



LORENZO LOOKS TO LAND THE TITLE

The week after the Japanese Grand Prix, MotoGP remains in the Pacific for the Malaysian Grand Prix at the Sepang International Circuit, held on Sunday 10 October.

Sepang has a long lap of 5.548km, second on the MotoGP calendar only to 2010 debutant Silverstone, but unlike the British venue boasts generally the highest track and ambient temperature of the season which brings its own challenges for riders and tyres alike. As the track temperature often reaches 50 degrees Celsius or higher, rider focus, concentration and rubber are all tested to the limit.



The circuit is characterised by two long straights preceded by slow corners which demands good braking performance and stability on corner entry, followed by good edge grip on corner exit to maximise straight-line speed.

The 2009 title was sealed by Valentino Rossi in Malaysia, and this year Fiat Yamaha teammate Jorge Lorenzo has the opportunity to secure his crown at Sepang

Despite the fact that the circuit features five left- and ten right-handed corners, asymmetric rear tyres are not required as the tyre temperature of both the right and left shoulders is relatively equally balanced. Both tyres need a strong centre section because of the high speed and track temperature.

TYRE TALK

Tohru Ubukata - Manager, Bridgestone Motorcycle Tyre Development

“Sepang is one of the fastest circuits on the calendar, and features a mix of high speed corners, long straights and tight hairpins so it is a tough challenge for our tyres. Our front slicks are subject to the greatest forces at Sepang and need to have a strong centre section and offer good braking stability as riders brake from over 300 km/h to around just 80km/h into the hairpins.

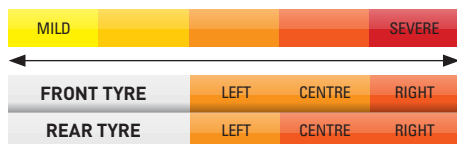
Good grip from the edge of the front and rear tyres is also important because of the lateral loads generated through the long and fast corners, and the hard acceleration from the hairpins demands good traction from the edge of the rear tyres.

Tyre durability is crucial here as the high ambient and track temperatures mean that there is little cooling effect during the lap, but we visit Sepang for winter testing and have a good track record here in the past, so everyone has a great deal of tyre data to help refine their setups.”



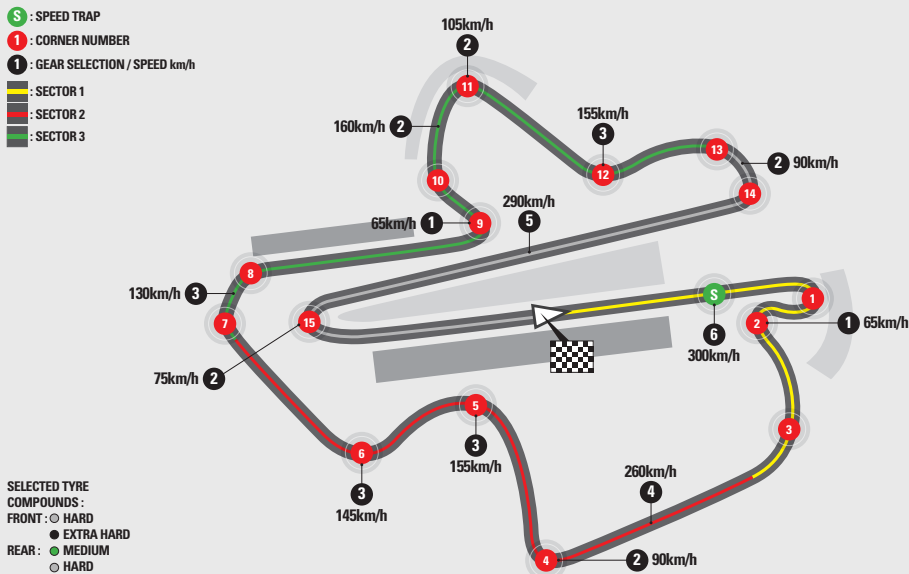
MALAYSIA - SEPANG

CIRCUIT SEVERITY RATING



EVENT SCHEDULE LOCAL TIME

FRIDAY	
12:40-13:40	125cc Free Practice 1
13:55-14:55	MotoGP Free Practice 1
15:10-16:10	Moto2 Free Practice 1
SATURDAY	
09:00-09:40	125cc Free Practice 2
09:55-10:55	MotoGP Free Practice 2
11:10-12:10	Moto2 Free Practice 2
13:00-13:40	125cc Qualifying Practice
13:55-14:55	MotoGP Qualifying Practice
15:10-15:55	Moto2 Qualifying Practice
SUNDAY	
10:40-11:00	125cc Warm Up
11:10-11:30	Moto2 Warm Up
11:40-12:00	MotoGP Warm Up
13:00	125cc Race (18 laps)
14:15	Moto2 Race (19 laps)
16:00	MotoGP Race (20 laps)



