33	221
Wins	-	5	-	5
Poles	-	9	-	9
Fastest Laps	-	4	-	4
Podiums	2	22	-	24
Best Result	2	1	7	-
Best Starting Pos.	2	1	7	-
First GP	ESP 06	JPN 01	FRA 98	-
First Win	-	CAT 03	-	-
Last Win	-	GBR 05	-	-
2011 Championship	16	-	-	-
Best Final Placing	9	3	17	-
World Titles	-	-	-	-

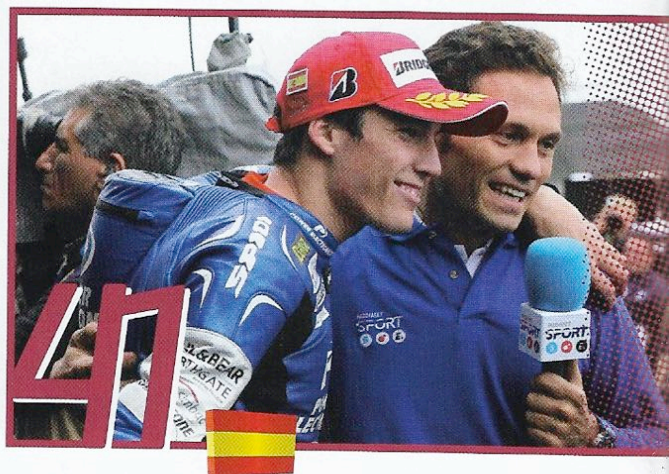


De Puniet has already tried his hand at a Kawasaki, a Honda and a Ducati in his MotoGP™ career, and now in his seventh year in the premier class he gets a new challenge on board the Aprilia CRT machine with the Aspar team. The Frenchman can probably count himself as unlucky not to have had more success in the premier class up to now, having scored two podiums and challenged for several more. However a tough season on board the feisty Ducati has meant he is searching for redemption as top CRT with the team he enjoyed success with in the 250cc class back in 2005 – the year that saw him propelled into the MotoGP™ elite.

"Can probably count himself as unlucky not to have had more success in the premier class up to now."

Aleix Espargaró

	MotoGP™	Moto2™	250cc	125cc	Total
Starts	27	17	44	23	111
Wins	-	-	-	-	-
Poles	-	-	-	-	-
Fastest Laps	-	-	-	-	-
Podiums	-	1	-	-	1
Best Result	8	3	4	7	-
Best Starting Pos.	9	2	3	11	-
First GP	INP 09	QAT 11	NED 06	VAL 04	-
First Win	-	-	-	-	-
Last Win	-	-	-	-	-
2011 Championship	-	12	-	-	-
Best Final Placing	14	12	12	16	-
World Titles	-	-	-	-	-



The affable Spaniard returns to the premier class having dropped down to Moto2™ for last season. Espargaró surprised many with his performances as a replacement rider in MotoGP™ in 2009, which ultimately earned him a ride for the following season. Despite some impressive results, he spent an up and down 2011 doing battle in the intermediate class where he took his first ever podium at home in Catalunya, earning him a recall to the big time and Aspar's CRT project.

"Surprised many with his performances as a replacement rider in MotoGP™ in 2009."

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Team San Carlo Honda
Gresini MotoGP

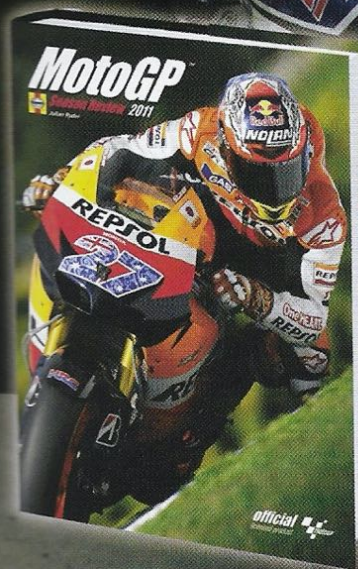


Team LCR Honda
MotoGP

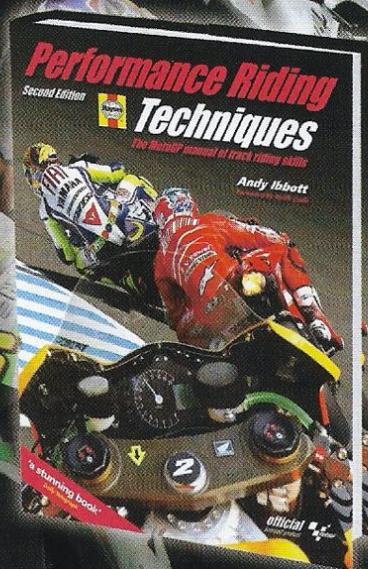
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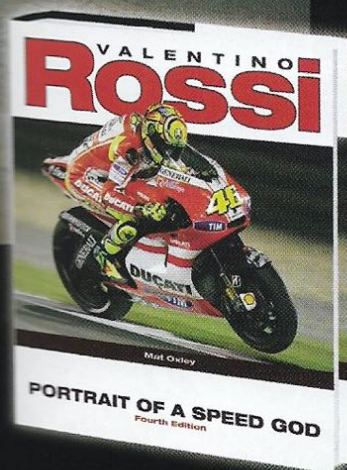
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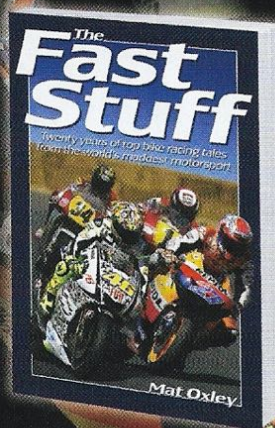
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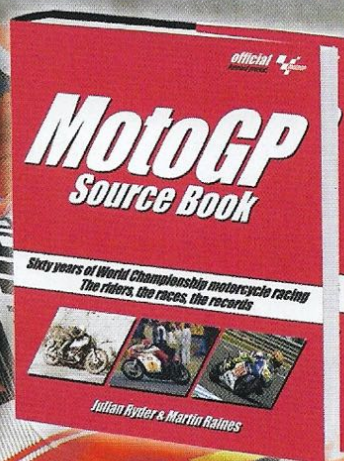
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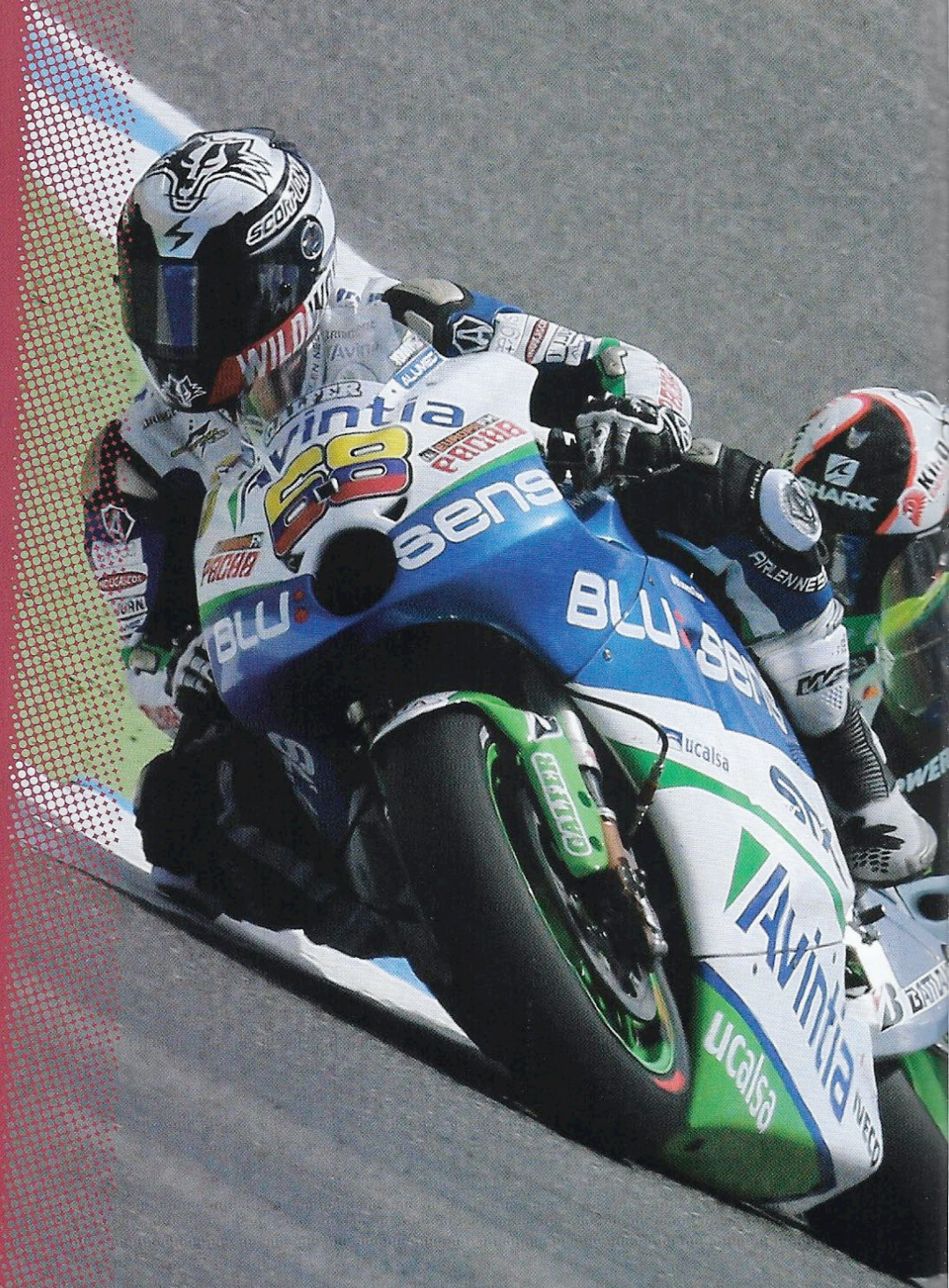


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Avintia Blusens

Bike: **BQR**. Team Principal: **Raul Romero**

The BQR Racing team have been solid participants in the lower cylinder categories for many seasons and have helped bring through several young talents. They have now switched their expertise focus to a CRT project in MotoGP™ and offer an opportunity to two riders with similar aspirations for forging a premier-class career. Ivan Silva has ridden in MotoGP™ previously as a replacement rider and now gets his first full-time chance off the back of a victory in the Spanish Stock Extreme championship. Yonny Hernández has meanwhile impressed regularly in Moto2™ and puts a Colombian presence on the grid for the first time in the sport's history.

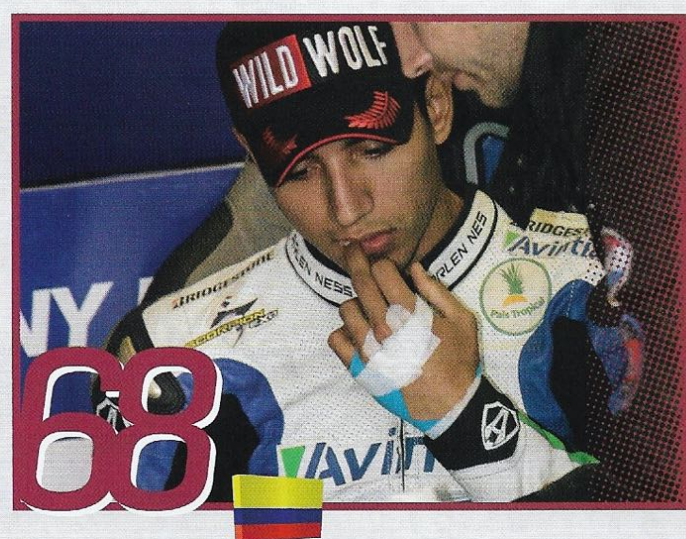
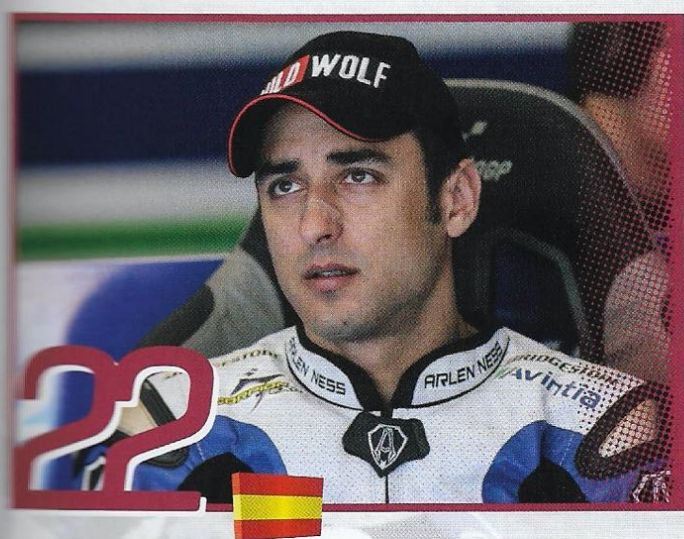


Iván Silva

	MotoGP™	250cc	125cc	Total
Starts	9	4	-	13
Wins	-	-	-	-
Poles	-	-	-	-
Fastest Laps	-	-	-	-
Podiums	-	-	-	-
Best Result	15	22	-	-
Best Starting Pos.	19	26	-	-
First GP	NED 06	CAT 98	-	-
First Win	-	-	-	-
Last Win	-	-	-	-
2011 Championship	-	-	-	-
Best Final Placing	-	-	-	-
World Titles	-	-	-	-

Yonny Hernández

	MotoGP™	Moto2™	125cc	Total
Starts	5	31	-	36
Wins	-	-	-	-
Poles	-	-	-	-
Fastest Laps	-	1	-	1
Podiums	-	-	-	-
Best Result	14	6	-	-
Best Starting Pos.	15	5	-	-
First GP	QAT 12	QAT 10	-	-
First Win	-	-	-	-
Last Win	-	-	-	-
2011 Championship	-	19	-	-
Best Final Placing	-	19	-	-
World Titles	-	-	-	-



Silva took his first steps in the world championships as a wildcard in 250s in 1998. He is better known however for his career at national level where he was Spanish Supersport champion in 2003, and last year claimed the Stock Extreme title. He was also European Superstock champion in 2011, earning him a shot at the big-time. However he is no stranger to MotoGP™, having made his first MotoGP appearance back in 2006 when replacing an injured Alex Hofmann for three rounds, with one more appearance in 2007, again standing in for the German.

"No stranger to MotoGP™, having made his first appearance back in 2006 when replacing an injured Alex Hofmann."

The first Colombian rider to take part in MotoGP™ burst onto the Moto2™ scene back in 2010, but it seemed incredible that he had only had his first road-race just two years previously. A former national motocross champion, he was competing in Spanish supermoto when he took to the asphalt for the first time and promptly won. He then took fourth in the CEV before moving to the world stage where his characteristic sliding antics won him lots of admirers. It was another huge step to move into MotoGP, but his immense natural talent on a motorcycle has so far seen him acquit himself more than adequately.

"Was competing in Spanish supermoto when he took to the asphalt for the first time and promptly won."



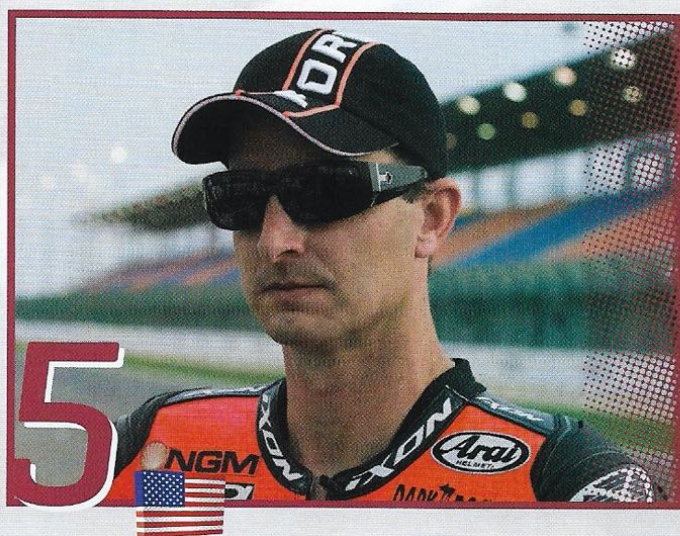
NGM Mobile Forward Racing

Bike: Suter / FTR. Team Principal: Giovanni Cuzari



Colin Edwards

	MotoGP™	Moto2™	125cc	Total
Starts	155	-	-	155
Wins	-	-	-	-
Poles	3	-	-	3
Fastest Laps	3	-	-	3
Podiums	12	-	-	12
Best Result	2	-	-	-
Best Starting Pos.	1	-	-	-
First GP	JPN 03	-	-	-
First Win	-	-	-	-
Last Win	-	-	-	-
2011 Championship	9	-	-	-
Best Final Placing	4	-	-	-
World Titles	-	-	-	-



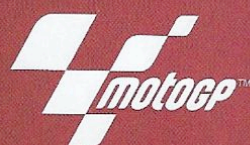
Into his tenth season in MotoGP™ the Texan's vast experience is being tested to the limit this year as he embarks on a new adventure with the NGM Mobile Forward Racing Team. Edwards' highlight of last season was undoubtedly his remarkable podium at Silverstone having overcome a broken collarbone at Barcelona a week earlier. He will need those kind of heroics again as he returns from another collarbone break in Portugal, as he tries to develop the Suter CRT into becoming a regular points-scorer.

"The Texan's vast experience is being tested to the limit this year as he embarks on a new adventure with the NGM Mobile Forward Racing Team."

The first of the new CRT projects to be announced, the Forward Racing team made the step up from the Moto2™ category where they enjoyed success with Jules Cluzel. They have previous experience of the premier class however, running a lone Kawasaki for Marco Melandri under the Hayate guise in 2009. They also sealed the signature of MotoGP's elder statesman in Colin Edwards, who has vast knowledge of development of both machines and tyres, so there is hope that combined with Suter's know-how of chassis design the project could well become top CRT in 2012 if the Texan's recovery from a collarbone injury goes to plan.

