

09

GERMANY
19/07/2009



BRIDGESTONE

OFFICIAL MotoGP CLASS TYRE



MotoGP hits half distance

The German Grand Prix at the Sachsenring circuit is the mid-point of the 2009 MotoGP season and the first half of another back-to-back duo of races. It is the third race in four weeks, ensuring Bridgestone's logistics have had to be faultless to deliver almost 1800 tyres comprising four different compounds to the right place at the right time.



The German Grand Prix is the second race of the season to which Bridgestone will bring asymmetric rear tyres. These will be the same specification as used for the Catalan Grand Prix – the hard and extra hard compounds. However, due to the anti-clockwise nature of the German circuit, here it is the left shoulder that is harder.

The circuit consists predominantly of left-handed corners, most of which are long and relatively fast. This uses the left shoulders of the Bridgestone slicks much harder than the right, necessitating harder compounds on the left side of the tyre for increased durability and a softer compound on the right for better grip at lower operating temperatures.

The temperature differential between the left and right shoulders of each tyre is sufficient to necessitate Bridgestone's asymmetric rear slicks

Sachsenring presents riders with two slow right-hand corners at the start of the lap but then a sweep of fast left-handers take riders onto the back straight and to the finish, interrupted only by the fast right-handed kink of turn twelve. There are ten left-hand corners and only four right-handers, and the temperature differential between the two shoulders of each tyre is sufficient to demand the use of Bridgestone's asymmetric rear tyres.

Tyre talk

Tohru Ubukata

Bridgestone Motorsport - Manager
Motorcycle Race Tyre Development

“Sachsenring's anti-clockwise layout means it has a greater number of left-hand corners, so to best suit these conditions we have chosen our asymmetric rear slicks for the second time this season. Here we see a great disparity between left and right corners which means that the difference in temperature between the left and the right shoulders of the rear tyres is significant. We saw that the hard and extra hard compound asymmetric Bridgestone slicks worked well in similar conditions in Catalunya, so I am confident of their performance at this circuit.”



Germany - Sachsenring

Ⓢ : SPEED TRAP - GEAR SELECTION / SPEED km/h

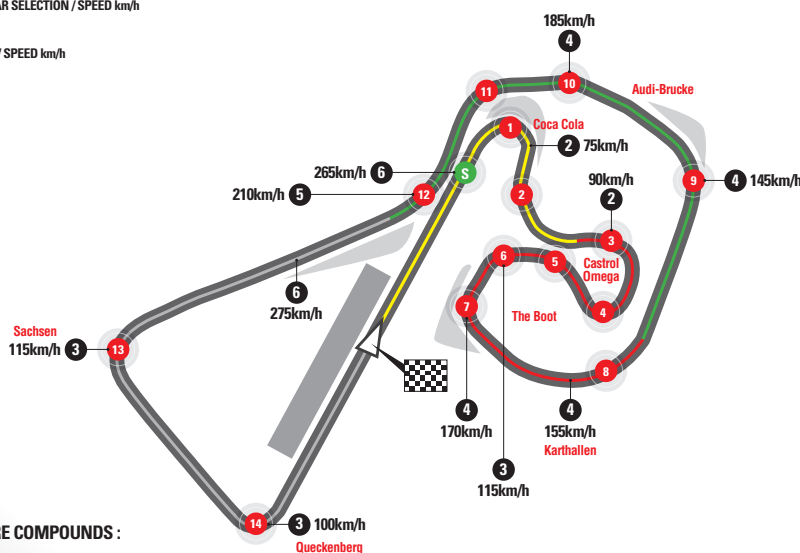
① : CORNER NUMBER

① : GEAR SELECTION / SPEED km/h

SECTOR 1

SECTOR 2

SECTOR 3



SELECTED TYRE COMPOUNDS :

FRONT : ○ HARD REAR : ○ HARD
● EX. HARD ● EX. HARD

Where to watch...

All the lefts : From the exit of Omega to the top of the circuit it's left all the way in third gear. Edge grip and durability are what is needed here.

Turn 13 : Sachsen : This is the prime overtaking spot - under hard braking after a fast downhill section. The front tyre needs to be able to take the extreme loads here.