CIRCUIT INFORMATION

First race	1999
No. of GPs held	11
Laps	20 (MotoGP), 19 (Moto2), 18 (125cc)
Track length	5.548 km / 3.447 miles (Width 25m)
Race distance	116.508 km / 72.387 miles
Longest straight	0.920 km / 0.572 miles
Corners	15 (5 left, 10 right)

RECORDS

Pole position	2m 00.518s (165.724km/h)
	Valentino Rossi (Yamaha, 2009)
Fastest lap	2m 02.108s (163.566km/h)
	Casey Stoner (Ducati, 2007)
Race time	43m 04.405s (162.292km/h)
	Casey Stoner (Ducati, 2007)
2009 Winner	Casey Stoner (Ducati)

Fiat Yamaha Team

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



Valentino Rossi Bike number 46
 Age: 31 DOB: 16/2/1979 Nationality: Italian
 GP Debut: RSA06 (500cc) GP Starts: 177 (MotoGP/500cc)
 Wins: 78 Poles: 49 Fastest laps: 64 Podiums: 3240
 Best championship position: 1st (x7, 2009*)



Jorge Lorenzo Bike number 99
 Age: 23 DOB: 4/5/1987 Nationality: Spanish
 GP Debut: QAT08 (MotoGP) GP Starts: 48 (MotoGP)
 Wins: 12 Poles: 14 Fastest laps: 9 Podiums: 30 Points: 748
 Best championship position: 2nd (2009)

Repsol Honda Team

Machine: Honda RC212V Web: www.world.honda.com/motogp



Dani Pedrosa Bike number 26
 Age: 31 DOB: 29/9/1985 Nationality: Spanish
 GP Debut: SPA06 (MotoGP) GP Starts: 82 (MotoGP)
 Wins: 12 Poles: 17 Fastest laps: 21 Podiums: 48 Points: 1168
 Best championship position: 2nd (2007)



Andrea Dovizioso Bike number 4
 Age: 24 DOB: 23/3/1986 Nationality: Italian
 GP Debut: QAT08 (MotoGP) GP Starts: 49 (MotoGP)
 Wins: 1 Poles: 1 Fastest laps: 1 Podiums: 7 Points: 487
 Best championship position: 5th (2008)

Ducati Team

Machine: Ducati Desmosedici GP10 Web: www.ducati.com



Casey Stoner Bike number 27
 Age: 24 DOB: 16/10/1985 Nationality: Australian
 GP Debut: SPA06 (MotoGP) GP Starts: 79 (MotoGP)
 Wins: 22 Poles: 20 Fastest laps: 18 Podiums: 42 Points: 2066
 Best championship position: 1st (2007)



Nicky Hayden Bike number 69
 Age: 29 DOB: 30/7/1981 Nationality: American
 GP Debut: JPN03 (MotoGP) GP Starts: 130 (MotoGP)
 Wins: 3 Poles: 5 Fastest laps: 6 Podiums: 27 Points: 1220
 Best championship position: 1st (2006)

Monster Yamaha Tech 3

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



Colin Edwards Bike number 5
 Age: 36 DOB: 27/2/1974 Nationality: American
 GP Debut: JPN03 (MotoGP) GP Starts: 133 (MotoGP)
 Wins: 0 Poles: 3 Fastest laps: 3 Podiums: 11 Points: 1032
 Best championship position: 4th (2005)



Ben Spies Bike number 11
 Age: 26 DOB: 11/7/1984 Nationality: American
 GP Debut: GBR08 (MotoGP) GP Starts: 18 (MotoGP)
 Wins: 0 Poles: 1 Fastest laps: 0 Podiums: 2 Points: 168
 Best championship position: 19th (2008)

