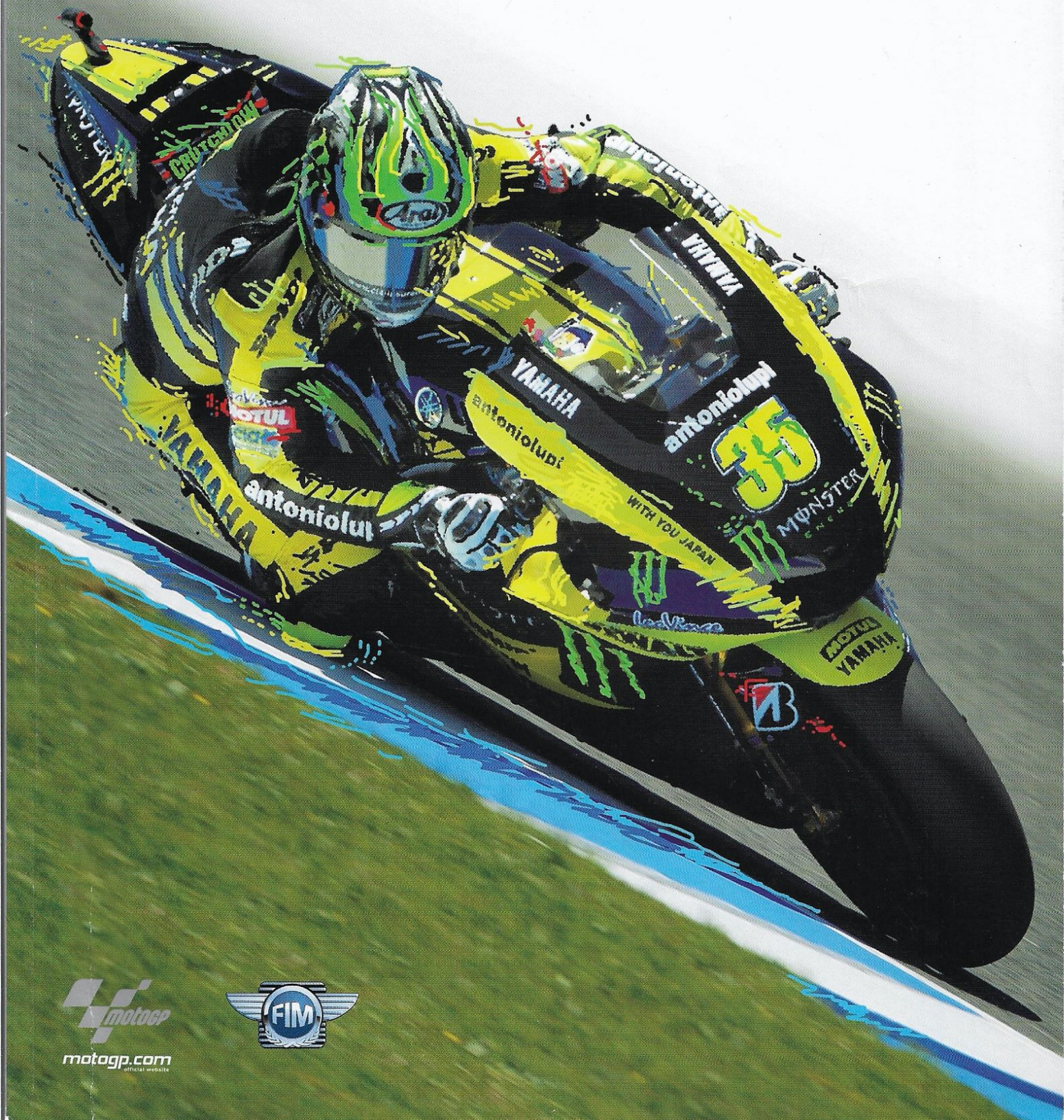


# AIRASIA BRITISH GRAND PRIX

SILVERSTONE 10-12/06/2011  
OFFICIAL PROGRAMME £7

*AirAsia*



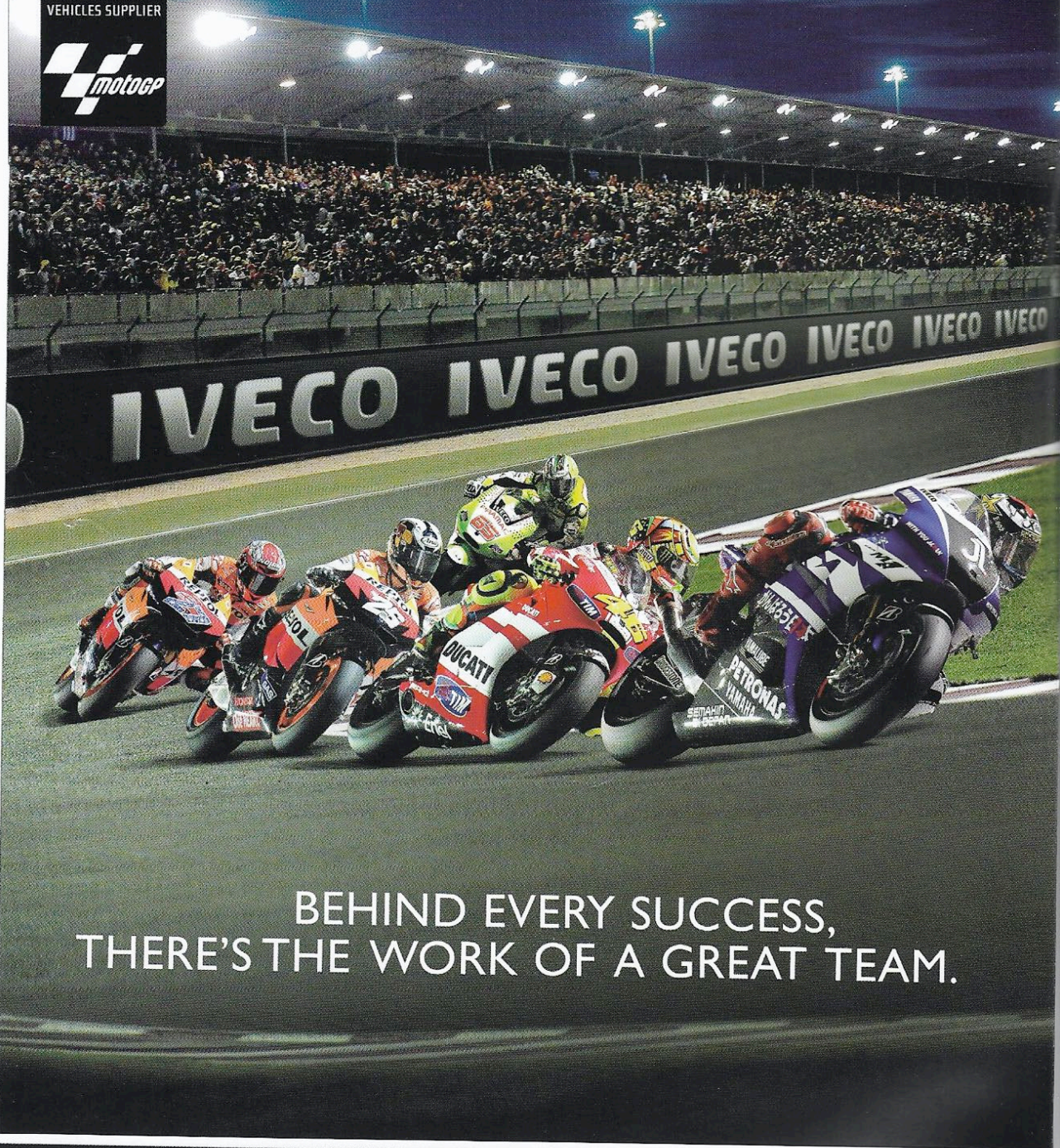
  
motogp.com  
official website





**IVECO**

TRUCKS & COMMERCIAL  
VEHICLES SUPPLIER



BEHIND EVERY SUCCESS,  
THERE'S THE WORK OF A GREAT TEAM.

**IVECO. TRUCKS & COMMERCIAL VEHICLES SUPPLIER OF THE MotoGP 2011.**

Behind the success of the motorcycle world premier series, you will find IVECO's efficiency and energy. Dorna Sports entrusts 13 STRALIS and support infrastructure. A winning choice, as only IVECO can satisfy every transportation requirement, thanks to its extensive range of versatile, reliable. The ideal partner for champion performances - what every top driver deserves.





OURS.

4 ECODAILY vehicles to safely transport the MotoGP  
vehicles and its team of highly specialised professionals.

**IVECO**  
TRANSPORT IS ENERGY

[www.iveco.com](http://www.iveco.com)



# Contents

06	FIM Welcomes
08	Timetable
10	Circuit Map
12	What is MotoGP?
16	MotoGP Entry List
18	MotoGP Standings
20	MotoGP Teams and Riders
58	Cal Crutchlow: The lone ranger
61	The unusual world of Nick Sanderson
64	Going slow to go fast
66	A lap of Silverstone with Scott Redding
68	Honda: Going for Gold
80	Moto2 Entry List
82	Moto2 Standings
84	Bradley Smith: A new dawn
88	Ones to watch: MotoGP
92	125cc Entry List
94	125cc Standings
96	The British are coming
104	AirAsia: Flying high in MotoGP
106	Red Bull MotoGP Rookies Cup
108	Triumph Triple Challenge
110	Safe & Green
114	Paddock Pass: Inside MotoGP
119	MotoGP & Riders for Health
122	MotoGP Calendar

**AirAsia British Grand Prix // Silverstone**  
10-12/06/2011

visit SPAIN

visit SPAIN

visit SPAIN

visit SPAIN

visit SPAIN

visit SPAIN

visit SPAIN

visit SPAIN

visit SPAIN

visit SPAIN

visit SPAIN

visit SPAIN

visit SPAIN

visit SPAIN



Organiser / Promoter.....Silverstone Circuits Limited.  
Silverstone Circuit, Northamptonshire, NN12 8TN.

TRMG

Official Race Programme published by TRMG Ltd / BSSP Ltd., Winchester Court, 1 Forum Place,  
Wetherby, Wetherby, AL10 0RN www.trmg.co.uk

Design.....Ian Ross, BSSP  
Publisher.....Paula Skinner  
Display Sales Manager.....Alex Hudson  
Advertising Production.....Louise Hodge  
Project Director.....Bill Smith  
Advertising Director.....Charlie Wise  
Director.....Andrew Stevens  
Publishing Director.....Jon Fellows  
Photography.....2snap.com  
Printed by.....Wyndeham Heron

Official Championships in association with Two Wheels Promotions, IRTA and DORNA

Whilst every effort is made to ensure the accuracy of this publication, the organisers and the  
publishers TRMG cannot accept responsibility for any statement or error contained herein.

©2011 TRMG Ltd / BSSP Ltd.



### The lone ranger

Bradley's one and only hope in the world's premier motorcycle championship, the British Superbike Championship, has been his childhood dream of becoming a professional racing driver. But after a decade of hard work, he's now facing a new challenge: to win the title in 2011.

Bradley's journey has been a long one. He started racing at a young age, and his talent was evident from the start. He's won several championships, and he's been a consistent performer in the British Superbike Championship. But this year, he's aiming for the top.

Bradley's team, the Kawasaki Racing Team, is one of the best in the world. They have the best bikes, the best engineers, and the best support. But Bradley knows that it's not just about the team; it's about the rider. He has to be in the best of form, and he has to be able to handle the pressure of the race.

Bradley's goal is to win the title in 2011. He knows it's a big goal, but he's determined to achieve it. He's going to give it his all, and he's going to make sure that he's the best rider in the world.

Bradley's story is a true inspiration. He's a young man who has followed his dream, and he's achieved great success. He's a role model for many young people, and he's a true champion.

Bradley's journey is a testament to the power of hard work and determination. He's a true champion, and he's a true inspiration.

Bradley's story is a true inspiration. He's a young man who has followed his dream, and he's achieved great success. He's a role model for many young people, and he's a true champion.

Bradley's journey is a testament to the power of hard work and determination. He's a true champion, and he's a true inspiration.

### A new dawn

After a long and hard season, the new dawn is here. The British Superbike Championship is back, and it's more exciting than ever. The riders are back, and the fans are back. It's a new dawn for the sport.

The British Superbike Championship is one of the most popular motorcycle racing series in the world. It's a series that has grown in popularity over the years, and it's a series that is loved by millions of fans. The riders are back, and the fans are back. It's a new dawn for the sport.

The British Superbike Championship is a series that is full of excitement and action. The riders are back, and the fans are back. It's a new dawn for the sport.

The British Superbike Championship is a series that is full of excitement and action. The riders are back, and the fans are back. It's a new dawn for the sport.

The British Superbike Championship is a series that is full of excitement and action. The riders are back, and the fans are back. It's a new dawn for the sport.

The British Superbike Championship is a series that is full of excitement and action. The riders are back, and the fans are back. It's a new dawn for the sport.

The British Superbike Championship is a series that is full of excitement and action. The riders are back, and the fans are back. It's a new dawn for the sport.

The British Superbike Championship is a series that is full of excitement and action. The riders are back, and the fans are back. It's a new dawn for the sport.

The British Superbike Championship is a series that is full of excitement and action. The riders are back, and the fans are back. It's a new dawn for the sport.

The British Superbike Championship is a series that is full of excitement and action. The riders are back, and the fans are back. It's a new dawn for the sport.

### A lap of Silverstone with Scott Redding

Scott Redding is one of the best riders in the world. He's a true champion, and he's a true inspiration. He's a role model for many young people, and he's a true champion.

Scott Redding's journey is a testament to the power of hard work and determination. He's a true champion, and he's a true inspiration.

Scott Redding's story is a true inspiration. He's a young man who has followed his dream, and he's achieved great success. He's a role model for many young people, and he's a true champion.

Scott Redding's journey is a testament to the power of hard work and determination. He's a true champion, and he's a true inspiration.

Scott Redding's story is a true inspiration. He's a young man who has followed his dream, and he's achieved great success. He's a role model for many young people, and he's a true champion.

Scott Redding's journey is a testament to the power of hard work and determination. He's a true champion, and he's a true inspiration.

Scott Redding's story is a true inspiration. He's a young man who has followed his dream, and he's achieved great success. He's a role model for many young people, and he's a true champion.

Scott Redding's journey is a testament to the power of hard work and determination. He's a true champion, and he's a true inspiration.

Scott Redding's story is a true inspiration. He's a young man who has followed his dream, and he's achieved great success. He's a role model for many young people, and he's a true champion.

Scott Redding's journey is a testament to the power of hard work and determination. He's a true champion, and he's a true inspiration.

ne  
11





# Welcome



## Message from FIM President Vito Ippolito

*Here we are on the edge of the 2011 Grand Prix season. Last year we had fantastic racing in all the Grand Prix classes, particularly in the newly-created Moto2 class: this first season showed close fights on the tracks not only for victory but for all positions. I am convinced that this coming season will bring us the same high level of racing. It also shows that the technical solution chosen for the Moto2 class was the correct one.*

*The year 2011 will remain in history as the last one for the 125cc class, the only one left from the original line-up in 1949. The evolution of technology has driven us to this stage, together with a progressive ban of two-stroke engines from the market...*

*There is no doubt that this 2011 season will bring great excitement and expectations for racing in all three classes and a wonderful sporting show from our best riders throughout all the Grands Prix, as has been the case so many times in the history of Grand Prix racing. And we will have the same feeling at the first event in Qatar, held at night in the middle of a desert, an original idea which has received the support of all the people involved in Grand Prix.*

***"The year 2011 will remain in history as the last one for the 125cc class, the only one left from the original line-up in 1949."***

*Some top riders changed teams at the end of 2010. The move which attracted the most media attention all over the world was Valentino Rossi joining Ducati. The Italian star riding an Italian motorcycle will be an important focus this season, but on the tracks he will face very tough opponents: Lorenzo, Spies, Stoner, Pedrosa... for sure we will have some great racing moments!*

*On behalf of the FIM, I would like to greet 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 fan, sports fan, TV viewer - in one word: our spectators!*

*Wishing you a fantastic season,*

Vito Ippolito  
FIM President





BMW Financial  
Services



The Ultimate  
Riding Machine

3asy Ride

# 3asy Ride

THE AFFORDABLE FINANCE SOLUTION  
FROM BMW FINANCIAL SERVICES.



## NOW AVAILABLE WITH DEALER DEPOSIT CONTRIBUTION - BRINGING YOU EVEN CLOSER TO THE ULTIMATE RIDING MACHINE.

BMW's simple finance solution, 3asy Ride, uses the high residual value of BMW bikes to offer low monthly payments to you, and guarantee the minimum your bike will be worth when your agreement ends. At the end of your agreement, you have three easy options to consider:

1. Part-exchange your bike: any value above the optional final payment is yours to put towards the deposit of a new BMW bike
2. Pay the final payment and keep your bike
3. Return it to BMW with no further obligation\*\*

Representative example for BMW S 1000 RR Sport.

Term of agreement	35 monthly payments	On the road cash price*	Customer deposit	Dealer deposit contribution	Total deposit	Total amount of credit	Credit arrangement fee^	Option to purchase fee^^	Optional final payment	Total amount payable	Rate of interest	
36	£169.00	£13,310.00	£2,333.93	£1,000.00	£3,333.93	£9,976.07	£140.00	£10.00	£5,981.00	£15,329.93	8.10% Fixed	Representative 8.8% APR

You can find out more about the award-winning S 1000 RR, view independent comparison test videos, read about our 2011 BSB team and learn more about our competitive finance and insurance quotes at [www.3asyride.co.uk](http://www.3asyride.co.uk)  
Call 0800 777 155 for more information, or speak to your BMW Motorrad dealer.

Available at participating dealers for retail customers only. Finance example is based on a BMW 3asy Ride agreement for the model featured, a BMW S 1000 RR Sport, registered by 31 December 2011 with a contract mileage of 12,000 and an excess mileage charge of 6.89p (per mile). ^Credit arrangement fee payable in two parts: £100 with first monthly payment and £40 at the end of the agreement. ^^Option to purchase fee and optional final payment payable at the end of the agreement if you decide to purchase the vehicle. \*\*Excess mileage charges and vehicle condition charges may be payable if you return the vehicle. \*On the road cash price includes 12 months' road fund licence, vehicle first registration fee, delivery, number plates and VAT. All finance is subject to status and available to over 18s in the UK only (excluding the Channel Islands). Guarantees and indemnities may be required. Advertised Finance is provided by BMW Financial Services, Bartley Way, Hook, Hampshire RG27 9UF.



# Timetable

## Thursday, 9th June 2011

09:00 - 20:30

*Day of Champions - Riders for Health*

## Friday, 10th June 2011

09:15 - 09:55

**125cc**

*Free Practice 1*

10:10 - 10:55

**MotoGP**

*Free Practice 1*

11:10 - 11:55

**Moto2**

*Free Practice 1*

12:10 - 12:35

*Red Bull MotoGP Rookies Cup*

*Free Practice*

13:15 - 13:55

**125cc**

*Free Practice 2*

14:10 - 14:55

**MotoGP**

*Free Practice 2*

15:10 - 15:55

**Moto2**

*Free Practice 2*

16:05 - 16:35

*Red Bull MotoGP Rookies Cup*

*Qualifying Practice 1*

18:15 - 18:30

*National Support Race*

*Qualifying Practice*

## Saturday, 11th June 2011

09:15 - 09:55

**125cc**

*Free Practice 3*

10:10 - 10:55

**MotoGP**

*Free Practice 3*

11:10 - 11:55

**Moto2**

*Free Practice 3*

13:00 - 13:40

**125cc**

*Qualifying Practice*

13:55 - 14:55

**MotoGP**

*Qualifying Practice*

15:10 - 15:55

**Moto2**

*Qualifying Practice*

16:30

*Red Bull MotoGP Rookies Cup*

*Race (14 laps)*

## Sunday, 12th June 2011

09:00 - 09:20

**Moto2**

*Warm Up*

09:30 - 09:50

**MotoGP**

*Warm Up*

10:00 - 10:20

**125cc**

*Warm Up*

11:15

**Moto2**

*Race (18 laps)*

13:00

**MotoGP**

*Race (20 laps)*

14:30

**125cc**

*Race (17 laps)*

16:00

*Red Bull MotoGP Rookies Cup*

*Race 2 (14 laps)*

17:15

*National Support Race*

*Race 2 (10 laps)*



a winning  
team  
**Goodridge**  
and you

Experience the Goodridge  
**ADVANTAGE**



**BRAKELINES**  
High Performance Stainless Steel Braided

**G-LINK**  
Quick Disconnect Couplings

**G-COOL**  
Lightweight auxiliary fluid coolers



OFFICIAL TECHNICAL PARTNER TO ASTON MARTIN RACING AND OFFICIAL STRIPE SPONSOR OF BLOODHOUND SSC

**GOODRIDGE**  
FLUID TRANSFER SYSTEMS  
GOODRIDGE LTD, EXETER, EX5 2UP, ENGLAND  
[www.goodridge.net](http://www.goodridge.net)

UK 01392 369090 • USA (310) 533 1924 • FRANCE (1) 64 38 44 44 • GERMANY (0) 6321 484 47-0 • HOLLAND (15) 256 5232 • SPAIN (96) 252 4593 • JAPAN (3) 5716 4795



# WHAT'S ON THIS WEEKEND

AT THE ULTIMATE  
TWO WHEEL FESTIVAL

PICK UP  
YOUR FULL  
ENTERTAINMENT  
GUIDE AND  
2012 TICKETS

FROM ONE OF THE  
INFORMATION POINTS

**HONDA OFF-ROAD  
EXPERIENTIAL ZONE**  
SATURDAY NIGHT PARTY: SHORTTRACK  
RACING, FREE STYLE MOTOCROSS COMPETITION  
AND RED BULL DJ TRUCK  
TRIALS  
ENDURO  
MOTOX

**ARENA  
ENTERTAINMENT ZONE**  
CONCERTS AND COMPETITIONS  
ON THE MAIN STAGE  
MANUFACTURER VILLAGE  
BIKE DISPLAYS  
FAMILY FUNFAIR\*

**GET ON! ZONE**  
SUPERMOTO  
STUNT DISPLAYS: CRAIG JONES  
AND DOUGIE LAMPKIN  
KIDDI MOTO (2-5 YEAR OLDS)  
MY FIRST LICENCE (5-11 YEAR OLDS)  
ROOKIE RIDE (AGE 13+)  
MOTOR BIKE TRY OUTS  
PILLION RIDES

**POINTS OF INTEREST**  
AIR DISPLAYS: RED  
BULL MATADORS  
FORMULA FASHION EXHIBITION  
PLEASURE FLIGHTS\*  
FREE SHUTTLE BUSES  
SILVERSTONE RADIO 87.7FM AND  
[WWW.SILVERSTONE.CO.UK](http://WWW.SILVERSTONE.CO.UK)

\*CHARGES MAY APPLY





# SILVERSTONE CIRCUIT MAP

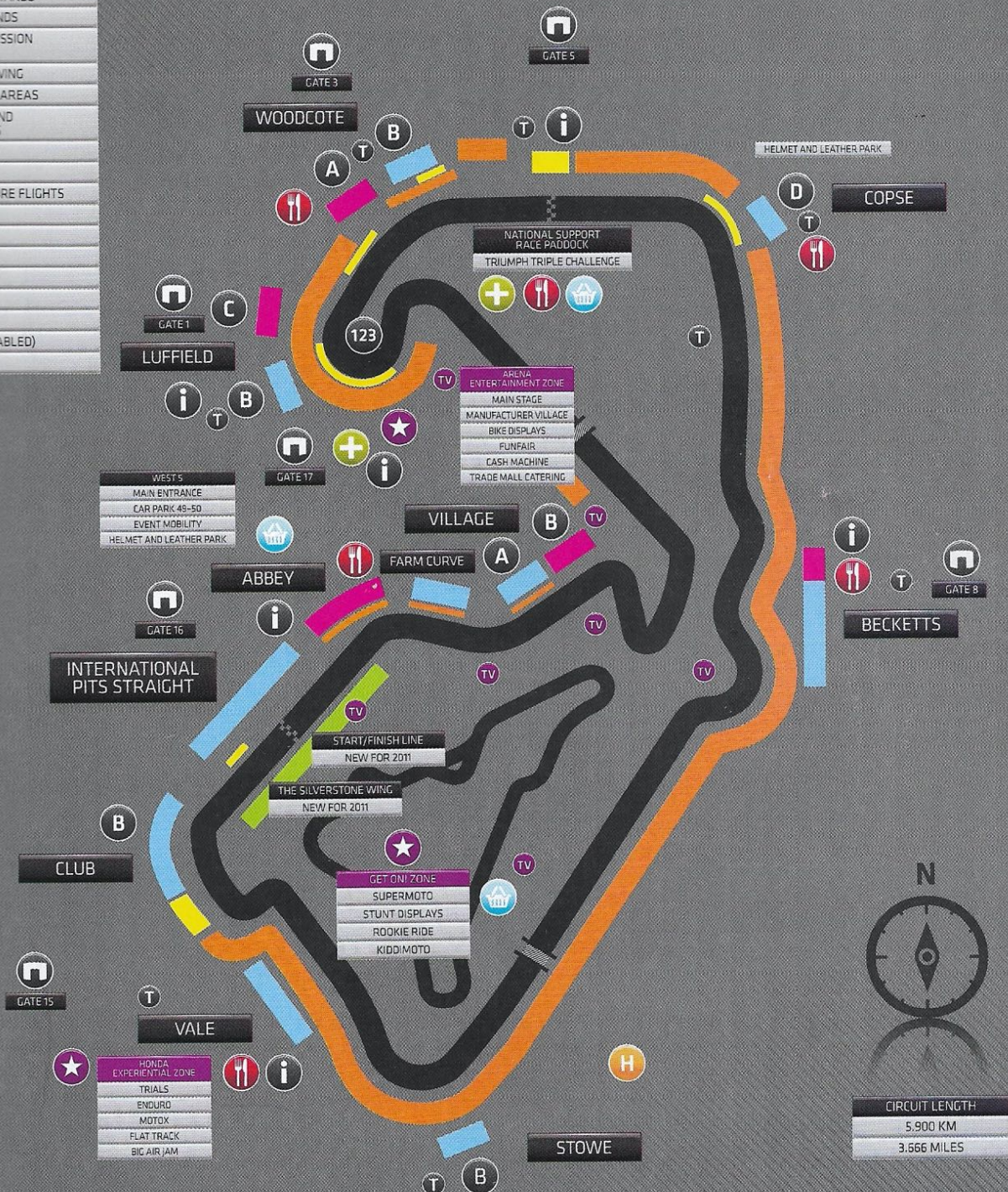
NOT TO SCALE

## GRANDSTAND OVERVIEW\*

\*NEW AND FARM NEW POSITIONS FOR 2011  
\*SUBJECT TO CHANGE

### LEGEND

- RESERVED GRANDSTANDS
- ROWING GRANDSTANDS
- FARM GENERAL ADMISSION VIEWING BANKS
- THE SILVERSTONE WING
- DISABLED VIEWING AREAS
- ENTERTAINMENT AND EXPERIENCE ZONES
- GAMBIT SCREENS
- FIRST AID
- HELIPORT / PLEASURE FLIGHTS
- SHOP
- CATERING
- SCOREBOARD
- INFORMATION
- CAMPSITE
- GATES
- TOILETS (WITH DISABLED)
- BRIDGE







# What is **MotoGP**?

***MotoGP is the premier motorcycle racing world championship; an eighteen-race series visiting thirteen countries, four continents and with pan-global television coverage. Eight nationalities of the world's most skilled riders line a grid armed with cutting-edge motorcycle technology which sees prototype machinery fielded by four manufacturers; Ducati, Yamaha, Honda and Suzuki.***

Established as a world championship by the FIM (Fédération Internationale de Motocyclisme) in 1949, MotoGP is now into its 63rd 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.

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 2010. 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, the details of which can be found in this guide.

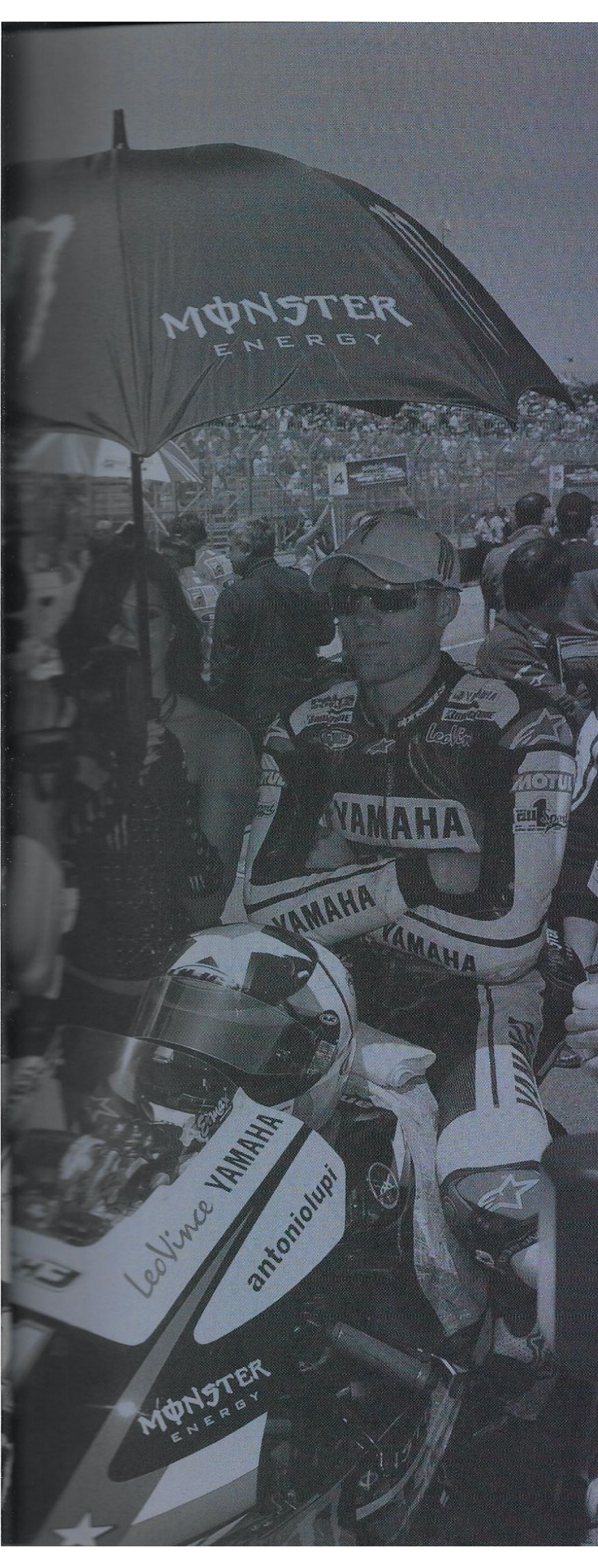
As well as the premier class there are also two ultra-competitive World Championship Grand Prix categories which form part of 'MotoGP'. The 125cc and Moto2 World Championships have their own races at each Grand Prix, meaning that by the end of the season three new champions are crowned.

***"More than 2.3 million people came through the gates of the circuits to watch MotoGP in 2010."***

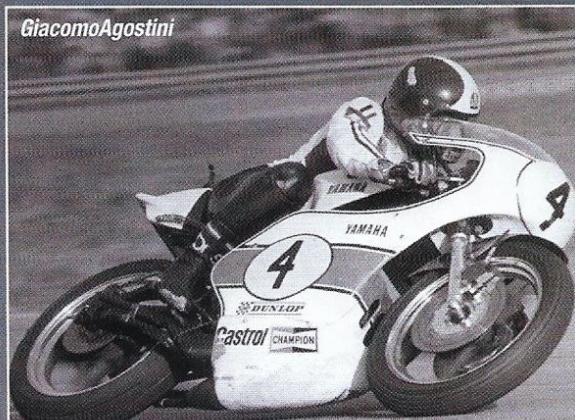
**125cc** – Is the first step for young riders into world championship competition. Maximum engine displacement is 125cc (single-cylinder units). The maximum age for riders is 28 years (25 for wild-card riders or those newly contracted and competing in a 125cc GP for the first time) and the minimum age is 16 years.

Continues on page 14...