Event schedule Local time - GMT+2

Friday	
12:40-13:40	125cc Free Practice 1
13:55-14:55	MotoGP Free Practice 1
15:10-16:10	250cc Free Practice 1
Saturday	
09:00-09:40	125cc Free Practice 2
09:55-10:55	MotoGP Free Practice 2
11:10-12:10	250cc Free Practice 2
13:00-13:40	125cc Qualifying Practice
13:55-14:55	MotoGP Qualifying Practice
15:10-15:55	250cc Qualifying Practice
Sunday	
08:40-09:00	125cc Warm Up
09:10-09:30	250cc Warm Up
09:40-10:00	MotoGP Warm Up
11:00	125cc Race (27 laps)
12:15	250cc Race (29 laps)
14:00	MotoGP Race (30 laps)

Circuit information		Records	
First race	1961	Pole position	1m 21.067s (163.020km/h)
No. of GPs held	23		Casey Stoner (Ducati, 2008)
Laps	30 (MotoGP), 29 (250cc), 27 (125cc)	Fastest lap	1m 23.082s (159.066km/h)
Track length	3.671km / 2.281 miles (Width 12m)		Dani Pedrosa (Honda, 2007)
Race distance	110.130km / 68.430 miles	Race time	41m 53.196s (157.754km/h)
Longest straight	0.780km / 0.485 miles		Dani Pedrosa (Honda, 2007)
Corners	14 (10 left, 4 right)	2008 Winner	Casey Stoner (Ducati)