San Carlo Honda Gresini

Machine: Honda RC212V Web: www.gresiniracing.com



Marco Melandri Bike number 33
 Age: 37 DOB: 7/8/1982 Nationality: Italian
 GP Debut: JPN03 (MotoGP) GP Starts: 126 (MotoGP)
 Wins: 5 Poles: 0 Fastest laps: 3 Podiums: 20 Points: 933
 Best championship position: 2nd (2005)



Marco Simoncelli Bike number 58
 Age: 23 DOB: 20/1/1987 Nationality: Italian
 GP Debut: QAT10 (MotoGP) GP Starts: 14 (MotoGP)
 Wins: 0 Poles: 0 Fastest laps: 0 Podiums: 0 Points: 82
 Best championship position: NA

Rizla Suzuki MotoGP

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



Loris Capirossi Bike number 65
 Age: 37 DOB: 4/4/1973 Nationality: Italian
 GP Debut: AUS95 (500cc) GP Starts: 201 (MotoGP/500cc)
 Wins: 9 Poles: 13 Fastest laps: 10 Podiums: 42 Points: 1794
 Best championship position: 3rd (2006*)



Álvaro Bautista Bike number 19
 Age: 25 DOB: 21/1/1984 Nationality: Spanish
 GP Debut: QAT10 (MotoGP) GP Starts: 13 (MotoGP)
 Wins: 0 Poles: 0 Fastest laps: 0 Podiums: 0 Points: 58
 Best championship position: NA

Pramac Racing Team

Machine: Ducati Desmosedici GP10 Web: www.pramacracing.com



Mika Kallio Bike number 36
 Age: 27 DOB: 8/11/1982 Nationality: Finnish
 GP Debut: QAT09 (MotoGP) GP Starts: 30 (MotoGP)
 Wins: 0 Poles: 0 Fastest laps: 0 Podiums: 0 Points: 102
 Best championship position: 15th (2009)



Aleix Espargarò Bike number 41
 Age: 21 DOB: 30/7/1989 Nationality: Spanish
 GP Debut: IND09 (MotoGP) GP Starts: 18 (MotoGP)
 Wins: 0 Poles: 0 Fastest laps: 0 Podiums: 0 Points: 68
 Best championship position: 18th (2009)

LCR Honda MotoGP

Machine: Honda RC212V Web: www.lcr.mc



Randy de Puniet Bike number 14
 Age: 29 DOB: 14/2/1981 Nationality: French
 GP Debut: SPA06 (MotoGP) GP Starts: 83 (MotoGP)
 Wins: 0 Poles: 0 Fastest laps: 0 Podiums: 2 Points: 400
 Best championship position: 11th (2009*)

Web: www.interwetten-honda-motogp.com

Interwetten Honda MotoGP

Machine: Honda RC212V



Hiroshi Aoyama Bike number 7
 Age: 28 DOB: 25/10/1981 Nationality: Japanese
 GP Debut: QAT10 (MotoGP) GP Starts: 8 (MotoGP)
 Wins: 0 Poles: 0 Fastest laps: 0 Podiums: 0 Points: 35
 Best championship position: NA

Machine: Ducati Desmosedici GP10

Web: www.teamaspar.net

Paginas Amarillas Aspar



Héctor Barberá Bike number 40
 Age: 23 DOB: 2/11/1986 Nationality: Spanish
 GP Debut: QAT10 (MotoGP) GP Starts: 14 (MotoGP)
 Wins: 0 Poles: 0 Fastest laps: 0 Podiums: 0 Points: 69
 Best championship position: NA

FACT

The Bridgestone and Ducati relationship has a good record in the premier class at the Sepang International Circuit. In 2005 Loris Capirossi took the first victory for the pairing at the venue, and subsequent victories followed for Casey Stoner in 2007 and 2009.