Paul Bird Motorsport

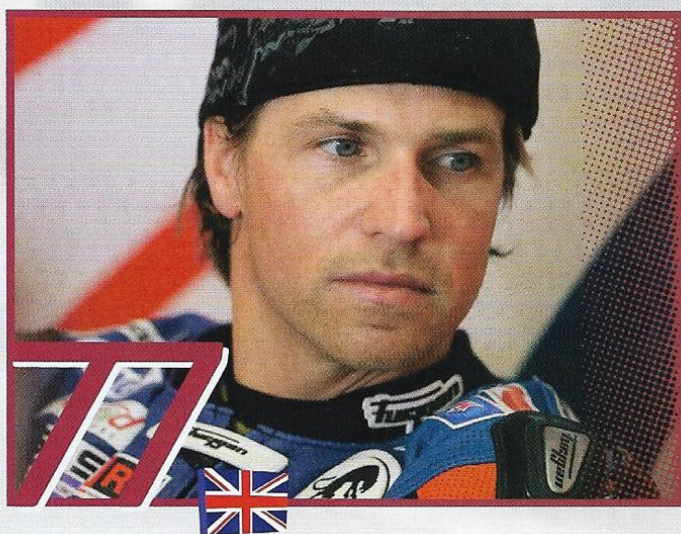
Bike: **Art.** Team Principal: **Paul Bird**



Paul Bird's team have been regular campaigners at national level in the UK for many seasons on track and on the roads, and for the last four years in the World Superbike Championship. The Cumbrian outfit now takes its first steps in the premier class of motorcycle racing with the ART machine and joining them on this new adventure is a rider with previous MotoGP™ experience in James Ellison, who raced for WCM and Tech3 Yamaha in 2005 and 2006 respectively.

James Ellison

	MotoGP™	Moto2™	125cc	Total
Starts	44	-	-	44
Wins	-	-	-	-
Poles	-	-	-	-
Fastest Laps	-	-	-	-
Podiums	-	-	-	-
Best Result	9	-	-	-
Best Starting Pos.	14	-	-	-
First GP	CZE 04	-	-	-
First Win	-	-	-	-
Last Win	-	-	-	-
2011 Championship	-	-	-	-
Best Final Placing	18	-	-	-
World Titles	-	-	-	-



Ellison returns to MotoGP™ after a five-year hiatus that has seen him race across the globe in various championships. A double European Superstock champion and World Endurance champion, he was first asked to race for WCM in 2004 after Chris Burns was injured. He finished 13th at Qatar, and the team then signed him for the full 2005 season. Having scored 7 points for the privateer team, 2006 saw him move to Tech 3 Yamaha, where he made history as the first rider ever make a mid-race switch at the first "flag-to-flag" event in Australia. With an all-British rider and team combo he has already done his country proud by finishing as top CRT in France after some early season struggles

"With an all-British rider and team combo has already done his country proud by finishing as top CRT in France."

Speed Master

Bike: Art. Team Principal: Regalino Iannone





The team was initially created as a vehicle for Andrea Iannone to take his first steps in the Moto2™ World Championship and it was thought that the Italian would logically make the move with the team up into MotoGP™. However the Italian is still keen to clinch the championship he has finished third in for the past two years, so his father has signed Mattia Pasini to take the reins in their premier class debut. Both parties have bags of Aprilia experience so in theory this has helped smooth the transition.

Mattia Pasini

	MotoGP™	Moto2™	250cc	125cc	Total
Starts	5	25	32	64	126
Wins	-	-	2	8	10
Poles	-	-	-	11	11
Fastest Laps	-	-	-	4	4
Podiums	-	-	9	17	26
Best Result	12	6	1	1	-
Best Starting Pos.	16	6	3	1	-
First GP	QAT 12	QAT 10	QAT 08	RSA 04	-
First Win	-	-	QAT 08	CHN 05	-
Last Win	-	-	ITA 09	JPN 07	-
2011 Championship	-	24 ^o	-	-	-
Best Final Placing	-	24	5	4	-
World Titles	-	-	-	-	-



Pasini has impressed throughout his career in the lower classes, but on occasion his blistering pace has been his downfall.

A regular winner in the lightweight class, he won on debut in the intermediate 250s and was no stranger to the podium throughout his spell there. The switch to Moto2™ proved a tough one however and he only showed glimpses of his true talent, so he is keen to show his true potential amongst the top dogs on board the Speed Master CRT bike this year.

"Keen to show his true potential amongst the top dogs on board the Speed Master CRT bike."



Came Ioda Racing Project

Bike: Ioda. Team Principal: Giampiero Sacchi



Whilst their rider Danilo Petrucci takes his first steps in the World Championship, Ioda can count on the vast experience of their General Manager Giampiero Sacchi who is one of the most recognisable faces in the sport having overseen the young careers of several world champions including Rossi, Biaggi, Capirossi, Simoncelli and Lorenzo. Already a mainstay in the Moto2™ class the team now embarks on an ambitious MotoGP™ project by constructing their very own frame to challenge at the highest level.



Danilo Petrucci

	MotoGP™	Moto2™	125cc	Total
Starts	5	-	-	5
Wins	-	-	-	-
Poles	-	-	-	-
Fastest Laps	-	-	-	-
Podiums	-	-	-	-
Best Result	13	-	-	-
Best Starting Pos.	18	-	-	-
First GP	QAT 12	-	-	-
First Win	-	-	-	-
Last Win	-	-	-	-
2011 Championship	-	-	-	-
Best Final Placing	-	-	-	-
World Titles	-	-	-	-

This youngster's name will be unfamiliar to many fans of MotoGP™ with the Italian never having ridden at any level in the grand prix world championships. However the Ioda team have put their faith in the Umbrian, who last year won his country's national Superstock title and was runner-up in the FIM's World Superstock Cup. It mustn't be forgotten that his team manager, Giampiero Sacchi, helped bring the likes of Rossi and Lorenzo through to the fore, so hopefully his eye for talent continues in the form of Petrucci.

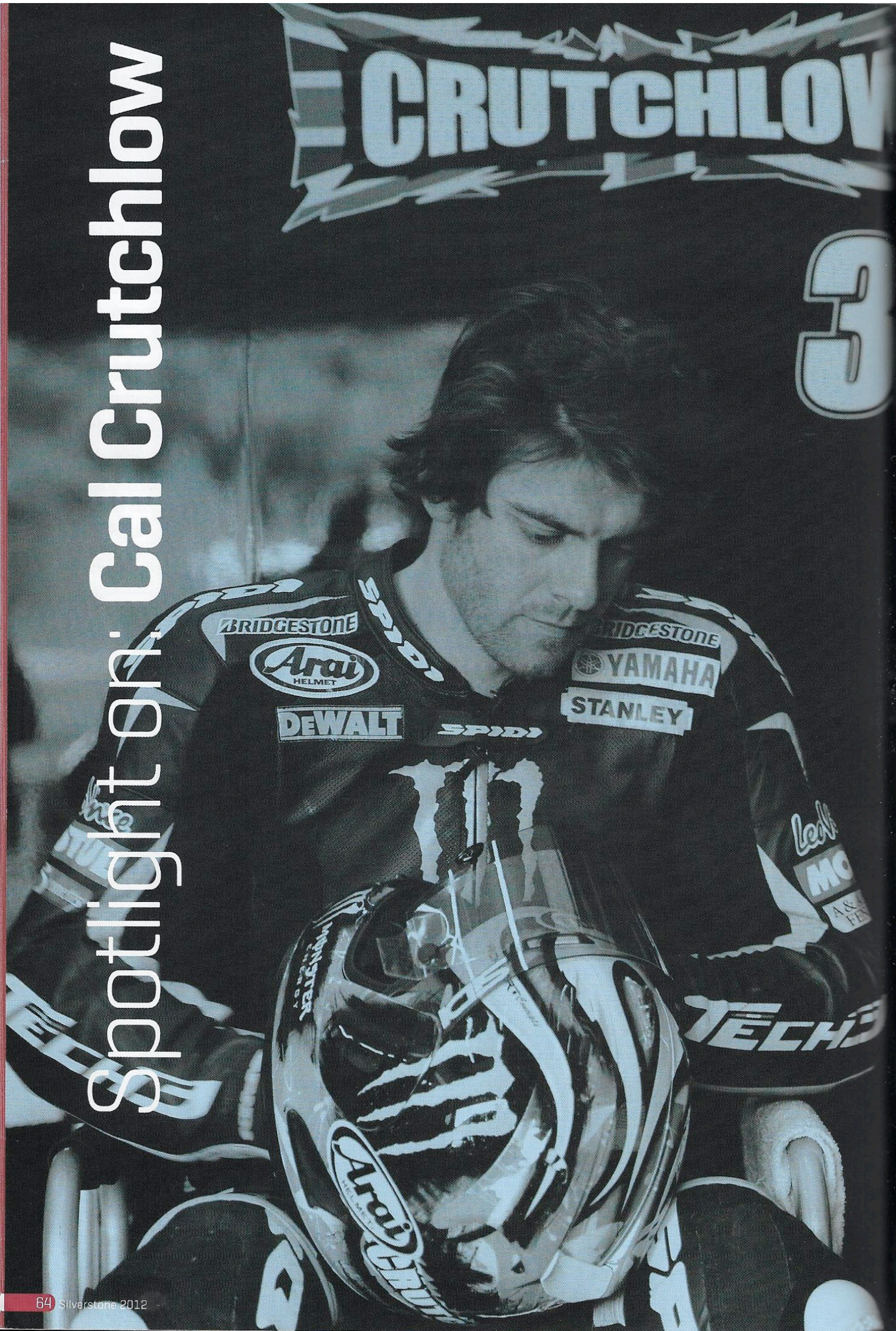
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Spotlight on: Cal Crutchlow



Now in his second season of MotoGP™, Cal Crutchlow's performances so far this year have set tongues wagging across the paddock. Lying in fourth place after four rounds the Coventry-born rider has battled for podium finishes with the so-called 'aliens' and gone toe-to-toe in every single race with his vastly more experienced team-mate Andrea Dovizioso – who himself finished third in last year's standings.

It has meant that his stock has risen over the last few weeks, and whilst stories about him were perhaps fodder for just the British motorcycle public and media in the past, his performances have meant he is now the focus of attention from the press and fans on a truly global stage.

"It wasn't to be expected, that's probably why," he jokes. "I expected it of myself a little bit, but we know Yamaha has given us a good package this year and I can only thank them for that. It's taken me a year to learn how to ride a Grand Prix bike, and I've crashed many times as well. Perhaps it's because I've learnt how to crash a bit better. No, but I think we're doing a good job. The British media has been very good to me back home, and hopefully it will continue and we will continue to do a good job as well."

The switch to the 1000cc MotoGP machines was always something the Isle of Man resident was looking forward to and he admits that even in testing he was capable of making vast improvements in terms of results.

"I showed in testing that the 1000cc bike suited my style much better and I set some very competitive lap times. The pre-season went well all in all, and the team did a good job preparing the bike. It's nice to have a bit of continuity with the

team for a second season for a change. My aim was to be close to the factory bikes and become the top independent team rider."

"I think we've had some not so bad performances this year, although Estoril was disappointing. We really struggled a little bit with the set-up, and maybe a little bit with myself. But we know where we're at now, and at least I'm not learning all the circuits so much any more, so if we can continue to have a few more good results this year then I'll be happy.

The performances of the 26 year-old this season has also meant he has begun to get a closer look at the front-runners, and spent most of the Jerez race with the top three within touching distance, although eventually he was unable to make a move.

"With Casey making his announcement, maybe he can slow down and let me have a place or something?!"

"They just don't make mistakes, that's why they're near the front! Perhaps they need to change what they have for dinner! With Casey making his announcement, maybe he can slow down and let me have a place or something?! Seriously though, we've been not too far away, so will continue to do the best job that I can. If the best job I can do means last, then so be it, but if it means being near the front then hopefully that's where it will be."

Happy to be challenging the top riders, the British rider has however had one gripe this season, and that has been an issue with his brakes. Although the Tech3 team provide top of the range Brembo brake systems, Dovizioso has dug deep into his pocket to come up with the estimated \$60,000 to equip his own machine with the Italian firm's latest carbon fibre discs and calipers. These are the same he used at Repsol Honda last year and reportedly prevent some of the overheating problems Crutchlow has been experiencing. >>



Photo: Le Mans, 2012.



Photo: With Team Manager Hervé Poncharal, 2012.



Fans of Crutchlow were so moved by this that an online fund was even set up to supply the Briton with the latest kit. However they may want to take note of a recent exchange on Twitter with world champion Casey Stoner before forking out the cash:

@Official_CS27: @calcrutchlow hey mate don't go thinking everything new is better, I still use the old brakes as I didn't like the new ones. No advantages

@calcrutchlow: @Official_CS27 Hey mate. No I just want them as Dovi has them..., hahahaha. I have prob with mine overheating though...

@Official_CS27: @calcrutchlow I had more problems with the new ones, more touchy and no more power in the long run. Don't let what Dovi has get in your way.

Reading elsewhere in this programme, Bradley Smith explains the training regime he hopes will help make him a success in MotoGP, but Crutchlow is sticking to his tried and tested methods which involve the likes of cycling world champ Mark Cavendish, "I don't need to bulk up much, I'm naturally quite big, so I do nothing apart from cycle and run and I stay big for no reason. In all honesty, I don't go to the gym, I don't need to. I eat what I want generally, a happy rider is a fast rider, and you don't need to be a robot to do this. I think you've got to be sensible – I train a lot and enjoy what I do, and that's the key. If you're enjoying it, you're happy and everything's going well then you don't need to eat a lettuce leaf a day to be fast on a motorcycle."

As well as being content in himself, he is also keeping a smile on team manager Hervé Poncharal's face, an important part of any MotoGP rider's work. However the happiness is intertwined with a certain amount of trepidation for the Monster Yamaha Tech 3 boss.

"The races so far in 2012 have been exciting but also nerve-wracking to watch as the manager of the Monster Yamaha Tech 3 Team," laughs Poncharal. "On the one hand I want to see all the races with Andrea and Cal battling inside the top five, but it is always tense when they are fighting so hard together. Credit to both of them though, because they have confirmed how strong our line-up is in 2012 and how competitive the Yamaha YZR-M1 package is."

"In all honesty, I don't go to the gym, I don't need to. I eat what I want generally, a happy rider is a fast rider, and you don't need to be a robot to do this."

Poncharal is only too aware of the calibre of Crutchlow's team-mate, having snapped up Dovizioso when he was released by the Repsol Honda team, and their battles are testament enough to the hard work Crutchlow has put in.

"Andrea has needed to ride at his absolute best to keep Cal at bay. We knew that Cal was never going to give him a moment to relax, but it is a measure of how far he has come to be battling regularly inside the top five. Clearly I think for the whole team it's very exciting to see both riders being so competitive. We are fighting at the front in every session and every race and keeping Yamaha and our sponsors happy, which is vitally important."

The big hope now is that Cal can take his impressive start to the year into Silverstone, where last year the weekend was ruined by a practice crash that left him nursing a broken collarbone. If he can qualify for the race unscathed, then the sky is surely the limit on a track he had looked good on right until that decisive moment in qualifying.



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Spotlight on: James Ellison

It's not been an easy return to MotoGP™ for James Ellison. The former Tech3 and WCM rider has been thrown in at the deep end with a new bike and a team new to the premier class in Paul Bird Motorsport. Having been suffering massive chatter problems in the early rounds, the issues culminated in a bizarre turn of events after the race at Estoril. After having pulled in for being unable to ride through the issues, it appeared he would be dropped for the next round, only to be back on the bike to take the best result to date by a CRT rider in France.

Despite the negativity, Ellison has retained his dignity throughout, "We have been working hard, and that's why all the stuff that went on in the press hurt me a bit. When everything happened that day, I'd actually already sorted everything out with Birdy that evening and it's just that the press had got hold of it and it went out of control. I just thought the best thing to do was keep my nose clean, not go on anything like Twitter or Facebook and I didn't even answer the phone to anybody.

"I went off the grid for about a week with my Dad after that. We went to France and he was the best person to have at that time just reassuring me that we'd get through it. My Dad's been going through serious illness recently and is such a positive person so it really helped. I was at my lowest point but I had a really good week.

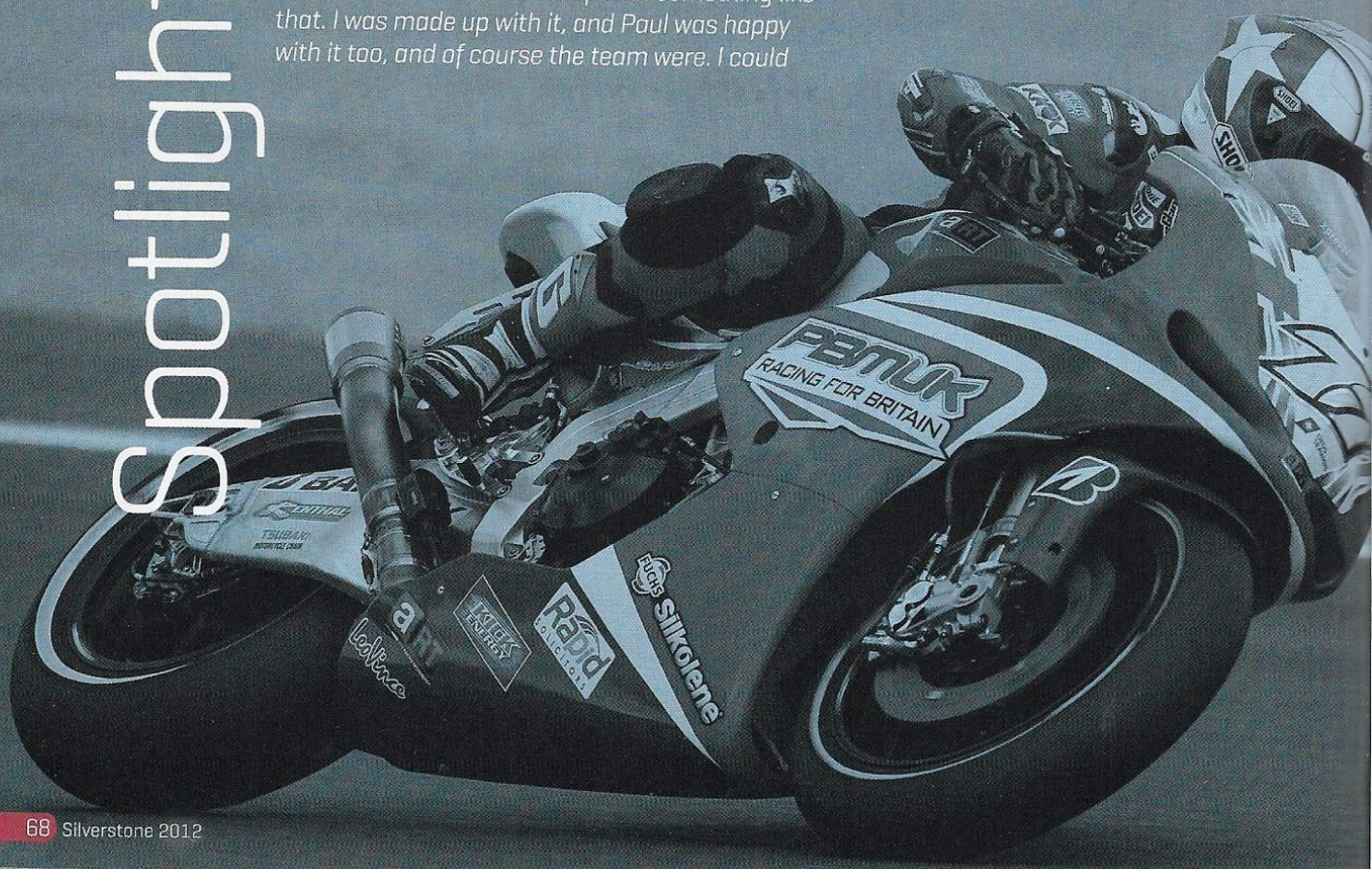
However he was soon to have a change in fortune at Le Mans that would suddenly get a more positive press reaction for the team, "It was brilliant to be able to come up with something like that. I was made up with it, and Paul was happy with it too, and of course the team were. I could

understand Paul being angry, it's his team and he's put the money in and wants results, but we are all trying."