Teams and riders

Teams and riders order based on 2008 team championship position

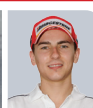
Fiat Yamaha Team

Machine: Yamaha YZR-M1 Web: www.yamaha-racing.com



Valentino Rossi
Age: 30 DOB: 16/2/1979
Nationality: Italian
MotoGP Wins: 74

46



Jorge Lorenzo
Age: 22 DOB: 4/4/1987
Nationality: Spanish
MotoGP Wins: 3

99

Repsol Honda Team

Machine: Honda RC212V Web: www.hondaracing-eu.com



Dani Pedrosa
Age: 23 DOB: 29/9/1985
Nationality: Spanish
MotoGP Wins: 7

3



Andrea Dovizioso
Age: 23 DOB: 23/3/1986
Nationality: Italian
MotoGP Wins: 0

4

Ducati Team

Machine: Ducati Desmosedici GP9 Web: www.ducati.com



Casey Stoner
Age: 23 DOB: 16/10/1985
Nationality: Australian
MotoGP Wins: 18

27



Nicky Hayden
Age: 27 DOB: 30/7/1981
Nationality: American
MotoGP Wins: 3

69

Monster Yamaha Tech 3

Machine: Yamaha YZR-M1 Web: www.teamtech3.fr



Colin Edwards
Age: 35 DOB: 27/2/1974
Nationality: American
MotoGP Wins: 0

5



James Toseland
Age: 28 DOB: 5/10/1980
Nationality: British
MotoGP Wins: 0

52

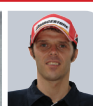
Rizla Suzuki MotoGP

Machine: Suzuki GSV-R Web: www.rizla-suzuki-motogp.co.uk



Chris Vermeulen
Age: 27 DOB: 19/6/1982
Nationality: Australian
MotoGP Wins: 1

7



Loris Capirossi
Age: 36 DOB: 4/4/1973
Nationality: Italian
MotoGP Wins: 9

65

San Carlo Honda Gresini

Machine: Honda RC212V Web: www.gresiniracing.com



Alex De Angelis
Age: 25 DOB: 26/2/1984
Nationality: San Marinese
MotoGP Wins: 0

15



Toni Elias
Age: 26 DOB: 26/3/1983
Nationality: Spanish
MotoGP Wins: 1

24

Pramac Racing

Machine: Ducati Desmosedici GP9 Web: www.ducati.com



Mika Kallio
Age: 26 DOB: 8/10/1982
Nationality: Finnish
MotoGP Wins: 0

36



Niccolo Canepa
Age: 21 DOB: 14/5/1988
Nationality: Italian
MotoGP Wins: 0

88

Scot Racing Team MotoGP

Machine: Honda RC212V
Web: www.scotracingteam.com



Gabor Talmacsi
Age: 28 DOB: 28/5/1981
Nationality: Hungarian
MotoGP Wins: 0

41



Randy De Puniet
Age: 28 DOB: 14/2/1981
Nationality: French
MotoGP Wins: 0

14

Hayate Racing Team

Machine: Kawasaki ZX-RR



Marco Melandri
Age: 26 DOB: 7/8/1982
Nationality: Italian
MotoGP Wins: 5

33



Sete Gibernau
Age: 36 DOB: 15/12/1972
Nationality: Spanish
MotoGP Wins: 9

59

Grupo Francisco Hernando

Machine: Ducati Desmosedici GP9

Front tyre compound allocation

SELECTED TYRE COMPOUNDS : ● HARD ● EX. HARD

Rider	Team	Hard	Ex. Hard	Rider	Team	Hard	Ex. Hard
Valentino Rossi	Fiat Yamaha Team	Four ○○○○	Four ●●●●	Loris Capirossi	Rizla Suzuki MotoGP	Four ○○○○	Four ●●●●
Jorge Lorenzo	Fiat Yamaha Team	Four ○○○○	Four ●●●●	Alex De Angelis	San Carlo Gresini Honda	Four ○○○○	Four ●●●●
Dani Pedrosa	Repsol Honda	Five ○○○○○	Three ●●●	Toni Elias	San Carlo Gresini Honda	Five ○○○○○	Three ●●●
Andrea Dovizioso	Repsol Honda	Five ○○○○○	Three ●●●	Mika Kallio	Pramac Racing	Four ○○○○	Four ●●●●
Casey Stoner	Ducati Team	Four ○○○○	Four ●●●●	Niccolo Canepa	Pramac Racing	Four ○○○○	Four ●●●●
Nicky Hayden	Ducati Team	Four ○○○○	Four ●●●●	Gabor Talmacsi	Scot Honda Team MotoGP	Four ○○○○	Four ●●●●
Colin Edwards	Monster Yamaha Tech 3	Four ○○○○	Four ●●●●	Marco Melandri	Hayate Racing Team	Five ○○○○○	Three ●●●
James Toseland	Monster Yamaha Tech 3	Four ○○○○	Four ●●●●	Randy De Puniet	LCR Honda MotoGP	Four ○○○○	Four ●●●●
Chris Vermeulen	Rizla Suzuki MotoGP	Three ○○○	Five ●●●●●	Sete Gibernau	Grupo Francisco Hernando	Four ○○○○	Four ●●●●



The German Grand Prix has seen three different winners from three different manufacturer teams in the last three years, and eight different winners since the championship switched from the Nurburgring in 1998.

AVAILABLE TYRE COMPOUNDS:

○ Soft

● Medium

● Hard

● Extra Hard

● Wet

Losail

Motegi

Jerez

Le Mans

Mugello

Catalunya

Assen

Laguna

Sachsenring

Donington Park

Bmo

Indianapolis

Misano

Estoril

Phillip Island AUS

Sepang

Valencia

QAT

JPN

SPA

FRA

ITA

CAT

HOL

USA

GER

GB

CZE

IND

RSM

POR

AUS

MAL

VAL

12/04/09

26/04/09

03/05/09

17/05/09

31/05/09

14/06/09

27/06/09

05/07/09

19/07/09

26/07/09

16/08/09

30/08/09

06/09/09

04/10/09

18/10/09

25/10/09

08/11/09

ALLOCATED - FRONT TYRES		QAT	JPN	SPA	FRA	ITA	CAT	HOL	USA	GER	GB	CZE	IND	RSM	POR	AUS	MAL	VAL	
ALLOCATED - REAR TYRES		QAT	JPN	SPA	FRA	ITA	CAT	HOL	USA	GER	GB	CZE	IND	RSM	POR	AUS	MAL	VAL	
RACE WEATHER CONDITIONS		22° 26°	22° 35°	26° 49°	14° 24°	16° 25°	32° 52°	35° 35°	23° 35°	21° 46°									
RACE TRACK CONDITIONS		DRY	DRY	DRY	WET/DRY	WET/DRY	DRY	DRY	DRY										
POS - RIDER	TOTAL WINS	PTS	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17
1 Valentino Rossi (46)	3	151	2 20	2 1	1 4	16 4	3 4	1 2	1 1	2 2									
2 Jorge Lorenzo (99)	2	142	3 16	1 3	- 1	1 2	2 1	2 1	2 3	3 1									
3 Casey Stoner (27)	2	135	1 1	4 2	3 3	5 3	1 2	3 3	3 14	4 3									
4 Dani Pedrosa (3)	1	92	11 14	3 11	2 2	3 1	6 8	6 8	- 2	1 4									
5 Colin Edwards (5)	-	76	4 6	12 5	7 7	7 6	6 6	7 6	4 5	7 7									
6 Andrea Dovizioso(4)	-	69	5 4	5 7	8 8	4 5	4 7	4 4	- 8	- 5									
7 Marco Melandri (33)	-	61	14 11	6 8	5 11	2 9	11 15	14 17	11 14	10 11									
8 Chris Vermeulen (7)	-	61	7 8	10 4	10 7	6 7	10 11	11 12	5 7	8 9									
9 Randy De Puniet (14)	-	58	10 7	11 16	4 5	14 10	8 5	8 7	7 10	9 14									
10 Loris Capirossi (65)	-	56	- 5	7 6	6 6	8 8	5 3	5 11	9 6	- 10									
11 James Toseland (52)	-	39	16 13	7 10	13 14	9 12	7 9	13 9	6 9	- 15									
12 Nicky Hayden (69)	-	38	12 16	- 12	15 16	12 13	12 16	10 13	8 13	5 8									
13 Toni Elias (24)	-	37	9 12	15 9	9 9	10 11	14 9	- 5	12 15	6 6									
14 Alex De Angelis (15)	-	36	6 9	13 15	14 15	11 16	15 12	12 14	10 11	11 12									
15 Mika Kallio (36)	-	26	8 10	8 17	- 17	- 14	13 17	9 10	- 12	-									
16 Niccolò Canepa (88)	-	16	17 18	14 18	16 18	15 17	9 13	16 18	14 1	12 16									
17 Sete Gibernau (59)	-	12	13 15	- 14	11 12	DNS	-	15 15	13 16	- 13									
18 Yuki Takahashi (72)	-	9	15 17	- 13	12 13	13 15	- 10	- 16	15 18	-									
19 Gabor Talmacsi (41)	-	0	-	-	-	-	-	17 19	16 19	- 17									

