

MICHELIN SEES CRUTCHLOW TRIUMPH IN THE TERMAS THRILLER

Michelin tyres performed well today during one of the most incident-packed races in MotoGP™ history as Cal Crutchlow (LCR Honda CASTROL) took victory at Termas do Rio Hondo in the Gran Premio de la República Argentina.

Crutchlow kept his nerve and used his MICHELIN Power Slicks superbly on the difficult track today and produced a stunning victory which saw him take first place in the race, the first Independent Team Rider and lift himself to the top of the riders' championship and his LCR Honda team to the head of the Team Championship. He produced a well-timed assault at the front of the leading pack to push his Michelin tyres on to success and score his third MotoGP victory, a result which also meant he became the first British rider to head the World Championship since another Michelin great, Barry Sheene led the standing in 1979. The result also saw Honda take its 750th Grand Prix victory, with many of those achieved on Michelin tyres.

Today's winner started from 10th on the grid, as Jack Miller (Alma Pramac Racing) was the man on pole after a brave gamble in yesterday's qualifying saw the Australian switch to slick tyres on a wet, but drying track. Despite a few moments that saw him slip and slide through the puddles, his courageous move produced an impressive lap on the MICHELIN Power Slick tyres in the damp conditions. His valiant effort yesterday nearly doubled-up today, as rain started to fall just before the scheduled start. Miller was one of only a few riders that lined up on slick tyres in the changeable conditions, with the others on wets. As the start grew closer, it was deemed dangerous to start as many riders reported they would go to pit-lane after the warm-up lap and change to their bike equipped with MICHELIN Power Slicks. This forced Race Direction to delay the off and reward Miller with a start on the front row alone, whilst the rest of the grid lined up from the fifth row.

Controversy soon followed as reigning World Champion Marc Marquez (Repsol Honda Team) stalled his bike on the grid, he managed to re-start it, begin the race and storm to the front in the early stages, this was quickly halted as again Race Direction intervened and gave him a ride-through penalty, which saw him demoted to 19th, but the excitement with the Spaniard didn't end there. He made many passes, including one that saw him receive a penalty to drop one place, after it was deemed dangerous and another in the closing stages on Valentino Rossi (Movistar Yamaha MotoGP), which saw the Italian fall and Race Direction again take the decision to award another ride-through penalty to Marquez, which was too late in the race to enforce so it was commuted to a 30-second penalty, meaning Marquez was relegated from fifth to eighteenth. He did have one consolation, in that he used his Michelin tyres to set the fastest lap of the race and become the only rider to complete a 1'39 circulation of the 4,806m Argentinian track.



The recently resurfaced Termas circuit **MOTORSPORT** held

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many challenges for all concerned this weekend and Michelin's decision to bring four variations of front and rear slick tyres was justified, as it gave all riders the opportunity to select a tyre that suited their needs, despite the lack of dry track time. With very changeable conditions on race day - following heavy overnight rain and short shower before the start - the race finally began on a damp, but almost dry track, with a definite dry line. This time though - unlike yesterday's qualifying - the whole field decided to use MICHELIN Power Slick tyres, which turned out to be the correct decision, although the lack of dry track time, allied to the new surface of the track - for which the teams had very little data - the choice of all concerned was not as comprehensive as if all the riders had had more time for set-up. This led to every rider starting the 24-lap race on a medium compound rear slick and all but four - who chose the soft option - on the medium front.

The tyres performed superbly and the four-rider break at the front gave a thrilling race for the fans. Crutchlow, Johann Zarco (Monster Yamaha Tech 3), Alex Rins (Team SUZUKI ECSTAR) and Miller, led the way and changed places throughout the race. Crutchlow timed his run to the front to perfection and took victory from Zarco and Rins, the Suzuki man taking his first MotoGP podium. Miller was fourth, with Maverick Viñales (Movistar Yamaha MotoGP) in fifth. Sixth went to Andrea Dovizioso (Ducati Team), followed by Tito Rabat (Real Avintia Racing) in seventh. Andrea Iannone (Team SUZUKI ECSTAR) took eighth, with Hafizh Syahrin (Monster Yamaha Tech 3) scoring his best result so far in his rookie season with ninth, with Danilo Petrucci (Alma Pramac Ducati) rounded out the top-ten.

Michelin's next action will be when the MotoGP Championship moves from south to north America as the paddock heads to the Circuit of The Americas in Austin, Texas for the third round of the season on Sunday 22nd April and a date with a track that has very recently undergone some intensive work to smooth out its infamous bumps, which will provide a step into the unknown for riders, teams and Michelin.

Cal Crutchlow – LCR Honda CASTROL:

"I think we managed the situation well, although it was very difficult for all the riders and Michelin as well. We asked for Michelin's advice and they gave us the correct one about the tyre choice. I am not sure if the front was the right one for me, I think I should have chosen the harder one, but at the start of the race I didn't want to take too much of a risk, so went with the medium. Overall we are happy, the rear tyre worked well and performed very well, especially considering the track conditions The track was very dirty and we were constantly going on and off the wet parts, which is not very good for the tyre, but we were still able to be fast and competitive at the end of the race with the lap-times, so overall we are very pleased."



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Piero Taramasso - Michelin Motorsport Two-Wheel Manager:

“What an amazing event, but the most pleasing thing for us was the way the tyres performed today. We had very little data from the new surface after little dry time, but from the expertise of our technicians we were able to advise the riders on what would be the best choices for them. This produced some great racing and to see three satellite bikes in the top-four and four different manufacturers filling the top-four positions, again just re-iterates our intention to make tyres that all bikes and riders can use. The whole weekend has been tough with the conditions, it started well with Marc producing the fastest lap in FP1 ever recorded here, but then the weather intervened. That said though it also gave us the best wet lap-time here, as Jack produced an incredible and brave lap in the damp conditions using a slick tyre. This was again a demonstration of the grip our tyres provide in all conditions. Overall, we are very pleased as this is a track we don't really perform well at, and we came here to improve the performance of the tyres and we feel we have done that. It is now off to Austin where we face another tough test, as we wait to see how the circuit behaves after some recent work that has been carried out there.”



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