Sometimes that effort had proved not enough however, "It got to the point where we hadn't had the help from Aprilia that we needed and it led to me pulling in at Estoril and I just lost it. I said we needed to sit down and sort it out because there was something wrong with that bike, and I couldn't fix it unless they helped me.

"We sat down and went through everything with Aprilia and we could see where my bike was different to Randy's [De Puniet]. Massively so on the electronics side. They should have had the same settings. So they brought those settings to Le Mans and put them onto the bike and they seemed to work without the problem. I could go on with riding again."

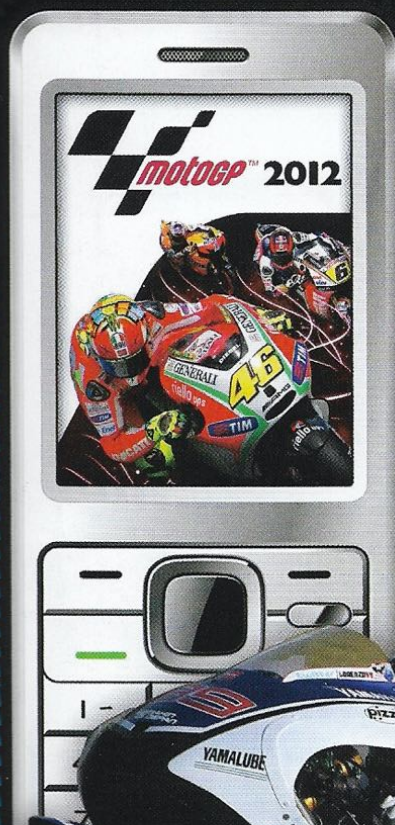
Ellison admits he is not quite at the level of challenging De Puniet for the status of top CRT rider however, "There are still some things I need to learn, I know I'm braking slightly differently to the other guys, or to Randy at least, but it's minimal. We grab the brake at the same time, we hold it the same pressure, but when we get to a corner I start to release mine slightly earlier than him, carrying more corner speed. But then I'm unable to get on the gas until maybe three-tenths later than him and at the end of the straight that adds up to six kilometres per hour. When we overlaid the graphs between mine and Randy's data, that was the only difference. >>





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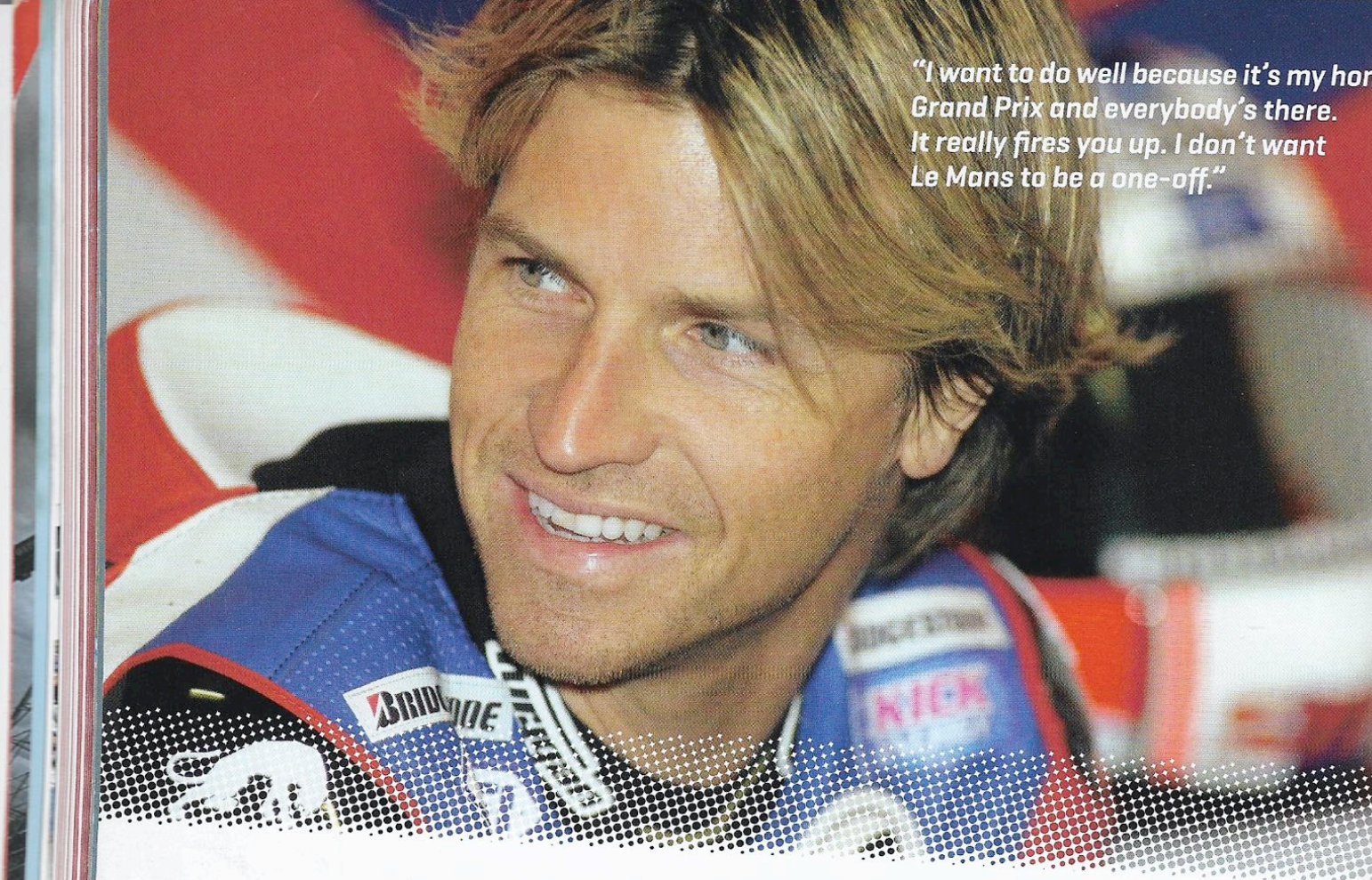
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"I want to do well because it's my home Grand Prix and everybody's there. It really fires you up. I don't want Le Mans to be a one-off."

"The problem has been chattering opening the gas, it wasn't like 'normal' chatter where you let the brakes off and the tyre vibrates. You let the brake off and opened the throttle and the whole bike is like pa-pa-pa-pa. Once we got that sorted out it seemed like we made the step forward really."

The big hope for the Cumbrian rider and team is that the forward progress can continue as they face their biggest event of the season at Silverstone.

"I can't wait honestly," smiles Ellison like a giddy schoolboy. "It's your home round and obviously there's a lot of pressure but it's a good pressure. It's not like you have to do well and you're panicking... I'm trying to describe it the best I can, but it's more of a pressure that you want to succeed because you know how much people want you to succeed as well. It's like a pride thing. I want to do well because it's my home Grand Prix and everybody's there. It really fires you up. I don't want Le Mans to be a one-off."

Considering some of the controversy surrounding the move to CRT machines, highlighted by comments from the likes of Casey Stoner this year, Ellison clearly has a completely different point of view. "My outlook on the CRT thing is that it's brilliant, I think that it's just one big step in the right direction of making the sport more exciting for the fans and giving other people a chance. Paul Bird and his seven-man team from Penrith... you would never have thought he had a chance of fighting it in a MotoGP race, and getting into the parc fermé area like we did in Le Mans. It's all very well for some people at the front not to like it, but something had to be done."

He continued, "We're still competing out there, the rules mean we're separate at the minute, but it's just the starting point, it's the first step towards getting back to a decent championship again. It's the first step to getting 25, maybe even 30 riders fighting competitively. We are just in the first year of this! You'll look back in a few years time and remember the four-second gaps but that will close. We are just testing the water for it all really and then we can see the difference between what these bikes actually are and see how we can bring the rules a bit closer. Maybe they can put a rev limit on the full MotoGP™ bikes or a weight limit or whatever, something to bring the gap a bit closer."

"I'd actually already sorted everything out with Birdy that evening and it's just that the press had got hold of it and it went out of control."

The 31 year-old knows that riding one of the hybrid machines around the Northamptonshire track will still be a tall order, "I know it's going to be two races, because Silverstone is fast, and there's going to be a race within a race. Randy's going to be the benchmark though, he is strong there and had a front-row start and been up front there. He's shown what he can do at the circuit, he's good enough to be up around first or second so wherever he is now, that sets the limit of where the CRT bikes will be. Just like every round, the aim really is to be with him."

At least Ellison has had that opportunity once more to pit his wits against the likes of De Puniet, and the new rulings could mean that the door opens up for a lot more British riders and teams.

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Going for Gold

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Bradley Smith on how Olympic inspiration is helping him train towards the goal of MotoGP™.

London 2012 will once again bring some of the world's greatest athletes into focus in the UK, as they battle for their one-in-four-year shot at Olympic glory. Moto2™ rider Bradley Smith will also be there, albeit not competing, but as a keen triathlon aficionado. However, when the Oxfordshire youngster begins to explain his own training regime, you could be forgiven for thinking he was gunning for gold in Hyde Park this summer.

"I'm a geek, an absolute fanboy of the ITU [International Triathlon Union], and I'm always watching the races, I follow everything really closely. Olympic is my distance, I've looked at Ironman and half-Ironman, but those guys are on another level. My training suits Olympic distance, and it's the same type of high-heart rate racing intensity. It gives you something else to focus on. I'll be there watching the Olympics in Hyde Park and watch them run round at 20km/h speeds. It's awesome."

Now weighing in at 64kg, he has begun to work hard on changing his physique in preparation for the step up to MotoGP™ next year – with a contract at Tech3 already in the bag.

"During this winter I changed my training a fair bit," explained the Briton. "In the 125s I was very much an endurance athlete, going out and training by doing long runs and not too much resistance work, keeping myself as thin and as

lightweight as possible. Then last year for Moto2 we kind of changed it a little bit, but it didn't really work for me. The change from 80kg to 150kg was a lot more than I expected, and I was having some problems, not with arm-pump, but something inside my arms.

"Weighing in at 64kg, he has begun to work hard on changing his physique in preparation for the step up to MotoGP™ next year."

"So this winter we scrapped everything and went back to more of a motocross based training. I got in a new trainer from the gym at Chelsea FC, Neil Johnson, and we just started working on more of a power-type training programme because before I was very good at going in a straight line, but tell me to go left and right and I was all over the place. I didn't have much real stability, so I was almost like Bambi! I don't do any weights at all on my upper body now, but on my legs I do.



Photo: Cycle training, Riccione, Italy 2011.

You do exercises using your core to generate power through that, and it enables me to be a bit more diverse."

Smith has completely refocused his monthly training schedule, which leaves no stone unturned, "In an average week for me I do 15 hours cycling, normally split over five or six days, I have one day at home. During the season it varies a bit, but that's what I try and put in. In a 30-day month I try and train 28 days, with two days off in between when travelling or maybe just needing a bit of rest. It all depends on the availability of what I want to do.

"The preparations for Smith started at the end of last season, and there has been little time off for the 21 year-old."

"The maximum I would ride at the moment is 4 and a bit hours, but I try not to go out on the bike for less than an hour and a half – that's an easy spin for me. The average is about two and a half hours working on specific areas according to my needs at the time."

The training is all part of the wider aim of being ready for the premier class next season.

"With MotoGP coming I'm trying not to do as much as I did last year, especially running's cut down a lot and I'm spending a lot more time with specific people. I have a specialist that looks after the cardio side of training, Neil who works after core and strength, and then I'm working with Porsche Human Performance actually at Silverstone who do all my testing and other strength work.

"This year is an experimental year for going to MotoGP next year, and just getting a good idea of what works for me and what doesn't. We log it all down and find out exactly what is working, and so far I've been really happy with it."

The preparations for Smith started at the end of last season, and there has been little time off for the 21 year-old.

"I got to ride at Valentino Rossi's ranch the other day, it was freaking awesome! It was like a dreamland for me."

"In December and January I was completely away from home. I spent a month down at the team workshop in the south of France and lived in an apartment by myself with the sun shining and it was mega fun. Wednesdays I was out with Hervé and on Sundays we would go out as a team and do 4 hours in the mountains together. It was just a really cool time to get a good base.

"Then in January I went to California like I usually do. I went with my trainer this time to do specific work just for me, and then was training with Josh Hayes a few times a week. Going to ride motocross and other things. Motocross is as about as close as we're going to get to road-racing, and we worked in 45-minute motos to keep focus and concentration up, thinking about the start of the season."

Several MotoGP riders have succumbed to injury in their motocross training, with Andrea Dovizioso or Alvaro Bautista coming to mind, but that is not a concern for Smith, "I kind of take it that I've done it since I was six. I got to national level and I was winning schoolboy motocross in both championships the year I injured my leg in 2003. So I kind of think that if I'm going to get injured in that, I'm going to get injured doing anything else. On the other hand, I do it at my own track normally, and very rarely do I go to a public track, so I ride in my own environment and don't invite too many people there. I don't get carried away and use it as a training tool rather as a showman-type thing. We're all competitive, as racers."

>>



Photo: With Jenson Button, London Triathlon 2009.

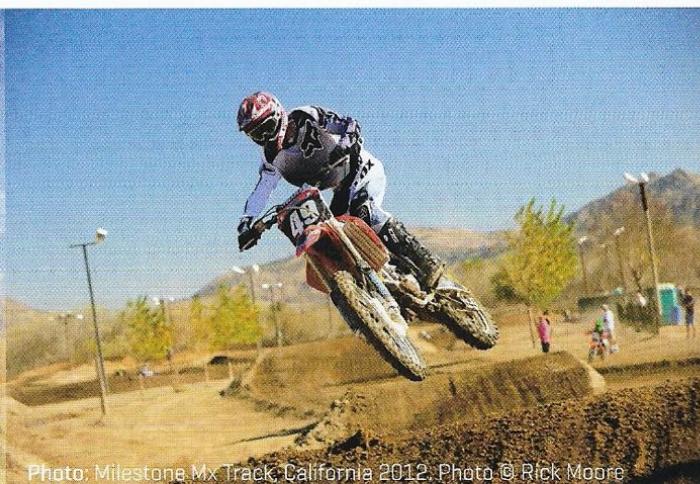


Photo: Milestone Mx Track, California 2012. Photo © Rick Moore

He has also been seeking training advice from the nine-time World Champion, who he is set to compete against next season, "I got to ride at Valentino Rossi's ranch the other day, it was freaking awesome! It was like a dreamland for me. I had seen it the day before because we were cycling past with some friends around Misano. We cycled up over Tavullia hill where he lives and all of a sudden I looked left and just see motocross track, a dirt-track, an oval, the whole thing just laid out in the middle of nowhere. I got in contact with Valentino and he said it was fine to ride so long as I got a bike. I then went back and forth with loads of people sorting out a bike but we managed it and it was great fun.

"The nice thing about it was trying something new. I never thought dirt-track would be as good as it was. Obviously I knew that Kenny Roberts and Nicky Hayden had come from it, and a lot of boys are pushing it at the moment. It was just cool to go ride and check it out and it was really good fun."

"I'm a geek, an absolute fanboy of the ITU [International Triathlon Union] and I'm always watching the races, I follow everything really closely."

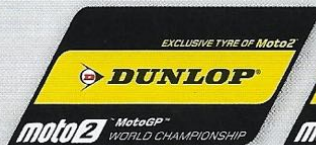
It sounds like a case of getting back to the training drawing board for the Tech3 man, "As riders, we love to ride motorcycles. That's what makes us better racers, if we're not testing we want to be riding some sort of motorcycle to keep that feeling. That's one thing that I realised between 2005 and 2007 when I was under Alberto Puig's regime we rode motorbikes two or three times a week. 2008 to 2010 I found myself plateauing a bit because I wasn't riding bikes enough any more, just at grands prix. Everyone's seen me backing it into corners a lot more now and that comes from motocross. It just keeps you in the groove."



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*In an Independent test performed by Dekra in January 2010 on a SUZUKI GSX-R 1000 (2009) on 120/70ZR17 and 190/50ZR17 tyres the Dunlop SportSmart achieved 20% better mileage compared to Michelin Power Pure, 30% better mileage than Pirelli Diablo Rosso and 40% better mileage than Bridgestone Battlax BT-016.