TOP RESULTS ON BRIDGESTONE TYRES

RIDER	TITLES	WINS	2NDs	3RDs	PODIUMS	POLES
Valentino Rossi	2	16	11	8	35	10
Casey Stoner	1	22	7	11	40	19
Jorge Lorenzo	-	11	9	4	24	10
Dani Pedrosa	-	6	10	7	23	7
Loris Capirossi	-	6	7	4	17	5
Makoto Tamada	-	2	1	1	4	3
Chris Vermeulen	-	1	3	3	7	3
Andrea Dovizioso	-	1	2	3	6	1
Troy Bayliss	-	1	-	-	1	-
Marco Melandri	-	-	3	1	4	-
Toni Elias	-	-	2	3	5	-
John Hopkins	-	-	1	3	4	1
Ben Spies	-	-	1	1	2	1
Shinya Nakano	-	-	1	1	2	-
Randy de Puniet	-	-	1	1	2	-
Kenny Roberts Jr	-	-	1	-	1	1
Alex de Angelis	-	-	1	-	1	-
Colin Edwards	-	-	1	-	1	-
Oliver Jacque	-	-	1	-	1	-
Nicky Hayden	-	-	-	2	2	-
Carlos Checa	-	-	-	2	2	-
Alex Barros	-	-	-	1	1	-
Jeremy McWilliams	-	-	-	-	0	1
Sete Gibernau	-	-	-	-	0	1
TOTAL	3	66	63	56	185	63

MOTOGP COMES TO A STREET NEAR YOU

On 30 September Bridgestone launched its latest BT-016 PRO motorcycle street tyre, which is significant in that it is the first of Bridgestone's tyres to benefit from a new philosophy of evolution of real MotoGP technology.

As Official Tyre Supplier to MotoGP, Bridgestone has the advantage of working closely with some of the world's best riders to improve tyre construction and compound technology and overall approach to tyre development.

Bridgestone has been adopting elements of MotoGP-derived technology into consumer motorcycle tyres in the past, but the BT-016 PRO represents the first time that Bridgestone's MotoGP expertise has been categorised into three main areas of approach, each of which is transferred directly to the road.

The key areas of MotoGP tyre development are 1) Grip, to optimize contact patch character and compound character, 2) Working range, to widen the operating temperature range and improve wet grip technology, and 3) Consistency, to control degradation and improve wear control technology.

This translates directly to the BT-016 PRO in the shape of Grip Evolution, Riding Comfort Evolution and Tyre Life Evolution,

meaning you get more grip in a wider range of weather conditions for more miles.

With the new BT-016 PRO, Bridgestone brings a genuine piece of MotoGP to you.

Evolution of Real MotoGP Technology
 Latest MotoGP technology for all riders. Maintains performance level through complete tire life.

- Latest MotoGP Technology (Construction/Compound)
- New compound ("SILICA RICH" & "RAC Polymer")
- SILC for front & rear both (Handling up)
- Massive Improvement of "Practical performance" (Wet & Life) while maintaining "Dry condition" performance (Grip/Handling/Stability)

MotoGP Technology

- Grip evolution**
New "grip" in wet to "RoadGrip"
+More all riding style and feel great confidence
- Optimize contact area
- Optimize compound performance
- Cover wide range of temperature
- Wet Grip
- Repression power of performance degradation
- Repression power of worn out

Riding comfort evolution
 Hyper flexibility to response the road GP regulation
 +More relaxed circumstances (Dry/Wet/Temperature)

Tyre life evolution
 Hyper "life" to extend GP regulation
 +Long life on the way to be Champion's wear out

BT-016 PRO

New Compound
 New compound containing a combination of 2 "RAC" and "SILICA" components
 +More "grip" in wet to "RoadGrip"
 +More relaxed circumstances (Dry/Wet/Temperature)
 +More "life" to extend GP regulation
 +Long life on the way to be Champion's wear out

SILC (S) Layer Compound
 +More "grip" in wet to "RoadGrip"
 +More relaxed circumstances (Dry/Wet/Temperature)
 +More "life" to extend GP regulation
 +Long life on the way to be Champion's wear out

HTSPC + MG-BELT
 Provides good heat absorption, grip and stability during dry and wet riding.
 (Front performance increase)

LAST YEAR'S RACE

FASTEST RACE LAP:
 Valentino Rossi, Yamaha - Lap 14 - Average speed: 149.391 km/h - Time: 2m 13.694s