Fit for a king

Bridgestone bring nearly 600 tyres to each race weekend, all of which are manufactured in Japan, but it is the job of Bridgestone's German contingent to fit all these tyres. In a complex and precise operation, all the MotoGP teams know that they can absolutely rely upon Bridgestone's winning level of service.

Bridgestone's fitting area is located within the MotoGP paddock. As the teams deliver their wheel rims to the fitting area, the team of fitters mount, inflate and balance each rider's allocated tyres on a slick production line.

During the inflation process, the pressure inside the tyre reaches approximately 60psi (4 bar) which is a crucial step in properly sealing the rubber to the rim.

Owing to the centrifugal forces generated by motorcycles, balancing is the essential final step in the fitting process. Bridgestone's tyres are remarkably round and minimal balancing is required. All tyres are balanced by hand on a ceramic-bearing wheel stand, and small non-lead adhesive weights are added to the wheel rim as necessary to achieve the perfect balance, giving riders the ultimate confidence

in the rubber beneath them.

At the end of a grand prix or test, the teams return each of their tyres to Bridgestone, whether used or unused. Once the fitters have removed each tyre from its rim, the rims are collected by the teams and a selection of tyres is marked to be sent to Bridgestone's technical centre in Tokyo for detailed data analysis.

The team of fitters completes all this work very precisely and against the clock, and their work gives teams and riders every confidence in Bridgestone's service and support

2002-2009

Bridgestone MotoGP cumulative statistics

- 126 Grands Prix
- 2 World Championships
- 43 Victories
- 40 Pole Positions
- 116 Podiums (in 64 GPs)
- 114 Front Row Starts (in 70 GPs)
- 6062 Championship Points



Bridgestone has an impressive win rate in MotoGP, having been victorious at 43 of the 126 grands prix entered since 2002

Team news

Pramac Racing

After being sidelined from the United States Grand Prix with an injury sustained in Assen, Mika Kallio will return to the Pramac Racing Team for the German Grand Prix at the Sachsenring circuit. The Finn is looking forward to his comeback after a period of rest, looking after himself "in the best way possible to be in good form at the Sachsenring". It is "one of [his] favourite circuits of the world championship."



Asymmetric again

After Catalunya, Sachsenring is the second circuit to which Bridgestone will bring asymmetric rear slicks. Asymmetric slicks combine two different compounds, a harder and a softer, separated by the centre compound and each compound has a different level of stiffness and working temperature range. The other circuits at which asymmetric tyres will feature are Indianapolis, Estoril, Phillip Island and Valencia.



Repsol Honda

At the United States Grand Prix in Laguna Seca, Dani Pedrosa scored his first win of the season, and the first win for himself and the Repsol Honda Team on Bridgestone tyres. Pedrosa has competed on Bridgestone tyres since the Indianapolis GP in 2008. Since becoming the Official Tyre Supplier, three manufacturers and four riders have now won with Bridgestone tyres.