Moto2™ Entry List



Simone Corsi

Team: **Came IodaRacing Project**
Bike: **FTR**

3



Nicolas Terol

Team: **Mapfre Aspar Team**
Bike: **Suter**

18



Randy Krummenacher

Team: **GP Team Switzerland**
Bike: **Kalex**

4



Xavier Simeon

Team: **Tech 3 Racing**
Bike: **Tech 3**

19



Johann Zarco

Team: **JIR Moto2™**
Bike: **Motobi**

5



Toni Elías

Team: **Mapfre Aspar Team**
Bike: **Suter**

24



Alexander Lundh

Team: **Cresto Guide MZ Racing**
Bike: **MZ-RE Honda**

7



Andrea Iannone

Team: **Speed Master**
Bike: **Speed Up**

29



Gino Rea

Team: **Federal Oil Gresini Moto2™**
Bike: **Suter**

8



Takaaki Nakagami

Team: **Italtrans Racing Team**
Bike: **Kalex**

30



Marco Colandrea

Team: **SAG Team**
Bike: **FTR**

10



Mika Kallio

Team: **Marc VDS Racing Team**
Bike: **Kalex**

36



Thomas Lüthi

Team: **Interwetten Paddock**
Bike: **Suter**

12



Bradley Smith

Team: **Tech 3 Racing**
Bike: **Tech 3**

38



Ratthapark Wilairot

Team: **Thai Honda Gresini Moto2™**
Bike: **Suter**

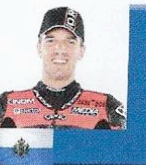
14



Pol Espargaró

Team: **Pons 40 HP Tuenti**
Bike: **Kalex**

40



Alex DeAngelis

Team: **NGM Mobile Forward Racing**
Bike: **Suter**

15



Roberto Rolfo

Team: **Technomag-CIP**
Bike: **Suter**

44

moto2™

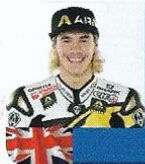


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Scott Redding

Team: **Marc VDS Racing Team**
Bike: **Kalex**



Esteve Rabat

Team: **Pons 40 HP Tuenti**
Bike: **Kalex**



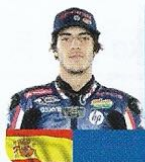
Angel Rodriguez

Team: **Desguaces La Torre Sag**
Bike: **Bimota**



Elena Rosell

Team: **QMMF Racing Team**
Bike: **Moriwaki**



Axel Pons

Team: **Pons 40 HP Tuenti**
Bike: **Pons Kalex**



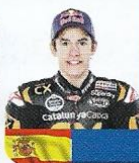
Ricky Cardus

Team: **Arguiñano Racing Team**
Bike: **AJR**



Julián Simón

Team: **Blusens Avintia**
Bike: **Suter**



Marc Márquez

Team: **Team CatalunyaCaixa Repsol**
Bike: **Suter**



Mike DiMeglio

Team: **S/Master Speed Up**
Bike: **Speed Up**



Anthony West

Team: **QMMF Racing Team**
Bike: **Moriwaki**



Claudio Corti

Team: **Italtrans Racing Team**
Bike: **Kalex**

WildCard

22 **Alessandro Andreozzi** ITA

Team: **Andreozzi Reparto Corse**
Bike: **FTR**



Yuki Takahashi

Team: **NGM Mobile Forward Racing**
Bike: **Suter**



Max Neukirchner

Team: **Kiefer Racing**
Bike: **Kalex**



Dominique Aegerter

Team: **Technomag-CIP**
Bike: **Suter**



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Moto2™ Classification

No.	Rider	Nat.	Team	Bike	Points
1	Thomas Lüthi		Interwetten-Paddock Moto2™	Suter	88
2	Marc Márquez		Team CatalunyaCaixa Repsol	Suter	86
3	Pol Espargaró		Pons 40 HP Tuenti	Kalex	71
4	Andrea Iannone		Speed Master	FTR	71
5	Scott Redding		Marc VDS Racing Team	Kalex	50
6	Mika Kallio		Marc VDS Racing Team	Kalex	40
7	Claudio Corti		Italtrans Racing Team	Kalex	35
8	Esteve Rabat		Pons 40 HP Tuenti	Kalex	31
9	Johann Zarco		JiR Moto2™	Motobi	28
10	Bradley Smith		Tech 3 Racing	Tech 3	28
11	Takaaki Nakagami		Italtrans Racing Team	Kalex	23
12	Toni Elías		Aspar Team Moto2™	Suter	23
13	Dominique Aegerter		Technomag-CIP	Suter	22
14	Simone Corsi		Ioda Racing Project	Ioda	19
15	Alex De Angelis		NGM Mobile Forward Racing	Suter	16
16	Randy Krummenacher		GP Team Switzerland	Kalex	13
17	Julian Simón		Blusens Avintia	FTR	12
18	Anthony West		QMMF Racing Team	Moriwaki	9
19	Mike Di Meglio		S/Master Speed Up	Speed Up	9
20	Max Neukirchner		Kiefer Racing	Kalex	8



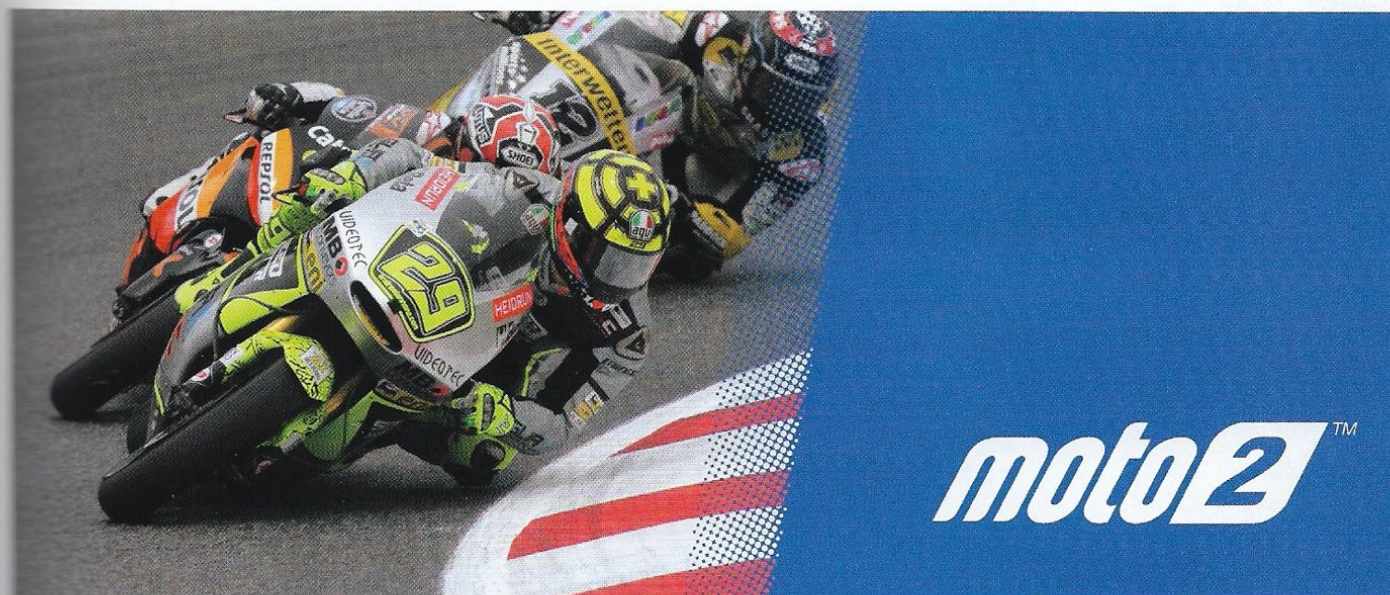
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Bike	QAT	ESP	POR	FRA	CAT	GBR	NED	ITA	GER	CZE	INP	RSM	ARA	JPN	AUS	MAL	VAL	Pts.
Suter	25	20	25	25	20													115
Kalex	16	25	20	20	13													94
Speed Up	20	2	11	13	25													71
Motobi	4	6	13	-	5													28
Tech 3	7	5	6	6	4													28
FTR	8	-	-	-	11													17
Moriwaki	-	1	-	9	-													10
AJR	-	-	1	-	-													1



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Home Comforts

As a proud Brit, Scott Redding is always excited about returning to race in his home country. In his four previous British GPs he has finished in the top five every single time, and won at his debut home race in 125s in 2008, so as he returns to racing at Silverstone this year, it is inevitable the Marc VDS rider is more motivated than usual about this weekend's event.

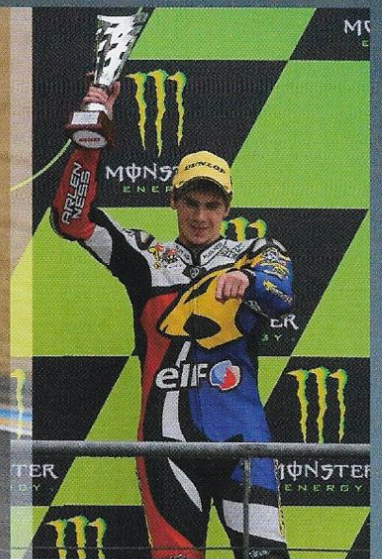
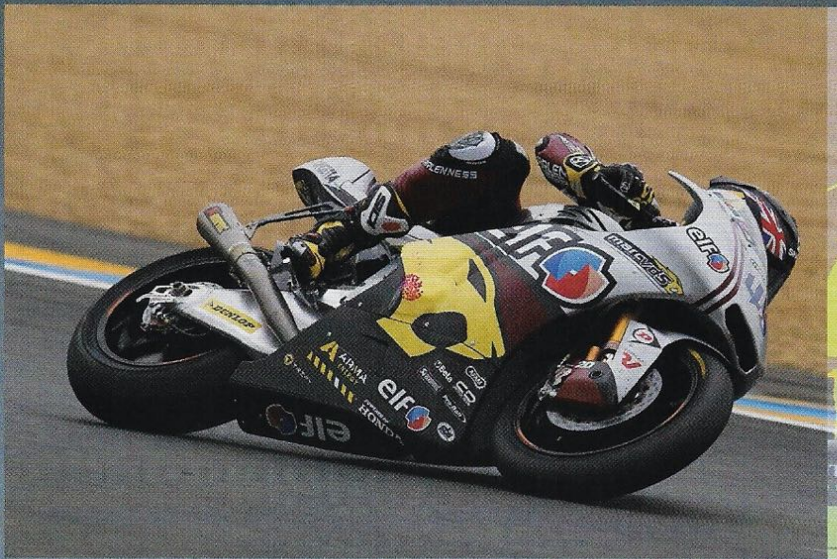
"For me it makes me feel invincible when I ride! You see people cheering you on from the sides and I feel that I'm the man. You really do feel that extra bit special, and that nothing bad can happen. It's also like being a superstar with all the support. It's such a great feeling."

In the 2011 British GP, Redding was in the podium positions in the wet conditions, before having to settle for a creditable fifth place – his joint best of the season. "Last year I was struggling with the bike, but still managed to do good lap times at Silverstone, so I think I'm going to be looking pretty good and confident with this bike and with Silverstone and everyone there. I think it will be a good race."

After the troubles of 2011, the team decided on a switch of machinery for 2012, from the popular Suter to the Kalex frame which won the title with Stefan Bradl last year.

"We were struggling for results, pushing the limits to get where we were and even that wasn't great. Changing the bikes was a big gamble, but starting off in testing it was good and the first races have generally been good apart from Estoril. >>

"Last year I was struggling with the bike, but still managed to do good lap times at Silverstone, so I think I'm going to be looking pretty good and confident with this bike and with Silverstone and everyone there."



We're always there now, from the beginning of the season we've always been at the front and your confidence builds and it becomes easier to do it and you can start to relax on the bike. You don't fight it so much and it works with you, it's a good combination, and when the results come it just makes it all a lot easier.

"The atmosphere in the team is better too. Instead of anything being a hassle, when you've had a good day, people are happy to do their work. They want to do it and there's a feeling in the air that there could be something at the end of the weekend and they all want it as bad as I want it."

Redding still has his work cut out to battle at the front, measuring in at 6'1" he is possibly the tallest rider in the whole of MotoGP™, and that creates its own problems.

"I'm the tallest and heaviest rider in Moto2™, so compared to Marquez and Espargaró for example, that can be quite a big difference. Coming out of some of the slower corners they can pull one or two bike lengths. It's not as bad as when I was on the Suter, because then it was a joke. When you can work with the bike and get it to drive, as we can now, then it's not so bad, but it is obviously a disadvantage. If you asked those guys to carry 20 kilos, you'd soon see them start struggling with the bike more and with tyre life."

That is the major problem for Redding, who often shows early pace only to be outdone in the latter stages, as he laments, "Tyre life is the biggest thing. I have changed my riding style during testing so that should help me more in the races. I need to stay relaxed and not go back to the aggressive, on-the-gas style. I'm also really hard on tyres, I'm a late braker and hard on the throttle to try and keep with the others, so that's where I kill the tyre. There's no such thing as 'saving' the tyre as such, because you're all at the maximum anyway."

"You can be just riding around and people stop to speak to you and it feels good, it feels like everyone's there for you."

With the changes put into place and confidence back on the up, Redding has pinpointed his home race as an event to savour once more, "I enjoy the whole weekend, starting with Riders for Health's Day of Champions on Thursday, that's just good to get the atmosphere going and meet some people. You can be just riding around and people stop to speak to you and it feels good, it feels like everyone's there for you. When you're in other countries you feel the fans are there for the home riders so that's what I like most about it. That and the track's pretty cool, so I hope it goes well this year."



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Tissot: The Passion of the President

You need spend no more than five minutes in the company of Francois Thiébaud to fully understand the unparalleled success of Tissot in the highly competitive world of precision watch making and timing of World Championship sporting events.

The sheer passion, pride and innovative spirit of the Tissot President simply bubbles over while he reveals his company's love of World Championship sport and particularly the MotoGP World Championship. It's very much a two way love affair between two organisations that share the same beliefs and passions; a love affair that showed no signs of waning when Swiss-based Tissot embarked on their 13th season as the Official Timekeeper of the Championship this year.

"Tissot has timed some of the most important sporting events in the World and takes part in exceptional moments in the lives of many of these astonishing athletes and their fans," explained Frenchman Thiébaud.

"We have timed some historical events and emotional events such as the exhilarating 2006 MotoGP World Championship season. We were there the moment Nicky Hayden was taken out in a crash with his own teammate after leading the World Championship since round three of 17. We were timing the fifth lap of the final round; everyone was holding their breath and then the unbelievable happened - Valentino Rossi crashed out of the lead and, despite rejoining the race, Nicky Hayden was able to seal third place at the finish line. Tissot timing showed Hayden finished 9.230 seconds behind race winner Troy Bayliss and 29.316 seconds ahead of Rossi, enough to earn our Brand Ambassador the title of 2006 MotoGP World Champion. This was one among many extraordinary events Tissot played a part in. As well as MotoGP, we are also the timing partner for a multitude of major disciplines, including the International Basketball Association (FIBA), the International Ice Hockey Federation (IIHF), the World Championships of Cycling, Fencing, the FIM Superbike World Championship, the CBA, AFL, and many more."

Tissot's ability to provide the very best precision timing and results system in so many different World Championship sports is legendary. However, there is so much more to be achieved by a successful association with an International sport. A concept that Mr. Thiébaud both clearly understands and implements.

"Above all, providing a vital service to the sport has led to Tissot not only being a partner of the sport but becoming a name synonymous with MotoGP. The emotional bond between fans and their sport is a strong one. Studies show that spectators are more likely to choose a brand because they associate it to their sport. Furthermore, the sports we choose to partner not only share our target markets but also share our values and ethics. These associations allow us to further grow the brand worldwide, making ourselves known through our visible presence and broadcast to millions of spectators and fans watching the many events where we serve as the Official Timekeeper, while we provide the disciplines with the

tools they need to succeed. Our long term commitment to these sports only further fortifies the connection between its followers, Tissot and its products.

It's a very different world today compared to when Tissot began timing sports events at Villars in Switzerland in 1938. They had been producing chronographs to time sports since 1883 but the Ski competition in 1938 was their first venture into sports event timing. Little did they realise just where they would be 74 years later.



Francois Thiébaud
Tissot President

"Tissot provides the timing, data compilation and results distribution for many individual sports and the challenge of this is monumental. Imagine doing that for literally dozens of sports during a multi-sport event - one that features athletics, swimming, boxing, cycling, martial arts, archery and more - and you have an idea of the challenges facing Tissot as the Official Timekeeper for many of the world's largest sporting events," revealed the President.

"These all represent different challenges as there is no one-size-fits-all system for every sport. Each and every sport uses its own system, developed specifically for that sport, as each sport has unique demands and challenges. Over the years, Tissot has been the Official Timekeeper for such multisport events as the Commonwealth Games, the Asian Games, the Pan-American Games and many more. Timing and data compilation for a single sport at a single event on a single day is already very difficult, but when you take a multisport event, quite often there are 15 - 20 events running at the same time. Something on this scale requires very special skills and very strong project management. One of the keys is to be ready well in advance, and to start very early. When Tissot carries out the timekeeping for the World Cup in Cycling or a race in MotoGP, for example, the timekeeping team goes there a few days before, sets up the track, run cables and set up the timing and information systems. Then, the event takes place on a specific day; Tissot does the event then packs up and leaves."

Francois Thiebaud spends his working life arriving early and leaving late. Never arriving late is very much part of the Tissot heritage. "Working in the Swiss watchmaking industry, I owe it to myself and my team to keep well on track. Above all, I have no excuse to be late with a watch as precise as a Tissot on my wrist..."



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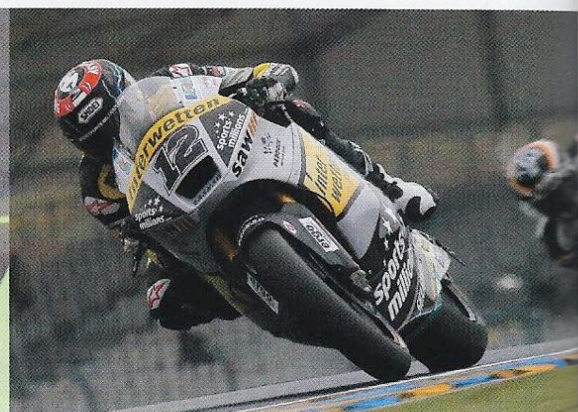
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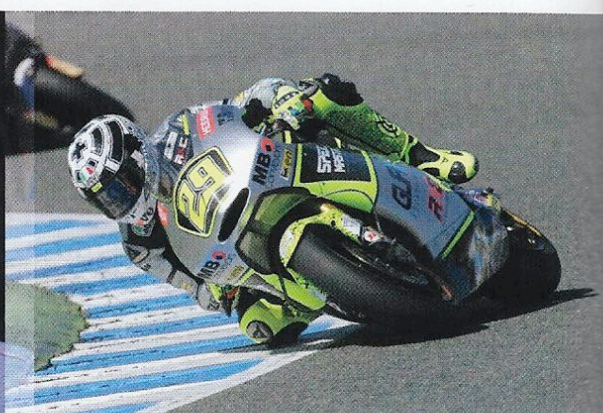
Moto2™ Top 6



Thomas Lüthi
Age: 25
Moto2™ Wins: 2
Moto2™ Podiums: 13
Championships: 125cc [2005]

12

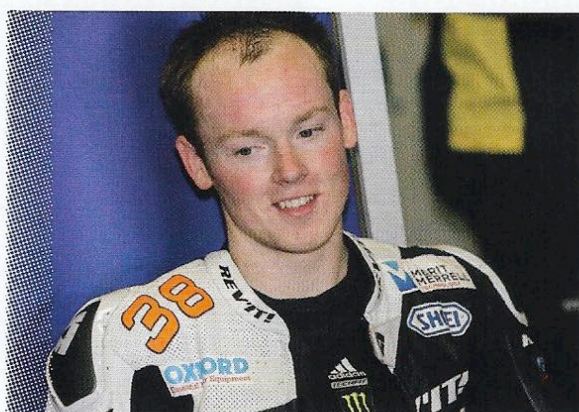
Finally took a first win in the intermediate class with his victory in Malaysia last year, and after an impressive few opening rounds is definitely one to watch. Former 125cc World Champion, so has the pedigree, now he just needs to convert that into a degree of consistency throughout the 2012 season and pick up wins on a more regular basis.



Andrea Iannone
Age: 22
Moto2™ Wins: 7
Moto2™ Podiums: 16
Championships: -

29

Has consistently been at the sharp end since Moto2™ was established in 2010, winning six races in all and is as fast as anyone on his day. If he can qualify in the front couple of rows he is a certainty to be fighting for the win, and after a change of motorcycle for the second year in a row he hopes that will enable him to make a challenge for the title come November.