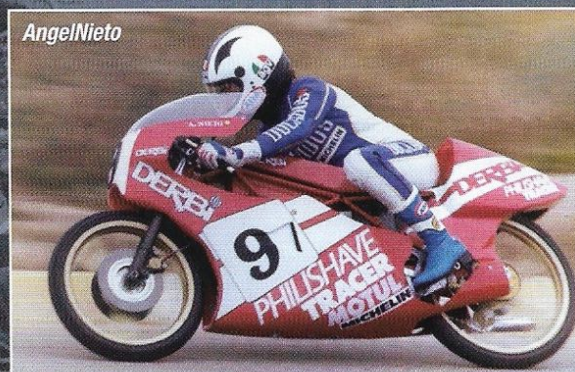




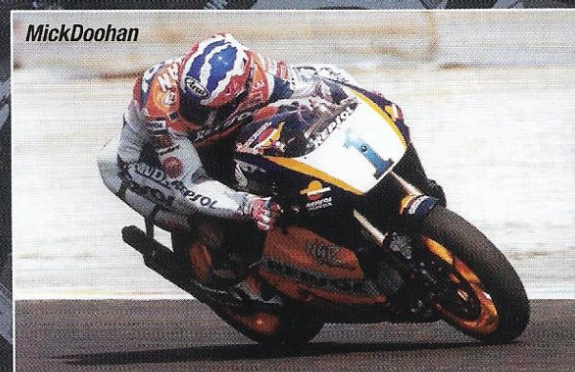
Giacomo Agostini



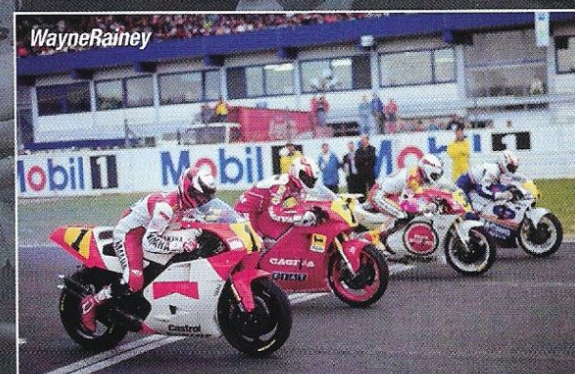
Angel Nieto



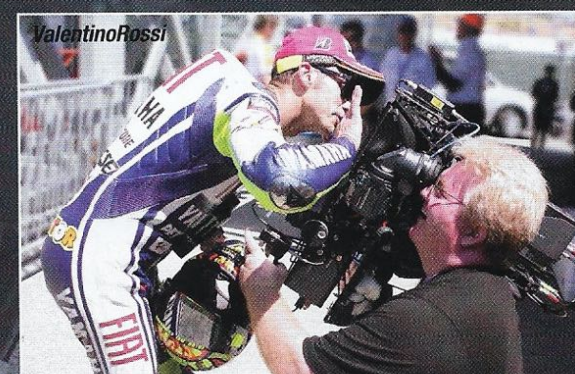
Mick Doohan



Wayne Rainey



Valentino Rossi





*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 4-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.*

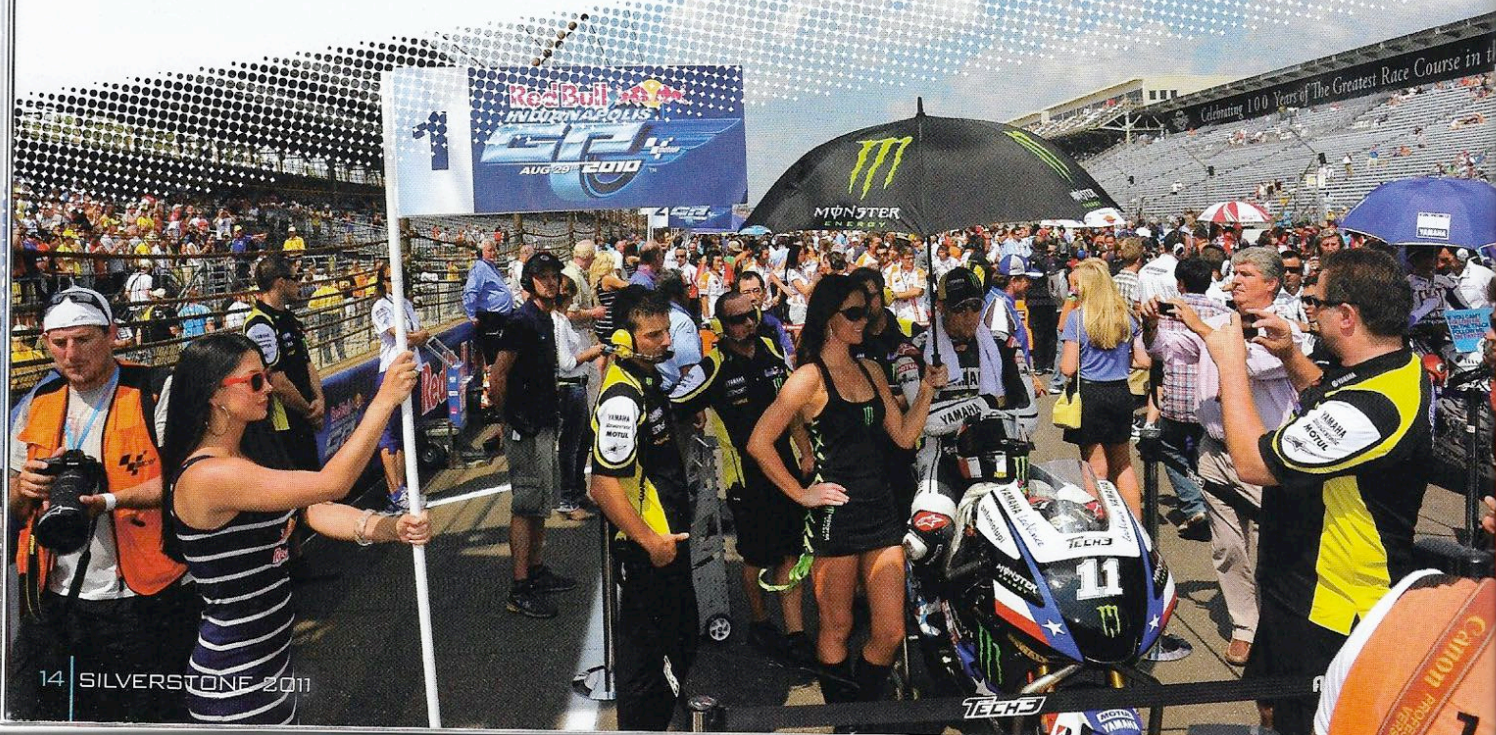
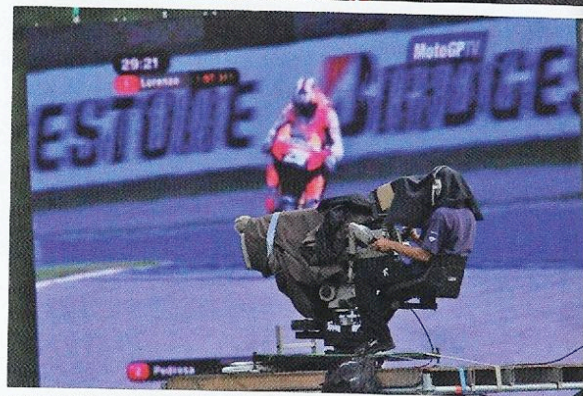
*At selected events the MotoGP racing action is augmented further by the Red Bull MotoGP Rookies Cup – an initiative designed to unearth future MotoGP stars from across the world.*

*The MotoGP paddock is a busy place bristling with personnel from all the teams and technical suppliers from tyres to suspension to racing apparel. Behind the scenes there are hundreds of people who co-ordinate each race-weekend in terms of organisation, safety measures, logistics, television coverage, commercial activities, VIP facilities, and media. The 'Clinica Mobile' unit also ensures that MotoGP has its own dedicated medical service at each round.*

***"Behind the scenes there are hundreds of people who co-ordinate each race-weekend in terms of organisation, safety measures, logistics, television coverage, commercial activities, VIP facilities, and media."***

*The Media Centre often has to deal with more than several hundred accredited press from all media; television, print, internet and radio. There were over 10,000 media representatives present during the 2010 championship.*

*MotoGP also has close links with the Riders for Health charity, which offers helps health workers in Africa have access to reliable transportation so they can reach the most isolated people with regular and predictable health care.*





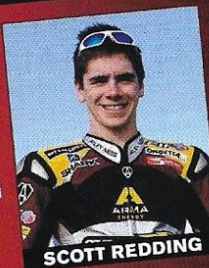
**BENNETTS BIKER DREAMS**

# LIVE YOUR DREAM

**MEET CAL CRUTCHLOW  
& SCOTT REDDING!**



Bennetts supports Cal and Scott and they will be signing autographs at the Bennetts exhibition stand on Sunday 12th June!



## WHAT'S YOUR BIKER DREAM?

Bennetts Biker Dreams is back! As always, it's open to all bikers. From a new lid to a trip across the Andes - whatever you're longing for, let Bennetts make it happen.

**MAKE IT HAPPEN! VISIT THE BENNETTS  
TRADE STAND OR [BENNETTS.CO.UK](http://BENNETTS.CO.UK)**

Subject to terms and conditions.





# MotoGP Entry List

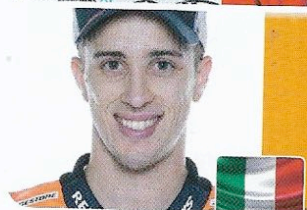


**Jorge Lorenzo** Yamaha Factory Racing

Place of birth: Palma de Mallorca, ESP

Date of birth: 04/05/87

Bike: Yamaha YZR-M1



**Andrea Dovizioso** Repsol Honda Team

Place of birth: Forlì, ITA

Date of birth: 23/03/86

Bike: Honda RC212V



**Colin Edwards** Monster Yamaha Tech3

Place of birth: Houston, USA

Date of birth: 27/02/74

Bike: Yamaha YZR-M1

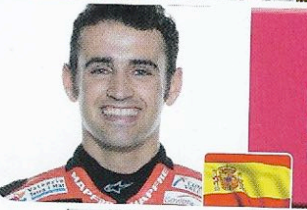


**Hiroshi Aoyama** San Carlo Honda Gresini

Place of birth: Chiba, JPN

Date of birth: 25/10/81

Bike: Honda RC212V

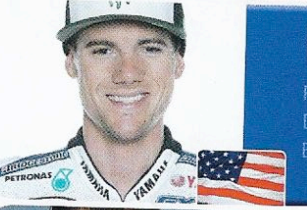


**Héctor Barberá** Mapfre Aspar Team MotoGP

Place of birth: Dos Aguas, ESP

Date of birth: 02/11/86

Bike: Ducati Desmosedici GP11 Sat



**Ben Spies** Yamaha Factory Racing

Place of birth: Memphis, USA

Date of birth: 11/07/84

Bike: Yamaha YZR-M1

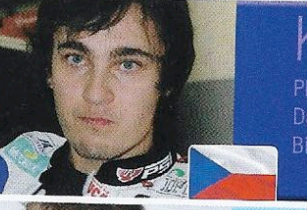


**Randy DePuniet** Pramac Racing Team

Place of birth: Maisons Laffitte, FRA

Date of birth: 14/02/81

Bike: Ducati Desmosedici GP11 Sat



**Karel Abraham** Cardion AB Motoracing

Place of birth: Brno, CZE

Date of birth: 02/01/90

Bike: Ducati Desmosedici GP11 Sat



**Álvaro Bautista** Rizla Suzuki MotoGP

Place of birth: Talavera de la Reina, ESP

Date of birth: 21/11/1984

Bike: Suzuki GSV-R 800

OFFICIAL TIMEKEEPER



See the new MotoGP collection at [www.tissot.ch](http://www.tissot.ch)



**TISSOT**  
SWISS WATCHES SINCE 1853





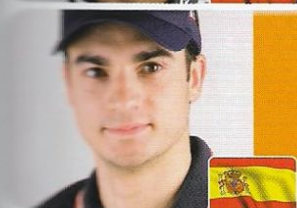
## Toni Elías

LCR Honda MotoGP

Place of birth: Manresa, ESP

Date of birth: 26/03/83

Bike: Honda RC212V



## Dani Pedrosa

Repsol Honda Team

Place of birth: Sabadell, ESP

Date of birth: 29/09/85

Bike: Honda RC212V



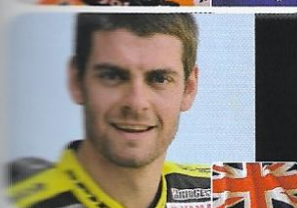
## Casey Stoner

Repsol Honda Team

Place of birth: Southport, AUS

Date of birth: 16/10/85

Bike: Honda RC212V



## Cal Crutchlow

Monster Yamaha Tech3

Place of birth: Coventry, GBR

Date of birth: 29/10/85

Bike: Yamaha YZR-M1



## Valentino Rossi

Ducati Team

Place of birth: Urbino, ITA

Date of birth: 16/02/79

Bike: Ducati Desmosedici GP11



## Marco Simoncelli

San Carlo Honda Gresini

Place of birth: Cattolica, ITA

Date of birth: 20/01/87

Bike: Honda RC212V



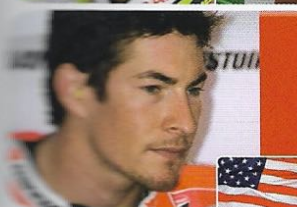
## Loris Capirossi

Pramac Racing Team

Place of birth: Castel San Pietro, ITA

Date of birth: 04/04/73

Bike: Ducati Desmosedici GP11 Sat



## Nicky Hayden

Ducati Team

Place of birth: Owensboro, USA

Date of birth: 30/07/81

Bike: Ducati Desmosedici GP11



OFFICIAL TIMEKEEPER



Visit the MotoGP collection at [www.tissot.ch](http://www.tissot.ch)

**TISSOT**  
SWISS WATCHES SINCE 1853



# MotoGP Classification

<i>Pos.</i>	<i>Rider</i>	<i>Nat.</i>	<i>Team</i>	<i>Bike</i>	<i>Points</i>
1	<b>Jorge Lorenzo</b>	ESP	Yamaha Factory Racing	Yamaha	99
2	<b>Casey Stoner</b>	AUS	Repsol Honda Team	Honda	99
3	<b>Andrea Dovizioso</b>	ITA	Repsol Honda Team	Honda	66
4	<b>Dani Pedrosa</b>	ESP	Repsol Honda Team	Honda	66
5	<b>Valentino Rossi</b>	ITA	Ducati Team	Ducati	55
6	<b>Nicky Hayden</b>	USA	Ducati Team	Ducati	44
7	<b>Ben Spies</b>	USA	Yamaha Factory Racing	Yamaha	33
8	<b>Hiroshi Aoyama</b>	JPN	San Carlo Honda Gresini	Honda	33
9	<b>Marco Simoncelli</b>	ITA	San Carlo Honda Gresini	Honda	32
10	<b>Cal Crutchlow</b>	GBR	Monster Yamaha Tech 3	Yamaha	30
11	<b>Héctor Barberá</b>	ESP	Mapfre Aspar Team MotoGP	Ducati	26
12	<b>Karel Abraham</b>	CZE	Cardion AB Motoracing	Ducati	24
13	<b>Colin Edwards</b>	USA	Monster Yamaha Tech 3	Yamaha	21
14	<b>Toni Elías</b>	ESP	LCR Honda MotoGP	Honda	20
15	<b>Loris Capirossi</b>	ITA	Pramac Racing Team	Ducati	16
16	<b>Álvaro Bautista</b>	ESP	Rizla Suzuki MotoGP	Suzuki	11
17	<b>Randy De Puniet</b>	FRA	Pramac Racing Team	Ducati	6
18	<b>John Hopkins</b>	USA	Rizla Suzuki MotoGP	Suzuki	6

**TISSOT**  
SWISS WATCHES SINCE 1853



**TISSOT T-RACE**  
**NICKY HAYDEN**  
MotoGP Racer  
LIMITED EDITION 2011



Constructor	QAT	ESP	POR	FRA	CAT	GBR	NED	ITA	GER	USA	CZE	INP	RSM	ARA	JPN	AUS	MAL	VAL	Points
Honda	25	20	25	25	25														120
Yamaha	20	25	20	13	20														98
Ducati	9	16	11	16	11														63
Suzuki	-	6	3	4	4														17

Team	QA	ES	PO	FR	CA	GB	NE	IT	GE	US	CZ	IN	SM	AR	JP	AU	MA	VA	Points
Repsol Honda Team		38	20	38	25	25													146
Yamaha Factory Racing		30	25	20	23	36													134
Ducati Team		16	27	18	25	19													105
San Carlo Honda Gresini		17	13	9	19	10													68
Monster Yamaha Tech 3		13	8	18	3	9													51
Mapfre Aspar Team MotoGP		4	10	-	7	5													26
Cardion AB Motoracing		3	9	-	6	6													24
Pramac Racing Team		-	5	10	-	7													22
LCR Honda MotoGP		-	7	5	5	3													20
Rizla Suzuki MotoGP		-	6	3	4	4													17

**TISSOT**  
SWISS WATCHES SINCE 1853



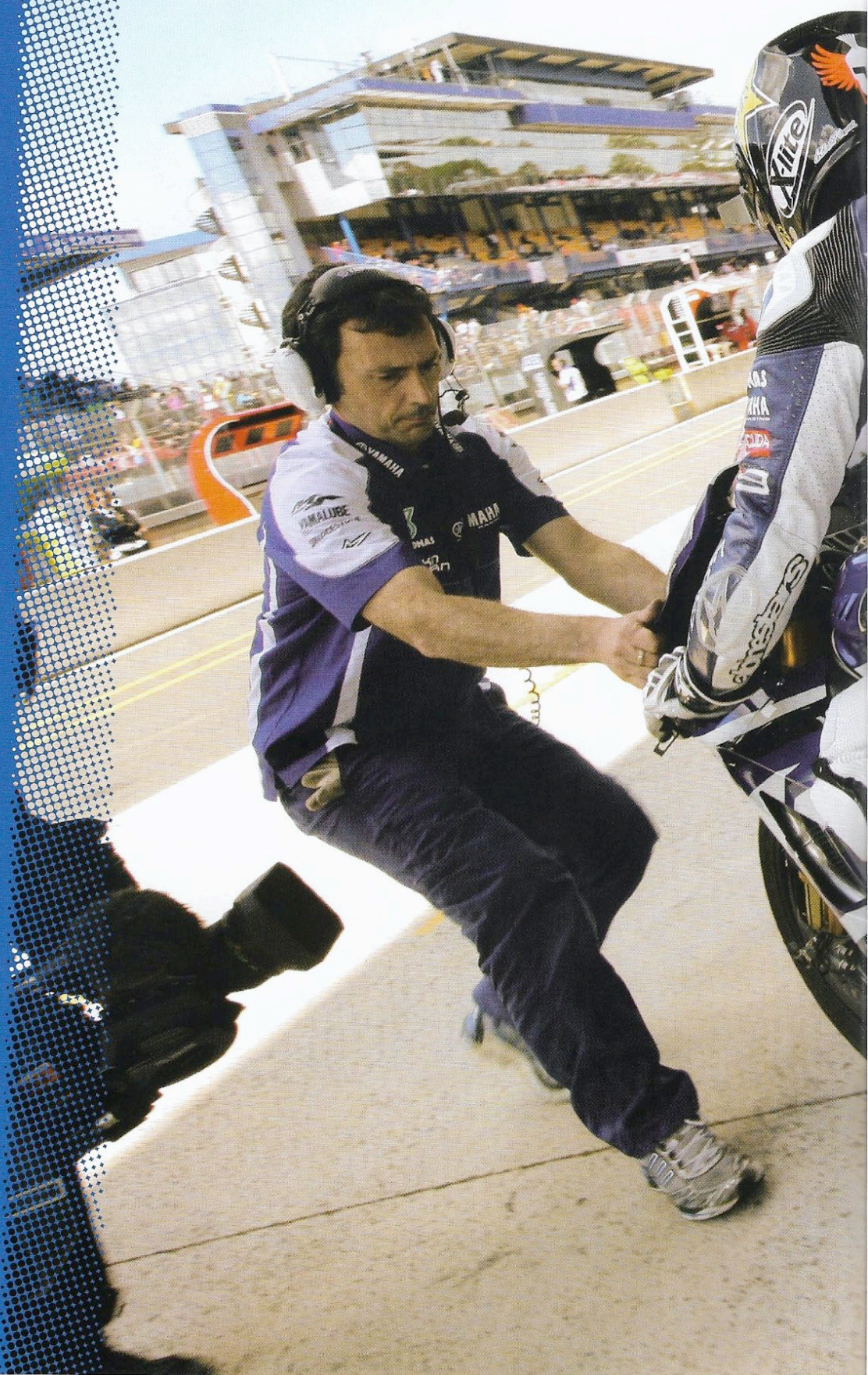
**TOUCH EXPERT™**  
TACTILE TECHNOLOGY  
15 functions including meteo,  
altitude difference meter  
and compass.



# Yamaha Factory Racing

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

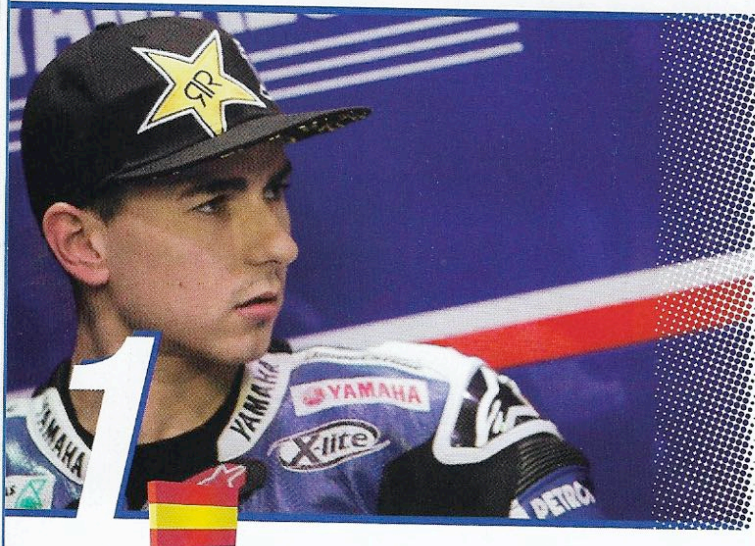
*The 2010 championship-winning team runs without sponsor in celebration of its 50th year in grand prix racing and boasts a fearsome line-up in Lorenzo and Spies. Yamaha's fortunes were transformed by Valentino Rossi when he made the shock move from Honda in 2004 and promptly won the title. Reigning world champ Lorenzo may now have picked up the baton and forced Rossi out of the garage, but last year's Rookie of the Year now steps into his ample shoes and the Texan is sure to provide a stern challenge to Lorenzo's supremacy.*









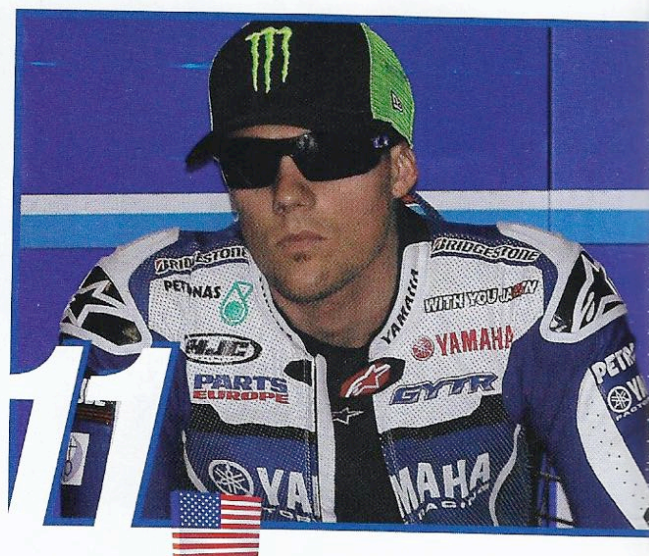


## Jorge Lorenzo

	MotoGP	250cc	125cc	Total
Starts	57	48	46	151
Wins	15	17	4	36
Poles	17	23	3	43
Fastest laps	9	4	3	16
Podiums	38	29	9	76
Best result	1°	1°	1°	
Best position	1°	1°	1°	
First GP	QAT 08	ESP 05	ESP 02	
First win	POR 08	ESP 06	RIO 03	
Last win	VAL 10	AUS 07	QAT 04	
2010 Championship	1°			
Best final placing	1°	1°	4°	
World titles	1	2	-	3

The reigning MotoGP World Champion defends his first premier class title in 2011, competing on board the factory Yamaha M1 which brought him great success one year ago. The Spaniard, who has broken numerous records on his way to the top, has already shown the same level of consistency that delivered him the 2010 title, and he is still the man to beat in the final season of the 800cc machines.

*"Has already shown the same level of consistency that delivered him the 2010 title."*



## Ben Spies

	MotoGP	250cc	125cc	Total
Starts	26	-	-	26
Poles	1	-	-	1
Podiums	3	-	-	3
Best result	2°	-	-	
Best position	1°	-	-	
First GP	GBR 08	-	-	
2010 Championship	6°	-	-	
Best final placing	6°	-	-	

A Yamaha factory rider in only his second season in MotoGP in 2011, Spies' swift adaptation to the premier class served a clear notice of the Texan's talent. Nicknamed 'Elbowz' thanks to his unique riding style, Spies was seen as the ideal choice to occupy the seat vacated by Valentino Rossi, courtesy of a revelatory debut season in 2010 when he sealed a pole position at home in Indy and two podium finishes. His first factory season however has been a slow-starter and he will be keen to show his true worth in the coming races.

*"A revelatory debut season in 2010 when he sealed a pole position at home in Indy and two podium finishes."*



"Four  
wheels  
move  
the  
body.  
Two  
wheels  
move  
the  
soul."



That's another great quote from Devitt!

SO WHY NOT ASK US FOR A MEMORABLE INSURANCE QUOTE TOO?  
CALL **0800 200 369** OR VISIT **DEVITTINSURANCE.COM** TODAY.

Quote Ref: TRADEX

80% of bikers could  
save money on their  
motorcycle insurance  
with Devitt.

Based on telephone independent research by Consumer  
Intelligence in February 2011.

We've got **75 years of  
insurance experience**



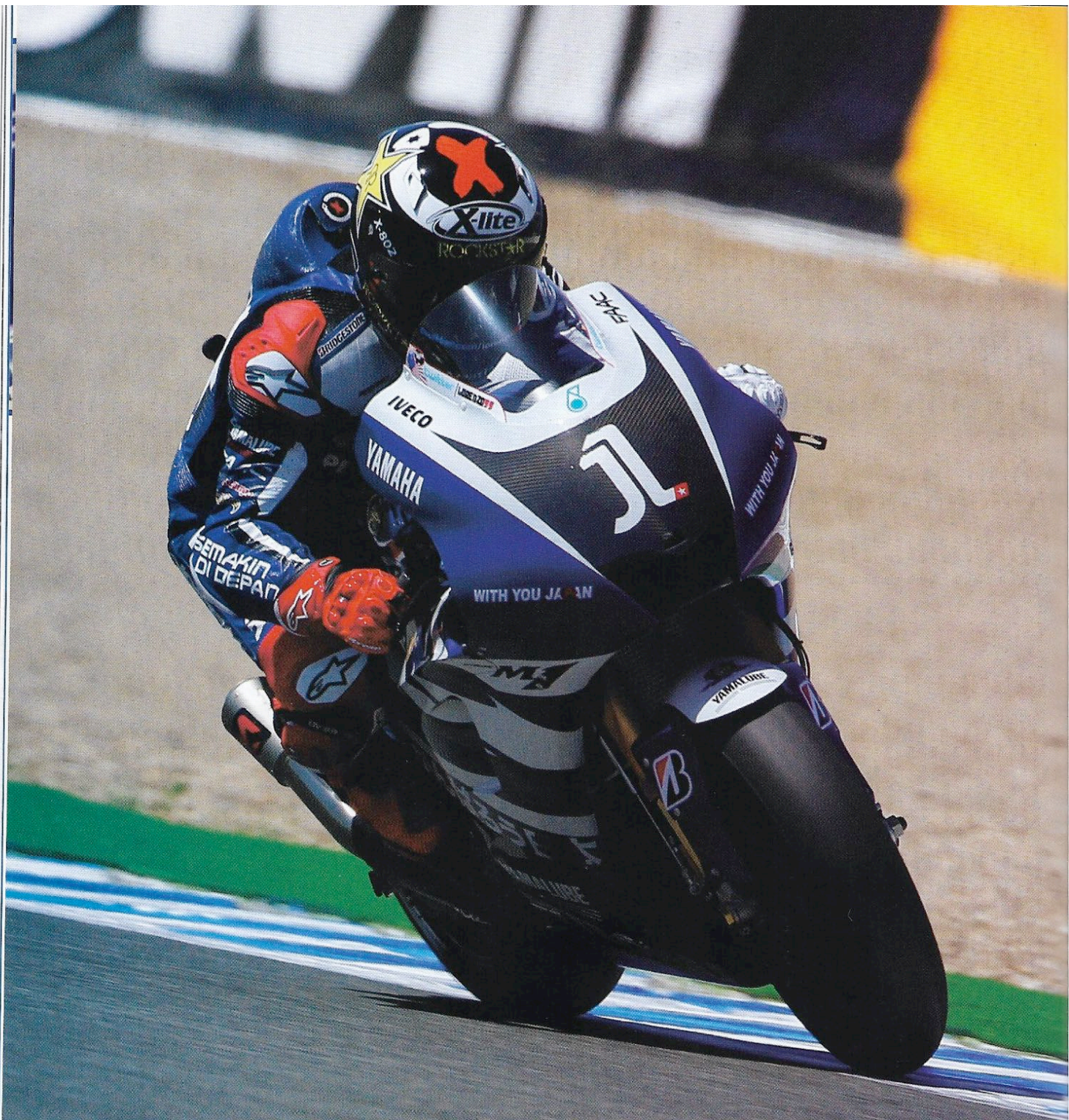
behind us to bring you the  
best deals in motorcycle insurance. Did  
you know we're the company behind  
**Keep Britain Biking**? Something that's  
as important to us as it is to you.

**Devitt**

INSURANCE BROKERS

Devitt Insurance Services Limited, North House, St Edwards Way, Romford, Essex RM1 3PP.  
Lines are open Mon to Fri 8am - 8pm, Sat 9am - 5pm.

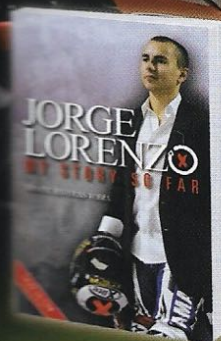




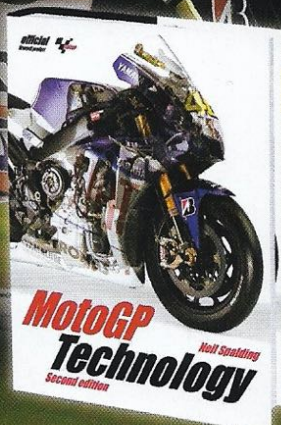
Jorge Lorenzo  
Yamaha Factory Racing



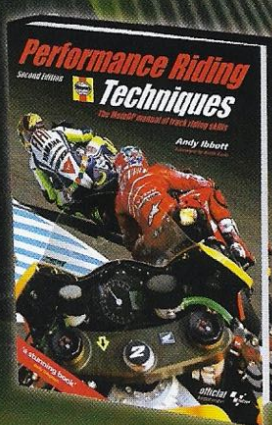
# Great MotoGP Books from Haynes



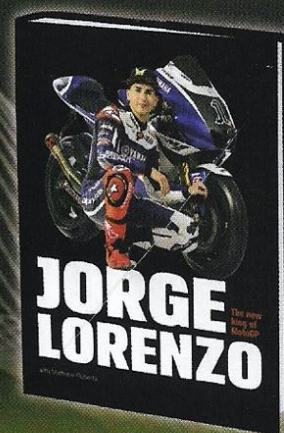
£9.99



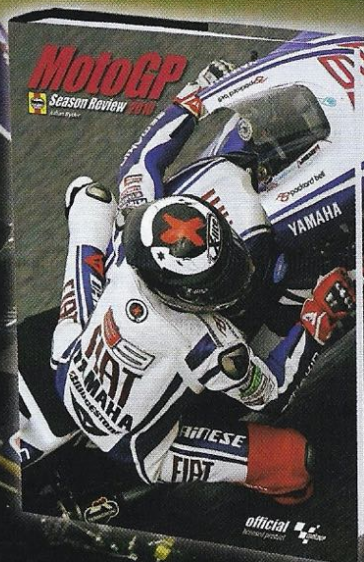
£25.00



£19.99



£25.00



£25.00

## OUT NOW!

[www.haynes.co.uk/motogp](http://www.haynes.co.uk/motogp)

Books for enthusiasts  
by enthusiasts



Available from all good bookshops or ORDER DIRECT on Tel: 01963 442030



# Repsol Honda Team

*Bike: Honda RC212V. HRC Vice-President: Shuhei Nakamoto*





*Honda is desperate to take a first MotoGP crown since Nicky Hayden's success in 2006, and what would be only the factory's second since Rossi's defection to Yamaha after 2003. As such they line up a talented three-pronged attack this season, with 2007 World Champion Casey Stoner arriving from Ducati to join Pedrosa and Dovizioso. The trio have formed a most impressive unit throughout pre-season testing riding the on-song RC212V, and are the favourites to topple Lorenzo.*





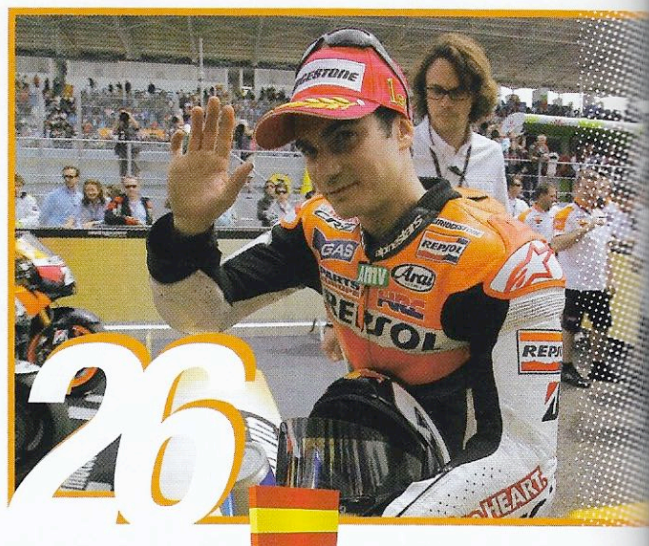


## Andrea Dovizioso

	MotoGP	250cc	125cc	Total
Starts	58	49	49	156
Wins	1	4	5	10
Poles	1	4	9	14
Fastest laps	1	8	3	12
Podiums	10	26	15	51
Best result	1 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
Best position	1 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
First GP	QAT 08	ESP 05	ITA 01	
First win	GBR 09	CAT 06	RSA 04	
Last win	GBR 09	GBR 07	AUS 04	
2010 Championship	5 <sup>o</sup>			
Best final placing	5 <sup>o</sup>	2 <sup>o</sup>	1 <sup>o</sup>	
World titles	-	-	1	1

In his third campaign as a factory Honda rider in 2011, the Italian has proven himself to be a capable challenger to the leading riders since he joined the class in 2008. He took his sole win at the British GP in 2009, and seven podiums throughout the 2010 campaign clearly demonstrate his potential, but is he able push on from a second-place finish at Le Mans and challenge for the title?