Last year's race : Sachsenring 2008

2008 FASTEST LAP Casey Stoner, Ducati
Lap 23 - Average speed: 142.487km/h - Time: 1m 32.749s

2008 Qualifying times						2008 Race results					Source : www.motogp.com
Pos	Rider	Team	Time	Km/h	Gap	Pos	Rider	Team	Time	Km/h	Gap
1	Casey Stoner	Ducati Team	1m21.067s	285.261		1	Casey Stoner	Ducati Team	47m30.057s	139.108	
2	Dani Pedrosa	Repsol Honda Team	1m21.420s	285.412	+0.353s	2	Valentino Rossi	Fiat Yamaha Team	47m33.765s	138.928	+3.708s
3	Colin Edwards	Tech 3 Yamaha	1m21.519s	279.720	+0.452s	3	Chris Vermeulen	Rizla Suzuki MotoGP	47m44.059s	138.428	+14.002s
4	Andrea Dovizioso	JiR Team Scot MotoGP	1m21.656s	274.879	+0.589s	4	Alex de Angelis	San Carlo Honda Gresini	47m44.181s	138.422	+14.124s
5	Jorge Lorenzo	Fiat Yamaha Team	1m21.795s	278.997	+0.728s	5	Andrea Dovizioso	JiR Team Scot MotoGP	48m12.079s	137.087	+42.022s
6	Randy de Puniet	LCR Honda MotoGP	1m21.821s	274.669	+0.754s	6	Sylvain Guintoli	Alice Team	48m16.705s	136.868	+46.648s
7	Valentino Rossi	Fiat Yamaha Team	1m21.845s	279.647	+0.778s	7	Loris Capirossi	Rizla Suzuki MotoGP	48m34.540s	136.031	+1m04.483s
8	Nicky Hayden	Repsol Honda Team	1m21.876s	280.010	+0.809s	8	Randy de Puniet	LCR Honda MotoGP	48m34.645s	136.026	+1m04.588s
9	Shinya Nakano	San Carlo Honda Gresini	1m21.920s	276.144	+0.853s	9	Shinya Nakano	San Carlo Honda Gresini	48m46.830s	135.459	+1m16.773s
10	Alex de Angelis	San Carlo Honda Gresini	1m21.977s	273.972	+0.910s	10	Anthony West	Kawasaki Racing Team	48m59.332s	134.883	+1m29.275s
11	James Toseland	Tech 3 Yamaha	1m22.126s	274.181	+1.059s	11	James Toseland	Tech 3 Yamaha	47m41.757s	133.922	+1 Lap
12	Toni Elias	Alice Team	1m22.256s	284.360	+1.189s	12	Toni Elias	Alice Team	47m43.954s	133.819	+1 Lap
13	Loris Capirossi	Rizla Suzuki MotoGP	1m22.542s	276.214	+1.475s	13	Nicky Hayden	Repsol Honda Team	48m13.749s	127.874	+2 Laps
14	Chris Vermeulen	Rizla Suzuki MotoGP	1m22.601s	276.144	+1.534s	NC	Colin Edwards	Tech 3 Yamaha	32m10.373s		+10 Laps
15	Sylvain Guintoli	Alice Team	1m22.938s	281.910	+1.871s	NC	Marco Melandri	Ducati Team	14m50.161s		+21 Laps
16	Marco Melandri	Ducati Marlboro Team	1m23.131s	282.870	+2.064s	NC	Dani Pedrosa	Repsol Honda Team	8m05.615s		+25 Laps
17	Anthony West	Kawasaki Racing Team	1m23.158s	276.994	+2.091s	NC	Jorge Lorenzo	Fiat Yamaha Team	3m23.795s		+28 Laps

Bridgestone Motorsport Round-Up

F1 Mark Webber took pole position and scored the first Grand Prix victory of his career for the Red Bull team at the German Grand Prix. Teammate Sebastian Vettel finished second ahead of Ferrari's Felipe Massa in third. Jenson Button still leads the championship, but Vettel is now only 21 points adrift.

GP2 Nico Hulkenberg became the second man to score a double GP2 Series victory this season with two wins at the German Grand Prix. Roldan Rodriguez was second and Andreas Zuber third in the first race, and in the second it was Alvaro Parente and Kamui Kobayashi on the podium.

INDYCAR Dario Franchitti took another pole in Toronto, converting it to victory on Sunday for Ganassi. Ryan Briscoe was second for Penske, setting the fastest lap of the race to finish 1.6s adrift of the Scot and just 0.5s ahead of teammate Will Power who came home in third.



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