Bradley Smith
Age: 21
Moto2™ Wins: -
Moto2™ Podiums: 3
Championships: -

38

Smith, a graduate of the MotoGP™ Academy and a former runner-up in the Spanish CEV 125 Championship, made his World Championship debut in 2006 and progressed rapidly, challenging Aspar team-mate

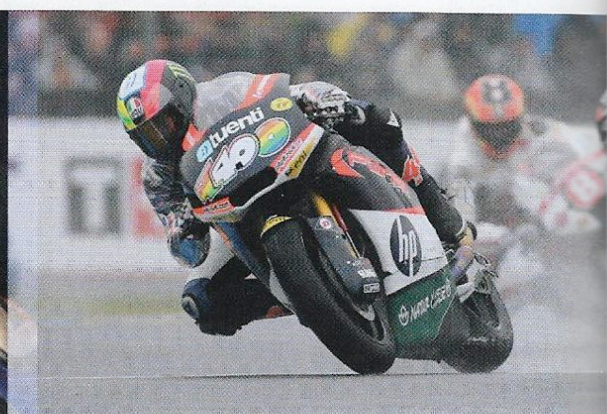
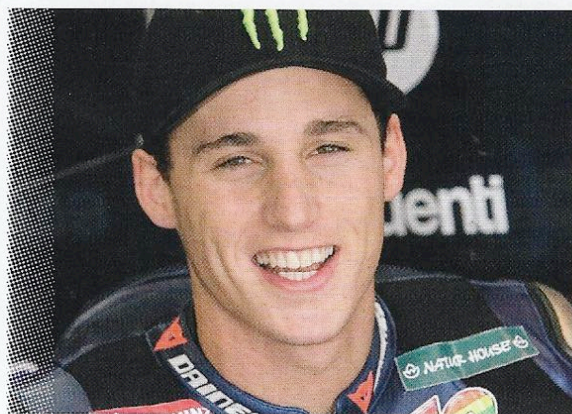
Julián Simón for the 125 title in 2009 and eventually finishing runner-up to the Spaniard. A title favourite in 2010, Smith's hopes of succeeding his former team-mate failed to materialise as he finished fourth overall. Smith then moved up to Moto2 in 2011, riding for Hervé Poncharal's Tech 3 team, and finished an excellent seventh overall after claiming three podiums in the cut-throat class. Smith remains with Tech 3 for another season in Moto2, before his scheduled step up to MotoGP in 2013.



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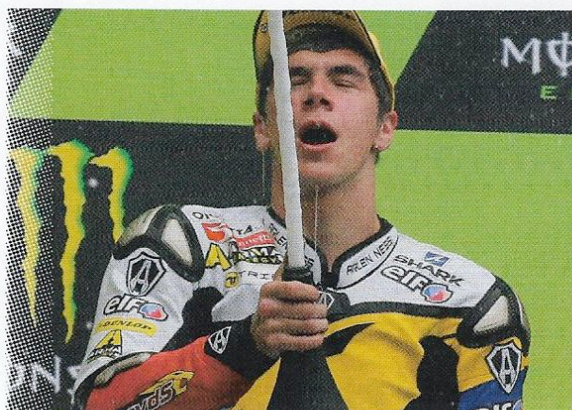
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Pol Espargaró
 Age: 20
 Moto2™ Wins: 1
 Moto2™ Podiums: 5
 Championships: -

40

Looks ready to mount a serious title attempt this season after picking up victory at Jerez, on the back of two podiums in his debut season last year. The move to the Pons team also unites an undoubtedly talented young rider with a squad boasting decades of experience. Add to the mix the Kalex bike which won the championship for Bradl last year, and the younger Espargaró brother is on course to have a really good year.

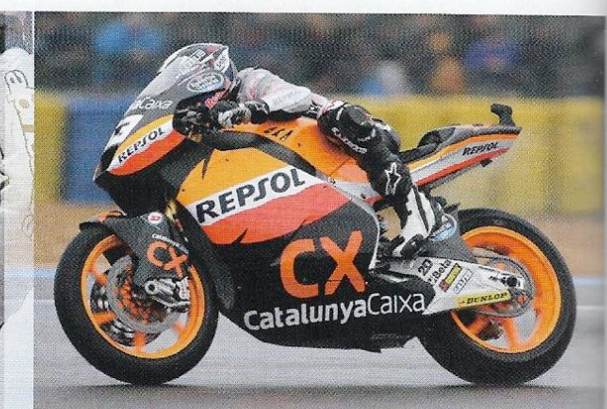
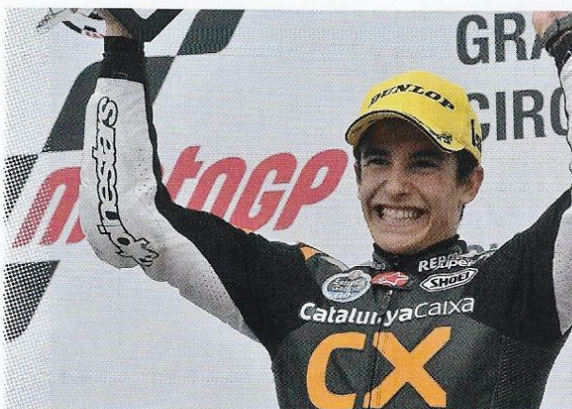


Scott Redding
 Age: 19
 Moto2™ Wins: -
 Moto2™ Podiums: 3
 Championships: -

45

Scott Redding became the youngest rider of all-time to win a Grand Prix race (aged 15 years and 170 days) when he took a fabulous home victory in the 2008 British GP. That and his "Rookie of the Year" crown

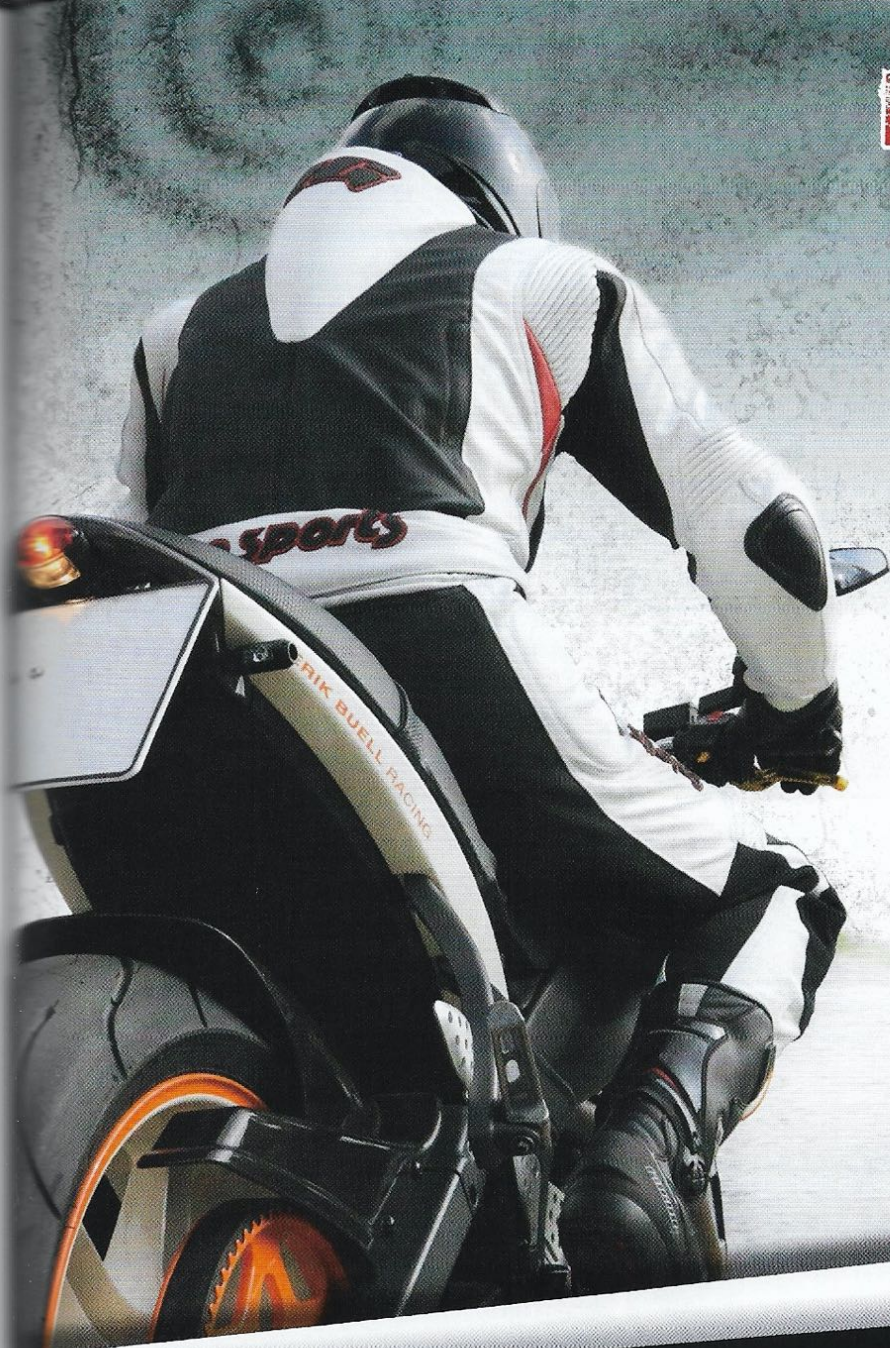
secured him a factory bike for 2009 as he continued with the Blusens Aprilia team, but bad luck and mechanical issues limited him to a single podium, again in the UK. In 2010 he stepped up to Moto2, finding a strong run of form in the latter half of the season with two podiums and a series of front-row starts. Despite being marked as a title contender last year, he was only able to manage 15th overall, something he is already putting right this season, as he remains with Marc VDS Racing but this time on the Kalex.



Marc Márquez
 Age: 19
 Moto2™ Wins: 9
 Moto2™ Podiums: 15
 Championships: 125cc [2010]

93

It's hard to deny that Márquez would most likely have become World Champion in 2011 had the crash at Sepang not left him with nerve damage in his eyes. Having sat out most of the pre-season the former 125cc World Champion made a dramatic return to action by winning the opening round in Qatar and is clearly the rider the others will have to chase during 2012.



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Moto3™ Entry List



Luigi Morciano

Team: Ioda Team Italia
Bike: Ioda

3



Ivan Moreno

Team: Andalucía JHK Laglisse
Bike: FTR Honda

21



Romano Fenati

Team: Team Italia FMI
Bike: FTR Honda

5



Alberto Moncayo

Team: Bankia Aspar Team
Bike: Kalex KTM

23



Efrén Vázquez

Team: JHK Laglisse
Bike: Honda

7



Maverick Viñales

Team: Blusens Avintia
Bike: FTR Honda

25



Jack Miller

Team: Caretta Technology
Bike: Honda

8



Adrian Martin

Team: JHK Laglisse
Bike: Honda

26



Toni Finsterbusch

Team: Cresto Guide MZ Racing
Bike: MZ-RE Honda

9



Niccolò Antonelli

Team: San Carlo Gresini Moto3™
Bike: Honda

27



Alexis Masbou

Team: Caretta Technology
Bike: Honda

10



Giulian Pedone

Team: Ambrogio Next Racing
Bike: Oral

30



Sandro Cortese

Team: Red Bull KTM Ajo
Bike: KTM

11



Niklas Ajo

Team: TT Motion Events Racing
Bike: KTM

31



Simone Grotzkyj

Team: Ambrogio Next Racing
Bike: Suter Honda

15



Isaac Viñales

Team: Ongetta-Centro Seta
Bike: FTR Honda

32



Alessandro Tonucci

Team: Team Italia FMI
Bike: FTR Honda

19



Luis Salom

Team: RW Racing GP
Bike: Kalex KTM

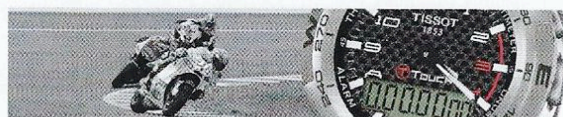
39

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Brad Binder

Team: **RW Racing GP**
Bike: **Kalex KTM**



Marcel Schrotter

Team: **Mahindra Racing**
Bike: **Mahindra**



Alex Rins

Team: **Estrella Galicia 0'0**
Bike: **Suter Honda**



Jakub Kornfeil

Team: **Redox-Ongetta-Centro Seta**
Bike: **FTR Honda**



Miguel Oliveira

Team: **Estrella Galicia 0'0**
Bike: **Suter Honda**



Alan Techer

Team: **Technomag-CIP-TSR**
Bike: **TSR Honda**



Kenta Fujii

Team: **Technomag-CIP-TSR**
Bike: **TSR Honda**



Jonas Folger

Team: **Ioda Racing Project**
Bike: **Ioda**



Danny Kent

Team: **Red Bull KTM Ajo**
Bike: **KTM**



Louis Rossi

Team: **Racing Team Germany**
Bike: **FTR Honda**



Jasper Iwema

Team: **Moto FGR**
Bike: **FGR Honda**



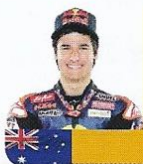
Danny Webb

Team: **Mahindra Racing**
Bike: **Mahindra**



Hector Faubel

Team: **Bankia Aspar Team**
Bike: **Kalex KTM**



Arthur Sissis

Team: **Red Bull KTM Ajo**
Bike: **KTM**



Zulfahmi Khairuddin

Team: **AirAsia - Sic - Ajo**
Bike: **KTM**

WildCards

17 John McPhee GBR

Team: **Racing Steps Foundation KRP**
Bike: **KRP Honda**

79 Fraser Rogers GBR

Team: **Racing Steps Foundation KRP**
Bike: **KRP Honda**



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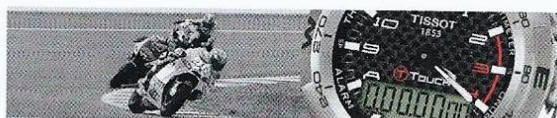
Moto3™ Classification

No.	Rider	Nat.	Team	Bike	Points
1	Sandro Cortese		Red Bull KTM Ajo	KTM	87
2	Maverick Viñales		Blusens Avintia	FTR Honda	80
3	Luis Salom		RW Racing GP	Kalex KTM	55
4	Romano Fenati		Team Italia FMI	FTR Honda	52
5	Louis Rossi		Racing Team Germany	FTR Honda	45
6	Alex Rins		Estrella Galicia 0,0	Suter Honda	44
7	Zulfahmi Khairuddin		AirAsia-Sic-Ajo	KTM	37
8	Alberto Moncayo		Bankia Aspar Team	Kalex KTM	35
9	Niccolò Antonelli		San Carlo Gresini Moto3	FTR Honda	35
10	Alexis Masbou		Caretta Technology	Honda	29
11	Miguel Oliveira		Estrella Galicia 0,0	Suter Honda	27
12	Hector Faubel		Bankia Aspar Team	Kalex KTM	24
13	Arthur Sissis		Red Bull KTM Ajo	KTM	23
14	Alan Techer		Technomag-CIP-TSR	TSR Honda	18
15	Danny Kent		Red Bull KTM Ajo	KTM	16
16	Alex Márquez		Monlau Competición	Honda	15
17	Jakub Kornfeil		Redox-Ongetta-Centro Seta	FTR Honda	12
18	Efren Vazquez		JHK T-Shirt Laglisse	FTR Honda	11
19	Ivan Moreno		Andalucia JHK Laglisse	FTR Honda	10
20	Jasper Iwema		Moto FGR	FGR Honda	9



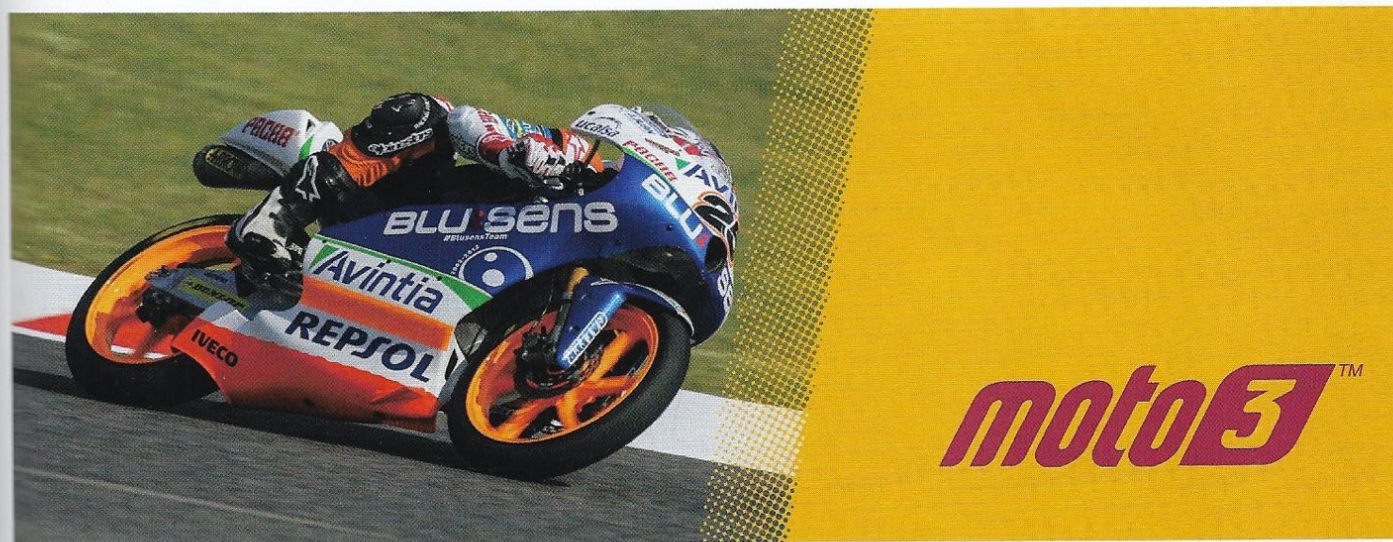
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Bike	QAT	ESP	POR	FRA	CAT	GBR	NED	ITA	GER	CZE	INP	RSM	ARA	JPN	AUS	MAL	VAL	Pts.
FTR Honda	25	25	20	25	25													120
KTM	16	16	25	11	20													88
Kalex KTM	13	20	16	20	9													78
Suter Honda	11	13	9	16	16													65
Honda	-	11	7	3	11													32
TSR Honda	5	2	-	8	3													18
FGR Honda	-	-	-	9	-													9
Ioda	-	-	-	5	-													5
Mahindra	-	-	-	4	-													4
Oral	-	1	-	-	-													1