*"The Italian has proven himself to be a capable challenger to the leading riders."*



## Dani Pedrosa

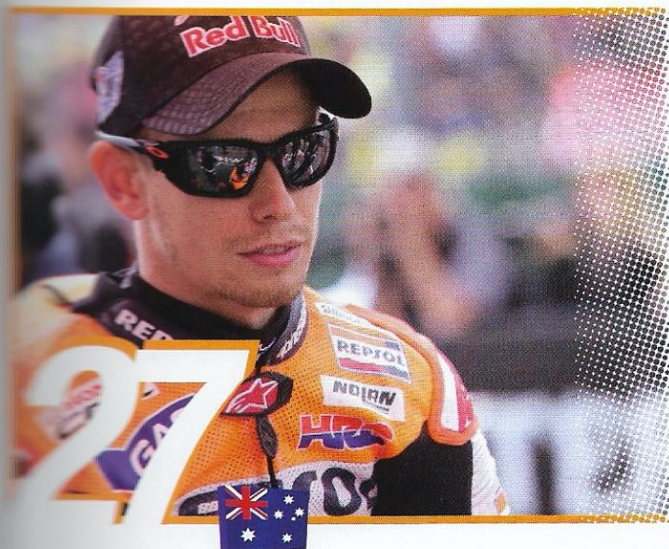
	MotoGP	250cc	125cc	Total
Starts	88	32	46	166
Wins	13	15	8	36
Poles	17	9	9	35
Fastest laps	24	15	5	44
Podiums	50	24	17	91
Best result	1 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
Best position	1 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
First GP	ESP 06	RSA 04	JPN 01	
First win	CHN 06	RSA 04	NED 02	
Last win	RSM 10	VAL 05	MAL 03	
2010 Championship	2 <sup>o</sup>			
Best final placing	2 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
World titles	-	2	1	3

*Dani Pedrosa may not ride due to injury.*

Twice a MotoGP World Championship runner-up - including last year - and a top-three finisher for the past four years, Pedrosa is more determined than ever to claim a first premier class title on board the factory RC212V of the Repsol Honda team. Despite shoulder problems at the start of the year he still finished on the podium and bounced back after an operation to take victory at Estoril. However life never seems to deal Pedrosa a fair hand as the new setback of a collarbone break in France means his title challenge is in the balance.

*"Pedrosa is more determined than ever to claim a first premier class title on board the factory RC212V of the Repsol Honda team."*





# Casey Stoner

	MotoGP	250cc	125cc	Total
Starts	88	31	30	149
Wins	26	5	2	33
Poles	25	2	2	29
Fastest laps	22	1	3	26
Podiums	47	10	10	67
Best result	1°	1°	1°	
Best position	1°	1°	1°	
First GP	ESP 06	JPN 02	GBR 01	
First win	QAT 07	POR 05	VAL 03	
Last win	AUS10	TUR 05	MAL 04	
2010 Championship	4°			--
Best final placing	1°	2°	5°	
World titles	1	-	-	1

A change of team in 2011 for the gritty Aussie has marked an exciting new stage in the former MotoGP World Champion's career, as he attempts to emulate his 2007 title-winning season in factory Honda colours for the first time. Plagued by mechanical problems with Ducati in the early part of 2010, his determination saw him fight back for three wins in the latter part of the year, and after winning this year's opener on board the Honda RC212V, fought back strongly from the disaster at Jerez by winning in France.

*"He attempts to emulate his 2007 title-winning season in factory Honda colours for the first time."*

## C-EVO. The most technically advanced motorcycle jeans in the world™

Only one motorcycle jean has achieved full CE garment approval, the new C-EVO by Draggin. Fully lined with Military + Grade Kevlar® and Dyneema®, The World's Strongest Fiber,™ C-EVO provides all the protection you need in a comfortable, breathable denim jean. For stockists and further information go to [dragginjeans.net](http://dragginjeans.net)



Designed to withstand and protect for a minimum of

# 4.4 SECONDS

of road abrasion resistance.



Red dot design award  
2009

KEVLAR  
®



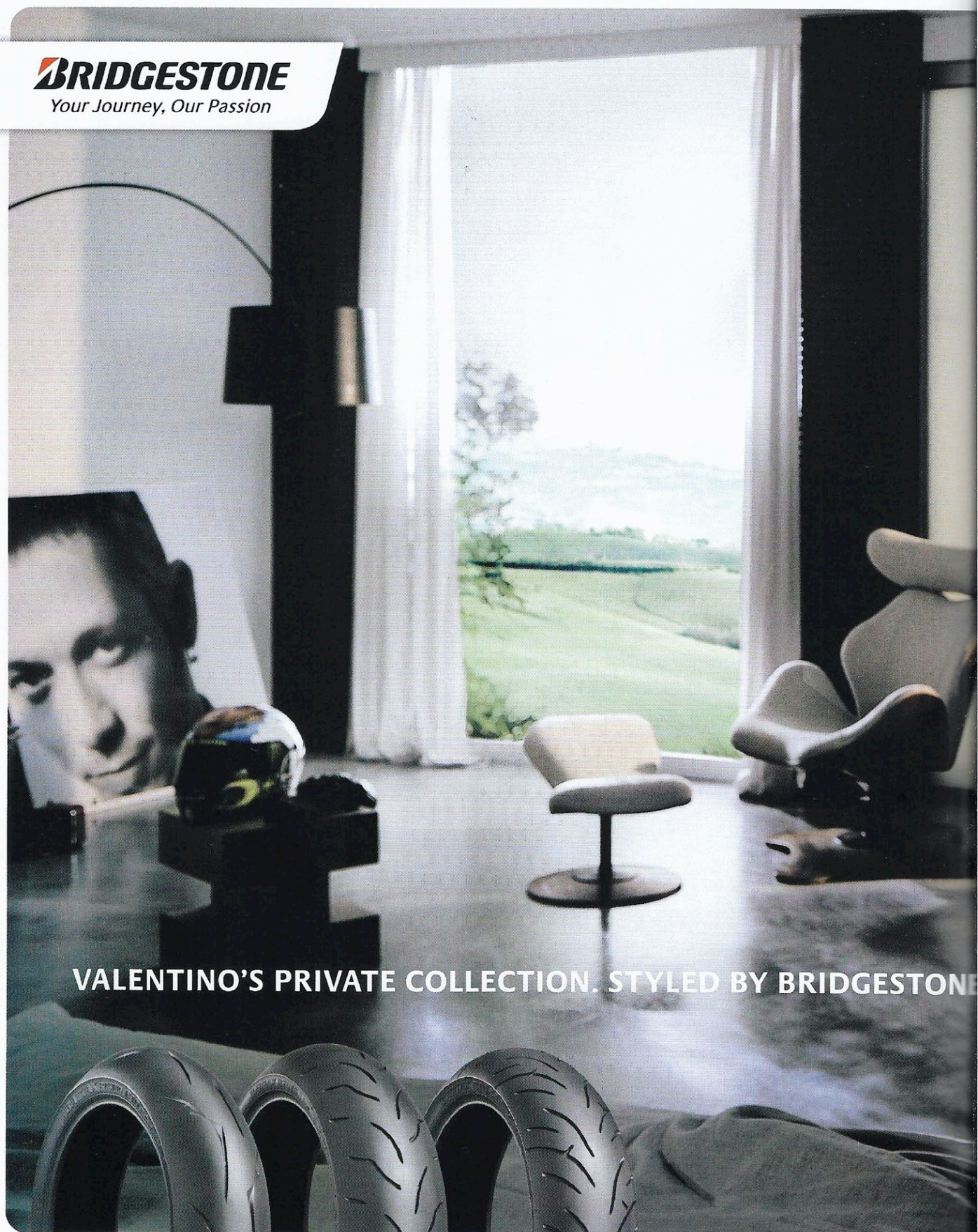
Dyneema®



DRAG1353



**BRIDGESTONE**  
Your Journey, Our Passion



VALENTINO'S PRIVATE COLLECTION. STYLED BY BRIDGESTONE

**BATTLAX**  
**R10**

**BATTLAX**  
**BT-016<sub>PRO</sub>**

**BATTLAX**  
**BT-023**

Bridgestone Europe NV/SA  
Kleine Kloosterstraat 10  
1932 Zaventem, Belgium



80<sup>th</sup>  
ANNIVERSARY



Our Battlax Collection will give you too, the same confidence and inspiring performance that we provide for World Champions.





# DucatiTeam

*Bike: Ducati Desmosedici GP11. MotoGP Project Director: Alessandro Cicognani*

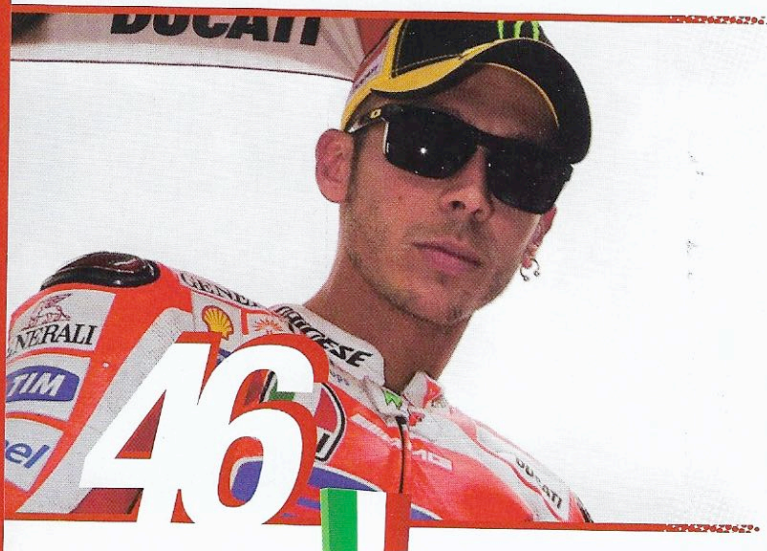




*The marriage of Italy's favourite sporting son and Bologna-based Ducati has set tongues wagging across the sporting spectrum; if MotoGP had a gossip magazine, you can guarantee that the paparazzi would be camped outside the factory gates. Both parties are putting their reputations on the line with the transfer, however. Rossi previously transformed Yamaha's fortunes, and will be expected to do the same again as he is joined in the move by his long-term technical crew led by mastermind engineer Jeremy Burgess. Ducati meanwhile have struggled to keep up with the progress of the Japanese bikes in the last couple of seasons after storming to the title in 2007, and now must beat their former protégé Stoner with the might of Honda behind him.*





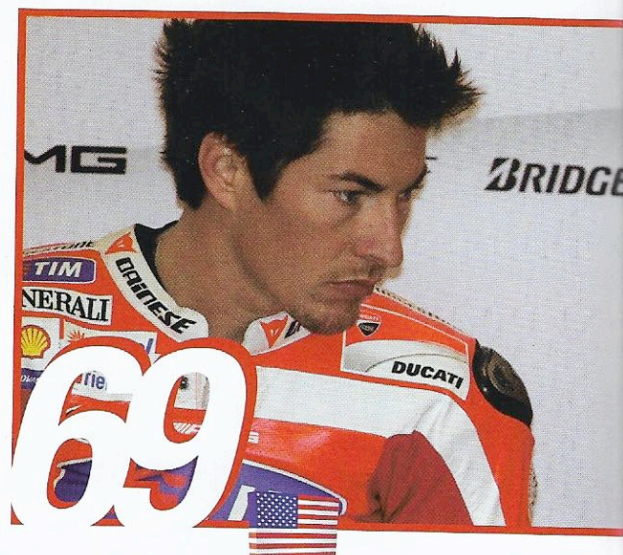


## Valentino Rossi

	MotoGP	250cc	125cc	Total
Starts	186	30	30	246
Wins	79	14	12	105
Poles	49	5	5	59
Fastest laps	66	11	9	86
Podiums	139	21	15	175
Best result	1°	1°	1°	
Best position	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	
2010 Championship	3°			
Best final placing	1°	1°	1°	
World titles	7	1	1	9

In 2011 Rossi is battling hard in his new challenge with Ducati after an illustrious career that has sealed his place in the sport's history. On his comeback from serious injury last year, the change to a third manufacturer in the premier class has been tougher than expected as the Italian attempts to equal MotoGP legend Giacomo Agostini's record of eight premier class titles, having already surpassed his compatriot's record for all-time premier class victories.

*"The Italian attempts to equal MotoGP Legend Giacomo Agostini's record of eight premier class titles."*

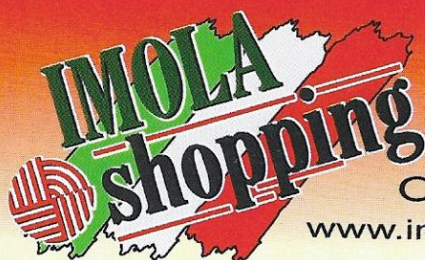


## Nicky Hayden

	MotoGP	250cc	125cc	Total
Starts	139	-	-	139
Wins	3	-	-	3
Poles	5	-	-	5
Fastest laps	6	-	-	6
Podiums	28	-	-	28
Best result	1°	-	-	
Best position	1°	-	-	
First GP	JPN 03	-	-	
First win	USA 05	-	-	
Last win	USA 06	-	-	
2010 Championship	7°	-	-	
Best final placing	1°	-	-	
World titles	1	-	-	1

World Champion in the final year of the 990cc machines in 2001, 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" made a vast improvement in 2010. Hayden has already tasted podium champagne this year with a gritty ride at the damp Jerez and will want more before the season is out.

*"Hayden has already tasted podium champagne this year with a gritty ride at the damp Jerez."*



Official Supplier  
[www.imolashopping.com](http://www.imolashopping.com)  
[info@imolashopping.com](mailto:info@imolashopping.com)







1198 + 1198 SP


# Get your heart racing with £1,000

to indulge in Ducati Accessories or Apparel


The 1198 and 1198 SP are world class Superbikes. Both deliver real world performance distilled from Ducati MotoGP and WSBK heritage. Whether you choose an 1198 or the range topping 1198 SP you are in exclusive company. Purchase a new 1198 model between June 1<sup>st</sup> and August 31<sup>st</sup> and you'll receive a £1,000 voucher to spend in-store, on Ducati Performance Accessories or Apparel. That should get your heart racing even faster.

Visit [www.ducatiuk.com](http://www.ducatiuk.com) to find your local authorised Ducati dealer and book your demo ride



Official Sponsor 

 V-Power<sup>®</sup> Recommended

Powered by 



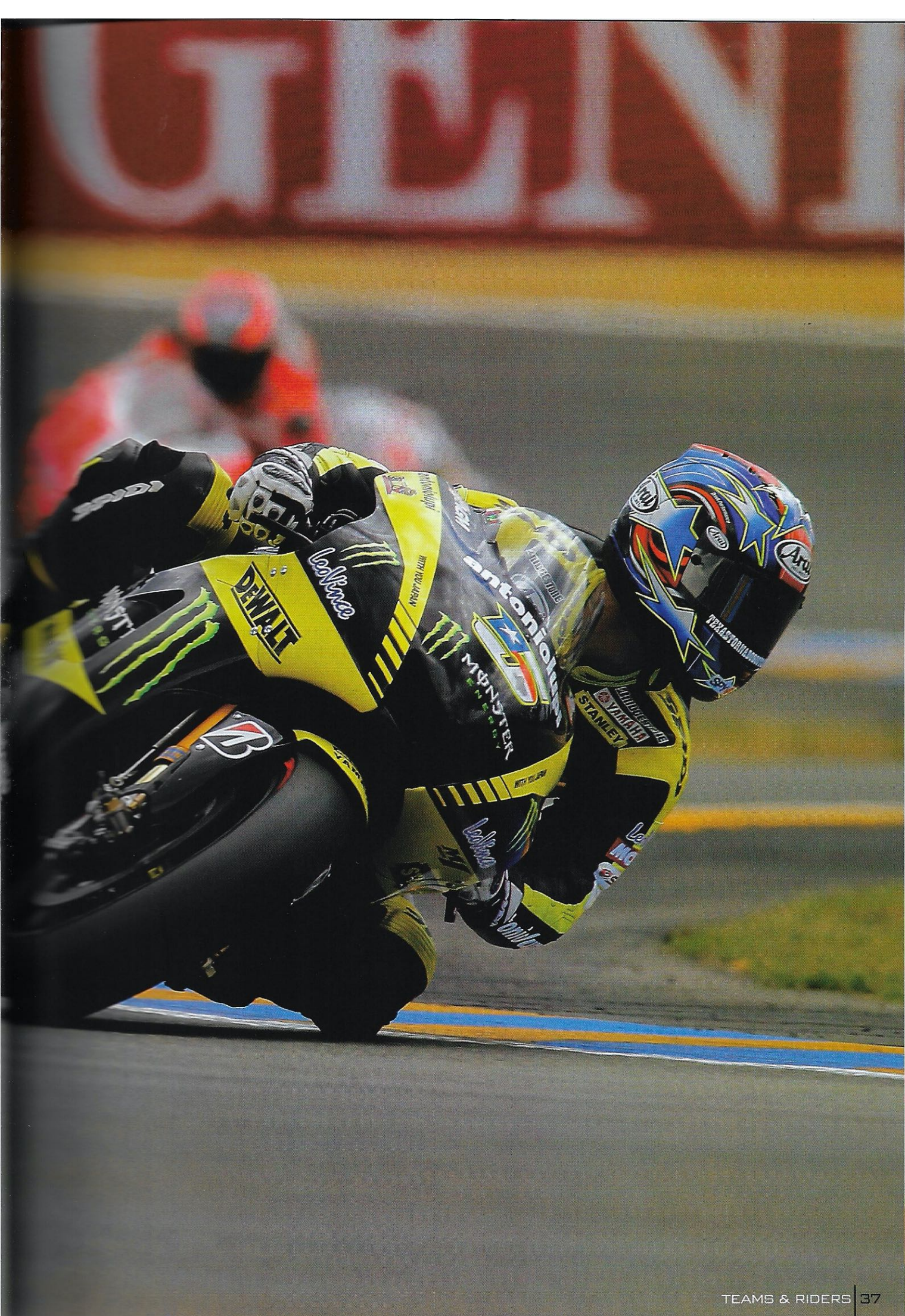
# Monster Yamaha Tech3

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

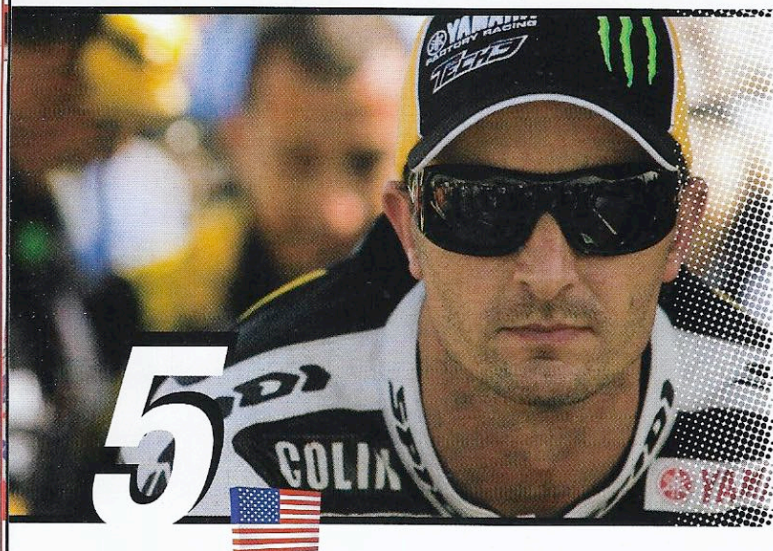
The Tech3 outfit have been the leading Yamaha satellite team for the last few years in MotoGP, first entering the premier class in 2001 after their success in 250s with Olivier Jacque. Led by IRTA President Hervé Poncharal, the French team frequently challenge for the podium positions, and having lost Ben Spies to the factory squad will hope that Colin Edwards can perform a similarly educational role for their new rookie Cal Crutchlow.









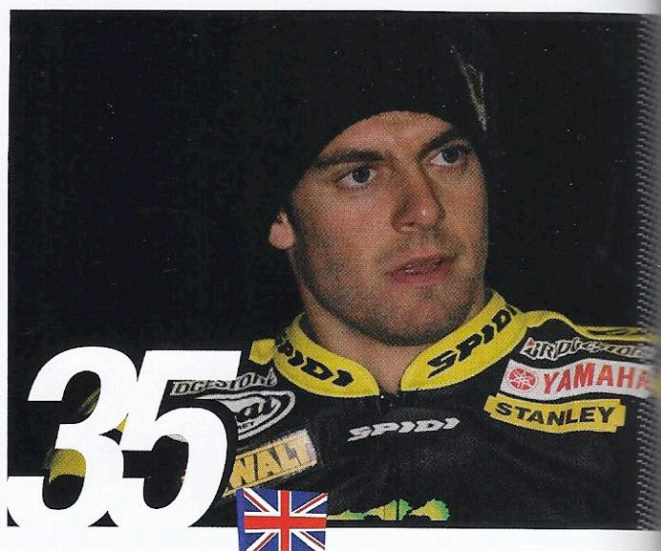


## Colin Edwards

	MotoGP	250cc	125cc	Total
Starts	141	-	-	141
Poles	3	-	-	3
Fastest laps	3	-	-	3
Podiums	11	-	-	11
Best result	2°	-	-	
Best position	1°	-	-	
First GP	JPN 03			
2010 Championship	11°			
Best final placing	4°	-	-	

Edwards is in his ninth season in the MotoGP World Championship in 2011 and the Texan's vast experience is again being tested on board the Yamaha M1 for the Monster Yamaha Tech 3 team. Having signed a one-year extension to his contract with Hervé Poncharal's team Edwards will once again have his sights set on breaking the victory duck that has blemished his Grand Prix career to date.

*"The Texan's vast experience is again being tested on board the Yamaha M1 for the Monster Yamaha Tech 3 team."*



## Cal Crutchlow

	MotoGP	250cc	125cc	Total
Starts	5	-	-	5
First GP	QAT 11			
Best result	7°	-	-	

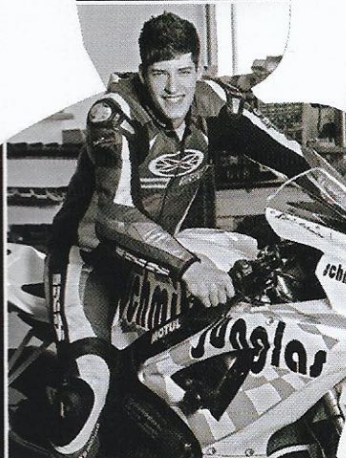
There is expectation on Crutchlow's shoulders after he secured a British presence on the MotoGP grid in his debut season. Charged with filling the boots of his predecessor Ben Spies in the Monster Yamaha Tech 3 team for 2011, he has added pressure to perform. A former British and World Supersport champion, Crutchlow has already acquitted himself well in the early stages of his rookie year.

*"A former British and World Supersport champion, Crutchlow has already acquitted himself well in the early stages of his rookie year."*



# pure **e**motion

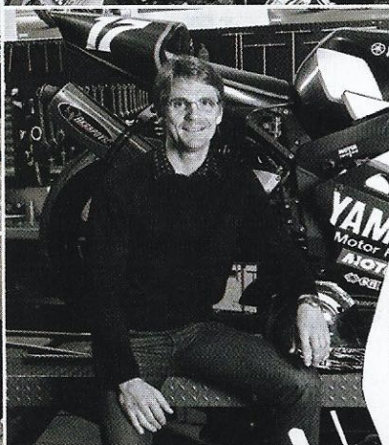
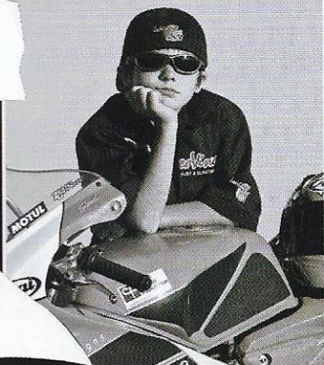
**Kevin Schmitt**  
Suzuki Dealer,  
Germany  
National Supersport  
Champion



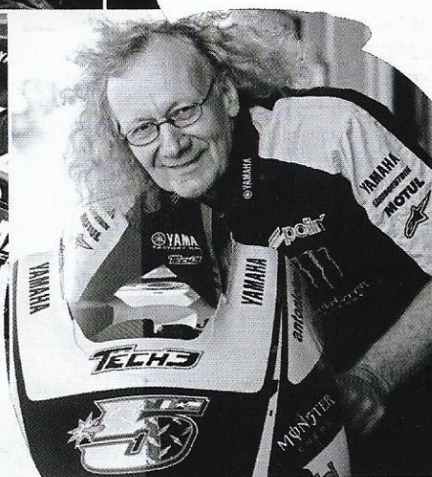
**Ignacio Chivite**  
Amateur Racer,  
Motul customer,  
Spain



**Josh Seme**  
11 year-old  
Motul rider,  
USA



**Jean-Marc Deletang**  
Multi-brand Dealer, France  
Bol d'Or winner



**Guy Coulon**  
Technical Manager of Tech3  
MotoGP Team, France

**Louit Family**  
Multi-brand Dealers,  
France



## Feed the **Passion**

Bikers are all different but have one thing in common. Thanks to its involvement in every form of motorcycling activity and racing across the World, lubricants specialist, the Motul Group, share with everyone from enthusiasts to amateur and professional racers a passion without boundaries.

[www.motul.com](http://www.motul.com)

[facebook www.facebook.com/motul](https://www.facebook.com/motul)

[YouTube www.youtube.com/motul](https://www.youtube.com/motul)

# MOTUL

fluid force



# Pramac Racing Team

*Bike: Ducati Desmosedici GP11. Team Principal: Paolo Caminotti*

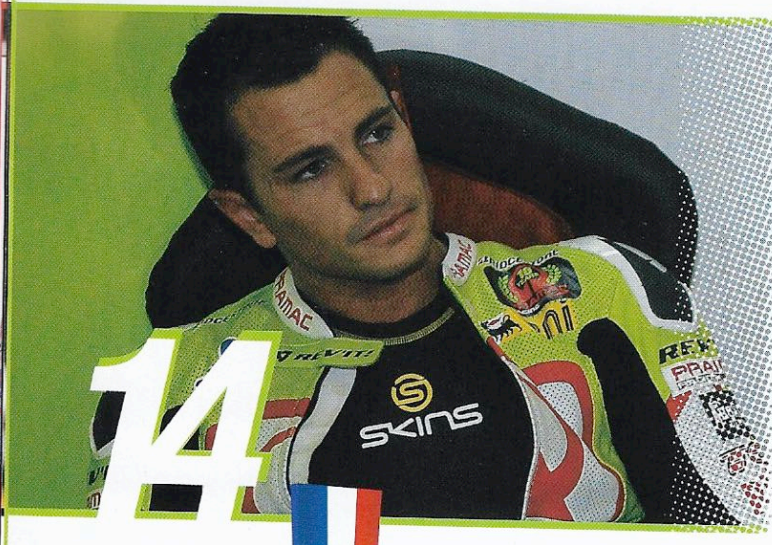
Pramac Racing made its debut in the MotoGP Championship in 2002 with Honda machinery, and has seen a whole host of top riders pass through its ranks. Biaggi, Barros, Tamada and Elías. Having since changed support they celebrate their tenth season in the premier class this year, and having gone with a policy of youth in recent years, now turn to two more experienced riders. None more so than Loris Capirossi who returns to Ducati where he enjoyed such success with the factory team, and Randy de Puniet who has impressed in his time with









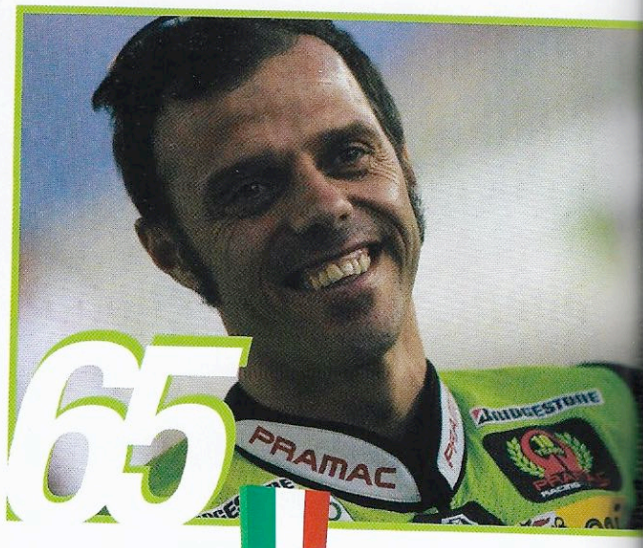


## Randy DePuniet

	MotoGP	250cc	125cc	Total
Starts	92	80	33	205
Wins	-	5	-	5
Poles	-	9	-	9
Fastest laps	-	4	-	4
Podiums	2	22	-	24
Best result	2 <sup>o</sup>	1 <sup>o</sup>	7 <sup>o</sup>	
Best position	2 <sup>o</sup>	1 <sup>o</sup>	7 <sup>o</sup>	
First GP	ESP 06	JPN 01	FRA 98	
First win	-	CAT 03	-	
Last win	-	GBR 05	-	
2010 Championship	9 <sup>o</sup>			
Best final placing	9 <sup>o</sup>	3 <sup>o</sup>	17 <sup>o</sup>	

De Puniet is in his sixth year in the premier class in 2011, and the Frenchman is having a challenging time as he tackles the Ducati Desmosedici for the Pramac Racing team. Having showed his true potential on board a satellite Honda in the first half of the 2010 campaign, De Puniet needs to make significant improvements this season to replicate that impressive form he showed before a broken leg interrupted his progress.

*"De Puniet needs to make significant improvements this season to replicate that impressive form he showed before a broken leg interrupted his progress."*



## Loris Capirossi

	MotoGP	250cc	125cc	Total
Starts	209	84	27	320
Wins	9	12	8	29
Poles	13	23	5	41
Fastest laps	10	18	4	32
Podiums	42	37	20	99
Best result	1 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
Best position	1 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
First GP	AUS 95	JPN 92	JPN 90	
First win	AUS 96	NED 93	GBR 90	
Last win	JPN 07	IMO 99	MAL 91	
2010 Championship	16 <sup>o</sup>			
Best final placing	3 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
World titles	-	1	2	3

The most experienced rider on the MotoGP grid Loris Capirossi has a wealth of knowledge and a pedigree in Grand Prix racing that few can match; in 2011 the Italian is enjoying his 22nd season of World Championship competition. On his return to Ducati he joins up with the satellite Pramac Racing and the three-time World Champion will be aiming to secure his 100th career podium this year, although he will need to make significant steps forward to do so.

*"The three-time World Champion will be aiming to secure his 100th career podium this year."*





**IONIZER**

**HELMET DOCKING STATION**  
DRIES, STERILISES AND REFRESHES HELMETS

[www.thermahelm.com](http://www.thermahelm.com)



# SanCarloHondaGresini

Bike: **Honda RC212V**. Team Manager: **Fausto Gresini**

Having begun his team as a small project running Alex Barros on a Honda V-Twin in 1997, former 125cc World Champion Fausto Gresini is now at the helm of one of the reference points for satellite outfits in MotoGP. Following Daijiro Kato's 250cc title in 2001 the team returned to the premier class with their Japanese rider. After his tragic death, Sete Gibernau became the team's lead rider, and challenged for the title in 2003 and 2004 just as Melandri did in 2005. The team continues to race at the highest level, and with Simoncelli on a factory-supported Honda RC212V in MotoGP will also be defending the Moto2 title alongside Elias' success last year.