2009 QUALIFYING TIMES						2009 RACE RESULTS					
POS	RIDER	TEAM	TOP KM/H	TIME	GAP	POS	RIDER	TEAM	AVG KM/H	TIME	GAP
1	Valentino Rossi	Fiat Yamaha Team	310.1	2m00.518s		1	Casey Stoner	Ducati Team	147.4	47m24.834s	
2	Jorge Lorenzo	Fiat Yamaha Team	310.6	2m01.087s	+0.569s	2	Dani Pedrosa	Repsol Honda Team	146.7	47m39.500s	+14.666s
3	Dani Pedrosa	Repsol Honda Team	314.4	2m01.254s	+0.736s	3	Valentino Rossi	Fiat Yamaha Team	146.4	47m44.219s	+19.385s
4	Casey Stoner	Ducati Team	312.1	2m01.455s	+0.937s	4	Jorge Lorenzo	Fiat Yamaha Team	146.1	47m50.684s	+25.850s
5	Loris Capirossi	Rizla Suzuki MotoGP	308.1	2m01.716s	+1.198s	5	Nicky Hayden	Ducati Team	145.5	48m03.539s	+38.705s
6	Toni Elias	San Carlo Honda Gresini	310.4	2m01.918s	+1.400s	6	Chris Vermeulen	Rizla Suzuki MotoGP	145.3	48m05.895s	+41.061s
7	Nicky Hayden	Ducati Team	309.1	2m01.980s	+1.462s	7	Toni Elias	San Carlo Honda Gresini	145.0	48m13.389s	+48.555s
8	Randy de Puniet	LCR Honda MotoGP	305.8	2m02.098s	+1.580s	8	Marco Melandri	Hayate Racing Team	144.6	48m20.391s	+55.557s
9	Colin Edwards	Monster Yamaha Tech 3	308.2	2m02.195s	+1.677s	9	Loris Capirossi	Rizla Suzuki MotoGP	144.4	48m25.137s	+60.303s
10	Alex De Angelis	San Carlo Honda Gresini	307.5	2m02.274s	+1.756s	10	Mika Kallio	Pramac Racing	144.4	48m25.274s	+60.440s
11	Andrea Dovizioso	Repsol Honda Team	307.6	2m02.362s	+1.844s	11	Alex Espargaro	Pramac Racing	144.3	48m26.489s	+61.655s
12	Mika Kallio	Pramac Racing	313.0	2m02.435s	+1.917s	12	Alex De Angelis	San Carlo Honda Gresini	144.3	48m26.681s	+61.847s
13	Alex Espargaro	Pramac Racing	303.5	2m02.859s	+2.341s	13	Colin Edwards	Monster Yamaha Tech 3	143.9	48m35.612s	+70.778s
14	Chris Vermeulen	Rizla Suzuki MotoGP	305.0	2m03.032s	+2.514s	14	Gabor Talmacsi	Scot Racing Team MotoGP	143.6	48m40.685s	+75.851s
15	Marco Melandri	Hayate Racing Team	307.6	2m03.088s	+2.570s	15	James Toseland	Monster Yamaha Tech 3	141.9	49m15.506s	+110.672s
16	James Toseland	Monster Yamaha Tech 3	307.0	2m03.528s	+3.010s	NC	Andrea Dovizioso	Repsol Honda Team	145.7	31m59.321s	7 Laps
17	Gabor Talmacsi	Scot Racing Team MotoGP	304.0	2m03.874s	+3.356s	NC	Randy de Puniet	LCR Honda MotoGP	134.3	2m28.718s	20 Laps

FACT

The World Championship crown was sealed by Valentino Rossi in Malaysia last year when the Italian finished third in the wet race, claiming his ninth title. This year, Fiat Yamaha teammate Jorge Lorenzo has a mathematical chance of sealing the title at Sepang again.



BRIDGESTONE MOTORSPORT ROUND-UP

F1 Ferrari's Fernando Alonso won the Singapore GP last weekend ahead of the Red Bull duo of Sebastian Vettel and Mark Webber. The Japanese Grand Prix is next at Suzuka on 10 October, and with a possible four races remaining, subject to the approval of Korea, Webber leads the championship from Alonso and Lewis Hamilton, and the top five are split by just 25 points.

GP2 Pastor Maldonado has already taken the GP2 Series crown in 2010, which he secured at the Italian Grand Prix. The final round of the series is in Abu Dhabi on 13-14 November.

IndyCar Scott Dixon won the final race of the season, the Cafes do Brasil Indy 300, ahead of Danica Patrick and Tony Kanaan, but it was Dario Franchitti's moment as he clinched the 2010 World Championship, sealing his third IndyCar title. The Scot started the weekend 12 points behind Will Power but emerged 5 points ahead. Congratulations to Dario and Target Chip Ganassi!

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