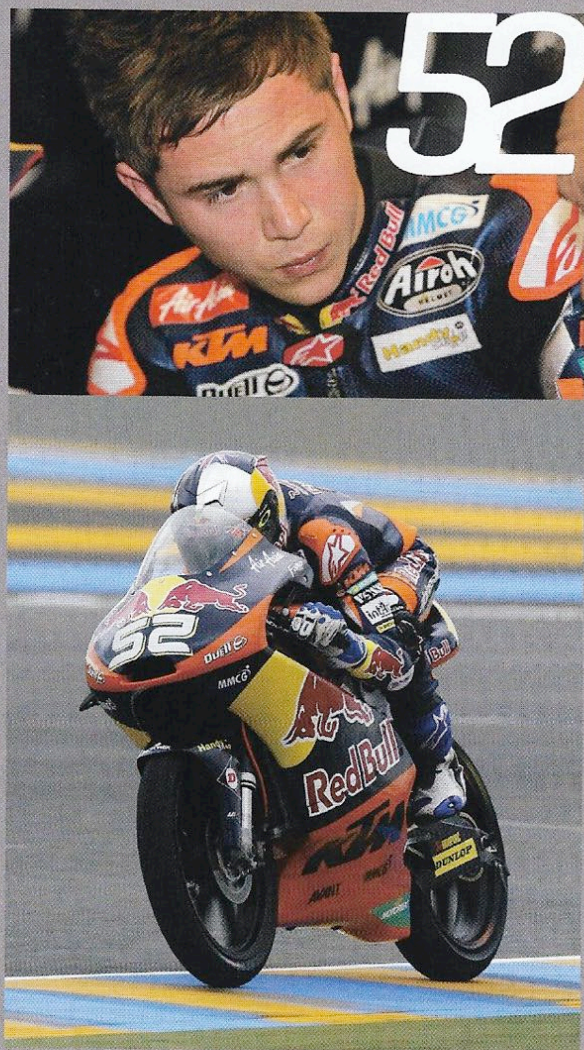
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Moto3™: British Riders



Danny Kent

Team: Red Bull KTM Ajo

Bike: KTM

Home: Chippenham, Wiltshire

Age: 18 [25/11/93]

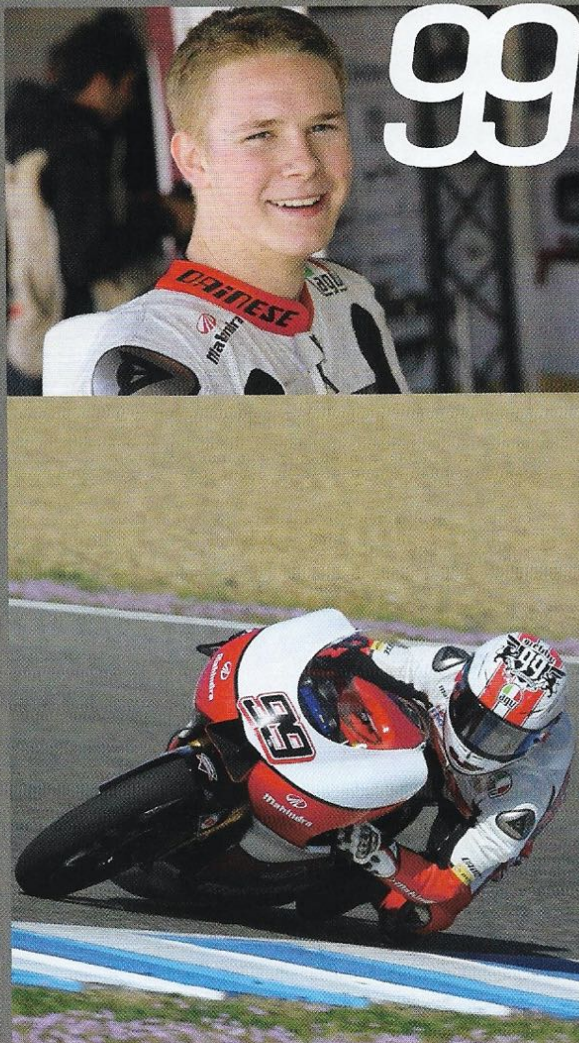
Weight: 9st 12lbs

Height: 5' 9"

Danny Kent will be hoping that his home round can see a turnaround in fortunes after a tough start to a season in which he was touted as one of the favourites after testing. It is easy to forget however that the West Country rider is still only in his second full season of World Championship action, having arrived on the scene at the start of last year having created a real buzz with his displays in the Red Bull MotoGP™ Rookies Cup, and also thanks to substitute rides towards the end of the 2010 125cc World Championship campaign.

Snapped up by the championship-winning Ajo Motorsport stable for the 2011 campaign, Kent was blooded in the junior side of the garage and this year has had promotion to the main team alongside Sandro Cortese, and gets his big opportunity to shine. Having suffered a few mechanical issues and unlucky crashes in the early rounds, hopefully he can produce the form he showed in the pre-season tests and challenge for a first GP podium.





Danny Webb

Team: Mahindra Racing

Bike: Mahindra

Home: Tunbridge Wells, Kent

Age: 21 (22/03/91)

Weight: 8st 9lbs

Height: 5' 5"

It speaks volumes that Danny Webb is still only 21 years old but can be classed as one of the veteran riders in the Moto3™ World Championship, such is the wealth of young talent that is being blooded in the series. The Tunbridge Wells rider made his World Championship debut in 2007 and enjoyed his best season on an Aprilia in 2010 before being snapped up by India's flagship Mahindra Racing team.

Working closely with Italy's established Engines Engineering team, the idea was firstly to develop a 125cc machine for last year, before bringing the team into line with the new regulation changes and produce their very own Moto3 bike. Being a fairly new team and with minimal experience compared to the likes of Honda and KTM, it is taking time for the bike to settle in, but hopes are that improvements can be made throughout the season to give Webb the chance to show his evident talent.

Webb has already provided the factory with their most memorable result so far, picking up the final ever pole position in the 125cc World Championship at Valencia last season, in front of the Mahindra Group's vice-chairman and managing director, Anand Mahindra.



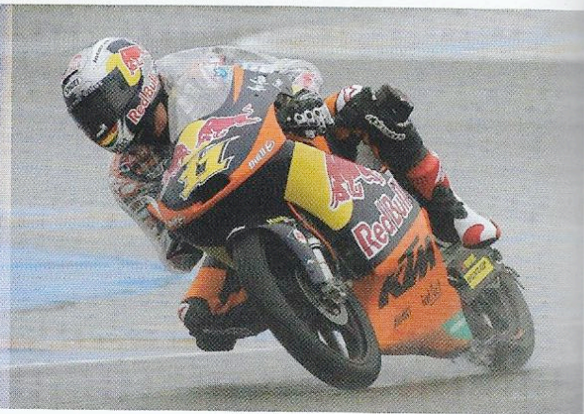
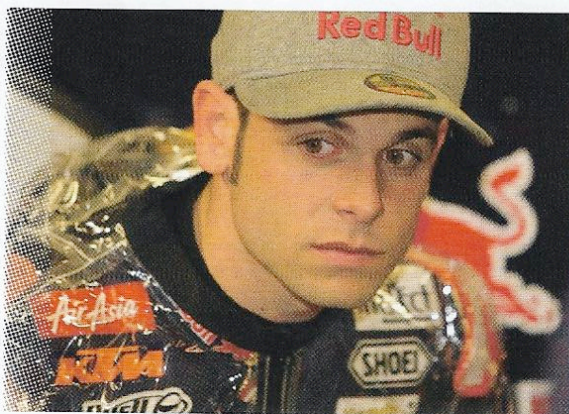
Moto3™ Top 6



Romano Fenati
Age: 16
Moto3™ Wins: 1
Moto3™ Podiums: 2

5

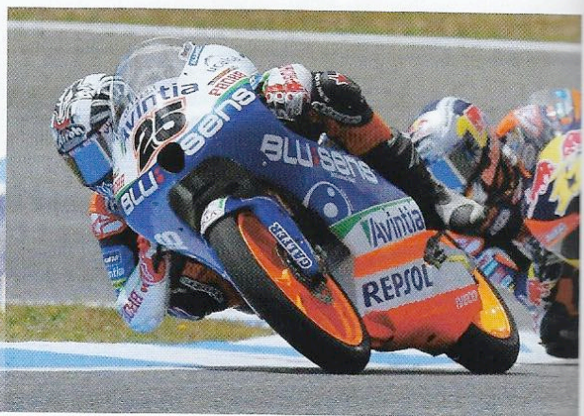
It looks as though the MotoGP™ World Championship has another Italian wunderkind on its hands. Fenati is a product of the Italian Federation's "Team Italia" project, which is aiming to unearth the gems of motorcycling and try to challenge the Spanish dominance of recent years in the smaller classes. The 16 year-old didn't let down their faith by taking a podium on his GP debut in Qatar and following it up with a stunning victory in Jerez.



Sandro Cortese
Age: 22
Moto3™ Wins: 3
Moto3™ Podiums: 15

11

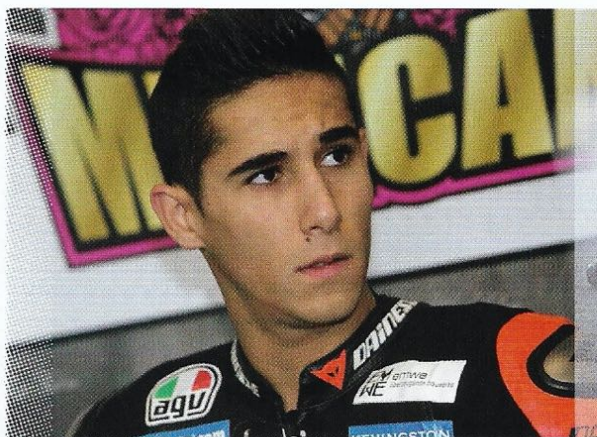
One of the most experienced riders in the Moto3™ class, Cortese has clocked up well over a hundred GPs and finally took his first wins last season. A very strong qualifier he is often on the front row, but has struggled in the past with the full fuel tank. He looks to have sorted out those issues on the Moto3™ machine, so will be one of the riders to challenge Viñales for the title.



Maverick Viñales
Age: 17
Moto3™ Wins: 6
Moto3™ Podiums: 12

25

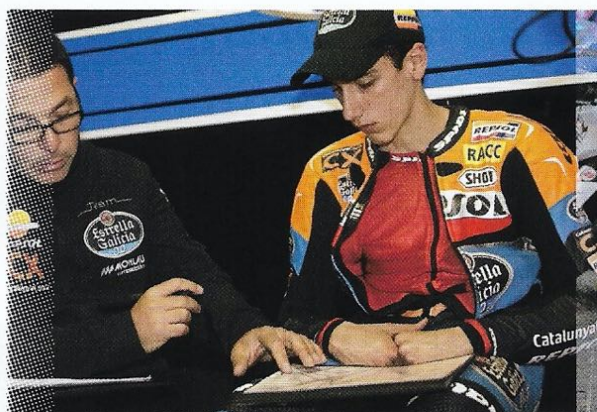
It's incredible to think that one year ago Viñales had only just made his debut in the world championship and was being touted as a possible one to watch in the future. 12 months on and he is the absolute favourite for the title in 2012 and is already a star in the sport. Won in comfortable fashion in Qatar, but the others have already targeted him as the threat and are keeping close tabs on him.



Luis Salom
Age: 20
Moto3™ Wins: -
Moto3™ Podiums: 4

39

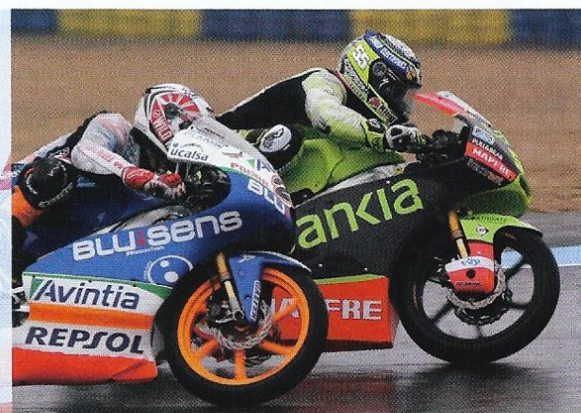
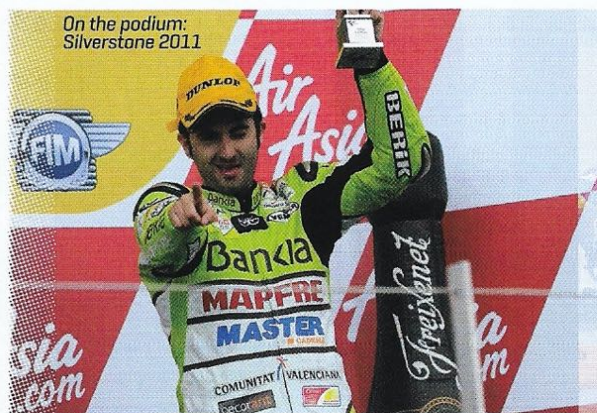
Salom is a fierce competitor and takes no prisoners on track, often riding beyond the capabilities of his motorcycle. He took his first podiums in 2011 on board an underpowered machine and will hope to spring a few more surprises this season. Already he showed in testing and in the opening races that he is able to mix it with the best, and surely Silverstone will be no different.



Alex Rins
Age: 16
Moto3™ Wins: -
Moto3™ Podiums: 1

42

The reigning Spanish champion is another to come off the CEV production line and showed his promise by taking an incredible pole position in just his second GP at Jerez. He went on to lead that race before having to settle for fourth but made another demonstration of his talent by taking a podium in the treacherous Le Mans race with a dislocated finger.



Hector Faubel
Age: 28
Moto3™ Wins: 8
Moto3™ Podiums: 26

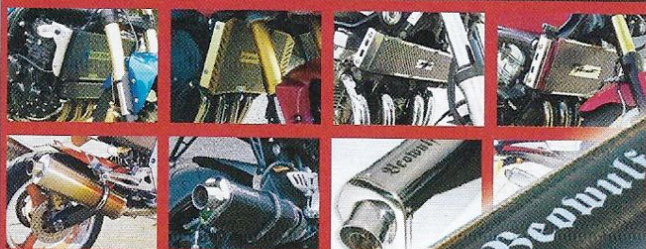
55

The veteran of the Moto3™ class, Faubel sticks with the Aspar team for another season as he attempts to teach the youngsters a few lessons in his final season in the lightweight class. Fifth in the championship last year, the Valencian is keen to mount a title challenge, but after a disappointing first few outings on the Moto3™ bike, he will need to radically improve if he is to keep the youngsters at bay.



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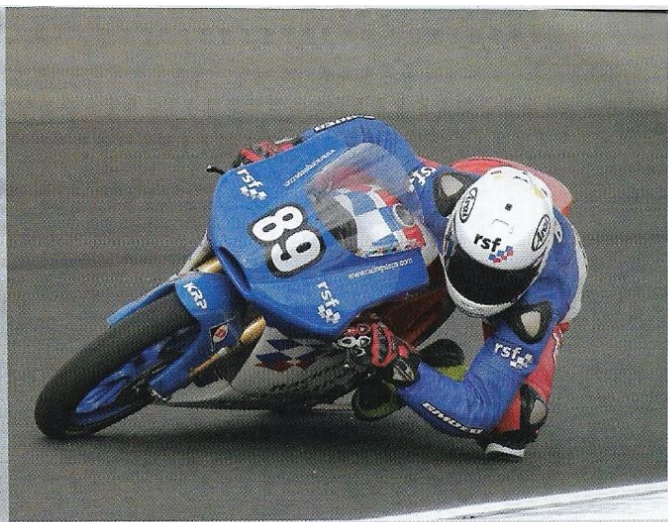


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British Wild Cards

The two Moto3™ wildcard entries at Silverstone this weekend are 17 years-old John McPhee from Oban, and 16 years-old Chippenham-based Fraser Rogers.

The Racing Steps Foundation-backed KRP team-mates, the first UK riders to win wildcards for the new-era Moto3 category - are stepping up to the World Championship from Dorna's CEV Buckler series in Spain.

Rogers' maiden card comes on the back of a promising showing in the Spanish series - last year in the 125cc class and in 2012 in the successor Moto3 series.

The Silverstone ticket is McPhee's second in Moto3 and sixth overall. The Scot picked up the FIM nomination for the Catalunya Grand Prix two weeks ago. His previous appearances on the world stage were in the 125cc category in which he claimed World Championship points at Silverstone and Valencia last year.

The riders will give British Moto3 fans their first sight of the team's RSF-funded KRP M3-01 Honda prototype in action over the course of the weekend.

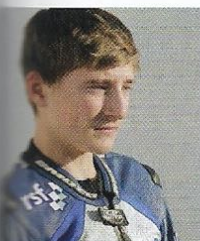
McPhee - who is currently third in the CEV championship, welcomed the wildcards saying: "It's great to get the chance to compete at World Championship level again, particularly as it's our home Grand Prix.

"We've done pretty well as a team so far with the bike in Spain so it will be good to see how competitive we are when up against the GP teams and riders."

Echoing the sentiments Rogers added: "MotoGP has been my dream since I started racing at the age of eight. So to get the opportunity to race at Silverstone in front of the British fans is the best news I could have hoped for."



John McPhee



Fraser Rogers

What is the Racing Steps Foundation?

The Racing Steps Foundation is a private, not-for-profit, fund set up by British businessman Graham Sharp.

Its aim is to provide financial and professional support for promising young British riders and drivers with the skill and determination to make their way to the top of the motorsports ladder.

Initially it backed four drivers in karts and single-seaters. But with seven times World Motorcycle Champion and 1964 Formula 1 world title holder John Surtees on board as its ambassador, motorcycle racers were soon part of the remit as well.

Today it funds seven drivers, with highly-rated F1 prospect James Calado leading the way in GP2 - and three riders making their way up the ladder in Moto3.

The third member of the RSF-backed rider squad is Wayne Ryan, the 2011 British 125GP Championship runner-up who also races in the CEV Moto3 series.

When it comes to bikes, both Sharp and Surtees are irked by the fact that the UK has not produced a World Grand Prix Champion since Barry Sheene in 1977.

Unsurprisingly both cherish the prospect of kick-starting a new golden era for Britain at the pinnacle of world motorcycle racing. But that, they say, is unlikely to come about until more British riders and drivers are able to draw on the high level of patriotic support their foreign counterparts bank on.



Red Bull MotoGP™ Rookies Cup 2012

Round 3, Silverstone

Rounds five and six of the Red Bull MotoGP™ Rookies Cup take place at Silverstone this weekend. 24 of the world's best teenage racers representing 14 nations from as far afield as Malaysia, Australia and the USA plus the length and breadth of Europe, from Finland to Italy, from the Czech Republic to Portugal face off in the greatest opportunity in their careers.

For this year the number of races is increased to 15 so the riders get more occasions to develop their skills and prove themselves in front of the Grand Prix fans, teams and media.

Most of the 8 GPs in Jerez, Estoril, Silverstone, Assen, Sachsenring, Brno, Misano and Aragón feature 2 Rookies races with events both on the GP qualifying day and on the race day itself. Only the Italian rounds have a single race on the day of GP qualifying.