**AireDALE**  
MECHANICAL & ELECTRICAL LTD  
[www.airedale.co.uk](http://www.airedale.co.uk)

mechanical, electrical  
professional



OFFICIAL SPONSOR





**AireDALE**  
MECHANICAL & ELECTRICAL LTD  
[www.airedale.uk.com](http://www.airedale.uk.com)

mechanical, electrical  
professional



OFFICIAL SPONSOR





## Hiroshi Aoyama

	MotoGP	250cc	125cc	Total
Starts	17	104	-	121
Wins	-	9	-	9
Poles	-	8	-	8
Fastest laps	-	11	-	11
Podiums	-	27	-	27
Best result	4 <sup>o</sup>	1 <sup>o</sup>	-	
Best position	10 <sup>o</sup>	1 <sup>o</sup>	-	
First GP	QAT 10	PAC 00	-	
First win	-	JPN 05	-	
Last win	-	MAL 09	-	
2010 Championship	15 <sup>o</sup>	-	-	
Best final placing	15 <sup>o</sup>	1 <sup>o</sup>	-	
World titles	-	1	-	1

Riding a San Carlo Honda Gresini RC212V Japan's sole entry in MotoGP, Aoyama returns for a second season in the class after a serious back injury interrupted his debut year. Having made the step up to the premier class with the accolade of being the last ever 250cc World Champion, he missed six races last year after a warm up crash at Silverstone, but has already improved on his best MotoGP result in 2011, finishing fourth in Jerez.

*"Made the step up to the premier class with the accolade of being the last ever 250cc World Champion."*



## Marco Simoncelli

	MotoGP	250cc	125cc	Total
Starts	23	64	50	137
Wins	-	12	2	14
Poles	1	10	3	14
Fastest laps	-	8	1	9
Podiums	-	22	7	29
Best result	4 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
Best position	2 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
First GP	QAT 10	ESP 06	CZE 02	
First win	-	ITA 08	ESP 04	
Last win	-	AUS 09	ESP 05	
2010 Championship	8 <sup>o</sup>	-	-	
Best final placing	8 <sup>o</sup>	1 <sup>o</sup>	5 <sup>o</sup>	
World titles	-	1	-	1

Already looking capable of becoming a podium regular in 2011, Simoncelli's debut season in MotoGP in 2010 had shown an impressive display of progress by the Italian, who by the end of the campaign was clearly pushing for the podium positions. That earned him a factory Honda for this season, and he is close to paying back that faith with some impressive performances already this year – however untimely crashes have so far got the better of him.

*"Simoncelli's debut season in MotoGP in 2010 had shown an impressive display of progress by the Italian."*

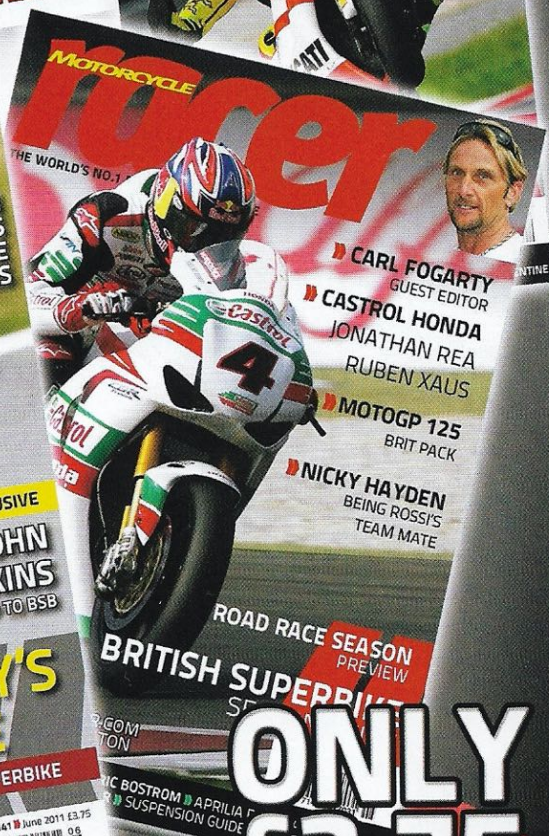


# MOTORCYCLE **racer**

» THE BIKES! » THE RIDERS!  
» THE RACES! » EXCLUSIVE  
AND IN DEPTH!

FOR YOUR NEAREST  
STOCKIST OR  
TO SUBSCRIBE  
CALL: 0161 443 1000

**MONTHLY  
FIX FOR  
RACE FANS  
EVERYWHERE!**



**ONLY  
£3.75**

**ON SALE NOW  
AT ALL GOOD  
NEWSAGENTS**

[www.motorcyclacer.com](http://www.motorcyclacer.com)



# Rizla Suzuki MotoGP

*Bike: Suzuki GSV-R. Team Manager: Paul Denning*



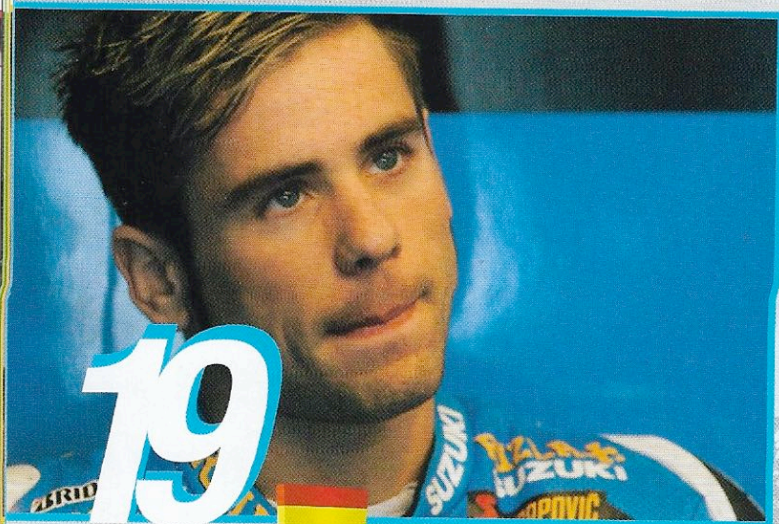
*After disappointing results over recent seasons, the Suzuki factory took the decision at the end of last season to focus on just a single rider for their MotoGP team in 2011. Suzuki have a proud tradition in MotoGP however, and have won the title with such illustrious names as Sheene, Schwantz and most recently in 2000, Roberts Jr. In Álvaro Bautista they have another extremely talented rider, so coupled with the vast experience within the team and with all the factory efforts focused in one direction they could quite feasibly reap the rewards.*



Álvaro **Bautista**  
Rizla **Suzuki** MotoGP







## Álvaro Bautista

	MotoGP	250cc	125cc	Total
Starts	20	49	67	136
Wins	-	8	8	16
Poles	-	9	8	17
Fastest laps	-	12	9	21
Podiums	-	28	18	46
Best result	5 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
Best position	8 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
First GP	QAT 10	QAT 07	ESP 02	
First win	-	ITA 07	ESP 06	
Last win	-	CAT 09	POR 06	
2010 Championship	13 <sup>o</sup>			
Best final placing	13 <sup>o</sup>	2 <sup>o</sup>	1 <sup>o</sup>	
World titles	-	-	1	1

Bautista's second season in the MotoGP class was delayed after he broke his femur in practice for the opening round in Qatar, however the former 125 World Champion is now slowly regaining fitness as he rides as the sole Suzuki entry this year. His debut year brought both highs and lows for the Spaniard, who twice enjoyed finishes of fifth place and a number of top-ten placements in the latter half, but had to overcome a series of inopportune injuries.

*"The former 125 World Champion is now slowly regaining fitness as he rides as the sole Suzuki entry this year."*



**THESE CURVES ARE BROUGHT  
TO YOU BY RIZLA.**



**RIZLA+ SUZUKI**  
MotoGP

Take a chance and  
get your picture taken  
with the RIZLA girls!

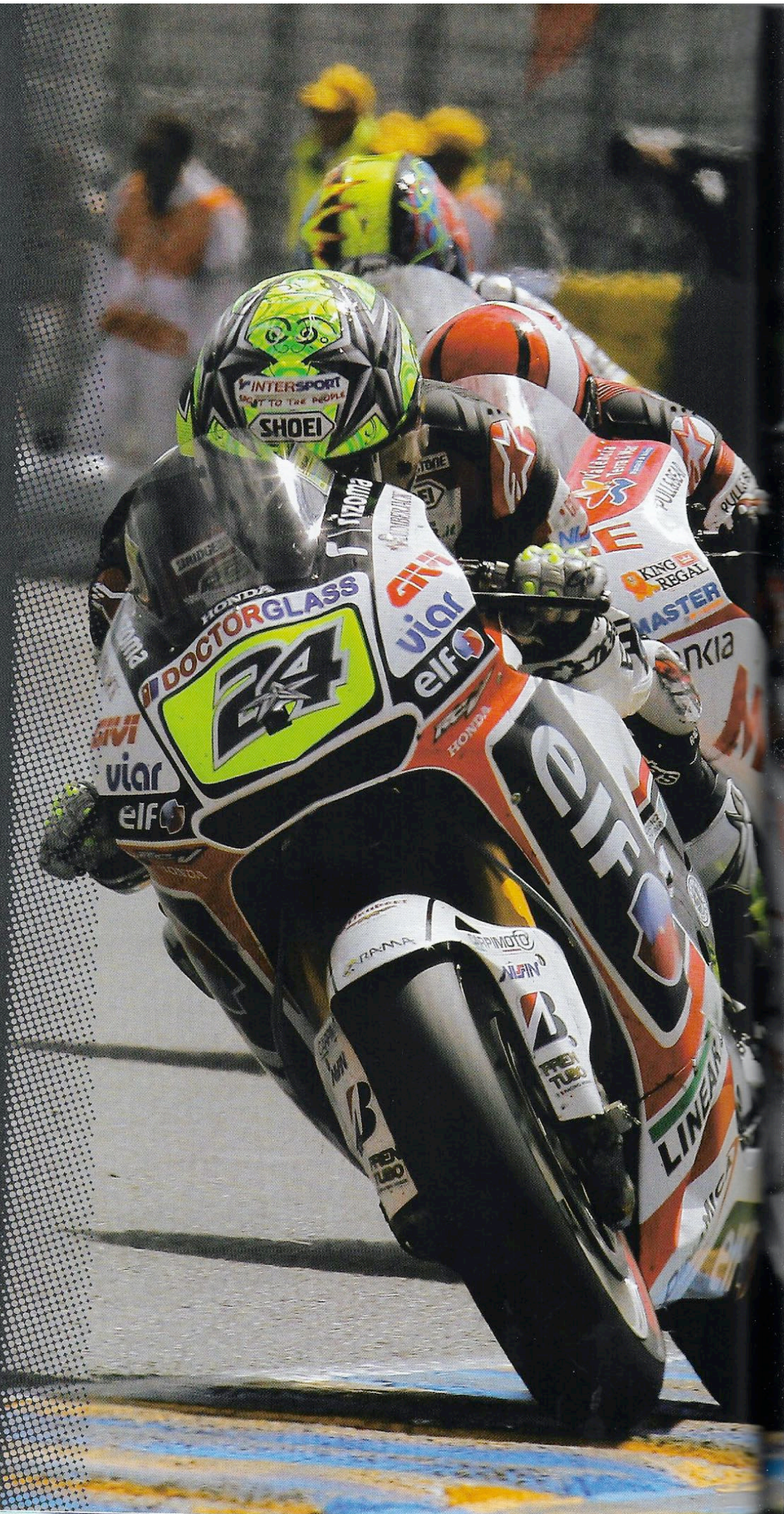


**WWW.RIZLA-PAPER-CONTROL.CO.UK**



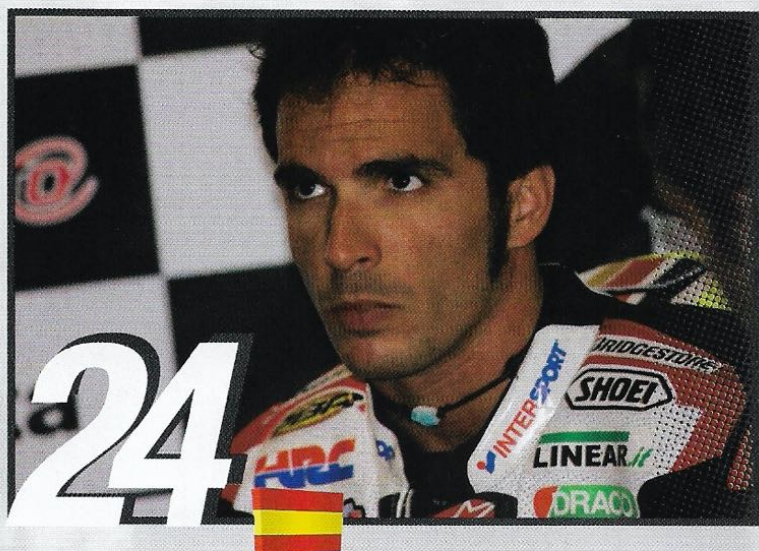
# LCR Honda MotoGP

*Bike: Honda RC212V. Team Principal: Lucio Cecchinello*





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 black and white colours still dominate. By focusing on just one bike on track the team has picked up some impressive results over recent seasons, and with new Moto2 World Champion Toni Elías on board will hope to continue to challenge the factory machines.



## Toni Elías

	MotoGP	Moto2	250cc	125cc	Total
Starts	84	17	48	35	184
Wins	1	7	7	2	17
Poles	-	3	5	4	12
Fastest laps	3	2	6	1	12
Podiums	6	8	20	9	43
Best result	1 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
Best position	3 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
First GP	ESP 05	QAT 10	JPN 02	ESP 99	
First win	POR 06	JPN 10	PAC 02	NED 01	
Last win	POR 06	RSM 10	POR 04	CZE 01	
2010 Championship		1 <sup>o</sup>			
Best final placing	9 <sup>o</sup>	1 <sup>o</sup>	3 <sup>o</sup>	3 <sup>o</sup>	
World titles	-	1	-	-	1

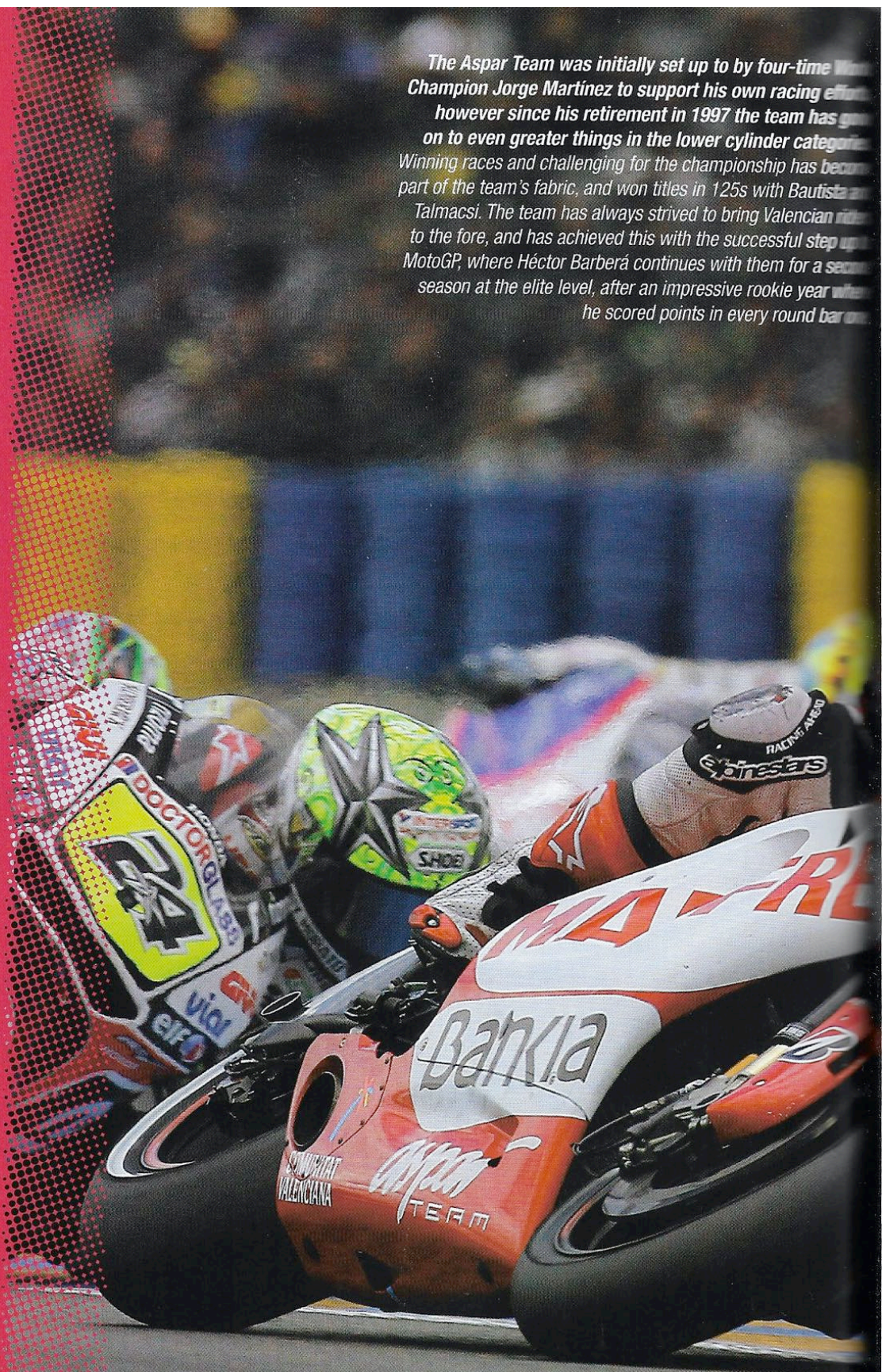
After claiming the inaugural Moto2 title in 2010 Toni Elías made a swift return to the MotoGP class in 2011, but has found it hard so far to confirm his potential in the top category. He boasts a premier class victory from Portugal in 2006 and hopefully the confidence gained from his consistency and winning run in Moto2 last year can eventually help revive those glory days on board a Honda for the LCR team.

*"Toni Elías made a swift return to the MotoGP class in 2011, but has found it hard so far to confirm his potential in the top category."*



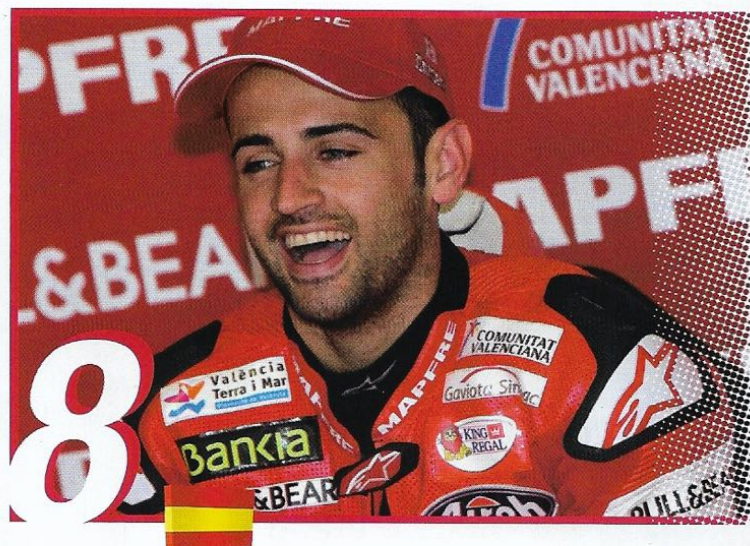
# MapfreAsparTeamMotoGP

*Bike: Ducati Desmosedici GP11. Team Manager: Jorge Martínez "Aspar"*



The Aspar Team was initially set up to 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 won titles in 125s with Bautista and Talmacsi. The team has always strived to bring Valencian riding to the fore, and has achieved this with the successful step up to MotoGP, where Héctor Barberá continues with them for a second season at the elite level, after an impressive rookie year where he scored points in every round bar one.





## Héctor Barberá

	<b>MotoGP</b>	<b>250cc</b>	<b>125cc</b>	<b>Total</b>
Starts	23	75	47	145
Wins	-	4	6	10
Poles	-	8	1	9
Fastest laps	-	4	6	10
Podiums	-	20	12	32
Best result	6 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
Best position	6 <sup>o</sup>	1 <sup>o</sup>	1 <sup>o</sup>	
First GP	QAT 10	ESP 05	JPN 02	
First win	-	CHN 06	GBR 03	
Last win	-	VAL 09	VAL 04	
2010 Championship	12 <sup>o</sup>			
Best final placing	12 <sup>o</sup>	2 <sup>o</sup>	2 <sup>o</sup>	

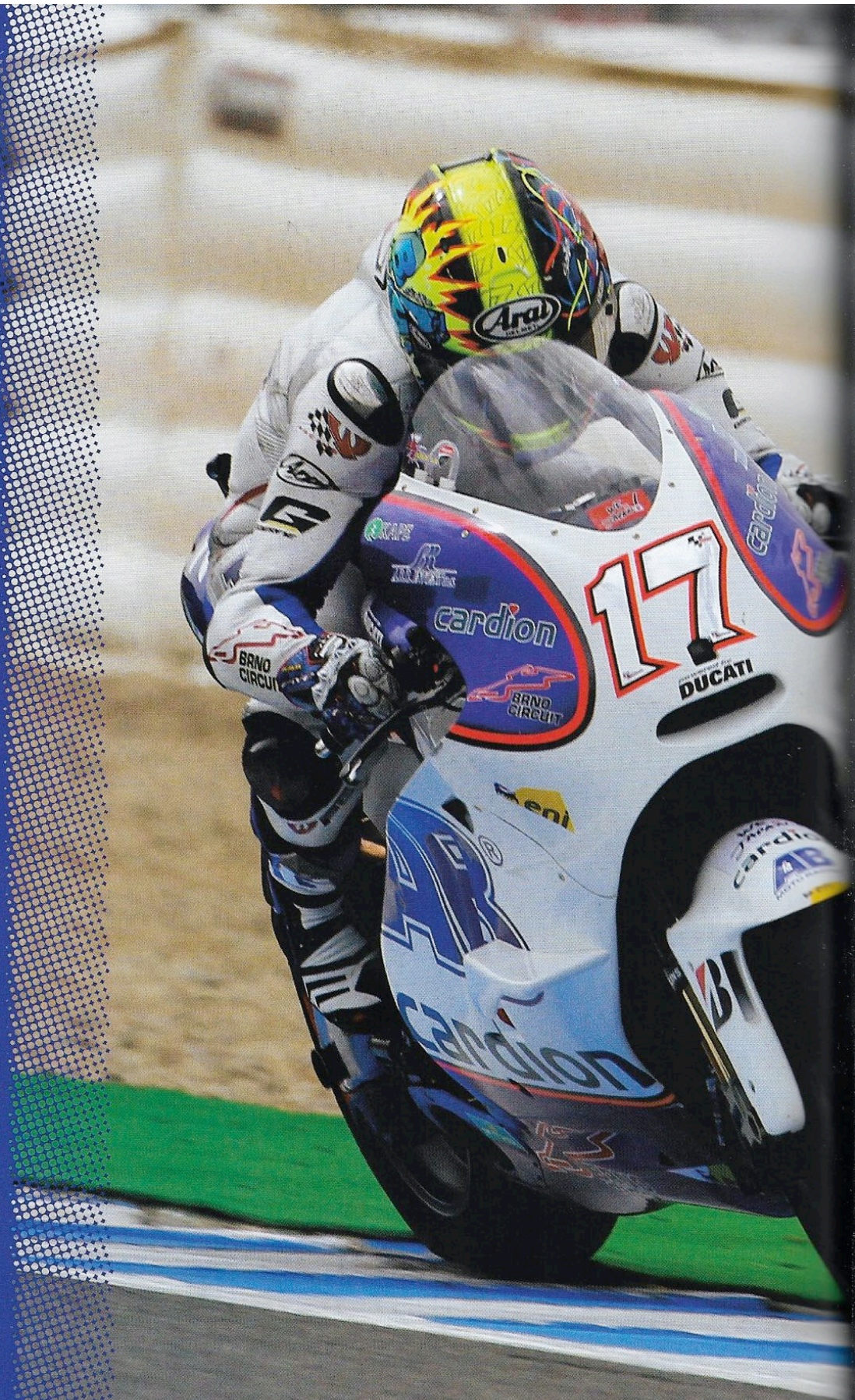
After a highly consistent debut season in 2010, Barberá continues on the Ducati Desmosedici for the Paginas Amarillas Aspar team in 2011. His aims are to build on his impressive rookie MotoGP campaign which saw the Spaniard score points at every round but one with a best result of eighth at Le Mans and Valencia.

*"His aims are to build on his impressive rookie MotoGP campaign."*



# CardionABMotoracing

*Bike: Ducati Desmosedici GP11. Team Principal: Karel Abraham Sr.*





The father-son partnership that is Karel Abraham Senior and Junior made steady progress through the lower cylinder categories, culminating in victory in the final Moto2 race of 2010. The Czech team shocked the paddock when announcing their step up to the MotoGP class at their home round last year, and know that making an impression in their first season will be tough. However as the first Czech rider and Czech team in the premier class the team will undoubtedly count on the support of an entire country, and this will see them in good stead as they take on the big boys.



## Karel Abraham

	MotoGP	Moto2	250cc	125cc	Total
Starts	5	14	48	31	98
Wins	-	1	-	-	1
Fastest laps	-	1	-	-	1
Podiums	-	2	-	-	2
Best result	7 <sup>o</sup>	1 <sup>o</sup>	6 <sup>o</sup>	11 <sup>o</sup>	
Best position	-	7 <sup>o</sup>	5 <sup>o</sup>	10 <sup>o</sup>	
First GP	QAT 11	QAT 10	QAT 07	ESP 05	
First win	-	VAL 10	-	-	
Last win	-	VAL 10	-	-	
2010 Championship	-	10 <sup>o</sup>	-	-	
Best final placing	-	10 <sup>o</sup>	14 <sup>o</sup>	24 <sup>o</sup>	

The first Czech rider in history to compete in the premier class, Abraham is one of two rookies in MotoGP in 2011. The Cardion ab Motoracing rider rides a Ducati for the team managed by his father Karel Snr. and is already making an impact at the highest level of the World Championship. He has shown promise at every level on his way to the top and concluded his adventure in the intermediate Moto2 class with a win in his final race at Valencia.

***"He has shown promise at every level on his way to the top."***



# The lone ranger

**Britain's one and only hope in the world's premier motorcycling championship, Cal Crutchlow would be forgiven for feeling the expectations of the nation firmly pressing down on his shoulders. However the feisty Midlander, who was World Supersport champion in 2009 and double race winner here at Silverstone last year in Superbikes, is determined not to go the way of those who have trodden a similar path over from production racing, and then been forced to trudge their way back.**

The straight-talking 25 year-old feels it is a tough task he has been given, "British riders don't do well in MotoGP because they're brought up in production-based racing and we're sort of forced to go the Superbike route. It's as simple as that, I'm telling you, it's so hard to make that switch across. The issue is that the European riders are brought up differently, they're brought into Grand Prix racing young, and tyres and chassis are so different from production-based bikes. When we jump across here it's horrendously difficult. By the time you've learnt and got used to it, you're out. That's just the way it's been for years. Ben Spies has been great coming over last year, but if you look at it over the years he's been the only one to make the jump so well recently."

Crutchlow is clearly determined to break the mould and start to bring some much needed success for the country in MotoGP, however he knows the process is a long one. "We go to every circuit and you're playing catch-up every weekend. We always knew this year would be difficult, learning the circuits and with the level of competition, I'm not expected to do anything. Maybe what I've done so far is a little bit lucky with a few crashes here and there but I just need to gain experience and that's what it's about at the minute."

"When these boys leave pit-lane, and they've all been coming to these circuits for ten years or so and they know where they're going! When you're riding round Wednesday and Thursday on a pushbike, it's a bit different to riding it with a MotoGP bike the next day. When they're setting lap records in an hour, you're chasing your tail straight away."

That's not to say that Crutchlow hasn't had a positive start to the year where he has regularly qualified on the front three rows and shown real aggression during the races. His Monster Yamaha Tech3 team-manager Hervé Poncharal reckoned the Brit had "exceeded all my expectations" whilst commentators and fellow riders alike have been impressed with his attitude.

**"I would say that I'm happy because I go into every race thinking that I'll finish last. When I don't finish last I get a bit more of a sense of satisfaction."**

As would suit a true Brit, Crutchlow remains cautious,

"I wouldn't say I was exceeding expectations. I would say that I'm happy because I go into every race thinking that I'll finish last. When I don't finish last I get a bit more of a sense of satisfaction, and if I do quite well then that's even more of a bonus. I think if we can just continue to do what we're doing and learn every single time we're on the bike then that's the main thing. I don't know much of the circuits, I'm still learning the Grand Prix bike, and every time you get on it something is different. Funny enough, the first circuit this year that I know as much as these guys is at Silverstone..."

Silverstone was a great homecoming event last year for Crutchlow, and he hopes it will bring the same kind of luck again. "I'm not a big fan of the travelling, I make no bones about that, so I love going home to race. I don't know what it is, I don't seem to take it any differently, I just seem to enjoy it and thrive on the fact that I'm at home. I'm proud of where I'm from and since I've been in world championships, I won at Donington in Supersport and had pole position, fastest lap and lap record. Last year for Silverstone I had pole position, fastest lap and two World Superbike wins. If I can replicate that I'll be all right!" he laughs.

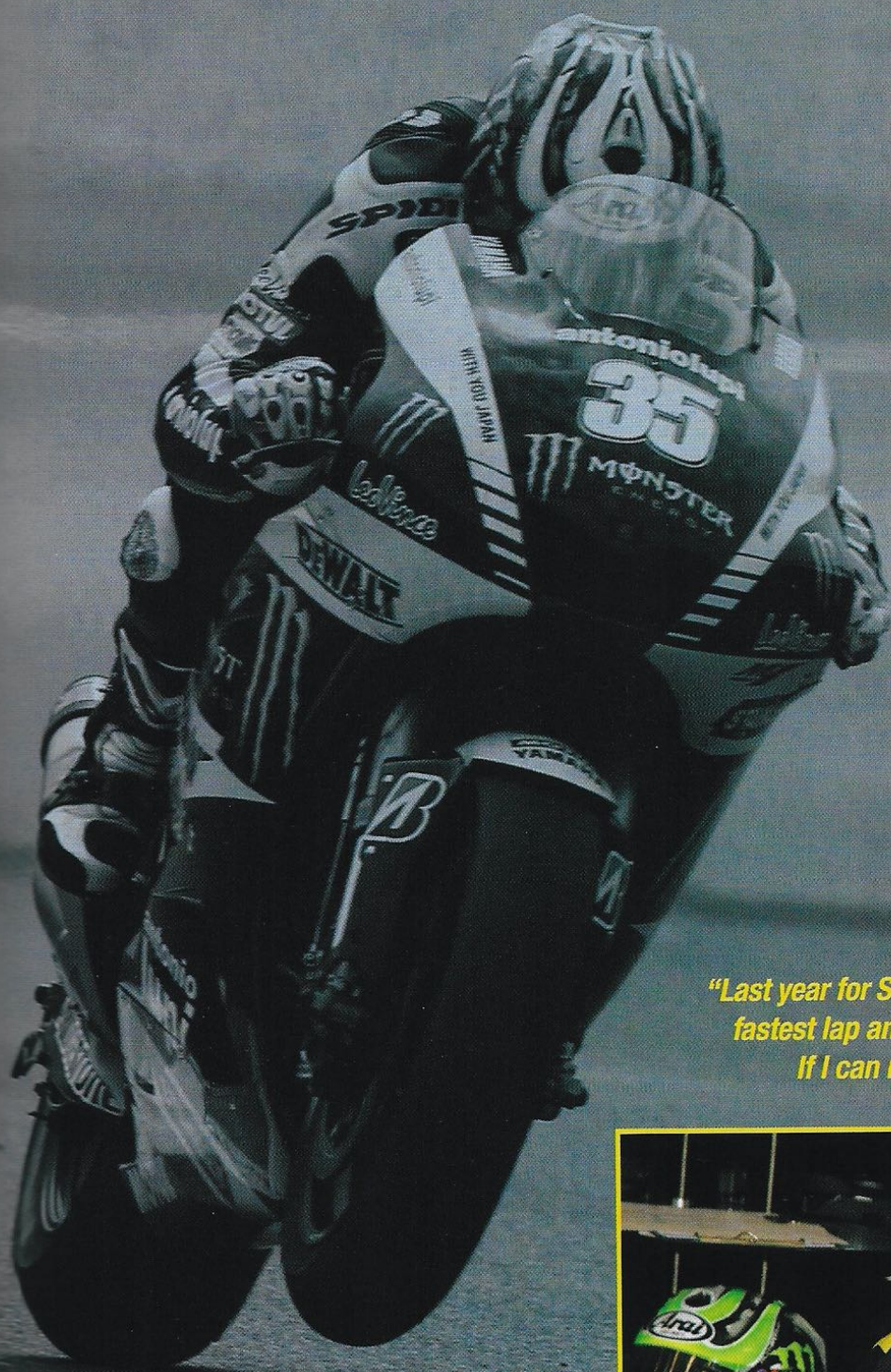
**"I've always said how much of a Valentino fan I am... So at the first test and race I was pinching myself."**

"Seriously, I'll take it as no different to any other week. I enjoy going home and seeing the fans who have supported me from when I was racing here ten years ago. I get a sense of satisfaction of being proud to be from England and trying to do the best that I can for the fans. If I feel that I've done the best I can and still finish 15th then I don't care, because I'll have done my best. I hope it isn't like that, but I hope we can pull off a good result."

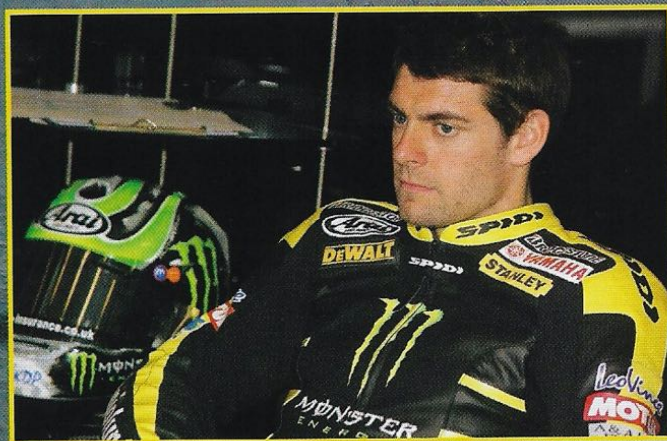
Despite having familiar surroundings for the first time, Crutchlow admits there is no advantage whatsoever in terms of track knowledge, "It's the first track we go to that I sort of know, but even then it's completely different on a MotoGP bike. The gears will be different in different corners, the tyres, the chassis set-up, it will feel nothing like on a Superbike. Those guys know the circuit as it's not like I've got any advantage over them."

Continues on 60 >>





*"Last year for Silverstone I had pole position, fastest lap and two World Superbike wins. If I can replicate that I'll be all right!"*







We did Superbike last year, and they did MotoGP on it for the first time last year so it's not like I've done it for ten years or so; it was the first time I'd ridden it as well. It's just a little bit more of an even playing field, so we'll see. Hopefully the crowd will give me some advantage."

The Yamaha rider also knows that he is up against a truly world-class field in MotoGP and the measure of the challenge is not lost on him. "I've always said how much of a Valentino fan I am, and as I was growing up he was always the one to look up to. So at the first test and race I was pinching myself. The others I didn't really have a massive 'thing' for, but you sit back and think though, and the likes of Casey, Dani, Jorge, they are all truly class acts – in fact all 16 of them. They are out there for a reason."

He is determined however to not let himself be overawed, "From my perspective they're no different to me. Maybe they do the odd thing a bit different, but we all ride a bike and want the same thing. I'm very privileged to be here and in this championship. I always said my aim was to be in MotoGP at one point and I've got to that point so now I need to stay here. If I continue to do a good job then I'd be pleased. Being out there with those guys brings you on as a motorcycle racer, you want to race against the best in the world and these guys are that. The guys at the front in World Superbike are ex-MotoGP riders, but in all fairness to them they were the ones who at the end were running around mid-pack to the back here. It just shows how strong this championship is."

**"Being out there with those guys brings you on as a motorcycle racer, you want to race against the best in the world and these guys are that."**

It's hard to find a yard-stick for Crutchlow's achievements this season, and even he has to keep his aims as

generic as possible, "The only other rookie I can go against is Karel (Abraham), but he's been riding these circuits for years and got a fair bit of time in on the track last year so I can't really compare myself to him either. I look at Checa being here last year towards the end of the season; he pulled in during one race and nearly got lapped in the other so it just shows how tough it is."

"I need a Brit or someone else from Superbike to measure myself against, but they're not there at the moment. We've got six riders in World Superbike and I think we'll see the likes of Jonny Rea coming across because he's been promised and he's fast enough. I think you'll see Leon Haslam come across with BMW because they're going to want a MotoGP bike at some point, and I think you'll see Eugene Laverty come back across because he's got the talent and the speed to do it... the problem is when."

**"I always said my aim was to be in MotoGP at one point and I've got to that point so now I need to stay here."**

"You've got team managers who are logically going to look inside GP racing first. I was very lucky that the team brought me across, I was in Yamaha and they had a good opening here. For me it was a dream come true that Hervé (Poncharal) selected me because he could have selected anyone from Moto2, and still in MotoGP there were good riders around. I got lucky enough and if we can get some other guys here they deserve the opportunity and I think they're fast enough. With the guys coming in from the Academy and the Rookie Cup system, then that will help us Brits a bit."

Until those youngsters are ready to make the step, or a team-manager is willing to take the gamble on another rider from Superbikes, then the British focus will firmly be on Crutchlow alone in MotoGP this season. He is keen to dampen that pressure, "This is a learning year, and if people say I'm exceeding expectation then that's great, but if I can keep doing what I'm doing now, then I'll be pleased."



SPONSORED BY



YAMAHA



# The unusual world of Nick Sanders

*As you open up this MotoGP race programme, spare a thought for world adventurer Nick Sanders. Starting from the northernmost top of the Americas in Prudhoe Bay, Alaska, he will have now completed the first week of a proposed 38 day ride to journey 900 miles a day down to Ushuaia, the southernmost tip of South America... wait for it... and back!*



NICK SANDERS





32,000 miles in less than 38 days, riding the full length of the Americas twice, down and up. In fact he will have ridden it three times because he has just completed a ride up with 22 clients who rode from Ushuaia to Las Vegas. That is **three** times up and down the Americas... but **why?** Nick explains, "well firstly, it's a job unfinished," he said, "I rode down the Americas the first time in 1996 in about 30 days but didn't finish the last day, stupid really. Then last year I didn't finish the last 3 days, so now I have a point to make."

Nick Sanders is the leading motorcycle record breaker in the world, in fact no one has come close to his 7 circumnavigations (4 on an R1) and after this trip he will have ridden up the Americas 6 times. He has ridden across 100 countries and holds the record as the fastest man around the world. Now, he is road testing Yamaha's new Super Tenere, and is he liking it? "It's a super bike," he said, "it is beginning to live up to the name of Yamaha reliability and it corners almost like an R1 – incredibly well balanced bike," he said. Does he prefer it to his R1? "Hard question because I love my R1's but this bike is very, very good, a super adventure bike."

**"Nick Sanders is the leading motorcycle record breaker in the world, in fact no one has come close to his 7 circumnavigations."**

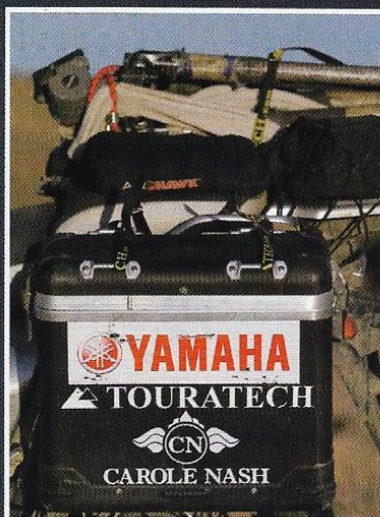
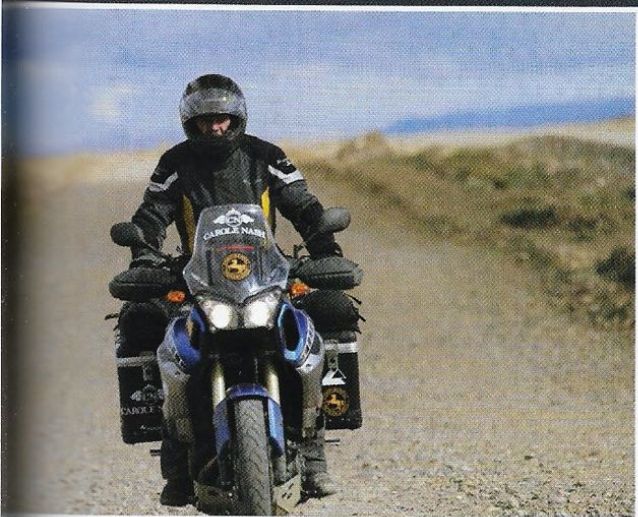
Nick is riding Conti Trail Attack tyres and getting 8,000 miles from the rubber and says he could probably get more. Along with Touratech's new Campanero suit he's also wearing Held boots. Along with Carole Nash partly underwriting the costs of the expedition he even has help from Alf England Motorcycles.

"I wouldn't be here if it weren't for my sponsors," Nick says, "Rossi needs them and so do I." But, the pressure is on for Nick Sanders. On the road for 18 hours a day, no breaks and hopefully no breakdowns. You can watch Nick **live** via his constantly updated satellite tracking system on [www.nicksanders.com](http://www.nicksanders.com)

Join Nick Sanders on his **Facebook** page and give him some support. Once you've watched Rossi today, you go home, Nick is still out there riding his heart out and won't be back until mid July. Oh, and if you feel like riding with the man himself, check out his Morocco trip for October!

[www.nicksanders.com](http://www.nicksanders.com)





*"Once you've watched Rossi today, you go home, Nick is still out there riding his heart out and won't be back until mid July."*





# Going slow to go fast

**MotoGP races can't simply be won with a fistful of throttle, and more often than not, the greatest differences on the timesheets come about because of the keenest use of the brakes. A good combination between mechanical development, rider sensitivity, total confidence and a keen feel can all prove a huge advantage when talking about one of the most complicated aspects of racing motorcycles.**

Of course it is merely stating the obvious to point out that the brakes are used to reduce speeds, however a MotoGP rider can actually make the most of their brakes' performance in order to go faster. The 800cc motorcycles corner faster than any other two-wheeled vehicle ever, and this is principally down to the skill of the riders in knowing when to turn in, drop a gear and pick the best point in which to accelerate and exit the corner.

Every rider has their own theory on what is the optimum speed to enter a corner but the concept is the same always; getting the fastest entry, lining up your exit and opening the throttle at the right point so as to get out as quickly as possible.

It's extremely rare that a rider in the world's premier motorcycle championship needs to come to a complete halt during a race, and as such, the brakes become a tool to merely control the optimum speed and engine revs, rather than an emergency device. Of course, having said this, there are still many similarities between the brakes on the 800cc prototypes and those used on your average motorcycle in the street.

The front brake normally takes the brunt of the forces required to slow a motorcycle down. Some riders use it in tandem with the rear brake, whereas others depend almost exclusively on the front. One of those riders is nine-times World Champion Valentino Rossi, whose skill at entering corners late is well known; turn one at Jerez in the wet earlier this season apart

"I always brake hard with the front, whether on the road or out on track," admits the Italian. "I'd say that I use the front about 80 per cent and the rear 20 per cent; to be honest, I only stop the bike with the front really. The rear serves as a way of keeping the bike stable. The main difference between braking on track or on the roads is that you can use the rear brake right until the apex of the corner."

## Stability

Braking has a big effect on the balance and suspension of a motorcycle, so one of the main aims of the rider is to keep the machine as stable as possible throughout the race. This is why riders avoid braking too abruptly; if they were to simply slam the brakes on, the front tyre would lose grip to compensate for the work that the suspension is no longer able to do. When the front brake is pulled on, the entire mass of the motorcycle is thrown forwards, compressing the front fork and taking weight off the rear end. In the very instant the compressed front suspension is stable again, the riders can then apply a squeeze more pressure onto the brakes until they get to the point they want to.

This exact point in the corner is hard to define but crucial to find, but it is the point where the rider can begin to ease the lever off and help the bike prepare for the next step, corner exit. Using this technique, a rider is able to brake more effectively when a sharp reduction in speed is required, but at the same time keeps the bike stable and requires less effort on behalf of the mechanical parts than in the flawed "maximum straight-line speed, maximum straight-line braking" approach.

## Role of the rear brake

Rear-end steering (read braking) gives us spectacular action, but when trying to reduce speed, MotoGP riders generally rely more heavily on the front brake. The use of the rear brake is a matter of personal preference, but in the majority of cases, it plays a supporting role.

The rear brake is used much more in motocross and off-road disciplines to help the riders slide the rear through dirt and sand. On the roads and circuits however, the front end is the main focus and proof can be found in the fact that MotoGP manufacturers use a smaller, lighter, single-disc rear brake as if it were almost an after-thought.

In fact, in the lower cylinder categories where engine-braking is lower or non-existent there is a greater reliance on the rear brake. In MotoGP, the riders use it mainly to stabilise their bikes or to prevent wheelies on corner exit, as well as helping them stay on line through the corners.

Another reason for the diminished use of the rear brake is that it is operated with the right foot, which means there is less feel and makes it harder to control its subtle operation. As a result, some riders who are keen rear-brakers often will have a thumb-operated rear brake-lever attached to the handlebars to help them with control.

## Disc difference

One of the main differences that best illustrate the level of importance of front and rear braking is in the number and size of the brake discs. MotoGP motorcycles have two front brake discs that are squeezed by two large callipers and their pads. In general the discs are manufactured from carbon as it offers superior braking performance thanks to its ability to offer more



heat dissipation for longer. Most often the brakes are 320mm in diameter and this has become almost the standard size to be able work effectively whilst resisting the high temperatures to which they are submitted under braking.

The difference with the rear brake is significant. They are often around 245mm in diameter, manufactured from steel and are normally accompanied by a single calliper. This minimal presence keeps the weight down to its lowest.

### Carbon delay

Carbon brakes are one of the features that make the MotoGP class stand out from the rest and make a big difference in terms of lap times and braking-distances. However one of the properties of carbon is there is a slight delay in the pulling of the brake lever and the stopping movement, which converts braking into a leap of faith for those who are not used to this peculiarity.

This delay between the lever-pull and the reaction of the brakes is due to the fact that both the pads and the discs need heat to be fully effective. Forward motion in the form of kinetic energy is transferred into heat energy under the action of pulling the brakes on, and although there is an initial delay in the brakes working, they rapidly reach optimum operating temperatures (up to 1000°C) and the rider has a better feel and control for the brakes than with the steel discs found on production motorcycles.

This necessity for heat to allow the brakes to work is the main reason why in wet conditions the carbon brakes are usually replaced by steel discs, which work at lower operating temperatures and retain heat better.



### Trail-braking

Keeping the front brakes pulled on whilst turning into the corner and gradually releasing or 'trailing them off' towards the apex, is a technique known as "trail-braking". The majority of riders employ this technique but not necessarily in every corner or on every lap.

One of the disadvantages is the effect it has on the tyres, because the subsequent load transfer submits the front tyre to increased forces – the tyre is sticking to the surface whilst other forces are trying to push the bike towards the outside of the corner. Trail-braking can also have a negative effect on the suspension.

The greatest benefit however comes from increasing the turning ability of the bike and the rider having more exact control of his corner speed, whilst avoiding the small vibrations or chatter that affects the bike in the transition between braking and acceleration. It is employed mainly in slower corners and most crucially in corners with a decreasing radius.

### Position of hands and body

Most MotoGP riders use just a couple of fingers to operate the front brake lever, keeping the others firmly on the throttle for improved control. However with the four-stroke MotoGP machines all now featuring slipper clutches that mitigate the effects of engine-braking on the bike, some riders can be found to use all four fingers.

**"The main difference between braking on track or on the roads is that you can use the front brake right until the apex of the corner."**

**- Valentino Rossi**

The rider's position on the bike is also a crucial factor in braking. As the rider sits up his body increases drag, whilst the arms stay flexed ready to control the handlebars in the turn. The rider's thighs are often held to the sides of the fuel tank, helping to distribute the weight evenly as he presses on the foot-pegs to keep the centre of gravity as low as possible.

### The leg-dangle

Fans have wondered for a few years now about the growing trend amongst MotoGP riders to use the 'leg-dangle' technique to enter corners. Nearly all the premier class now employ this ungainly tactic that involves sticking out the leg to the inside of the approaching corner and dangling it 'speedway-style', but common opinion is divided as to what effect it actually has.

Some riders suggest it helps to turn the bike in, whilst others say it's all about the balance. Without a doubt it helps the riders feel their way into the corners and sometimes even offers a barrier to any other riders attempting to make a pass on the inside.

Whichever way you look at it, it helps increase the spectacle of the high-speed show on track, so much of which actually happens whilst the bikes are slowing down.

**STYLE  
COMFORT  
PROTECTION**

THE WORLD'S FASTEST GROWING  
KEVLAR JEAN BRAND

**SARTSO  
KEVLARJEANS**

[WWW.SARTSO.COM](http://WWW.SARTSO.COM)



# A lap of Silverstone with Scott Redding

## Turn 8: Woodcote

"You just touch fifth on the entry to the apex and it's a little bit scary to be honest! There's a metal railing about two or three metres from the kerb on the inside, and the whole bike is going so fast that it doesn't slide it judders, and I had a moment there in the wet, which was so scary. The next day I had another in the dry but the grass was wet on the outside and that shook me up too so... When I watched back some of the racing on the TV just seeing the riders going through here makes the hairs stand up on the back of your neck, it's a great corner."



## Turn 9: Copse

"It's a bit strange because there's a bump in the middle and a few people lost the bike there, I seemed to find it okay and really the corner and had good drive coming out. Again, the tarmac is a bit different so on a bump you just try to find the right line. It's just as you start to get on the gas and unload the front. If you get on the gas at the wrong point you're ending up in the kill zone."

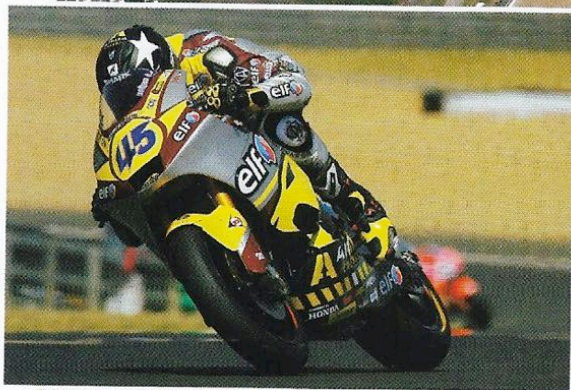
## Turns 6 and 7: Brooklands/Luffield

"It's fairly difficult going into Brooklands because it's a long entry, it's not like a normal corner with the apex in the middle. Also the tarmac is a bit different in the braking zone so you've just got to check yourself there. A lot of corners like this you would go through the left and keep left to get a late entry into Luffield but this one you seem to just run in and hold a tight line all the way through the corner."



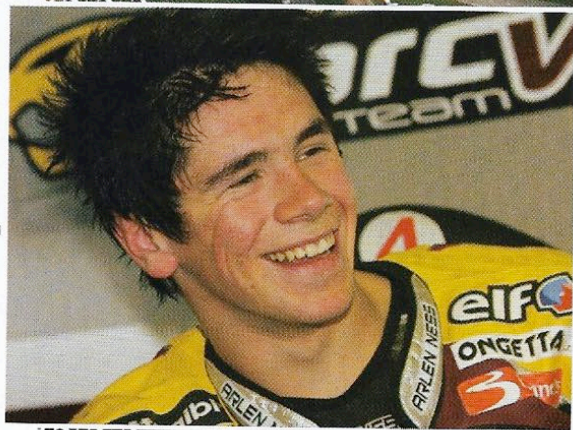
## Turns 1 and 2: Abbey/Farm

"Abbey's a really nice corner and not too hard to get the bike into, it's just you've got to pick the right line and trust the bike to do the work because it's quite flat and you have to think about getting the right line to head into Farm. When you go into Abbey you get on the gas to bring it into the corner, you've got to keep on the left hand side for the corner because it really does come back on itself in the corner."



## Vale and Turn 17: Club

"It's really hard braking into this chicane and there's also a few hard braking bumps on the surface, so as you head in the rear of your bike is tapping on the floor and you can feel it and play with it a bit. It's a tight left and you're using the front hard on the brakes, and then the exit into Club you almost go off the track to come back in. You're changing gear all the way through the exit from second, through to third and fourth to run onto the straight. With this being the last corner now, you're going to be looking for a late move into Stowe with the slipstream, but also coming into Vale is going to be fun to say the least...! If you can't get through at Stowe, you're going to maybe try a sneaky one through here. It will definitely be an exciting last sector."



# TISSOT

SWISS WATCHES SINCE 1853





#### Turn 5: Aintree. Wellington Straight

"Out of four you try to go through five and keep it pinned, but you've got to get the right line to run it onto the straight. This was one of my weaker points last year and I've already been thinking about how to change things to get it better, I'll need to improve on it this year. I think if I'd have had a good run onto this straight last year then I'd have had a good shot at a podium but I was losing it out of turn five and didn't have a chance on the brakes down at Brooklands and it's the main overtaking point on the track."



#### Turns 10, 12 and 14:

Maggotts/Becketts/Chapel

"This is my favourite sector through here. It was really good for me because when you go into the first left you go up two gears to chuck it into the next corner and the bike is just sliding in. Then you get on the gas and you can really put it on around Becketts! It was the best part for me last year, it's hard to get the bike over but it really flows. By the time you throw the bike in, it's mint! It's wicked through the Chapel too."



#### Turns 3 and 4: Village/Loop

"You're literally almost stopped on your knee in turn three. Honestly! You're stopped virtually onto the engine idle in first gear, then you squirt it up to turn four in second. I think it's one of the tightest corners on the whole race calendar."



#### Turn 15: Stowe

"Coming down the Hangar Straight was pretty good last year and it's a good place to try to overtake at the end into Stowe. It's a long entry with a bump as you go in and a bump halfway round too. Again you come in on the line and then it drops off as you drift left. It's a great feeling as you feel the front coming up and you're still turning right but you're actually heading left."

"I like racing at home because when you're there you feel like all the people are out supporting you and they're all giving you their backing. I really enjoy racing at Silverstone too, the track was really good last year, although it was my first time it was the same for pretty much everyone. I hadn't ridden there at all before but it's a good place. It's a big track, fast too and there are only two or three sections where it's pretty tight, like the left-right at Vale and then the Arena section where it's right-left, but the rest of it flows nicely."



#### 125cc

**Fastest Lap** / 2010 / Jorge LORENZO (ESP) / Yamaha / 2'03.308 / 172.3 km/h  
**Circuit Record** / 2010 / Jorge LORENZO (ESP) / Yamaha / 2'03.526 / 172.0 km/h  
**Best Pole** / 2010 / Jorge LORENZO (ESP) / Yamaha / 2'03.308 / 172.3 km/h  
**Top Speed** / 2010 / Dani PEDROSA (ESP) / Honda / 323.9 km/h

#### 160cc

**Fastest Lap** / 2010 / Claudio CORTI (ITA) / Suter / 2'09.624 / 163.9 km/h  
**Circuit Record** / 2010 / Thomas LÜTHI (SWI) / Moriwaki / 2'09.886 / 163.6 km/h  
**Best Pole** / 2010 / Claudio CORTI (ITA) / Suter / 2'09.624 / 163.9 km/h  
**Top Speed** / 2010 / Andrea IANNONE (ITA) / Speed Up / 277.5 km/h

#### 125cc

**Fastest Lap** / 2010 / Pol ESPARGARÓ (ESP) / Derbi / 2'13.781 / 158.8 km/h  
**Circuit Record** / 2010 / Pol ESPARGARÓ (ESP) / Derbi / 2'13.781 / 158.8 km/h  
**Best Pole** / 2010 / Marc MÁRQUEZ (ESP) / Derbi / 2'14.667 / 157.8 km/h  
**Top Speed** / 2010 / Pol ESPARGARÓ (ESP) / Derbi / 232.9 km/h



OFFICIAL TIMEKEEPER

www.tissot.ch





# Going for Gold

*Next year will be the silver anniversary of the legendary CBR series of bikes that were first produced way back in 1987 with the epoch-making CBR600F. Since that time we have seen the CBR600RR and its CBR1000RR Fireblade stablemate take records both on the track and in the showroom.*



Main pic: ABS equipped CBR600RR  
This page: CBR250R



## Early Days

It is hard to believe that it was almost a quarter of a century ago that Honda launched the CBR600F, a bike which itself could trace its roots back to the CB500 'four' of 1971. Honda took a 600cc version of their classic across-the-frame, four-cylinder, 16-valve, twin-cam engine, squeezed 85bhp from it, popped it into a taut frame, clothed it in an attractive all-enclosing body and started a legend. On the one hand, the neat little middleweight could commute happily on a whiff of throttle all day, while still being able to metamorphose into a superbike-slaying road burner which could top out at 140mph. It was hardly surprising that the Honda won legions of followers and buyers from all spectrums of motorcycling.

Not even Honda could have foreseen quite how much the CBR600F would change the concept of motorcycling, but it did. And not only did the bike move on from its original 'H' designation until Honda ran out of suffix letters in 2000, but then carried on with numbers until the CBR600F-6 went out of production in 2006. But then the new model CBR600F was re-launched this year; more of that anon!

Something interesting happened to the 'F' in 1991 when the more sporting F2 version of the bike was

announced and this was a very important step as it took Honda down the road of a more focused and overtly sporting model.

It was hardly surprising that the F2 was popular, its power output was now near the magic 100bhp mark and its top speed near the equally magic 150mph. The subsequent F3 version was in production for a further 3 years until 1998.

**"The neat little middleweight could commute happily on a whiff of throttle all day, while still being able to metamorphose into a superbike-slaying road burner which could top out at 140mph."**

With a middleweight class booming in both performance and sales, Honda then set about standing in the full blazing spotlight and taking on the Superbike class head on. The company had already built the CBR1000F alongside the middleweight 600, but this machine although more than worthy had not been nearly as ground breaking as the 600 and was perceived more as a sports tourer than a back-lane blaster. >>



## Superbike dawn

Legendary Honda engineer Tadao Baba, who had been with the company since he was 18, saw it this way: "It was back in 1989 and I was riding with a group of Honda engineers on some of the competitors' machines as well as the 1000F and I was thinking: how can these be called sports bikes when they are so very big and heavy? They didn't deserve the name." So Tadao set about building a bike to his own 'Total Control' concept, a machine that would be easy to pilot, fun to ride and yet extremely rapid. His first attempt was a 750 but that clashed with the company's VFR 750, while a 1000cc version would be competing with the model in the range that he had ridden and wanted to improve upon.

So the compromise was agreed by all to build a 900cc bike that would in effect create its own class. In 1992 the CBR900RR Fireblade redefined what a Superbike ought to be and set the standards which we still enjoy today. It is not only power that maketh the bike but the addition of lightness, an adage that had long been a mainstay of race-bike design.

*Pictured:*  
CBR Fireblade

## Tiny but perfect

Initially the public raised eyebrows at a Superbike displaced way less than the full 1-litre Superbike (893cc), but this Honda had 124bhp at its disposal, weighed some 40kg less than many of its rivals and outperformed all of them. It was hardly surprising the bike soon sold out. Whether those who merely commented on bikes approved of its capacity or the 'Blade, as it was quickly dubbed, continued to top Superbike sales charts, with the buying public obviously knowing a great bike when one came sizzling along.

**"The 'Blade continued to top the Superbike sales charts, with the buying public obviously knowing a great bike when one came sizzling along."**

Minor updates were made but it wasn't until 1995 that the bike's engine crept over the 900cc threshold to become the CBR919RR and thence the fuel-injected CBR929RR in 1995. Two years later the Fireblade made CBR954RR status with almost 150bhp before the inevitable happened and in 2004 it became much simpler to write CBR1000RR, the Fireblade as we still know and love it.





At the cutting edge for 25 years  
that's some sporting performance!

The chalkboard is covered in complex mathematical and scientific content:

- Mathematical Equations:**
  - $(p(x,t), u_j(x,t)) \text{ on } \mathbb{R}^3$
  - $u^0(x+e_j) = u^0(x)$
  - $\nabla \cdot u = 0$  (divergence-free vector)
  - $(x \in \mathbb{R}^n, t \geq 0)$
  - $\sum_{j=1}^n \frac{\partial u_j}{\partial x_j} = \Delta u$
- Chemical Structures:**
  - A complex steroid-like molecule with various functional groups (OH, CH<sub>3</sub>, CO<sub>2</sub>Et).
  - A chemical structure labeled "SMELL" with a strawberry icon.
- Technical Diagrams:**
  - A detailed diagram of a piston and crank mechanism.
  - A diagram of a person riding a motorcycle.
- Logos and Text on Chalkboard:**
  - "ALL SEASON"
  - "FD JASO"
  - "SMELL"
  - "ENGINE"

**IPONE**  
Official Sponsor of team CIP

IPONE specialises in oils and maintenance products for motorbikes and boasts 25 years' experience in this market. IPONE products comply with the latest technical standards and are available in more than 1500 retail outlets selling motorbike products in France, as well as in over 40 countries throughout the world.

[www.ipone.com](http://www.ipone.com)



## Moto2 - Dawning of a new era

After much speculation and anticipation, a final formula for a new category in MotoGP racing was announced on December 11th 2008. The principal concept of the new class was to run 600cc four-stroke motorcycles, but with certain restrictions. The engine and tyres would be each supplied by a single manufacturer, but Moto2 would continue the 250cc series' pursuit of developmental excellence with the running of a prototype chassis free from limitation.

Following a tendering process, Honda Racing Corporation was chosen by the Grand Prix Commission to provide the grid with a special race-going version of its popular CBR600.

No production bike parts are permitted for the frame, swing arm, fuel tank, seat or cowling, meaning that these aspects of the machine are left to the manufacturer and designers discretion.

Some MotoGP teams got in on the act, with Tech3 producing a bike developed in their factory in France, whilst the likes of Gresini and Interwetten would be running the Suter and Moriwaki frames respectively. Many of the existing 250 teams were present, with the Aspar team, Scot, Cardion AB and Pons just some of the names forming a grid which could total just shy of 40 riders!

*Pictured:  
Andrea Iannone  
- Suter Chassis*

**"Honda Racing Corporation was chosen by the Grand Prix Commission to provide the grid with a special race-going version of its popular CBR600."**

2010 promised to be a season of unknowns for the new Moto2 as it has become a highly regarded championship, just like 250cc. Many of the top riders will most certainly make their mark in MotoGP in the future, all the while providing what promises to be some of the closest racing in the championship's long history.

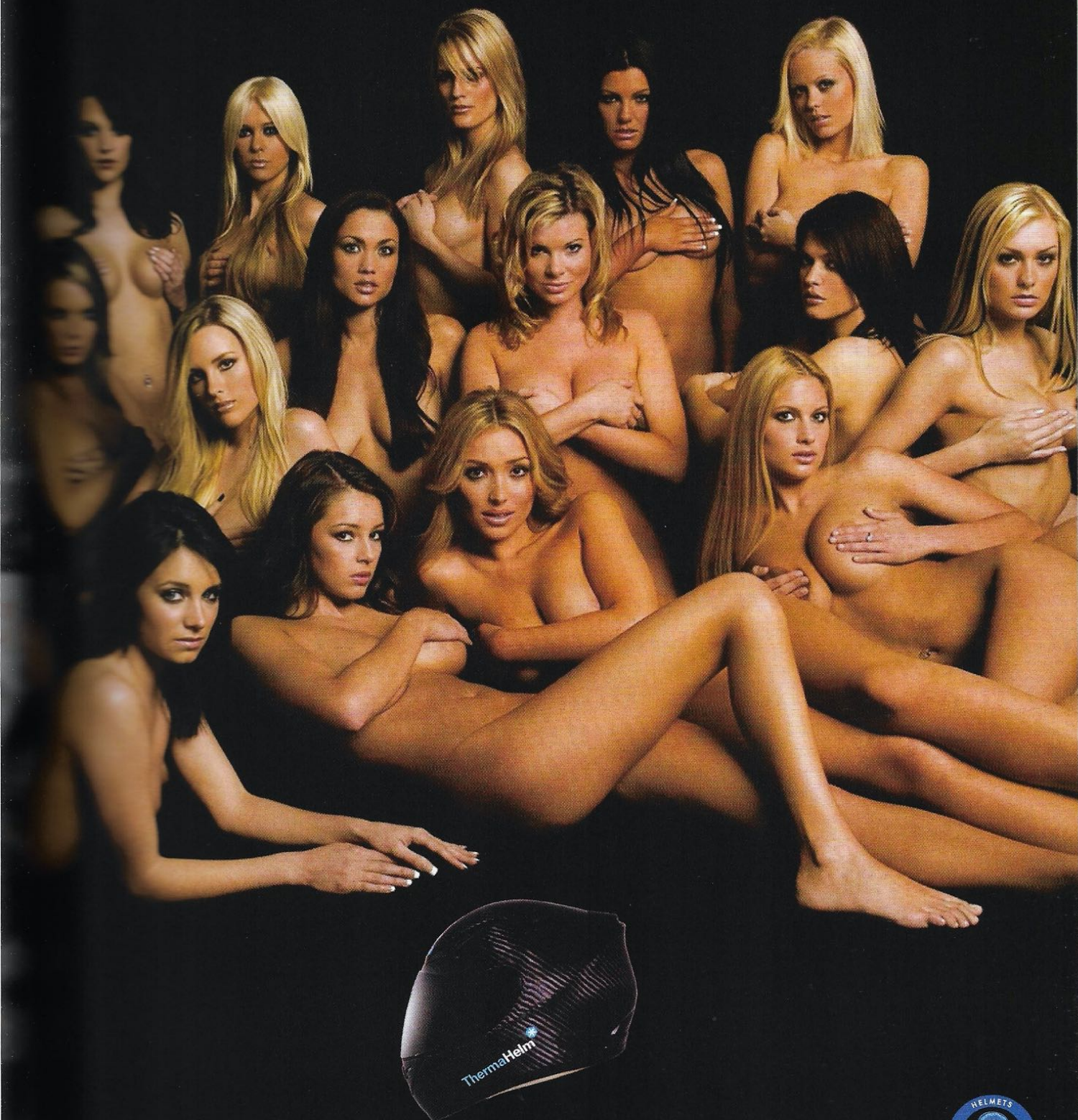
Riders have included Toni Elías who has come back to the MotoGP class after winning the inaugural series last year, as well as many stalwarts of the 250 class such as Thomas Lüthi, Robbie Rolfo and Alex De Angelis.