The Rookies are hoping that they can emulate their heroes such as Casey Stoner, Dani Pedrosa or Stefan Bradl, all Red Bull athletes and World Champions who now contest the MotoGP class. With their aim clearly set, the season's hard work for the Rookies began at the Estoril pre-season test in the middle of March.

Once again the Cup machinery is the KTM RC125, propelling the teenagers at GP speeds. Errors are serious but at least they benefit this year again from the protection of the Alpinestars race equipment. With the top equipment and support the teenagers could not have a better springboard to a GP career.

The last four years have already shown that the best of the Rookies get the chance to move on to the 125 Grand Prix category and those successful in previous seasons such as Jakub Kornfeil, Danny Kent and Arthur Sissis are now established in the Moto3™ class. The path is clear and 24 young riders are determined to take it.

Currently 16 year-old Dutch youngster Scott Deroue leads the way after scoring a sensational double win at the Portuguese Grand Prix at Estoril to lead the Red Bull MotoGP™ Cup points table after 4 of the 15 races. For home hopefuls, keep a close eye on British 125cc Champion Kyle Ryde, the youngest-ever champion at national level, on Bradley Ray, who has shown some flashes of real speed already, and on Tarran Mackenzie who will be ready to do his best for his first race in the Rookies Cup.

Classification

Pos.	No.	Piloto	Nac.	Total
1	95	Scott Deroue	NED	56
2	5	Philipp Oettl	GER	51
3	66	Florian Alt	GER	45
4	75	Ivo Lopes	POR	44
5	7	Lorenzo Baldassarri	ITA	41
6	24	Marcos Ramirez	ESP	39
7	77	Kyle Ryde	GBR	36
8	3	Diego Pérez	ESP	32
8	98	Karel Hanika	CZE	32
10	27	Joe Roberts	USA	27



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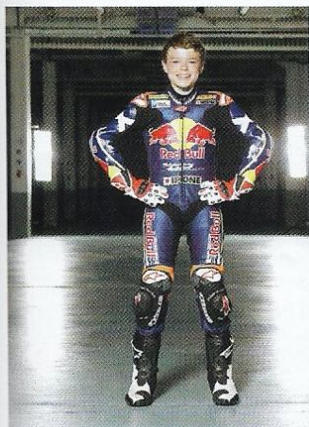


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www.youtube.com/iponelube



28 Bradley Ray, GBR

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19 Tarran Mackenzie, GBR @Photos-ad.com



77 Kyle Ryde, GBR

©Photos-ad.com

Bradley Ray: Age 15, lives in Lydd, Kent, England.

Heroes: Valentino Rossi and namesake Bradley Smith.

"I always give 100% on track and I want to learn how bikes work and of course, become World Champion."

First Rookies Cup.

2012 best results: 5th in race 2 at Jerez and in race 1 at Estoril.

Tarran Mackenzie: Age 16, lives in Ashby-de-la-Zouch, England.

Heroes: Valentino Rossi and Dani Pedrosa.

"I want to continually improve my racing and one day compete in the World Championship."

First Rookies Cup. He couldn't race in Jerez or Estoril due to a knee injury.

Kyle Ryde: Age 14, lives in Jacksdale, England.

Hero: Dani Pedrosa.

"I want to race at a high level to a high standard with the best riders in the World and hopefully win races and a championship."

2011 season: Best result 6th in race 2 at Jerez.

2012 best results: Already 4th in race 1 at Jerez and in race 2 at Estoril.



2012 Rookies, Estoril, May 2012

Entry List **Rookies Cup** 2012

No.	Rider	Country
3	Diego Pérez	ESP
5	Philipp Oettl	GER
7	Lorenzo Baldassarri	ITA
8	Hafiq Azmi	MAS
11	Livio Loi	BEL
18	Aaron España	ESP
19	Tarran Mackenzie	GBR
21	Filippo Scalbi	ITA
24	Marcos Ramirez	ESP
25	Willi Albert	GER
27	Joe Roberts	USA
28	Bradley Ray	GBR
29	Stefano Manzi	ITA
34	Jordan Weaving	RSA
46	Yui Watanabe	JPN
47	Nicolò Castellini	ITA
50	Lukas Trautmann	AUT
66	Florian Alt	GER
75	Ivo Lopes	POR
77	Kyle Ryde	GBR
88	Jorge Martin	ESP
94	Simon Danilo	FRA
95	Scott Deroue	NED
98	Karel Hanika	CZE

2012 **Calendar**

15 race series at selected MotoGP™ events

27-29 04	Gran Premio bwin de España	Races 1-2
04-06 05	Grande Prémio de Portugal Circuito Estoril	Races 3-4
15-17 06	Hertz British Grand Prix	Races 5-6
28-30 06	IVECO TT Assen	Races 7-8
06-08 07	eni Motorrad Grand Prix Deutschland	Races 9-10
24-26 08	bwin Grand Prix České Republiky	Races 11-12
14-16 09	Gran Premio Aperol di San Marino e della Riviera di Rimini	Race 13
28-30 09	Gran Premio IVECO de Aragón	Races 14-15



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Silverstone 200

All Star Line Up At The British Grand Prix
For The Inaugural Silverstone 200

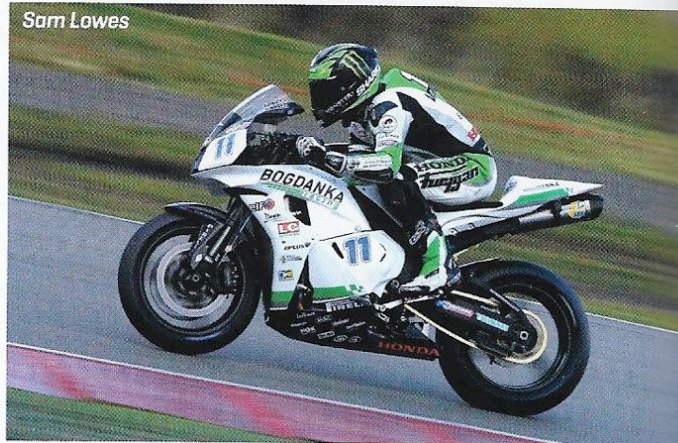
This year's British Grand Prix at Silverstone (15.16.17 June) will be enhanced by a new support race, the Silverstone 200.

The Silverstone 200 event format of two 100 kilometre length races is the first time that riders from four different World, British and National Championships have competed head-to-head and features a high-calibre line up, who between them have celebrated four World Championship race wins, five British Championship titles, and a further twenty seven race victories in the British Championship classes.

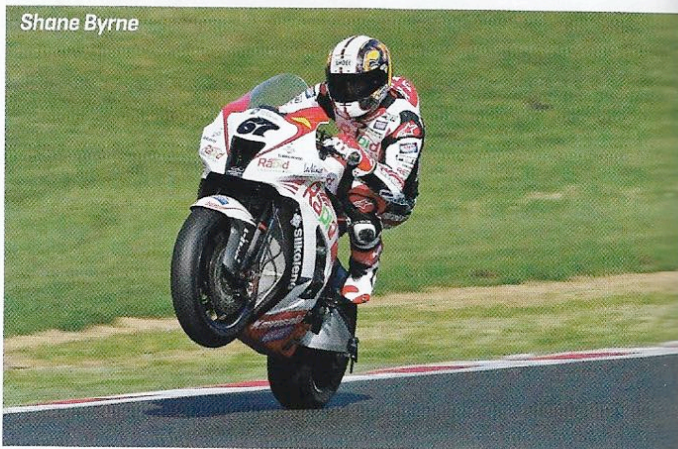
The open class parameters allowing any make and model of machinery between 600 and 1200cc has attracted riders and teams representing seven manufacturers; Aprilia, BMW, Ducati, Honda, Kawasaki, Suzuki and Triumph including title-winning MCE British Superbike Championship teams Rapid Solicitors Kawasaki with Shane 'Shakey' Byrne and Stuart Easton and Samsung Honda's Michael Laverty and Jon Kirkham. They are joined by fellow BSB riders Gary Mason, Tristan Palmer, Luke Quigley, John Laverty, Florian Marino, Aaron Zanotti and the UK's fastest female Jenny Tinmouth.

Former British Supersport champion Sam Lowes is on a high following his maiden race win in the World Supersport Championship. His World Supersport race-winning Bogdanka PTR Honda team will be aiming high as Lowes, joined by Frenchman Jules Cluzel the winner of the 2010 Moto2 British Grand Prix, are both utilising this event to obtain track data before they return in August for their World Championship race.

Sam Lowes



Shane Byrne



Reigning Superstock 1000 British Champion Richard Cooper heads up a four-strong Oxford TAG Triumph line up alongside team-mate and former British Supermoto champion Christian Iddon whilst the entry is enhanced further by some of the top teams in the ultra competitive National Superstock Championship. Regular top ten riders include David Johnson and Josh Elliot (Carbontek BMW) and Lee Costello (Halsall Racing Kawasaki).

"A high-calibre line up, who between them have celebrated four World Championship race wins, five British Championship titles, and twenty seven race victories in the British Championship classes."

The two 16 lap races take place following the MotoGP™ qualifying session and races on Saturday and Sunday respectively, with free practice on Friday and the all important qualifying practice session on Saturday at 12.05.

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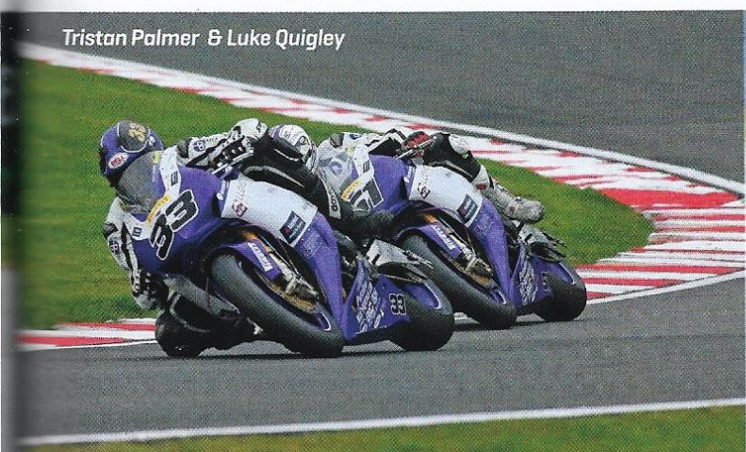
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Silverstone 200 Entry List

No	Name	Hometown/Country	Entrant/Team	Class	Capacity	Machine
3	Stuart Easton	Hawick	Rapid Solicitors Kawasaki	BSB	1000	Kawasaki
4	Paul Curran	Cannock	IDAQ.com	STK	1000	Suzuki
7	Michael Laverty	Toombridge	Samsung Honda	BSB	1000	Honda
8	Jenny Tinmouth	Ellesmere Port	Hardinge Sorrymate.com	BSB	1000	Honda
9	Josh Elliot	Ballinamallard	Carbontek Racing	STK	1000	BMW
10	Jon Kirkham	Derby	Samsung Honda	BSB	1000	Honda
11	Sam Lowes	Lincoln	Bogdanka PTR Honda	WSS	600	Honda
14	John Laverty	Toombridge	Splitlath Redmond Racing	BSB	1000	Aprilia
15	Jon Waghorn	Minster on Sea	JW Smart Service/Park Lane BMW	STK	1000	BMW
16	Jules Cluzel	France	PTR Honda	WSS	600	Honda
20	David Johnson	Australia	Carbontek Racing	STK	1000	BMW
21	Florian Marino	France	Splitlath Redmond Racing	BSB	1000	Aprilia
23	Shaun Winfield	Swadlincote	Oxford TAG Triumph	BSS	675	Triumph
33	Tristan Palmer	Tamworth	GB Moto	BSB	1000	Honda
34	Jonathan Howarth	Barnsley	Kawasaki Team Green GGS Racing	STK	1000	Kawasaki
36	Dean Brown	Nuneaton	BCM/Buildbase Racing	STK	1000	BMW
39	Lee Costello	Bolton	Halsall Racing Team	STK	1000	Kawasaki
41	Gary Winfield	Swadlincote	Oxford TAG Triumph	BSS	675	Triumph
47	Richard Cooper	Hucknall	Oxford TAG Triumph	BSS	675	Triumph
51	Luke Quigley	Stourbridge	GB Moto	BSB	1000	Honda
53	Joe Burns	Newcastle	Joe Burns Racing	STK	1000	BMW
56	James East	Royston	Mackrory Racing	BSS	600	Kawasaki
61	Daniel Fowler	Hampton	Fowler Racing	STK	1000	Honda
64	Aaron Zanotti	Loughborough	A-Plant CGH Hire Suzuki	BSB	1000	Suzuki
67	Shane Byrne	Sittingbourne	Rapid Solicitors Kawasaki	BSB	1000	Kawasaki
77	Jonathan Railton	Huntingdon	INMOTO	STK	1000	Kawasaki
79	Simon O'Donnell	Greenham	Simon O'Donnell Racing	STK	1000	Kawasaki
82	Luke Jones	Hereford	777RR Motorsport	STK	1000	BMW
88	Luke Stapleford	Sinope	Profile Kawasaki	BSS	600	Kawasaki
100	Matt Layt	Norwich	Formwise/Close Bros. Racing	BSS	675	Triumph
101	Gary Mason	Litchfield	Quattro Plant Kawasaki	BSB	1000	Kawasaki
121	Christian Iddon	High Peak	Oxford TAG Triumph	BSS	675	Triumph
151	Jamie Poole	Corby	Watts Ducati	SBK	1098	Ducati
167	Stefan Cappella	Reigate	Howard Davies Property Maintenance	STK	1000	BMW



Tristan Palmer & Luke Quigley



Sam Lowes & Jules Cluzel



BMW M6 Coupé – The new Head of Safety Cars

MotoGP™ is rightly regarded as the top tier of motorcycle racing. One of the factors guaranteeing the success of the popular racing series is the longstanding cooperation between BMW M GmbH and MotoGP organiser Dorna. BMW M has been "Official Car" of MotoGP since 1999, and will now present a one-of-a-kind vehicle: the BMW M6 Coupé Safety Car.

The all new BMW M6 Coupé delivers a generous dose of M feeling combined with alluring design aesthetics, a luxurious aura and innovative equipment. The high-performance sports car features superior performance attributes and an extremely exclusive character.

The visually imposing body design with dynamically elegant lines and hallmark M athleticism provides an accurate visual showcase for the car's high-performance properties. The high-revving 4.4-litre V8 engine with M TwinPower Turbo technology delivers M power, spearheaded by instantaneous responsiveness and a sustained wave of thrust. In numbers: 412 kW/560 hp at 6,000 – 7,000 rpm; maximum torque: 680 Newton metres from 1,500 rpm. The engine output is 10 per cent higher than previous models, while the maximum torque is as much as 30 per cent higher.

Prepared by hand for its outings, the breath-taking Safety Car version incorporates countless features that make this car predestined to be used on the racetrack. A spectacular wing adorns the rear of the BMW M6 Coupé. A visual highlight at the front of the car is the front apron with LED indicators, which was built specially in the BMW M manufactory. Equally striking are the black, 20-inch rims, the side grills, the radiator grill and the mirror covers in the same colour. The bonnet features a special motorsport lock, while the carbon-ceramic brakes ensure optimal deceleration. On the roof, the LED lights make sure that even laymen are well aware this is not just a powerful M car, but also the current Safety Car of the MotoGP World Championship.

BMW M Award: dream car for the best qualifier

As of late, the reigning world champion also drives a BMW 1 Series M Coupé: Casey Stoner was the best qualifier last season. Since 2003, the fastest driver in qualifying has been presented with the BMW M Award at the end of each season. The prize: a BMW M car.

In 2012 the MotoGP riders will once again be battling for more than simply the best position on the starting grid in qualifying. The rider with the most BMW M Award points at the end of the season can look forward to receiving a dream car: the BMW M3 Coupé Competition Edition. The "Frozen Silver Metallic" paint, Alcantara steering wheel featuring the BMW M3 chequered flag badge, carbon interior moulding and centre console cover, and entry sills with the BMW M3 chequered flag design underline the sporty character of this model.

Competence at the racetrack

BMW M GmbH has bolstered its line-up with thoroughbred motorcycle pros for the 2012 season. Loris Capirossi and SPORT1 TV presenter Alex Hofmann will be at all rounds of the championship as BMW M MotoGP experts. Capirossi brought his successful career as a rider to a close in 2011. In MotoGP, the three-time world champion now acts as consultant in case of changes to technical regulations, and as a member of the Race Direction. He is also the Dorna representative in the Safety Commission, as well as safety officer when new racetracks are homologated.

Find out more at www.bmw-m-safetycar.com. Here you will also find fascinating photos and videos, as well as the current BMW M Award standings.



BMW M6 Coupé – The new MotoGP™ Safety Car



The perfect prize for the fastest man:
The BMW M3 Coupé Competition Edition awaits the winner of the 2012 BMW M Award.



Italian ex-MotoGP rider Loris Capirossi was appointed as new BMW M MotoGP™ Expert



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Creating high-performance car masterpieces has always been the driving force behind BMW M and the new BMW M6 Coupé is perfect proof of this. The sound alone of the BMW M TwinPower Turbo V8-petrol engine gets your adrenaline pumping and the breathtaking power of 560hp and 680Nm is just waiting to set your pulse racing. Breathtaking performance values true to the M philosophy combine with the finest materials. The stunning result is a perfect union of dynamics and design that has one sole goal: to be The Ultimate Driving Machine.

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Official fuel economy figures for the new BMW M6 Coupé: Urban 20.2 mpg (14.0 ltr/100 km). Extra Urban 37.2 mpg (7.6 ltr/100 km). Combined 28.5 mpg (9.9 ltr/100 km). CO₂ emissions 232 g/km.

"Jorge Lorenzo would seem to be the prize asset in the Australian's absence, and will undoubtedly receive some kind of offer from HRC."



2012 FIM MotoGP World Championship



Paddock Pass

Rumour mill clicks into gear

It was inevitable after such a high-profile announcement as Casey Stoner's retirement, and with all the major players' contracts up at the end of the season, but suffice to say that the rider market has been blown wide open.

The focus was immediately on who would step into Stoner's shoes at Honda, and already there are a number of candidates. Jorge Lorenzo would seem to be the prize asset in the Australian's absence, and will undoubtedly receive some kind of offer from HRC, the question would be if Yamaha can counter that offer not only monetarily but in terms of performance ambition too – something which Lorenzo is likely equally as keen on assuring.

HRC however are keeping their options open, with vice-president Shuhei Nakamoto admitting that he wouldn't necessarily want an all-Spanish line-up and that even Valentino Rossi would be in the reckoning. That means that Dani Pedrosa's future with the factory would also come under scrutiny, with Marc Marquez still a possibility if the 'rookie-rule', which prevents MotoGP™ debutants from slotting into factory teams, were to be revisited.