Now in its second year and having established a reputation for close combat and exciting racing, the series has a fresh crop of riders, some coming up from the 125 class like Bradley Smith, Marc Márquez and some big names remain for their second season in the class, the high-flying Stefan Bradl and Brit Scott Redding are now in their second year of the class, and Bradl, Lüthi and Andrea Iannone are topping the standings going into this weekend's qualifying and races.





*It's the brains we are interested in*



ThermaHelm® Halo a revolutionary Brain Cooling Motorcycle Helmet [www.thermahelm.com](http://www.thermahelm.com)





## Pocket Rockets

You don't have to be looking for the ultimate in two-wheeled performance to enjoy CBR life, though, the latest CBR125R, which first hit the road in 2004, is the ideal way to have some of that Fireblade flair in a package that is perfect for the learner or newly qualified rider. Sporting a 125cc fuel-injected single-cylinder engine, the 137kg machine is light and easy to manoeuvre around town but with a smart enough turn of pace to make riding fun, too. And from the side with that smartly shaped exhaust muffler and sports body design, there is that real racing look to the machine.

A lighter and easier to package single-cylinder engine also forms the basis of the 250cc contender in the CBR class, the 250R. A CBR250 was built in Japan as early as 1986 and indeed stayed in production until 1999, but these bikes were four-cylinder machines that, like its CBR400RR 'Baby Blade' stablemate, allowed smaller capacity (and cheaper to tax) machines still to have decent power and therefore performance in the company's then restrictive home market.

Pictured (left to right): CBR600, CBR250 and the CBR125

**"The latest CBR125R is the ideal way to have some of that Fireblade flair in a package that is perfect for the learner or newly qualified rider."**

The 2011 model however is a single but packs a punch with 26bhp from its fuel-injected, four-valve engine. Like the 125, the CBR250R features a steel-diamond twin-spar frame that endows the bike with safe yet fun handling and makes it an ideal commuter machine with enough pep to brighten up any Sunday afternoon ride-out.





## Full circle

This year sees the return of the legendary CBR600F, the all-rounder that delivers practical 'real world' performance while at the same time turning heads wherever it goes. The 'F' has much of the look of the RR, but its engine is better suited to dual-purpose use, while its riding position is a little less radical, too, to make commuting that little bit easier.

One strategic element of the born-again CBR is something that has been so successfully taken up with buyers of both the Fireblade and the CBR600RR, and that is the Combined ABS system, and a similar system is fitted as standard on the 'F'. Combined ABS links the front brake control to the rear brake, ensuring smooth, progressive and powerful deceleration in all situations. The system's ECU monitors the speeds of the front and rear wheels using sensors. Should one wheel begin to rotate more slowly than the other, suggesting the first hint of tyre slip, the Combined Braking System modulates the braking effort to ensure full grip is retained, maximising braking ability while retaining control.

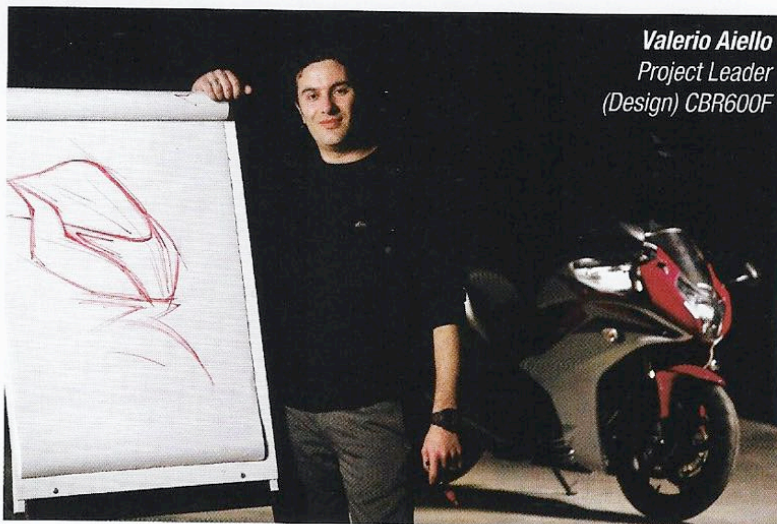
It has taken bikers a while to get used to ABS, much as car drivers did when it was introduced on four wheelers in the mid 1980s. Many thought they would rather take care of the retardation themselves and that is fine on a track on a dry day, but not quite so practical in blinding spray at night-time on the motorway when the traffic ahead stops unexpectedly... Ron Haslam, who uses Hondas exclusively at his Race School, is a convert and has taken great delight in demonstrating safe emergency stops on everything from a flooded track to a dry sandy beach!

The CBR600F takes the anxiety out of quick stopping, just as many happy and safe 'RR' customers have found.

>>







**Valerio Aiello**  
Project Leader  
(Design) CBR600F

At the same time the positive and negative surfaces of the fairing create strong, dynamic lines inspired by the sophisticated style of premium British sports cars. Overall we wanted to create a strong single shape, like a piece of sculpture".

**"We wanted to create a design that will remain attractive for a long time, not just for a year or two." - Valerio Aiello**

## Legend and Legacy

In almost a quarter of a century, Honda has developed its CBR series across the capacity ranges, along the hyper-performance route and back down the multi-tasking avenue. But each and every one of the bikes has been a winner. And that is not just on the track but coming out of the showrooms too. With a CBR for every pocket and every experience of rider, it is no wonder that the DNA continues strong to this day. There are bound to be plenty of CBRs of all types in the car park around Silverstone this weekend, but in the meantime let's focus on what is happening out on track and see what Bradley Smith, Stefan Bradl and Andrea Iannone can do in the always exciting, Moto2 class.

## Style Guru

Designed in Honda's Rome studio, the CBR600F was shaped by chief designer Valerio Aiello. "We wanted to create a design that will remain attractive for a long time, not just for a year or two," explains Valerio. "The bike has the speedy proportions of a Supersport bike but there is also a timeless elegance to the new CBR600F. Key to this is the multi-layer design of the fairing, which brings a visual richness to the bike.

**Pictured:**  
**CBR600**





# Motorcycle Batteries

*The power of energy*



Lucas



The power of ENERGY

- Dry Charged Gel Liquifix and VRLA technologies
- High Cranking
- Vibration Resistant
- Superior Quality

[www.manbat.co.uk](http://www.manbat.co.uk)



SPECIALIST BATTERY DISTRIBUTORS



**T+**  
**TISSOT**

SWISS WATCHES SINCE 1853

INNOVATORS BY TRADITION



**OFFICIAL TIMEKEEPER**



Get in touch at [www.tissot.ch](http://www.tissot.ch)



### **TISSOT T-RACE MotoGP**

LIMITED EDITION 2011

Become part of racing history with a robust 316L stainless steel watch. Scratch-resistant sapphire crystal, quartz chronograph and water resistance up to 10bar (100m / 330ft).

**IN TOUCH WITH YOUR TIME**





*Forty five exhilarating minutes of pure mayhem is the best and probably only way to describe a Moto2 qualifying session. Forty racing motorcycles powered by the same 600cc engines being pushed to the absolute limit and often beyond by world class competitors, riders who know by bitter experience that a poor Moto2 grid position means a disappointing race result with only a few notable exceptions.*

*Making sense of all that mayhem is Tissot, the Official Timekeeper of the MotoGP World Championships. For over a decade the Swiss company has provided a timing service second to none built upon experience gained in international sporting events throughout the world. Even a Moto2 qualifying session has failed to beat a system that relishes such a challenge and what a challenge it has turned out to be.*

*Nobody was sure what to expect when Moto2 burst onto the MotoGP scene last season. That first qualifying session and then race under the Qatar floodlights took away any doubts – this was dynamite.*

*For Tissot, Moto2 proved the very best possible proving ground of a system that had already solved many a problem that neither the stopwatch nor naked eye could have done in the past. Today it is sensors, transponders and high speed video cameras that settle any arguments.*

*Each Moto2 machine that races down pit lane to start a 45 minute qualifying session is fitted with a transponder which sends an identifying signal to antennas situated round the track. Basically it is an identification system with timing as an integral part. The information received is immediately broken down by computers to a series of statistics which will include the lap time of every machine on every lap.*

***“For Tissot, Moto2 proved the very best possible proving ground of a system that had already solved many a problem that neither the stopwatch nor naked eye could have done in the past.”***

*It is clear, concise, immediate information which keeps the riders and teams fully aware of what is happening and what is required to achieve that so vital good qualifying lap. It can be the difference between success and failure. That information has to be instant and accurate in all of the MotoGP classes but with the size of the field and the competitiveness of the riders all propelled by same 600cc Honda engines the need is even greater in Moto2.*

*Just look at some of their qualifying sessions last season. At the French Grand Prix at Le Mans the first 27 riders on the starting grid where separated by less than one second with grand prix rookie Kenny Noyes on pole. On three other occasions at the Spanish tracks of Jerez, Aragon and Valencia the first 20 riders were separated by less than one second while at the legendary Indianapolis Brickyard circuit in America the first 23 were under that one second mark.*

*Here at Silverstone last year it was a stunning qualifying lap by Italian Claudio Corti that ensured no such statistics would make the headlines. The race more than made up with Frenchman Jules Cluzel scoring his one and only victory of the season heading a four rider pack separated by just over half a second at the chequered flag.*

***“At the French Grand Prix at Le Mans the first 27 riders on the starting grid where separated by less than one second with grand prix rookie Kenny Noyes on pole.”***

*Such ‘photo-finishes’ are comfortably resolved by Tissot these days with both video and still cameras on the finishing line providing the evidence. Around a dozen technicians keep the Tissot timekeeping wheels turning in all practice and qualifying sessions plus the races. The innovative system that they have developed breaks down all the information received and places them into formats that are immediately received by television stations throughout the world showing the millions of viewers a plethora of information including the all important qualifying lap times, top speeds and cornering speeds.*



*So would Moto2 settle down this year? Would qualifying be a little more organised and predictable – of course not and if anything the 45 minutes have reached even higher levels of mayhem. There may be two less bikes on the grid this year but with each row of that grid being reduced from four to three riders you are almost disappearing round the last corner if your qualifying is not up to scratch.*

*The first European Moto2 qualifying session of the season at Jerez confirmed what we already knew. The top 26 riders were covered by less than two seconds with the top nine within a second. Qatar winner Stefan Bradl led the way while 125 cc World Champion Marc Marquez crashed on just his second Moto2 appearance. Pictures of South African wild card Steven Odendaal were beamed throughout the world as he managed to perform a miraculous series of acrobatic manoeuvres to stay on his bike. It was Moto2 at its very best.*

*Tissot have relished the challenge presented by the Moto2 World Championship. Their innovative and accurate timing systems have stood up to everything the new Championship has thrown at them. Long may it continue and as they both grow together.*





# Moto2EntryList

<b>No.</b>	<b>Rider</b>	<b>Nat.</b>	<b>Team</b>	<b>Bike</b>	<b>Notes</b>
3	Simone CORSI	ITA	Ioda Racing Project	FTR	
4	Randy KRUMMENACHER	SWI	GP Team Switzerland Kiefer Racing	Kalex	
9	Kenny NOYES	USA	Avintia-STX	FTR	
12	Thomas LÜTHI	SWI	Interwetten-Paddock Moto2	Suter	
13	Anthony WEST	AUS	MZ Racing Team	MZ-RE Honda	
14	Ratthapark WILAIROT	THA	Thai Honda Singha SAG	FTR	
15	Alex De ANGELIS	RSM	JiR Moto2	Motobi	
16	Jules CLUZEL	FRA	Forward Racing	Suter	
19	Xavier SIMEON	BEL	Tech 3 B	Tech 3	
21	Javier FORES	ESP	Mapfre Aspar Team Moto2	Suter	
25	Alex BALDOLINI	ITA	Forward Racing	Suter	
29	Andrea IANNONE	IYA	Speed Master	Suter	
34	Esteve RABAT	ESP	Blusens-STX	FTR	
36	Mika KALLIO	FIN	Marc VDS Racing Team	Suter	
38	Bradley SMITH	GBR	Tech 3 Racing	Tech 3	
39	Robertino PIETRI	VEN	Italtrans Racing Team	Suter	
40	Aleix ESPARGARÓ	ESP	Pons HP 40	Pons Kalex	
44	Poi ESPARGARÓ	ESP	HP Tuenti Speed Up	FTR	
45	Scott REDDING	GBR	Marc VDS Racing Team	Suter	

OFFICIAL TIMEKEEPER



See the new MotoGP collection at [www.tissot.ch](http://www.tissot.ch)



**TISSOT**  
SWISS WATCHES SINCE 1853



<b>No.</b>	<b>Rider</b>	<b>Nat.</b>	<b>Team</b>	<b>Bike</b>	<b>Notes</b>
49	Kev COGHLAN	GBR	Aeroporto De Castello	FTR	
51	Michele PIRRO	ITA	Gresini Racing Moto2	Moriwaki	
53	Valentine DEBISE	FRA	Speed Up	FTR	
54	Kenan SOFUOGLU	TUR	Technomag-CIP	Suter	
60	Julián SIMÓN	ESP	Mapfre Aspar Team Moto2	Suter	
63	Mike Di MEGLIO	FRA	Tech 3 Racing	Tech 3	
64	Santi HERNANDEZ	COL	SAG Team	FTR	
65	Stefan BRADL	GER	Viessmann Kiefer Racing	Kalex	
68	Yonny HERNANDEZ	COL	Blusens-STX	FTR	
71	Claudio CORTI	ITA	Italtrans Racing Team	Suter	
72	Yuki TAKAHASHI	JPN	Gresini Racing Moto2	Moriwaki	
75	Mattia PASINI	ITA	Ioda Racing Project	FTR	
76	Max NEUKIRCHNER	GER	MZ Racing Team	MZ-RE Honda	
77	Dominique AEGERTER	SWI	Technomag-CIP	Suter	
80	Axel PONS	ESP	Pons HP 40	Pons Kalex	
88	Ricky CARDÚS	ESP	QMMF Racing Team	Moriwaki	
93	Marc MÁRQUEZ	ESP	Team CatalunyaCaixa Repsol	Suter	
95	Mashel Al NAIMI	QAT	QMMF Racing Team	Moriwaki	

OFFICIAL TIMEKEEPER



Discover the new MotoGP collection at [www.tissot.ch](http://www.tissot.ch)



**TISSOT**  
SWISS WATCHES SINCE 1853



# Moto2 Classification

Pos.	Rider	Nat.	Team	Bike	Points
1	Stefan BRADL	GER	Viessmann Kiefer Racing	Kalex	102
2	Simone CORSI	ITA	Ioda Racing Project	FTR	59
3	Andrea IANNONE	ITA	Speed Master	Suter	49
4	Julian SIMÓN	ESP	Mapfre Aspar Team Moto2	Suter	49
5	Yuki TAKAHASHI	JPN	Gresini Racing Moto2	Moriwaki	47
6	Thomas LUTHI	SWI	Interwetten-Paddock Moto2	Suter	47
7	Marc MARQUEZ	ESP	Team CatalunyaCaixa Repsol	Suter	45
8	Alex De ANGELIS	RSM	JiR Moto2	Motobi	42
9	Aleix ESPARGARÓ	ESP	Pons HP 40	Pons Kalex	31
10	Bradley SMITH	GBR	Tech 3 Racing	Tech 3	27
11	Dominique AEGERTER	SWI	Technomag-CIP	Suter	24
12	Randy KRUMMENACHER	SWI	GP Team Switzerland Kiefer Racing	Kalex	24
13	Michele PIRRO	ITA	Gresini Racing Moto2	Moriwaki	21
14	Esteve RABAT	ESP	Blusens-STX	FTR	18
15	Jules CLUZEL	FRA	Forward Racing	Suter	14
16	Max NEUKIRCHNER	GER	MZ Racing Team	MZ-RE Honda	14
17	Pol ESPARGARÓ	ESP	HP Tuenti Speed Up	FTR	13
18	Yonny HERNANDEZ	COL	Blusens-STX	FTR	13
19	Alex BANDOLINI	COL	Forward Racing	Suter	8
20	Mika KALLIO	FIN	Marc VDS Racing Team	Suter	8

Bike	QA	ES	PO	FR	CA	GB	NE	IT	DE	US	CZ	SM	AR	JP	MA	AU	PO	VA	Points
SUTER	20	25	20	25	20														110
KALEX	25	11	25	16	25														102
FTR	10	16	11	9	13														59
MORIWAKI	11	7	16	20	4														58
MOTOBİ	13	9	4	6	10														42
TECH 3	7	13	7	7	2														36
PONS KALEX	5	-	1	10	16														32
MZ-RE HONDA	1	6	-	1	6														14



**SPORTSMAX**  
**SPORTSMART**

IF YOU'RE NOT ON SPORTSMART,  
GET USED TO THIS VIEW.



- / NTEC race tyre technology for faster track day laps
- / Multi-Tread technology front & rear maximizes pure grip between 35 and 55 degrees lean angle
- / New advanced silica and resin for greater confidence on the wet
- / Best in class mileage\*

\* 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.



[WWW.DUNLOPMOTORCYCLE.EU](http://WWW.DUNLOPMOTORCYCLE.EU)

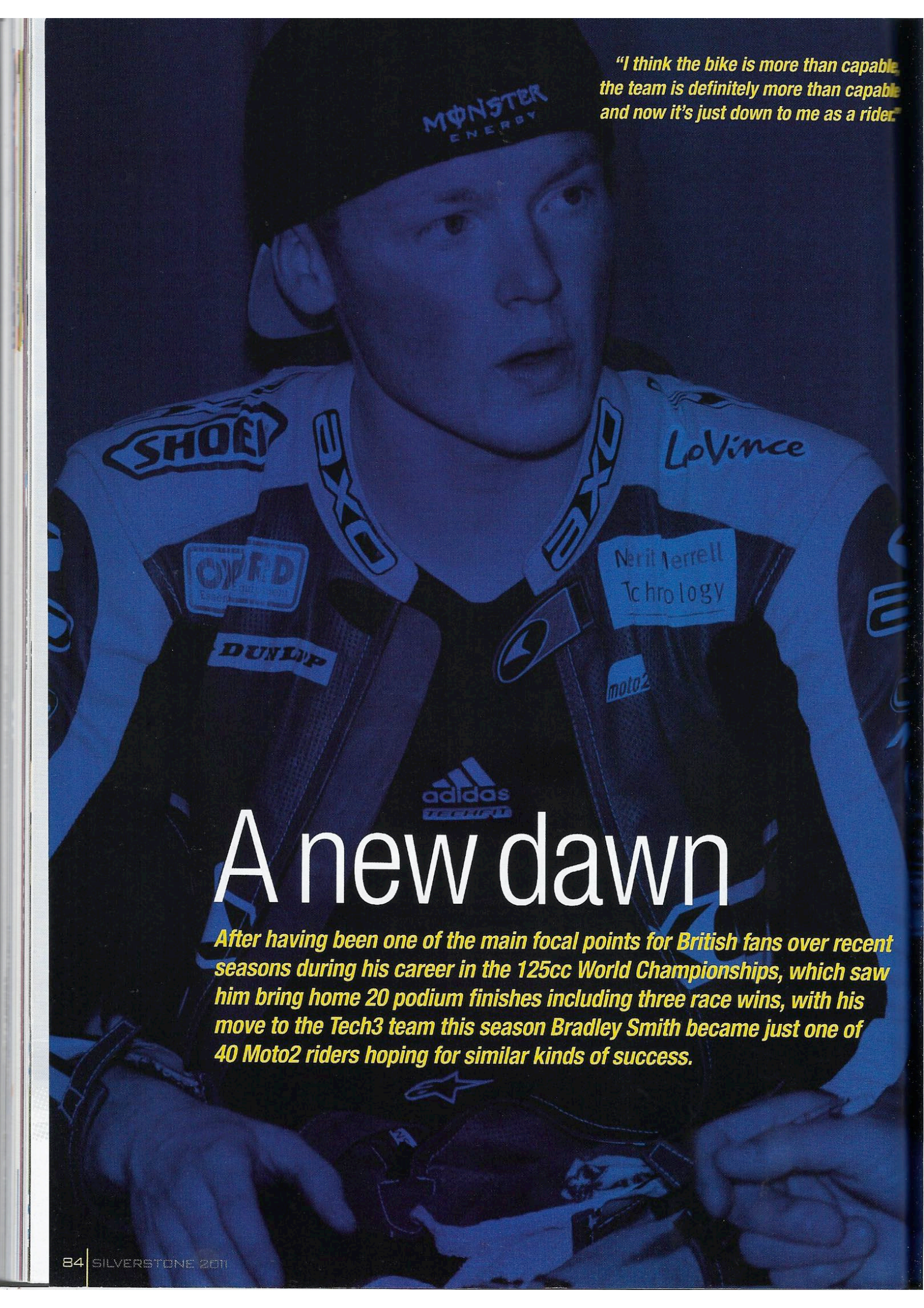
EXCLUSIVE TYRE OF **Moto2**

**DUNLOP**

**moto2**

MotoGP  
WORLD CHAMPIONSHIP






*"I think the bike is more than capable, the team is definitely more than capable and now it's just down to me as a rider."*

# A new dawn

*After having been one of the main focal points for British fans over recent seasons during his career in the 125cc World Championships, which saw him bring home 20 podium finishes including three race wins, with his move to the Tech3 team this season Bradley Smith became just one of 40 Moto2 riders hoping for similar kinds of success.*





Riding alongside 16 Grand Prix race winners and four World Champions, the ultra-competitive class was expected to be a tough baptism for the Oxfordshire youngster, however he has taken to the new class seamlessly and has even challenged for the podium positions already.

Keen to keep his feet firmly on the ground, Smith is characteristically understated, "It's good fun. You sit on the starting grid at any of the races and you just look around you and it's a case of, 'I know him', 'I know him too', 'He's a good rider'! You look behind yourself on the grid too and you think 'Christ, he's going to be trying to catch me!' You are around a top 20 field of absolutely outstanding class so you know you have to perform. That's what makes it one of the most exciting things and one of the most rewarding things about Moto2."

Nonetheless, the 20 year-old knows that his achievements so far have been impressive, "When you have a good result you're beating the next bunch of riders that are going to MotoGP. Then you're putting yourself up the pecking order of going to the top class. You're head-to-head against World Champions, even riders that have been to MotoGP and come back. When you get to race and do something like that it gives you a great buzz and a lot of motivation and it's very rewarding."

**"I've been trying to give myself the best opportunity to do well at Silverstone. It's a track that I have started to understand quite well."**

Smith is quick to point out the scale of the challenge this season, "To score points in the Moto2 class isn't easy. People don't always see that. I try and emphasise that all my results so far have come from Saturday afternoon. If you can qualify on the second or third row, you can have a great race if you can just stay in there and maintain the pace. You start off and you learn so much. Estoril was a shame that we had a few problems on qualifying afternoon, so you start 15th and by the time you get to the end of the first lap you're already

three seconds off the guy who is where you ought to be - that three seconds becomes even more difficult to catch up then."

"My expectations are still low although in general the results have been better than we thought they were going to be. The transition has been a lot easier than I could have hoped for. I thought it was going to be a lot more of a struggle. It's difficult but I've made the transition well and now it's the competitiveness I've got to deal with."

After taking a podium finish in his home event last year, Smith is eager to get to Silverstone for his home race and has been preparing accordingly, "The British GP is always exciting. Obviously being at Silverstone for the second year and with it being only 30 minutes from home it is always really good. I've perhaps been preparing for the home race a little bit more, by going there and doing a couple of track days because last year to get on the podium was quite special but there is something about standing on the top step rather than the other two steps that is important."

**"When you have a good result you're beating the next bunch of riders that are going to MotoGP."**

"I've been trying to give myself the best opportunity to do well at Silverstone. It's a track that I have started to understand quite well. Leon Haslam showed me around towards the end of last year and both him and Ron have taught me a few different bits and pieces around the track. It is definitely something ideal for me and we will wait to see what happens."

Riding a 125 last year will be a completely different prospect to the 600cc Moto2 bike, as he explains, "On the 125 the track got a little basic I think. As a track it's nicely fast and flowing and it definitely created some great racing last year. I think that the Moto2 is more suited to the track however. The straights become a lot shorter and you have a lot less time and there's a lot more power to deal with and sliding and things like that so..." >>





# devil

**ROAD  
& RACE** EXHAUST SYSTEMS

Dan Kneen - BSB

Unleash Your  
Inner **DEVIL**

**devilmoto.co.uk**

**WMD** Official U.K. distributor For all Dealer enquiries  
please contact [sales@wmd-online.com](mailto:sales@wmd-online.com) or phone 01273 595746

"My favourite part is the new complex, coming in from the fast left (Farm) and braking into the right-left combination. It's quite stop start but I think it's one of the places that overtaking will happen. In a racing situation there's so many different lines and you can just swap back and forth. It's a bit like motocross, go outside and burn back across inside the person who's taken the inside line. There's a bit of camber to help you on the right too. I think that on a Moto2 bike it's definitely going to be fun."

Only three riders are on board the Tech3 team's Mistral 610 machine this season, which makes the transition up to Moto2 even harder. "It's been a little bit tough on the bike side of things, because we basically brought out a completely different bike for 2011. Rather than a Suter or a Moriwaki that has just been tweaked, we've brought out a completely different thing. Although we've got the data, if you take a closer look at what we have compared to last year then it's not even relevant. It makes life a little bit tougher for me, but it's also been enjoyable because I've built a bike around how I want it to feel, how I want it to react and how I want it to ride. That's the interesting thing. It has been difficult because sometimes I have got a little bit lost and we have gone in the wrong direction, but the whole team atmosphere has been good."

**"To score points in the Moto2 class isn't easy. People don't always see that."**

He also has an experienced crew-chief in Tom Jojic, and Smith is keen to point out his role in helping his adjustment. "Working with Tom is outstanding, it just shows the difference when the chief mechanic's been in MotoGP and come back down. When you've got a crew chief who's been in MotoGP they've seen and heard a lot of things and although you're limited to what you can do on a Moto2 bike, their knowledge is really valuable because with the little changes they can make, they do a great job because they understand everything. They understand a bike as a 3D picture rather than a 2D drawing, rather than just numbers and changing things randomly, they actually understand it as a machine. One thing is that Tom has riding experience too so obviously working with someone who knows what you go through and knows what you feel has definitely been a help."

In terms of his aims for this year, the early season form has meant that Smith is setting his sights as high as always. "At the end of the day it would be nice to have the opportunity to fight for the podium. That top step always feels so much better and the dream would be to stand there, but I have to be a realist because there are 40 other guys out there trying to do the same. My main objective is to make sure I've closed that gap from where I am now to Silverstone and make sure that I can be within the front group and have a chance for the podium. I don't want to finish the race and be off in the distance without a chance of mixing it up in there. I'd like to be pushing hard and fighting with the front-runners. I think the bike is more than capable, the team is definitely more than capable and now it's just down to me as a rider."





# **motografixuk**

*Handwritten signature*



**THE ORIGINAL & THE BEST : NEVER ACCEPT IMITATIONS**

**100% Made in England Since 1997**

**MADE FOR BIKERS, BY BIKERS**



## **THE WORLDS BEST TANKPADS**

THE BEST PROTECTIVE MOTORCYCLE GRAPHICS IN THE WORLD, 100% MADE IN ENGLAND. HAVE YOUR OWN DESIGN / LOGO ADDED TO OUR TANKPADS AND NUMBERBOARDS. ASK TODAY ABOUT OUR BESPOKE DESIGN SERVICE. WE ALSO DO BADGES, DECALS, T-SHIRTS, HOODIES, FLEECES & POLO'S IDEAL FOR CLUBS, TEAMS, DEALERS, EVENTS ETC.

**www.motografix.com 0870 224 2880**  
**sales@motografix.com Mon-Fri 8am-4pm GMT**



# Ones to watch: Moto2



Stefan Bradl

The first year of the Moto2 World Championship proved to be a roaring success, with Toni Elias eventually making his experience with a four-stroke bike tell by taking the title. However there were always a whole host of riders ready to win races, and the second year of the series has already provided tons more thrills and spills.

**Stefan Bradl** seems to be the man to beat after he won two of the opening three races of the season, and after his switch to the German-built Kalex machine looks very much at home and ready to challenge on a regular basis.

After a difficult pre-season, the ever-unpredictable **Andrea Iannone** has shown already that he is capable of providing a season's worth of entertainment in a single weekend.

He has qualified badly for every event so far but has impressed enormously once the flag has dropped for the race, with victory to his name already at Jerez.

Another rider to keep a close eye on after having made a solid start to the year is Swiss rider **Thomas Lüthi**, who took a podium finish in each of the first two rounds and surely will soon break his winning duck in the intermediate class. Similarly, **Julián Simón** has started to rediscover his Moto2 mojo once more, and hopefully he will come into the reckoning for a first win here this weekend. Other names not to be discounted are the likes of reigning 125cc Champion **Marc Márquez**, former MotoGP riders **Yuki Takahashi** and **Alex de Angelis**, and British hopefuls **Bradley Smith**, **Scott Redding** and **Kev Coghlan**.

>>

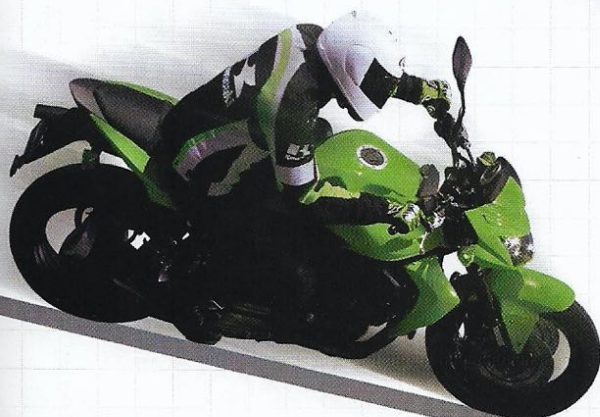
**"Stefan Bradl seems to be the man to beat."**



www.ngkntk.co.uk



# Bikers won't fit anything else



Around the world bikers and bike manufacturers agree that when it comes to spark plugs, one plug is king. NGK. Which is why they are the world's No.1 OE fitment. So don't try fitting anything else.

You have been warned.

Original Equipment suppliers to:- Aprilia BMW CCM Cagiva Derbi Ducati Gas Gas Honda Husqvarna Indian Kawasaki KTM Moto Guzzi Norton Peugeot Polaris Royal Enfield Scorpa Suzuki SMC TGB Triumph Victory Yamaha



# Ones to watch: **Moto2**



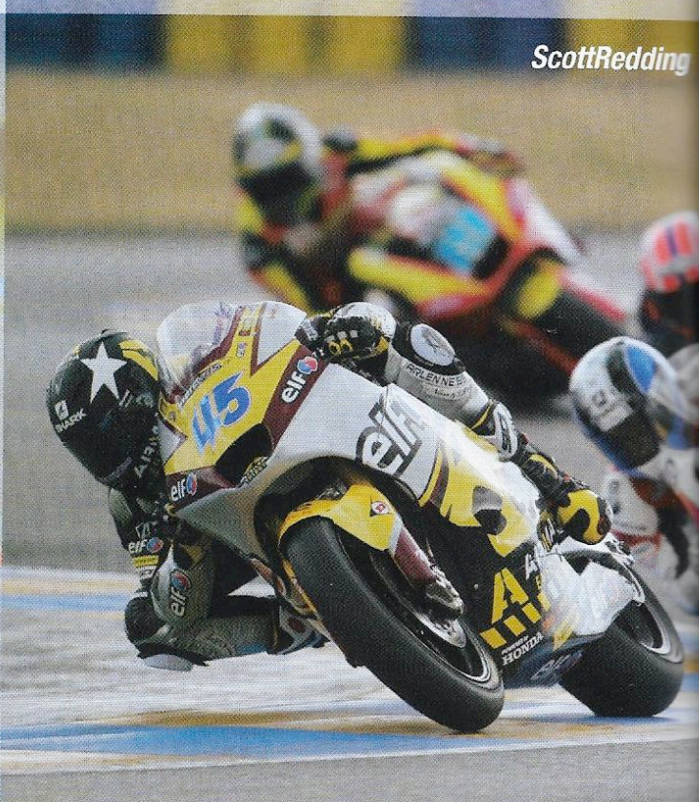
Thomas Lüthi



Andrea Iannone



Julián Simón



Scott Redding

Go to a **MotoGP...**  
Do it with **champions.**

CINZANO



**Our team is at every event.**

Full packages • Tickets • VIP Village & Hospitality • Team Experiences

Now  
at ALL  
World SBK!