Stefan Bradl could be one to benefit from the shake-up, with possible backing from personal sponsors meaning he could be in line for a promotion if he continues to impress, while Cal Crutchlow is another name being mentioned after his superb start to 2012. One thing is clear, this silly season is set to be a long drawn out affair, and rider managers are going to be working flat out to get their athletes the best deal possible.

Ducati set for new engine at Silverstone

With his machine struggling to match the Honda and Yamaha at the opening rounds of the season, Filippo Preziosi, General and Technical Director of Ducati Corse, outlined the team's testing plans in the quest for improved engine driveability and admitted that Silverstone could see some big changes to the Desmosedici.

Both Ducati riders have made it clear that the Ducati engine is producing so much power, that it is in fact a deficit when trying to get the best handling out of the bike. Preziosi announced Ducati's plans to overcome this issue: "We are working on improving the driveability. One of these items is an engine that has more torque at low rpm and less power at high revs. Usually this kind of engine gives better driveability. For the engine we have now, we have a lot of torque even at low rpm, and in fact we are not opening the throttle body at low rpm, because the torque is more than the chassis is able to use. So for that reason there is a question mark that only our riders can answer – if it makes sense to add more torque and less top power, even with this kind of engine? So we are very interested to test this engine to get an answer to this question."

"We think that we will end up at Laguna Seca [29th July] with a complete package. We have different items we think will be good, so we will test this package and it should be ready for Laguna. If the riders are happy with the changes at our tests before then however, we are ready to supply the third engine for Silverstone with that spec."



Brands Hatch



Oulton Park



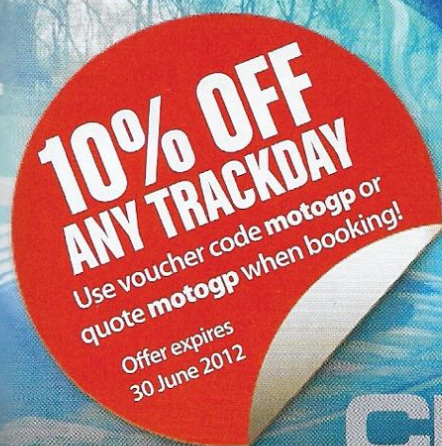
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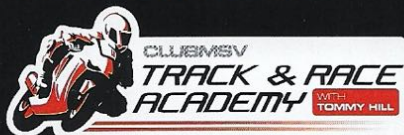
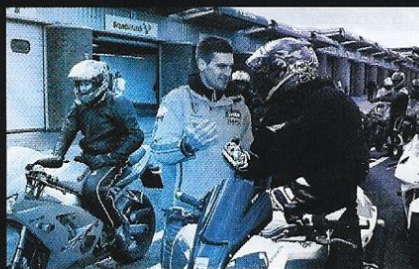
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"We believe that the engine driveability will help when you are at full lean and you open the throttle" - Filippo Preziosi, General and Technical Director of Ducati Corse

He explains how the new engine characteristics should aid the riders out on-track: "We believe that the engine driveability will help when you are at full lean and you open the throttle. To have a smoother response could help in avoiding that, when you are on the edge, you start to spin up and the bike starts to understeer. But we are doing some other activities on the chassis side in order to reduce the understeer."

awareness of environmental issues. The MotoGP rights-holder has been supporting various projects revolving around environmental sustainability and safety issues under the banner "For a Safer and Greener Future".



MotoGP™ works towards a safer and greener future

It's the second year of a collaboration between Yamaha Motor Europe and Dorna Sports, the exclusive commercial and TV rights-holder for the FIM MotoGP™ World Championship, which sees the electric Yamaha EC-03 as part of the official paddock scooter fleet for the 2011 racing season. The EC-03 is being used in addition to the existing fleet of special edition Yamaha JogRR MotoGP scooters.

As the Official MotoGP scooter supplier, Yamaha Motor Europe has provided a range of EC-03 units for use throughout the 2012 race season. Each unit is customised with special graphics and logos, reflecting its official MotoGP role.

Yamaha has provided Dorna Sports with paddock scooters since 2005. The addition of an all-electric model is part of Dorna's ongoing programme to raise

"Yamaha's longstanding relationship with Dorna Sports is a source of continued pride and inspiration to us" - Raffaella Pasquino, Marketing Manager, Yamaha Motor Europe



Continues on page 110 >>



Happy 40th Birthday Graham Bourke

To my gorgeous Graham, wishing you a fantastic 40th birthday
Lots of love, Tracey XXX





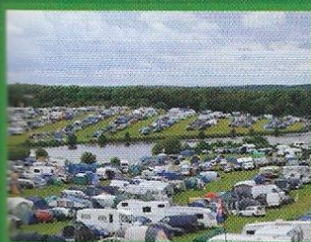
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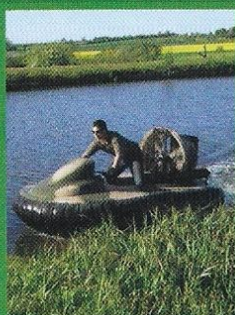
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"Yamaha's longstanding relationship with Dorna Sports is a source of continued pride and inspiration to us," said Raffaella Pasquino, Marketing Manager, Yamaha Motor Europe. "The inclusion of the EC-03 in the MotoGP paddock fleet reflects our shared commitment to a greener future".

Dorna Sports' Managing Director, Pau Serracanta said: "We are pleased to continue our collaboration with Yamaha Motor Europe through this initiative to use environment-friendly vehicles, as it matches our Corporate Social Responsibility values".

New Talking Tom MotoGP™ App

The free Talking Tom 2 App from iTunes is the coolest talking cat in town, and now he has a new MotoGP™ kit in his wardrobe!

This is MotoGP's latest cooperation with Talking Tom the Cat by Outfit7 – a smartphone App with over 100 million downloads since its launch in 2010! From now on, even your favourite digital cat can support MotoGP, by getting dressed up in exclusive MotoGP merchandise.

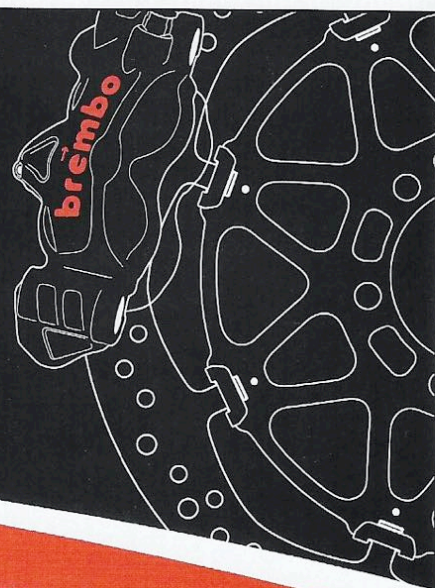
For those not familiar with the App., Tom is your pet cat that responds to your touch and repeats everything you say with a funny voice. You can pet him, poke him or grab his tail and see how he reacts.

You can download the App through iTunes for free and buy the MotoGP items in Tom's wardrobe. You can teach Tom songs and cheers, record it all as a video, and upload it to YouTube to share with other fans – who will marvel at his

new sense of style. Overall, the Talking Friends Apps have been downloaded more than 390 million times and have more than 115 million monthly active users.



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Day of Champions key day for Riders for Health

The famous Day of Champions MotoGP auction takes place once more on Thursday afternoon at Silverstone for Riders for Health. It is a key event of the year for MotoGP™'s official charity and last year raised a staggering £63,830 in just four hours, bringing the total amount raised at Day of Champions to £194,577.

The whole day sees various activities taking place around the MotoGP paddock and the Riders stage area, with thousands of fans enjoying the show presented by Riders for Health's co-founder Randy Mamola and TV commentators from around the

world. At the famous auction, a total of 88 items were sold to raise money for the lifesaving work of Riders for Health – the official charity of MotoGP.

The money raised at Day of Champions enables Riders for Health to get more health workers on the road in Africa so that they can reach 12 million people in isolated communities with vital healthcare.

13-time grand prix winner, Mamola had a message for everyone who attends Day of Champions, 'This sport means so much to me, this day means so much to me, and that is because of the fans. We change millions of people's lives and I want to thank you from the bottom of my heart.'

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What will you be doing **this November?**

Experience Africa with Riders for Health and MotoGP™

Whether it's high-speed MotoGP™ racing or a weekend blast with friends, motorcycles are thrilling, heart-racing and, most of all, fun. But they have never been as fun as this. This November, you can ride with racing legend Randy Mamola and see for yourself how motorcycles are saving lives in Zambia.

Motorcycles are in Riders for Health's DNA. They are the official charity of MotoGP and the FIM (Fédération Internationale de Motocyclisme) and are supported by motorcyclists around the world. It is a unique partnership and it is saving lives. Your support really is vital in helping some of Africa's most vulnerable communities to receive the kind of health care that is taken for granted in the developed world.

In the mid-1980s, a group of people working in grand prix racing – led by American racer Randy Mamola, Andrea Coleman and Barry Coleman – were raising money for a charity working to help disadvantaged children in Africa. In 1988 they were invited to visit Somalia to see the work they were supporting.

What they saw, out in the backyards of the rural health clinics, were junk heaps of broken-down vehicles. Motorcycles with just a few thousand kilometres on the clock were piled-up, abandoned and rusting. Health care delivery was out of the question, and children were dying of easily preventable diseases of the kind not seen in Europe for centuries. To people who had been motorcyclists all their lives it made no sense.

The founders of Riders for Health identified a clear objective: to invent a system that would make sure health care always reaches everyone who needs it, no matter where they live.

Riders now works across Africa and the health workers they mobilise reach over 10 million people. Their programmes are run by wholly-African teams and their practical solution focuses on training and regular maintenance, so vehicles never break down, no matter how tough the terrain.

Now, Riders for Health is giving you the chance to see how your support is helping change lives. Riders Experience Africa is more than an off-road motorcycle ride. It is a unique chance to see how motorcycles are saving lives in Zambia.

In 2011, MotoGP star Álvaro Bautista joined the small group riding from Lusaka to Livingstone, stopping in the very communities visited by the health workers who benefit from your ride and the work of Riders for Health. Álvaro saw how racing fans and everyone involved in MotoGP are helping people in Africa to receive reliable health care.

'We visited a clinic and heard how hard it is for the health workers,' said Alvaro. 'We met people who had to walk for many hours to visit the clinic, which had so little. One of the health workers told us they cared for a village 80 kilometres away. Without a vehicle, how would they ever reach it?'

'I always knew that it was important to support Riders for Health when I donated items to their auctions at Day of Champions,' Alvaro added, 'but to see what they do with the money they raise is amazing.'

'What I will always remember about Zambia was how warm and welcoming everyone was. It is something that I will remember for the rest of my life.'

To find out how you can join the adventure in November 2012 or in Spring 2013 visit www.experience-africa.org or call +44 1604 889 569.

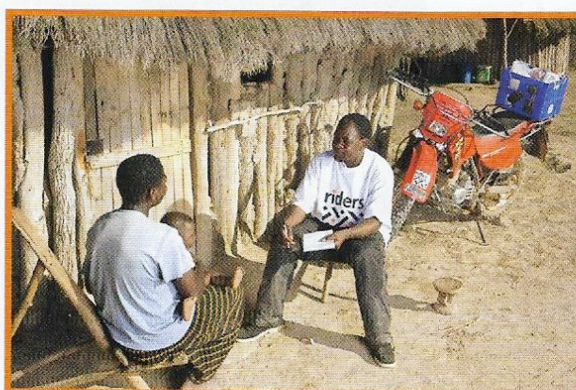
In 2011, the support of MotoGP and the global motorcycling community helped enable African health workers to reach millions of people with the regular health care they need. But with over four million children dying each year before their fifth birthday, there is still much more we can do.

If you would like to find out more about the work of MotoGP's official charity or to make a donation, please visit www.riders.org or e-mail rfh@riders.org

'Riders is such a great idea because it takes something we all love and are passionate about – motorcycles – and uses them to do something really amazing. It's the same tool that I used to get to where I'm at today that's helping to save people's lives.'

– Randy Mamola, co-founder of Riders for Health

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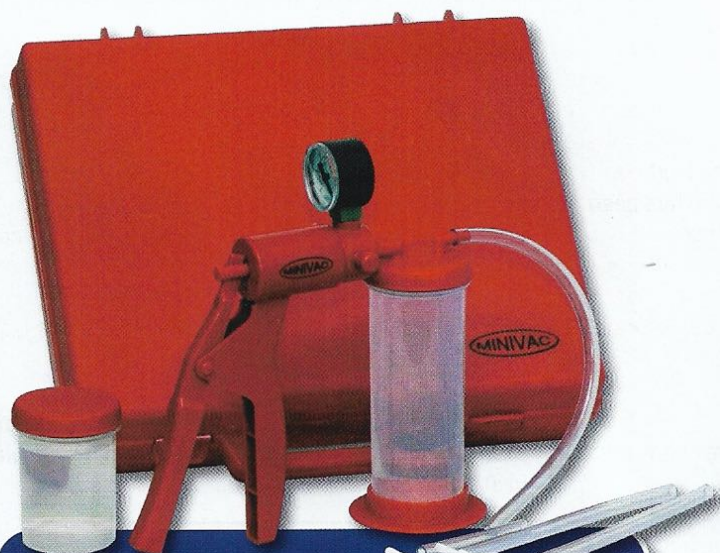




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<i>Date</i>	<i>Grand Prix</i>	<i>Circuit</i>	<i>Country</i>
08 04 12	Commercialbank Grand Prix of Qatar*	Losail	QAT
29 04 12	Gran Premio bwin de España	Jerez	ESP
06 05 12	Grande Prémio de Portugal Circuito Estoril	Estoril	POR
20 05 12	Monster Energy Grand Prix de France	Le Mans	FRA
03 06 12	Gran Premi Aperl de Catalunya	Catalunya	ESP
17 06 12	Hertz British Grand Prix	Silverstone	GBR
30 06 12	IVECO TT Assen**	TT Circuit Assen	NED
08 07 12	eni Motorrad Grand Prix Deutschland	Sachsenring	GER
15 07 12	Gran Premio d'Italia TIM	Mugello	ITA
29 07 12	Red Bull U.S. Grand Prix***	Laguna Seca	USA
19 08 12	Red Bull Indianapolis Grand Prix	Indianapolis	USA
26 08 12	bwin Grand Prix České republiky	Brno	CZE
16 09 12	Gran Premio Aperl di San Marino e della Riviera di Rimini	Misano	ITA
30 09 12	Gran Premio IVECO de Aragón	MotorLand Aragón	ESP
14 10 12	AirAsia Grand Prix of Japan	Motegi	JPN
21 10 12	Malaysian Motorcycle Grand Prix	Sepang	MAL
28 10 12	AirAsia Australian Grand Prix	Phillip Island	AUS
11 11 12	Gran Premio Generali de la Comunitat Valenciana	Com. Val. Ricardo Tormo	ESP

*Evening Race **Saturday ***MotoGP™ class only

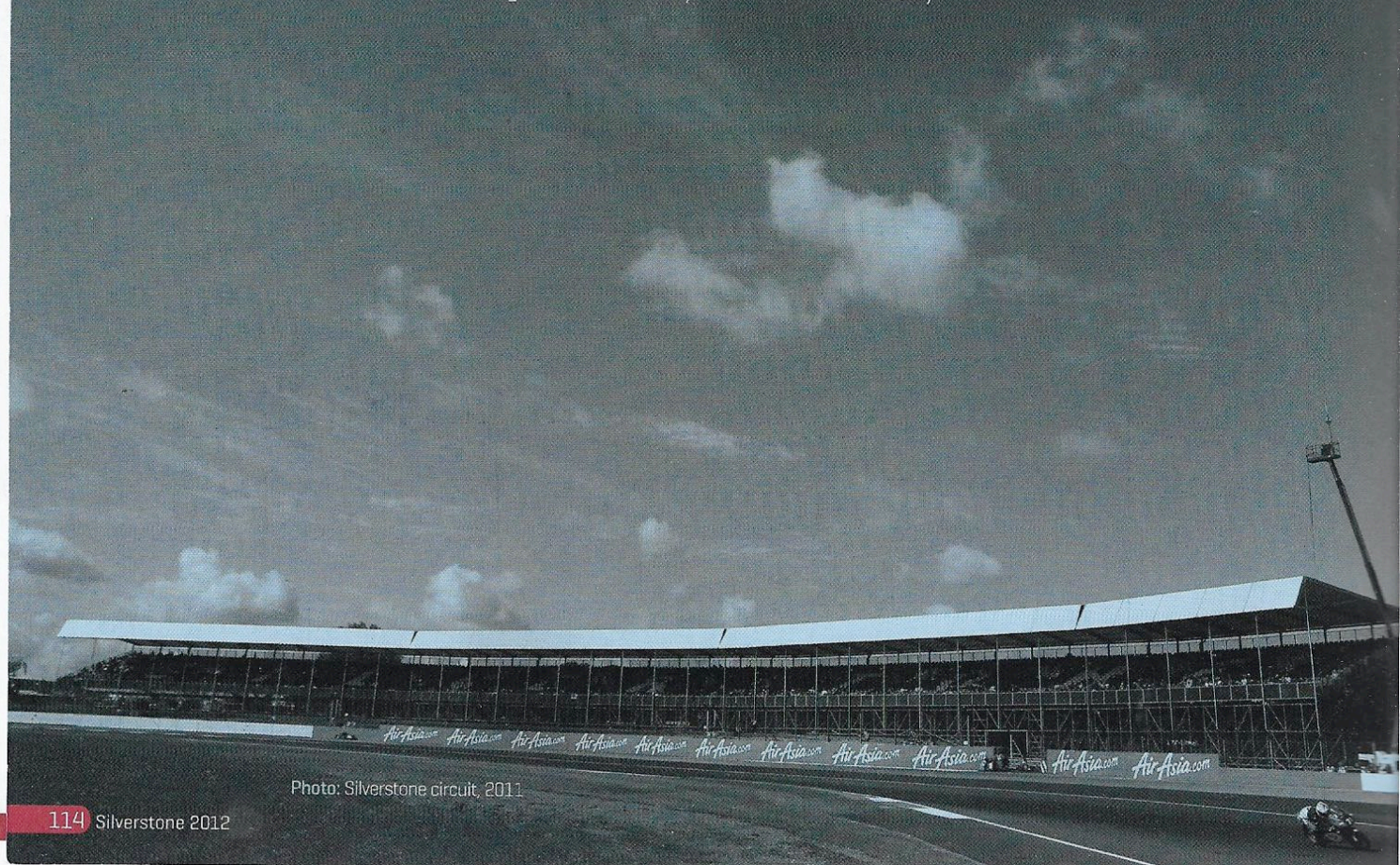
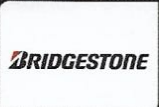



Photo: Silverstone circuit, 2011

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