**POLEPOSITIONTRAVEL**

Nothing beats being there

+44 191 406 6260 • +34 96 314 0375

[www.polepositiontravel.com](http://www.polepositiontravel.com)

MotoGP  
VIP VILLAGE  
AUTHORISED AGENCY

Top events to come:



**Mugello 1-3 July**

VIP Hospitality • Tours  
Tickets • Awesome party

**Brno 12-14 August**

Complete tours from  
£225pp • Free Beer.



# WANT TO CHANGE THIS . . . FOR THIS?

**NEW 2011  
BROCHURE  
OUT NOW**



Check out our model specific improvements online at [www.pro-bolt.com](http://www.pro-bolt.com)

## ► aluminium

Available in black, blue, gold, gunmetal, orange, purple, red or silver

**NEW**

### RACE SPEC BOLTS

**60% lighter  
than original  
steel bolts**

Drilled for  
lockwiring and  
etched with  
Pro-Bolt logo

## ► titanium

Available in blue, gold, natural or purple haze

### CALIPER MOUNT BOLTS



Available in Flanged Hex Head  
or Tapered Socket Cap

## ► stainless steel

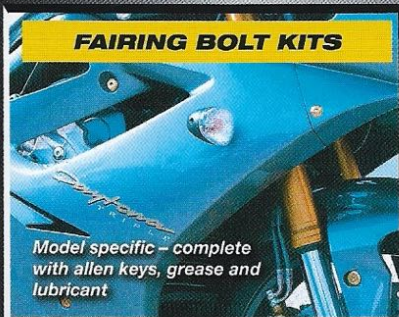
Available in polished steel

### ENGINE CASING BOLTS



Replace one bolt at a time with  
identical length Pro-Bolt. Choose from  
Allen Key, Hex Head or Spike Head

### FAIRING BOLT KITS



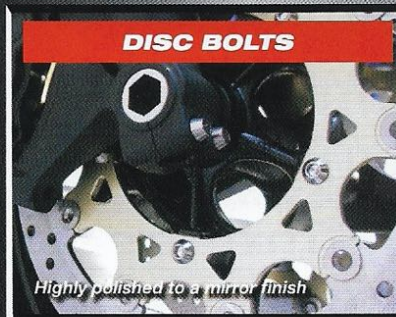
Model specific - complete  
with allen keys, grease and  
lubricant

### FRONT AXLE PINCH BOLTS



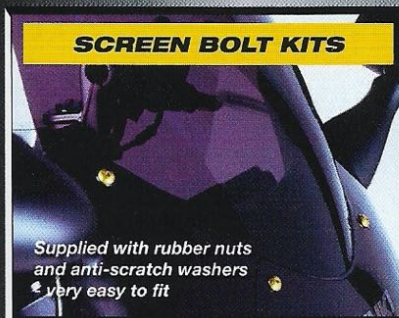
These bear the brunt of the salt  
water - upgrade to our highly  
corrosion resistant kit

### DISC BOLTS



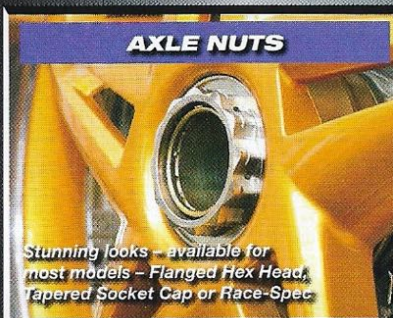
Highly polished to a mirror finish

### SCREEN BOLT KITS



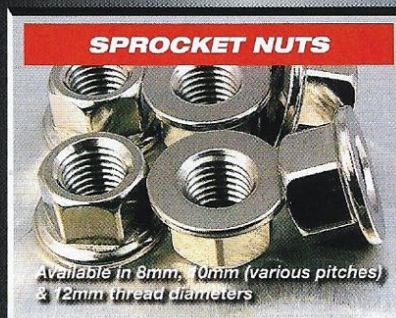
Supplied with rubber nuts  
and anti-scratch washers  
- very easy to fit

### AXLE NUTS



Stunning looks - available for  
most models - Flanged Hex Head,  
Tapered Socket Cap or Race-Spec

### SPROCKET NUTS



Available in 8mm, 10mm (various pitches)  
& 12mm thread diameters

**contact us:** T: +44 (0) 1684 851940  
E: [sales@pro-bolt.com](mailto:sales@pro-bolt.com)

**www.pro-bolt.com**  
THE HOME OF PRO-BOLT



# 125cc Entry List

<b>No.</b>	<b>Rider</b>	<b>Nat.</b>	<b>Team</b>	<b>Bike</b>	<b>Notes</b>
3	Luigi MORCIANO	ITA	Team Italia FMI	Aprilia	
5	Johann ZARCO	FRA	Avant-Airasia-Ajo	Derbi	
7	Efrén VÁZQUEZ	ESP	Avant-Airasia-Ajo	Derbi	
11	Sandro CORTESE	GER	Intact - Racing Team Germany	Aprilia	
12	Daniel KARTHEININGER	GER	Caretta Technology Forward Team	KTM	
15	Simone GROTZKYJ	ITA	Phonica Racing	Aprilia	
17	Taylor MACKENZIE	GBR	Phonica Racing	Aprilia	
18	Nicolas TEROL	ESP	Bankia Aspar Team 125	Aprilia	
19	Alessandro TONUCCI	ITA	Team Italia FMI	Aprilia	
21	Harry STAFFORD	GBR	Ongetta-Centro Seta	Aprilia	
23	Alberto MONCAYO	ESP	Andalucia Banca Civica	Aprilia	
25	Maverick VIÑALES	ESP	Blusens by Paris Hilton Racing	Aprilia	
26	Adrian MARTIN	ESP	Bankia Aspar Team 125	Aprilia	
30	Giulian PEDONE	SWI	Phonica Racing	Aprilia	
31	Niklas AJO	FIN	TT Motion Events Racing	Aprilia	
33	Sergio GADEA	ESP	Blusens by Paris Hilton Racing	Aprilia	
36	Joan PERELLO	ESP	Matteoni Racing	Aprilia	
39	Luis SALOM	ESP	RW Racing GP	Aprilia	

OFFICIAL TIMEKEEPER



See the new MotoGP collection at [www.tissot.ch](http://www.tissot.ch)



**TISSOT**  
SWISS WATCHES SINCE 1853



<b>No.</b>	<b>Rider</b>	<b>Nat.</b>	<b>Team</b>	<b>Bike</b>	<b>Notes</b>
43	Francesco MAURIELLO	ITA	WTR-Ten10 Racing	Aprilia	
50	Sturla FAGERHAUG	NOR	WTR-Ten10 Racing	Aprilia	substitute
52	Danny KENT	GBR	Red Bull Ajo Motorsport	Aprilia	
53	Jasper IWEMA	NED	Ongetta-Abbink Metaal	Aprilia	
55	Hector FAUBEL	ESP	Bankia Aspar Team 125	Aprilia	
63	Zulfahmi KHAIRUDDIN	MAL	Airasia - Sic - Ajo	Derbi	
71	John McPHEE	GBR	Racing Steps FoundationKRP	Aprilia	wild card
76	Hiroki ONO	JPN	Caretta Technology Forward Team	KTM	
77	Marcel SCHROTTER	GER	Mahindra Racing	Mahindra	
84	Jakub KORNFEIL	CZE	Ongetta-Centro Seta	Aprilia	
94	Jonas FOLGER	GER	Red Bull Ajo Motorsport	Aprilia	
96	Louis ROSSI	FRA	Matteoni Racing	Aprilia	
99	Danny WEBB	GBR	Mahindra Racing	Mahindra	
69	Sarath KUMAR	(REPLACED BY NO. 50 - Sturla FAGERHAUG)			

OFFICIAL TIMEKEEPER



view the new MotoGP collection at [www.tissot.ch](http://www.tissot.ch)



**TISSOT**  
SWISS WATCHES SINCE 1853



# 125cc Classification

Pos.	Rider	Nat.	Team	Bike	Points
1	Nicolas TEROL	ESP	Bankia Aspar Team 125	Aprilia	120
3	Sandro CORTESE	GER	Intact - Racing Team Germany	Aprilia	72
2	Jonas FOLGER	GER	Red Bull Ajo Motorsport	Aprilia	68
4	Maverick VIÑALES	ESP	Blusens by Paris Hilton Racing	Aprilia	65
5	Johann ZARCO	FRA	Avant-Airasia-Ajo	Derbi	63
6	Efrén VÁZQUEZ	ESP	Avant-Airasia-Ajo	Derbi	57
7	Sergio GADEA	ESP	Blusens by Paris Hilton Racing	Aprilia	36
8	Hector FAUBEL	ESP	Bankia Aspar Team 125	Aprilia	32
9	Danny KENT	GBR	Red Bull Ajo Motorsport	Aprilia	22
10	Miguel OLIVEIRA	POR	Andalucia Banca Civica	Aprilia	22
11	Luis SALOM	ESP	RW Racing GP	Aprilia	22
12	Adrian MARTIN	ESP	Bankia Aspar Team 125	Aprilia	20
13	Jakub KORNFEIL	CZE	Ongetta-Centro Seta	Aprilia	18
14	Alberto MONCAYO	ESP	Andalucia Banca Civica	Aprilia	15
15	Simone GROTZKYJ	ITA	Phonica Racing	Aprilia	12
16	Taylor MACKENZIE	GBR	Phonica Racing	Aprilia	11
17	Zulfahmi KHAIRUDDIN	MAL	Airasia-Sic-Ajo	Derbi	11
18	Louis ROSSI	FRA	Matteoni Racing	Aprilia	10
19	Hiroki ONO	JPN	Caretta Technology Forward Team	KTM	8
20	Niklas AJO	FIN	TT Motion Events Racing	Aprilia	5

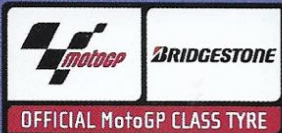
Bike	QA	ES	PO	FR	CA	GB	NE	IT	DE	CZ	SM	AR	JP	AU	MA	VA	Points
Aprilia	25	25	25	25	25												125
Derbi	13	16	16	16	11												72
KTM	-	8	-	-	2												10
Mahindra	-	3	-	-	-												3

**TISSOT**  
SWISS WATCHES SINCE 1853



**TOUCH EXPERT™**  
TACTILE TECHNOLOGY  
15 functions including meteo,  
altitude difference meter  
and compass.





# The Only One Bridgestone for MotoGP

Bridgestone Corporation  
For your nearest Bridgestone Authorized Dealer,  
visit our web site  
[www.bridgestone.com](http://www.bridgestone.com)


**BRIDGESTONE**  
Your Journey, Our Passion



# The British are coming...







***As the search continues for a first British winner in MotoGP since Barry Sheene at Anderstorp in 1981, in the lower cylinder categories British riders are starting to make their presence felt. Where Bradley Smith and Scott Redding both won races and made the progression up the GP ladder, there are now no less than four British riders who are plying their trade in the 125cc class and hoping to do the same.***

*It has been tough because unlike many other sports there is no government funding for British motorcycle riders, no lottery money and it has come down to Dorna, the Spanish-based MotoGP rights holders and riders' parents to front up the cash. Dorna have poured in millions of pounds to bring British teenagers through the Spanish Championship (CEV) and the Red Bull MotoGP Academy and Rookies Cup to try and foster some level of success.*

***"This year the British 125cc challenge is led by relative 'veteran' Danny Webb, now in his fifth full season in the world championship"***

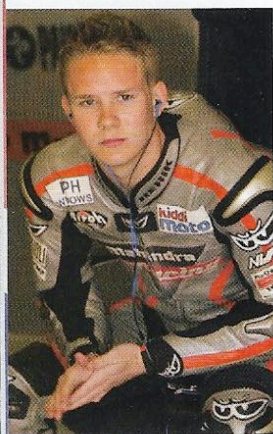
*The tide started to turn three years ago when 15-year-old Redding became the youngest-ever grand prix winner by clinching the 125cc British Grand Prix. The Gloucestershire teenager had been learning his trade in the Spanish Championship and at last British riders began to emerge from the system with World Championship potential. The following year Oxfordshire teenager Smith won two grands prix and finished runner-up in the 125cc championship and now both riders have fled the nest in their progression through the classes, four riders remain, including three rookies, who all intend to follow in their compatriots' footsteps. >>*



**Main photo:** Danny Kent (left) and Danny Webb (centre).

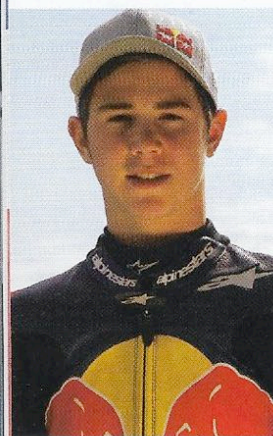
**Right:** Harry Stafford.





This year the British 125cc challenge is led by relative 'veteran' Danny Webb, now in his fifth full season in the world championship. It's a big year for the 20-year-old from Tunbridge Wells in Kent. He has ridden in 68 grands prix so far, and is spearheading India's first foray into grand prix motorcycle racing with the newly formed Mahindra Racing team.

**"Kent was runner-up in the increasingly important Red Bull MotoGP Rookies Cup last season, and is highly rated by many in the GP fold."**



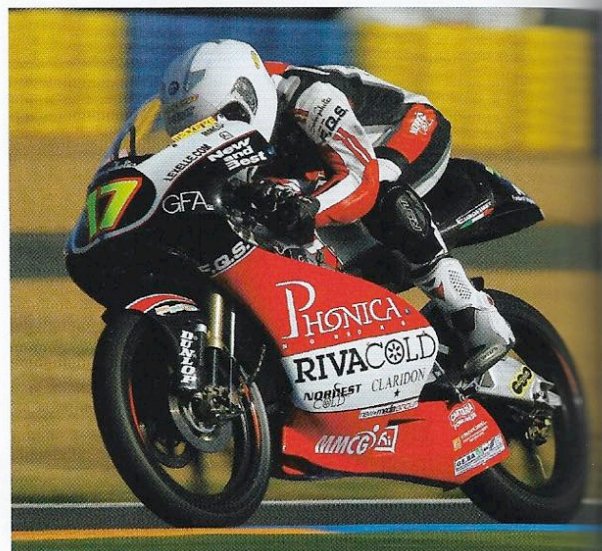
It is a tall order for the youngster who came through the Academy system alongside Smith; in the last season of the two-stroke 125cc machines the Indian manufacturer has an uphill task to even compete with the established Aprilias and Derbis. It is hoped however that alongside his German team-mate Marcel Schrotter, Webb can do enough to keep the factory interested in creating a Moto3 machine.

At the time of writing the Brit still has to take his first championship points so far this season, having missed out by a single place on a couple of occasions, but it is surely only a matter of time before he achieves this and it could be satisfaction enough to have brought a brand new bike to that level so quickly.

**Top & bottom:**  
Danny Webb.

**Centre:**  
Danny Kent.

**Top right:**  
Taylor Mackenzie.



A rider who passed Webb on the last lap at Estoril to snatch points from under his nose is rookie Danny Kent. However that is just the least of his performances this year as he took a remarkable fourth place at the wet Spanish Grand Prix. The 17-year-old from Wiltshire is in the Red Bull Air Asia Ajo team this year, the junior part of the squad that won the World Championship last season, so he is in good hands. Kent was runner-up in the increasingly important Red Bull MotoGP Rookies Cup last season, and is highly rated by many in the GP fold.

>>





# AustinRACING.info

## RACING MACHINES



## PURE MotoGP

THE ULTIMATE  
EXHAUST SYSTEMS:

- RSV 4
- BMW S1000RR
- ZX10R

EMAIL: [sales@austinracing.info](mailto:sales@austinracing.info)

TEL: 07900 390 837 UK

## THE ART TO TRANSMIT POWER



Tsubakimoto Chain co, Japan is the world's largest producer of chains and power transmission systems. From our European headquarters we offer an outstanding motorcycle chain program, specifically developed to meet the needs of the European rider, consisting of a complete line of chains, chain kits, timing chains and special tools for all types of motorcycles, ranging from Moped to Super Bike, including Motocross and ATV with Racing chains for competition use as well.

TSUBAKI, chains with in-built Japanese reliability.

 **TSUBAKI**

INNOVATION IN MOTION

[www.tsubaki-rider.com](http://www.tsubaki-rider.com)





Following across the line in fifth place in that Spanish race was another rider progressing from the Rookies Cup, Taylor Mackenzie. Son of former British Champion and 500cc racer Niall, Mackenzie has an uphill task to repeat that kind of performance this season, riding for the Phonica Racing team. He has impressed on occasion so far, but anything in the points is a serious bonus for the Ashby-de-la-Zouch rider who is having to manage his fledgling career with completing his A-levels this summer.

***"The tide has definitely turned for British riders, and it's now a question of waiting for the success to come."***

the past, and won a World Championship with Arnaud Vincent in 2002, Stafford is in a good position to make solid progress this season and begin to seal his first finishes in the points.

The tide has definitely turned for British riders, and it's now a question of waiting for the success to come. Maybe this year anything on the podium will be a bridge too far, however it is clear that sooner rather than later the riders being groomed in the junior classes will make their presence felt higher up the grand prix order.

**Top:**  
Danny Kent.  
**Centre:**  
Taylor Mackenzie.  
**Bottom:**  
Harry Stafford.

The final one of the fantastic four is yet another graduate from the Red Bull Rookies Cup, Harry Stafford. The Leicestershire youngster has had a best finish of 18th position this season, but in the Ongetta team that helped bring through the likes of Jonas Folger in



# STAFFORDSHIRE BIKE SHOW 2011

Sunday 24th July  
Britannia Stadium  
Stoke-on-Trent

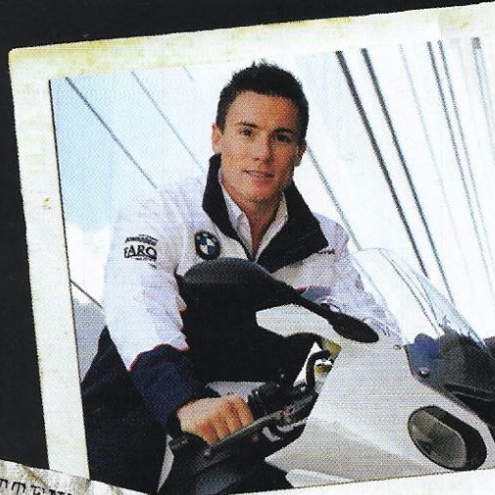
Sponsored by:



An event for bikers and families featuring leading manufacturers, attractions, rider development opportunities, accessories and much much more!

At this years' exciting show will be:

- Craig Jones Extreme Stunt Show
- Extreme Mountain Bike Show
- Signal Radio Roadshow
- Experience riding for the first time with 'Get On'
- Wheelie Machine
- Motion Ride Simulator
- Free Manufacturers Test Rides
- Children's Mini Funfair
- Kiddy Quads
- Plus much much more



ATTENDING THE EVENT:  
James Toseland  
Two time World Superbike Champion

FREE ENTRY!

In association with:



Find out more by visiting us online:  
[www.staffordshirebikeshow.co.uk](http://www.staffordshirebikeshow.co.uk)  
Find us on Facebook and Twitter!



# iRide



*Ride Calvin per eni*

il lubrificante concepito per la tua moto  
**una nuova energia scorre nel motore**

Moto2 EXCLUSIVE FUEL AND LUBRICANT

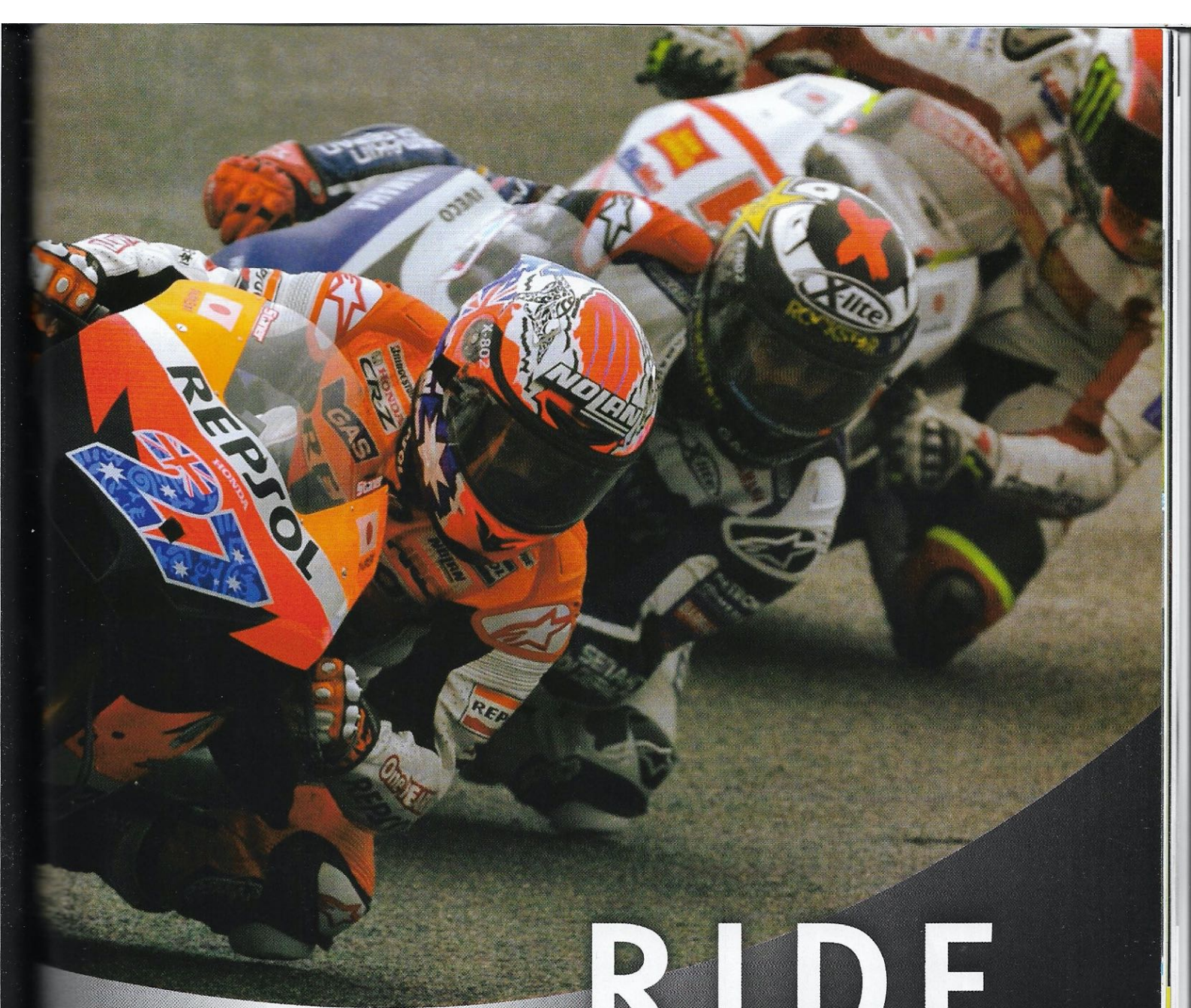


# eni



MotoGP  
WORLD CHAMPIONSHIP





# RIDE WITH US!

FIM-LIVE<sup>COM</sup>

FIM-STORE<sup>COM</sup>

FIM-TV<sup>COM</sup>



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME



# Air Asia

- Flying high in **MotoGP**



ZulfahmiKhairuddin

**Moore  
Speed Racing**

**PERFORMANCE  
MOTORCYCLE PARTS**

**FULL WORKSHOP &**

**PERFORMANCE  
DYNO CENTRE**



**USED BIKES  
FOR SALE**

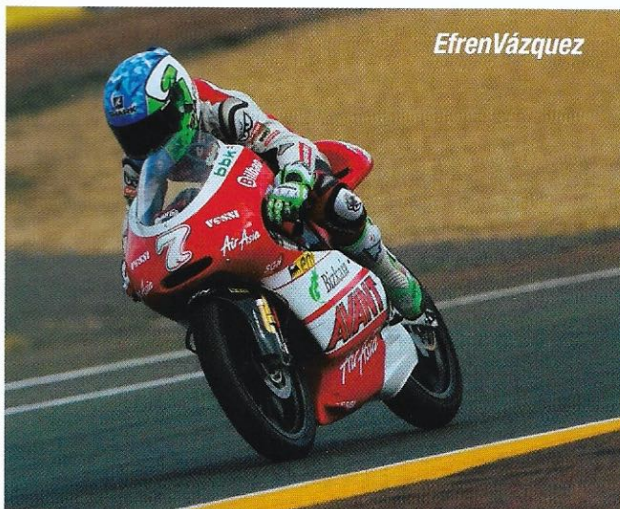


**CALL US NOW FOR YOUR FREE BROCHURE  
TEL: 01202 746141**

**SHOP ONLINE WITH FREE SHIPPING FOR UK ORDERS OVER £100  
[www.moorespeedracing.co.uk](http://www.moorespeedracing.co.uk)**



**AirAsia's foray into MotoGP started when the airline sponsored AirAsia Malaysia 125cc riders Elly Idzlianizar Ilias and Zulfahmi Khairuddin as wild card entries in the Malaysian Motorcycle Grand Prix at Sepang back in 2009.**



*Efren Vázquez*



*Jonas Folger*



*Danny Kent*



*Johann Zarco*

After his participation in the MotoGP World Championship last season, in January 2011, it was announced that 125cc reigning world champion team Ajo Motorsport would be joining the team, thus making it Team AirAsia-SIC-Ajo Motorsport with Zulfahmi as the sole rider for the team.

Ajo Motorsport has taken the young man under its wings to train him for the 2011 season. Riding under the AirAsia banner there are also four young men with a promising future in MotoGP: Efren Vázquez and Johann Zarco from the AirAsia Avant Ajo Motorsport team, and Red Bull Ajo Motorsport's Danny Kent and Jonas Folger. All five boys are contending in the 125cc category and they are looking strong as they battle for top spots in the championship.

**HELMETLOK**

## Lock your helmet to your bike



PATENT PENDING



Combination lock • Carabiner style • Outward opening mechanism • Zinc alloy finish  
**£12.45** Small and compact to fit in your pocket, jacket or belt loop, Helmetlok is designed to lock your helmet to ANY make of bike using the handlebar or frame as an anchor point.  
 plus shipping [www.helmetlok.co.uk](http://www.helmetlok.co.uk) Trade enquiries: [helmetlokuk@nvccreative.com.au](mailto:helmetlokuk@nvccreative.com.au)

**shipped from UK**



# Entry List

## Red Bull MotoGP Rookies Cup

No.	Rider	Nat.	
5	Philipp OETTL	GER	
7	Lorenzo BALDASSARRI	ITA	
8	Hafiq AZMI	MAL	
16	Andrea MIGNO	ITA	
18	James FLITCROFT	GBR	
19	Kevin ARGINO	ITA	
22	Aaron ESPAÑA	ESP	
25	Willi ALBERT	GER	
26	Deni CUDIC	AUT	
27	Joe ROBERTS	USA	
32	Max ENDERLEIN	GER	
34	Xavier PINSACH	ESP	
41	Brad BINDER	RSA	
43	Stefano VALTULINI	ITA	
47	Tomas VAVROUS	CZE	
50	Lukas TRAUTMANN	AUT	
61	Arthur SISSIS	AUS	
66	Florian ALT	GER	
67	Joakim NIEMI	FIN	
69	Javier ORELLANA	GBR	
75	Ivo LOPES	POR	
77	Kyle RYDE	GBR	
89	Alan TECHER	FRA	
95	Scott DEROUÉ	NED	
96	Josep GARCÍA	ESP	



**TISSOT**  
SWISS WATCHES SINCE 1853



**TOUCH EXPERT™**  
TACTILE TECHNOLOGY  
15 functions including meteo,  
altitude difference meter  
and compass.



# Classification

## Red Bull MotoGP Rookies Cup

Pos.	No.	Rider	Nat.	Points
1	61	Arthur SISSIS	AUS	80
2	7	Lorenzo BALDASSARRI	ITA	53
3	41	Brad BINDER	RSA	45
4	5	Philipp OETTL	GER	45
5	89	Alan TECHER	FRA	42
6	22	Aaron ESPAÑA	ESP	40
7	19	Xavier PINSACH	ESP	34
8	67	Joakim NIEMI	FIN	31
9	27	Joe ROBERTS	USA	27
10	50	Lukas TRAUTMANN	AUT	22

### Red Bull MotoGP Rookies - UK

The Red Bull MotoGP Rookies Cup returns to the track for its fifth and sixth rounds this weekend at Silverstone, after more than a month since the last two rounds in Portugal. Competition for the coveted trophy is hotting up and already this year the teenagers have provided race fans with the usual thrilling action.

Australia's **Arthur Sissis** leads the way after he charged to a second victory of the year in Estoril's Sunday race. The 15 year-old Australian was chased all the way by 14 year-old Italian **Lorenzo Baldassari**, who improved his points tally and showed he will be one of the main challengers for the title.

As will the winner in Saturday's Estoril race, **Brad Binder**, who had led from the start of race four as he did 24 hours earlier but the 15 year-old South African fell on lap two as he tried to take advantage of the clear road ahead of him.

The weekend's action propelled Cup leader **Sissis** into a 27-point lead over **Baldassari** with **Binder** a further 8 points adrift, tied in 3rd with 14 year old German **Philipp Oettl** who missed the Estoril weekend through a collarbone injury, but should be fit for the two British rounds with the five-week gap helping his recovery.

If you've missed out on any of the action so far this year, or simply want to know more about the Rookies, then the first 4 races of the year can be watched on [www.redbullrookiescup.com](http://www.redbullrookiescup.com) with rider blogs and news updated regularly.



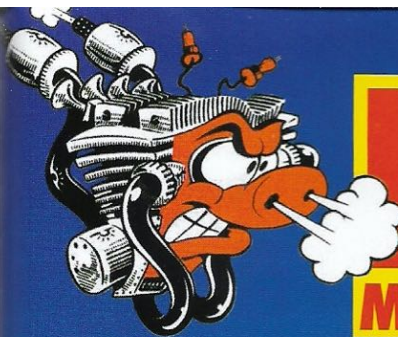


# Silverstone

## 2011 Triumph Triple Challenge

<b>No.</b>	<b>Rider</b>		<b>Entrant</b>	<b>Bike</b>	<b>CC</b>
2	Philip Atkinson	South Africa	Homer Racing/Laguna Motorcycles	Triumph	675
5	Adam Boyle	Northwich	Homer Racing	Triumph	675
6	Tom Hayward	Lincoln	Daniel Weston racing	Triumph	675
7	Richard Steadman	Skegness	Dales Racing	Triumph	675
8	Chris Cahoon	Brentford	CC Racing/T3 Racing	Triumph	675
11	Tom Weeden	Maidstone	Tom WeedenTeam M8 Racing	Triumph	675
18	Dale Thomson	Surrey	MatOrtho Racing	Triumph	675
21	Tom Ward	Canterbury	Stocks Garage	Triumph	675
22	Duncan Knox	Hereford	Knox Racing	Triumph	675
23	Tom Stanford	Ashford	Stanford Racing/T3 Racing	Triumph	675
32	Peter Ward	Hinckley	Peter Ward Racing	Triumph	675
33	Tommy Dale	Romford	Power2Connect / 11KV Ltd	Triumph	675
34	Stephanie Waddelow	Ely	SS Racing / Performance Triumph	Triumph	675
35	Ricky Elder	Swindon	Bedouin Group Triumph/T3 Racing	Triumph	675
37	Dean Stimpson	Manea	HS Racing	Triumph	675
43	Ben Taylor	Hornchurch	Motorbike Accident Law/North City Triumph	Triumph	675
48	Nick Wilson	Addlestone	NWR	Triumph	675
50	Marcus Court	Stamford	Nick Young Garage	Triumph	675
55	Ashley Beech	Oldham	AB Racing/T3 Racing	Triumph	675
64	Will Sawyer	Salisbury	Toby Giles Personal Training	Triumph	675
78	Ben Miller	Cambridge	Jack Lilley Racing	Triumph	675
82	Luke Jones	Hereford	KGD Racing	Triumph	675
90	Ricky Chadwick	Stomarket	Consensus Engineering	Triumph	675
92	Matthew Jones	Colwyn Bay	Clwyd Heating Racing/T3 Racing	Triumph	675
93	Marcus Tatchell	Huddersfield	Tatchell Racing	Triumph	675
95	Jordan Watling	Doncaster	Team Watling	Triumph	675
97	Jim Lovell	Poole	Lovell Racing	Triumph	675
111	Joe Collier	Coalville	Triumph	Triumph	675
666	Piers Hutchins	London	Diablo 666 HM Racing	Triumph	675





# BCT

## MOTORCYCLES

www.bctmotorcycles.co.uk  
Tel: 01274 532777



**WE WILL NOT BE BEATEN ON PRICE!**

**TYRES  
HOT DEALS!**

DUNLOP AVON Continental MICHELIN PIRELLI BRIDGESTONE DUNLOP AVON Continental MICHELIN PIRELLI BRIDGESTONE

**BRIDGESTONE Battleaxe £144.99 A PAIR**  
120/70ZR17 & 180/55ZR17

**METZELER M1 Sportec £134.99 A PAIR**  
120/70 ZR17 & Rear 180/55 ZR17 or 190/50 ZR17

AVON TYRES

Storm.....pairs from **£149.00**  
Viper.....pairs from **£129.00**

**BRIDGESTONE**

BT 014.....pairs from **£144.99**  
BT 016.....**CALL FOR BEST DEAL**  
BT 020.....pairs from **£149.99**  
BT 021.....**CALL FOR BEST DEAL**

Continental

Conti Motion.....pairs from **£139.00**  
Road Attack.....pairs from **£159.00**

DUNLOP

D209 (Replaces 207 & 208)....pairs from **£139.99**  
Sport Smart.....**CALL FOR BEST DEAL**  
Qualifier.....pairs from **£139.99**  
Road Smart.....pairs from **£169.00**

MICHELIN

Pilot Pure.....**LIMITED STOCK! £199 a pair**  
Pilot Road.....pairs from **£139.99**  
Pilot Power.....pairs from **£149.99**  
Pilot Power 2CT.....pairs from **£179.99**  
Pilot Road 2.....pairs from **£189.00**

METZELER MOTORCYCLE TYRES

M1 Sportec.....pairs from **£134.99**  
M3 Sportec.....pairs from **£149.99**

PIRELLI

Diablo.....pairs from **£139.00**  
Diablo Corsa.....pairs from **£139.00**  
Diablo Strada.....pairs from **£139.00**

**CALL IF NOT LISTED  
ALL MAJOR BRANDS STOCKED**

### HIGH PERFORMANCE BRAKES, DISCS & BRAKE PADS



**EBC BRAKES**

HH SINTERED

**FROM £15 A SET**

NON SINTERED PADS

**PRICE £10 A SET**



**WAVEY  
BRAKE  
DISCS**

**£249.99 A PAIR**  
INCLUDING FREE PADS



RACE & WAVEY DISCS  
PFM FULL RACE KIT  
BREMBO  
EQUIVALENT RRP

**£4500**

INCLUDES DISCS, CALIPERS, PADS & BRAKE LINES

PFM  
SPECIAL OFFER  
**£1200**



**BRAIDED  
BRAKE  
LINES**

FULL KIT  
WITH ANY  
COLOUR  
COVER

SPECIAL  
OFFER  
**£49.99**

### BATTERIES

**CHEAPEST  
BATTERIES  
IN THE UK**



nitro YUASA

### CHAINS & SPROCKETS

Heavy duty gold x ring chain  
with front & rear sprockets

**£75**

**SCOTTOILER V SYSTEM**  
FROM **£59.99**



### SERVICING

**SPECIAL OFFER!  
MOTUL**

4 LITRES Motul Oil,  
semi synthetic 10W40  
PLUS FREE OIL FILTER **£20**

**NGK SPARK PLUGS**

OEM Oil Filter & Air Filter plus K&N Filters  
**PLEASE CALL FOR DETAILS**

REAR PADDOCK STAND **£14.99**

FRONT PADDOCK STAND **£19.99**

REAR & FRONT PADDOCK STAND **£34.99**



### EXHAUSTS

**SALE!**

Dynojet

DYNOJET POWER  
COMMANDER  
& DYNOJET KITS

**CALL FOR  
BEST PRICE**

### SPECIAL OFFERS

**DUO-TECH  
EXHAUST** **£199**

**CTEK**  
BATTERY CHARGERS  
THE SMARTEST  
BATTERY CHARGER  
IN THE WORLD

**£CALL  
FOR BEST  
PRICE**



**SPECIAL KIT**

**DUKE**

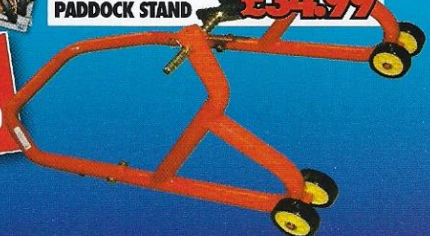
DVD'S AVAILABLE  
FROM **£4.99**



**ALL CREDIT  
CARDS ACCEPTED**

**NEXT DAY  
MAIL ORDER**

**ALL MAJOR  
BRANDS STOCKED**





# MotoGP collaboration for a safer and greener future



**Yamaha Motor Europe and Dorna Sports, the exclusive commercial and TV rights-holder for the FIM MotoGP World Championship, announced in May that the all-new electric Yamaha EC-03 will be added to the official paddock scooter fleet for the 2011 racing season. The EC-03 will be used in addition to the existing fleet of special edition Yamaha JogRR MotoGP scooters.**

As the Official MotoGP scooter supplier, Yamaha Motor Europe will provide a range of EC-03 units for use throughout the 2011 race season. Each unit will be customised with special graphics and logos, reflecting its official MotoGP role. The units were officially presented to Dorna during the race weekend in Estoril, Portugal.

Yamaha has provided Dorna Sports with paddock scooters since 2005. This year's addition of an all-electric model marks the latest move in Dorna's ongoing programme in order to raise 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".

"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 introduction of the EC-03 to the MotoGP paddock fleet reflects our shared commitment to a greener future".

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

The EC-03 provides a timely response to the increasing need for urban transport with a low environmental impact, the EC-03 offers a fun, approachable way to travel. With virtually no operating costs, it's economical to run, and combines silent, clean operation with surprisingly nippy performance.

*"Yamaha's longstanding relationship with Dorna Sports is a source of continued pride and inspiration to us- Raffaella Pasquino"*







# EXO 1000 AIR TYPE EN

INNOVATE OR EVAPORATE



MANA



PULSE



TWISTER



PRECIOSA



FANTASIA



TWISTER



SOLID WHITE



SOLID BLACK



SPEEDSHIFT®  
SHIELD SYSTEM

KWIKWICK®  
LINER



PINLOCK®  
100%  
MAX  
VISION

SPEEDVIEW®  
SUNVISOR

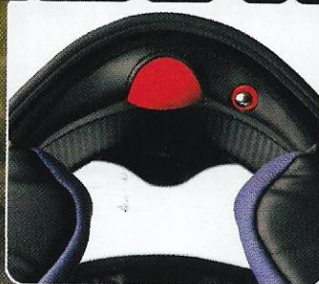
HELMETPUMP®  
AIR-INFLATION SYSTEM

HI-IMPACT



ACU GOLD  
APPROVED

AIRFIT®



Inflate and deflate the cheek pads of your Scorpion to make it fit the shape of your face perfectly every time you ride. When it comes to safety, the Airfit® optimised fit provides better protection and reduces lift.

Find out more at [www.tranam.co.uk](http://www.tranam.co.uk)



**TranAm**  
WORLD CLASS BRANDS

01425 620580





# Honda Ron Haslam Race School



If you are looking for a biking experience you'll never forget the

## *Honda Ron Haslam Race School*

run by racing legend 'Rocket' Ron Haslam

*All your equipment is supplied! Bikes, Leathers, Helmets, Gloves, Boots and Instruction*

*All you need to do is book it!*

*3 course options available*

*On Track • Premier • Elite*

All held at the International Circuit at Silverstone

**On Track**

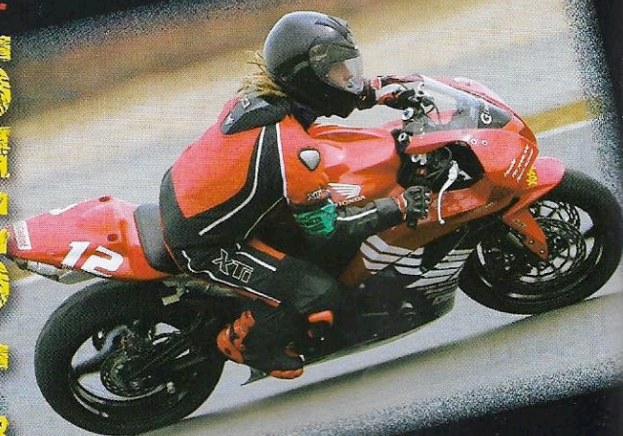


This unique package is designed as an introduction to riding performance motorcycles. You have the choice of either the CBR125F or CB500 production bikes and is open to anyone above the age of 12 years of age (CBR125F) 14 years of age (CB500). If you are just starting out or are returning to motorcycling it's the ideal package. This course not only deals with road and track skills but offers additional training on cornering and braking techniques.

This is a half day course and will give you a greater knowledge of riding techniques and the capabilities of the Honda CBR600RR '11 ABS.

Using this more powerful competitive Honda CBR600RR '11 ABS, this course is designed for anyone wishing to improve their riding skills. You will receive a comprehensive classroom briefing, indepth introduction to the track, bike and your instructor.

**Premier**







For those who have successfully completed a Premier course in the last 2 years and want to continue their improvements this is a course uniquely tailored to suit each client.

Using the Honda CBR1000RR '11 ABS Fireblade or the CBR600RR '11 ABS (on request) you will be given a very intensive training experience.



*Our aim is to give you an enjoyable and memorable time. We know that you will leave us having improved your riding skills and have better knowledge of these magnificent machines and circuit.*

*Hope to see you soon.*



**GET up to £100 off an ARAI Helmet**



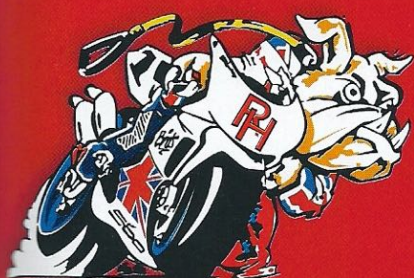
Attend a course at the Ron Haslam Race School and receive a voucher worth up to £100 towards an Arai Helmet

## MY FIRST LICENCE

***Bring the Kids for some summer fun!***

**Each summer The Honda Ron Haslam Race School offers a FREE TRIAL for 5-11 year olds on a CRF50 in the paddock at Silverstone.**

**Please call to book your place**



**Tel: 01332 883323**

**Fax: 01332 780814**

**Email: [enquiries@haslamraceschool.com](mailto:enquiries@haslamraceschool.com)**

**[www.haslamraceschool.com](http://www.haslamraceschool.com)**

**Follow us on facebook and twitter**

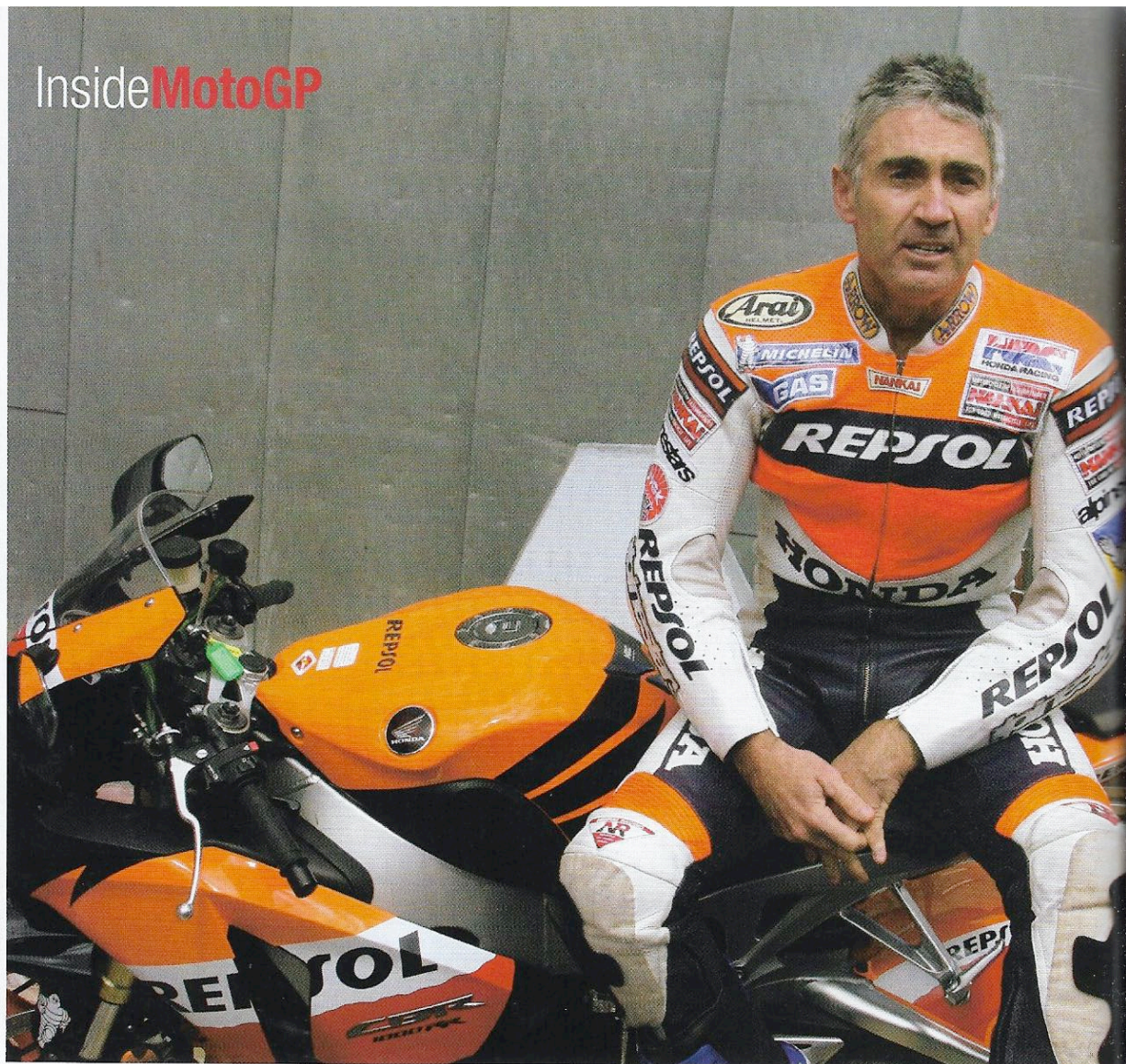




# Paddock Pass



Inside **MotoGP**



## Mick Doohan to meet fans at Silverstone

After visiting the Isle of Man for the 2011 TT races, five-time World Champion Doohan will be heading to Silverstone where fans will be able to meet the popular Australian at autograph and Q&A sessions. Doohan will also be making appearances on the main entertainment stage on both days of the British Grand Prix.

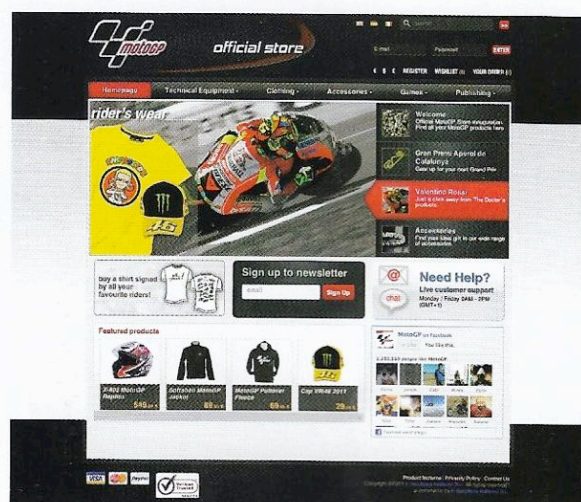
Commenting ahead of his first visit to Silverstone, Doohan said "I plan to hop over to Silverstone for the MotoGP race right after the TT to catch up with some old mates and meet some of the race fans. I've never visited the place before and with all the new work they've been doing to the track and the pits it all looks pretty cool."

**"I've never visited the place before and with all the new work they've been doing to the track and the pits it all looks pretty cool."**

Doohan dominated the then-500cc premier class during the 1990s, winning five consecutive World Championships from 1994 to 1998. The 1997 season was notably his most successful year as the Australian won 12 of the 15 races.

## MotoGP launches its first official eStore

Fans will now be able to purchase Official MotoGP Merchandise through the new eStore, launched this week as a new section of the [motogp.com](http://motogp.com) website. The eStore is the very first official MotoGP online shop to offer all the latest officially licensed products, and will offer delivery to anywhere in the world. An impressively wide range of MotoGP paraphernalia and accessories are now available and the store will be updated regularly with new exclusive designs and collections.





THE UK'S NO.1 BIKE INSURANCE SPECIALIST

# CARS EAT DUST

BIKE INSURANCE AND  
**ONLY BIKE INSURANCE**

Cars just don't do it for us. Which is why we don't insure them. Simple as that. What we do instead is focus all our passion on delivering an unbeatable service, including:

- Great rates • 24-hour, UK-based specialist claims team
- 90-day European Union cover included • Cover to ride other bikes:

## 50% OFF THE ULTIMATE COVER

When you take out Legal, Breakdown, Helmet & Leathers and Personal Accident Cover.

CALL TODAY FOR A QUOTE – REF NO. 8456

**0800 056 3843 BENNETTS.CO.UK**

\*Subject to Terms & Conditions





"MotoGP fans all around the world have been looking forward to a comprehensive offer of official merchandising and the new eStore can now cater to their wishes. With unparalleled ease of use and an exhaustive range of products the eStore will match the offer of what fans can purchase on-site at a MotoGP event, and they will also be able to find products that have not been seen at the circuits before," said Pau Serrancanta, Dorna Sports' Commercial Area Managing Director.

The new MotoGP eStore can be reached online at [www.motogp.com/eStore](http://www.motogp.com/eStore)

### **Rossi and Crutchlow present at launch of Silverstone Wing**

Silverstone Circuit opened its state of the art new Pit, Paddock and Conference complex, named the Silverstone Wing, in front of more than 800 guests in a ceremony to officially unveil the facility.

Present at the launch of the Silverstone Wing were a host of British motorcycling names. Former 500cc and 350cc World Champion John Surtees OBE was in attendance, as were Ron Haslam, current Monster Yamaha Tech 3 rider Cal Crutchlow, Moto2 riders Scott Redding and Bradley Smith, 125cc stars Danny Webb, Harry Stafford and Danny Kent and former MotoGP rider James Toseland.

Nine-time World Champion Valentino Rossi, fresh from his first Ducati podium result over the weekend at Le Mans, was also at Silverstone and completed a number of laps of the track on a Ducati 1198 machine. Following the opening ceremony the guests present enjoyed an exploration of the new complex, which includes 41 garages, a race control building, a podium, media centre, hospitality and VIP spectator zones.

Richard Phillips, Managing Director of Silverstone Circuits Limited, said: "Silverstone is now one of the best motor sport facilities in the world; and British motor sport has an iconic home that we can all be proud of. Building on last year's successful Grand Prix track upgrade, The Wing is another great milestone in Silverstone's history."

**"The new complex includes 41 garages, a race control building, a podium, media centre, hospitality and VIP spectator zones."**



**Back row, left to right:** Danny Webb, Harry Stafford, Bradley Smith, Scott Redding, Danny Kent. **Front row:** James Toseland, Ron Haslam, John Surtees, Valentino Rossi, Cal Crutchlow and Jonathan Rea in front of the Silverstone Wing.



## Rossi on track at Silverstone

As mentioned in our previous article, Valentino Rossi joined other great motorsports champions from the past and present in an inauguration ceremony for a new, ultramodern paddock structure at England's Silverstone Circuit. The Silverstone Wing, as the British venue's enormous new facility is called, comprises spacious garages, a media center, offices, and an auditorium, and it will host the seventh round of the MotoGP world championship this weekend.

Rossi, who missed the track's 2010 round due to injury, used the occasion to turn some introductory laps with a World Superbike 1198 and, while that bike was in the garage for a check of its electronics, with a standard 1198 street bike, complete with license plate and mirrors. The Italian greatly enjoyed his track time, about thirty laps in all, as a way to get to know the circuit.

**"Rossi, who missed the track's 2010 round due to injury, used the occasion to turn some introductory laps with a World Superbike 1198 and with a standard 1198 street bike."**

"I really had fun," said Valentino Rossi before leaving for Italy. "After a few laps with the 1198 Superbike, we had a problem with the electronics and decided to use the 1198 street bike that Ducati's UK affiliate rushed to us.

I really liked riding that bike here. The track is nice, difficult and very technical. It makes you work hard because there are very fast sections where having the right trajectory is important, and others that are very narrow where you have to have good grip under acceleration. The first turn is completely blind, and you must hold a very precise line, and in general the entire first section is really great, definitely the part I like most. In short, I enjoyed it, especially because there were many drivers and riders who have great histories in motorsports, like John Surtees, who told me that he raced here in the '50s. I wasn't following racing then," joked the Italian, "but he was great."

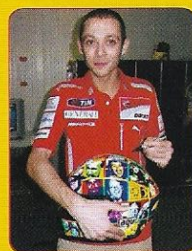


## SPECTACULAR INTERNET AUCTION!

With many unique items! All items will be autographed by the rider in question!

**24 AUG. - 9 SEP. 2011**

**CHECK [WWW.DGML.NL](http://WWW.DGML.NL)**



**Kids on Tracks**

Kids on Tracks is a Dutch organization that is committed to developing motorsports by financially supporting several youth racing cups. To raise the necessary funds, we have created a number of projects, such as our spectacular online auction with lots of unique items from top riders. We also sell VIP and Paddock arrangements for WSBK and MotoGP events! The proceeds of these initiatives go straight towards youth motor racing projects in The Netherlands.

[www.kidsontracks.nl](http://www.kidsontracks.nl)



Powered by

**Kids on Tracks**

**FULL GAS FOR YOUNG RACING TALENT**

**DUTCH TT HOLLAND HOUSE VIP TICKETS:**

**CHECK [WWW.DGML.NL/SHOP](http://WWW.DGML.NL/SHOP)**

**VIP Parking • Paddock VIP grandstand • Meet & Greet riders • Paddock & Pitbox visit**



# LIVE BETWEEN THE SECONDS

## MotoGP 10/11



**OUT  
NOW** ON:  
**PS3™ & Xbox 360®**

MotoGP 10/11 redefines racing through re-engineered physics and all-new handling. This is the most authentic MotoGP you could ever want.  
Up to 20 player online racing • New co-op career mode • Free 2011 GP class update



PS3  
PlayStation 3



XBOX 360

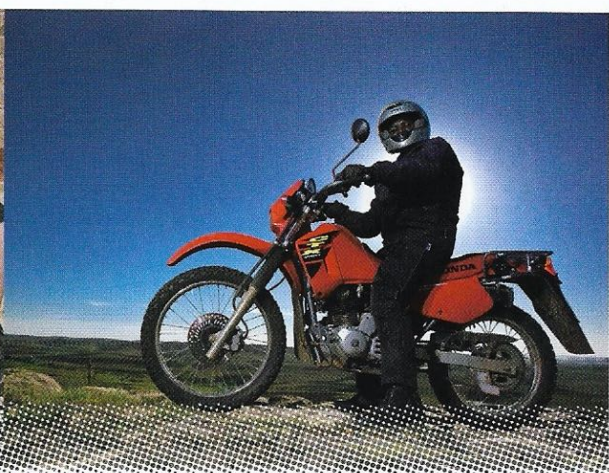
XBOX  
LIVE

**CAPCOM®**  
capcom-europe.com

© 2011 Capcom Entertainment, Inc. MotoGP™ and © 2011 Dorna Sports, S.L. Used under license. All Rights Reserved. © Monumental Games 2010. All Rights Reserved. "PS3", "PlayStation", "PS3" and "XBOX 360" are trademarks or registered trademarks of Sony Computer Entertainment Inc. "PS3" is a trademark of the same company. KINECT, Xbox, Xbox 360, Xbox LIVE, and the Xbox logos are trademarks of the Microsoft group of companies and are used under license from Microsoft.



# Motorcycles saving lives



## MotoGP and Riders for Health

**Whether it's high-speed MotoGP racing or a weekend blast with friends, motorcycling is adrenalin-pumping, thrilling, and heart-racing. But what a lot of people don't realise is that it's also life-saving.**

Back in the mid-1980s, a group of people working in grand prix racing — led by American racer Randy Mamola, Andrea Coleman and Barry Coleman — began raising money for a charity working to help disadvantaged children in Africa. Within a short space of time they had brought many of the other GP teams and riders on board, and the donations became large enough to attract the attention of the charity's patron, HRH The Princess Royal. And so in 1988, they were invited out to Somalia and Kenya to see the work at first hand. That trip was to change their lives.

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 service 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.

And so the idea for Riders for Health was born, in that garage of broken-down motorcycles. In a land without vehicle dealerships or road-side rescue services, the founders of Riders for Health identified a clear objective: to invent a system that would make sure health service delivery was never undermined by failing vehicles, no matter how harsh the conditions.

Riders now works in the Gambia, Nigeria, Zimbabwe, Kenya, Lesotho, Tanzania and Zambia. Their programmes are run by wholly-African teams, and their systems are based on training and regular maintenance so that vehicles never break down, no matter how tough the terrain.

Riders for Health is showing the world how useful and important motorcycles are. When a team from Sky News travelled to Lesotho they met Lefulesele Masokanye. Lefulesele lost her own child to AIDS and now works with HIV positive women to make sure they don't pass the virus onto their children.

'I did not attend the antenatal clinic on time and I didn't take prophylaxis, which would have stopped me passing HIV to my baby boy,' she explains. 'I gave birth and lost my child at four weeks.'

Lefulesele now visits rural communities educating HIV positive women on how to avoid passing the virus to their children. 'I've told them what happened to me, but I don't want them to have the same problem,' she said.

The terrain in Lesotho is steep, with long narrow tracks separating the mountain villages but Lefulesele was recently nominated by the organisation she works for to receive a motorcycle to help her with her life-saving work. 'The bike has made my work very easy, since we have been given the motorbikes I can reach more mothers on the same day.'

Riders is the official charity of both MotoGP and the FIM (Fédération Internationale de Motocyclisme). This is a unique partnership and it is saving lives in Africa. Your support really is vital in helping us to meet our goal. The exciting fundraising events taking place in the paddock this year will make a huge difference to Riders' programmes, helping some of Africa's most vulnerable communities to receive the kind of health care that is so often taken for granted in the developed world.

In 2010, 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 to beat ill-health and poverty. But with over four million children dying each year before their fifth birthday (one every 30 seconds from malaria alone), 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](http://www.riders.org) or e-mail [rfh@riders.org](mailto: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



# BMW M MotoGP

## BMW M – Official car of MotoGP

2011 takes MotoGP into what looks to be a classic year with a new defending champion up against the biggest move of riders seen in recent times. The 18 races are sure to be truly thrilling from Qatar's floodlights all the way around the globe to Valencia's finale.

It is therefore BMW M who are proud to be supplying the Official Cars to MotoGP for the 13th year with the brand new BMW 1 Series M Coupe heading the fleet.

BMW M also have the X6 M and M3 Saloon as Safety Cars with the all important Safety Officer's car a X5 M while the Steward's of the meeting have an X6 Active Hybrid and the Medical Car is a 5 Series Touring on hand too. Fast, swift and safe intervention by any of the cars to any incident, be it Laguna Seca to Silverstone, Phillip Island to Mugello is assured the world over.

Mouth watering fast, agile and nimble, the 1 Series M Coupe Safety Car is classic straight 6 twin turbo engineering making 340bhp from the very best of BMW M in Germany - a car that truly harks back to the roots of BMW M and the original M3. A full roll cage, lightweight bonnet, polycarbonate windows, Akropovic exhaust system, refined aerodynamics, stunning brakes, dampers and wheels all provide the ultimate in driving thrill on a world level.

For some VIP Village guests there are the BMW X5 Shuttle Cars that will take guests around the service road, right up close and noisy to the race track itself throughout practice and race day. It'll be the one time where people want the ride to be as slow as possible so they can take in the assault on the senses!

BMW M Award – Best MotoGP Rider Classification 2011

1	Casey Stoner	108 points
2	Marco Simoncelli	89 points
3	Jorge Lorenzo	84 points



## BMW M Award – Best qualifier of MotoGP

But it's not just MotoGP fans who have BMW M engineering in their minds as the riders will once more be flat out looking for the ultimate lap in order to win the BMW Best Qualifier Award for being the fastest rider throughout all of the qualifying sessions in MotoGP. Up for grabs is a brand new BMW 1 Series M Coupe, a car that none of the riders had seen in action until the season opener in Qatar. Last year Jorge Lorenzo took home a M3 Coupe.

Only the best will do with BMW M which is why the chassis set up and driving thrill for all M cars has been honed at the world famous Nürburgring, a benchmark for superlative technology on the race track.

The iconic colours of BMW M will adorn the cars reflecting a heritage that has spread back over 40 years and bred a pedigree of quality, success and winning at the Nürburgring 24 hours, the DTM or the European and World Touring Car Championship.

Enjoy your day at this weekend's MotoGP race just as much as we have making our BMW M cars...

[www.bmw-m-safetycar.com](http://www.bmw-m-safetycar.com) for more details of BMW M. But beware, it's addictive...

BMW M Award	
Year	Winner
2006	BMW Z4 M Coupé Nicky Hayden - Repsol Honda Team
2007	BMW M3 Coupé Casey Stoner - Ducati Team
2008	BMW M3 Cabrio Casey Stoner - Ducati Team
2009	BMW M3 Sedan Valentino Rossi - Fiat Yamaha Team
2010	BMW M3 Coupé Jorge Lorenzo - Fiat Yamaha Team





BMW M Award

MotoGP  
Best Qualifier 2011



The Ultimate  
Driving Machine



# HOW TO BECOME AN EXCLUSIVE RACER.

Anyone wanting to look good on the race track must be perfectly prepared. This is particularly true when you are at the head of the field. The new BMW 1 Series M Coupé is definitely ready for action as the Safety Car in the MotoGP World Championship. Step by step BMW M has converted this compact powerhouse into a unique racer, going through every detail with a fine-tooth comb. If you are curious now, then get ready to see the result of our work out on the track during the formation lap. Take a good look and enjoy the BMW 1 Series M Coupé Safety Car.

**UNIQUE MODEL FOR THE PINNACLE  
OF MOTORCYCLING.  
EXPERIENCE THE BMW 1 SERIES M COUPÉ  
SAFETY CAR.**

BMW M. 



Urban – 20.8 mpg, Extra Urban – 38.7 mpg, Combined – 29.4 mpg. CO<sub>2</sub> emissions 224 g/km.



# Calendar

Date	Grand Prix	Circuit	Country
20 03 11	Commercialbank Grand Prix of Qatar*	LOSAIL/ QAT	
03 04 11	Gran Premio bwin de España	JEREZ/ ESP	
01 05 11	bwin Grande Prémio de Portugal	ESTORIL/ POR	
15 05 11	Monster Energy Grand Prix de France	LE MANS/ FRA	
05 06 11	Gran Premi Aperol de Catalunya	CATALUNYA/ ESP	
12 06 11	<b>AirAsia British Grand Prix</b>	SILVERSTONE/ GBR	
25 06 11	Iveco TT Assen**	TT ASSEN/ NED	
03 07 11	Gran Premio d'Italia TIM	MUGELLO/ ITA	
17 07 11	eni Motorrad Grand Prix Deutschland	SACHSENRING/ GER	
24 07 11	Red Bull U.S. Grand Prix***	LAGUNA SECA/ USA	
14 08 11	Cardion ab Grand Prix České republiky	BRNO/ CZE	
28 08 11	Red Bull Indianapolis Grand Prix	INDIANAPOLIS/ USA	
04 09 11	GP Aperol di San Marino e della Riviera di Rimini	MISANO/ ITA	
18 09 11	Gran Premio de Aragón	MOTORLAND ARAGÓN/ ESP	
02 10 11	Grand Prix of Japan	MOTEGI/ JPN	
16 10 11	Iveco Australian Grand Prix	PHILLIP ISLAND/ AUS	
23 10 11	Shell Advance Malaysian Motorcycle Grand Prix	SEPANG/ MAL	
06 11 11	GP Generali de la Comunitat Valenciana	COM. VAL. RICARDO TORMO/ESP	

\*Evening Race \*\*Saturday \*\*\*MotoGP class only





# mechanical, electrical professional



OFFICIAL SPONSOR

**AireDALE**   
MECHANICAL & ELECTRICAL

[www.airedale.uk.com](http://www.airedale.uk.com)







*AirAsia.com*

*Air*

# Every turn is a new destination

Get ready to smell rubber and jump into the heart of the action. Have the ride of your life with us as we connect you from London Stansted to Kuala Lumpur and onwards to the hottest MotoGP races around.

**France • United Kingdom • Japan • Australia • Malaysia**

Grab our low fares @ [airasia.com](http://airasia.com)



WORLD'S BEST  
LOW-COST AIRLINE  
2009 & 2010

*AirAsia*