

Continuity has historically been one of the key factors for success in the premier class of motorcycle racing. The whole system of the rider and his bike is so delicate that it is good to be able to fall back on certain basic conditions. To that end, you need people by your side you can rely on without question. A key role is played by the crew chief, the chief technician, who is responsible for every detail of the bike set-up, in consultation with his rider, at all times. From electronics to geometry, tyre selection to shock-absorber and fork tuning, there are many parameters that not only directly affect lap time, but also subjectively affect the rider's well-being and self-confidence when he is taking it to the limit. For his most successful period, Valentino Rossi had the Australian, Jeremy Burgess, by his side. Originally at Honda, they both moved to Yamaha and then Ducati. After the dream team split, just before the 2014 season, Rossi won only one of his remaining 138 races. Of the 218 races they'd contested together, Rossi had won 77. Marc's crew chief is Santi Hernández, and the two Spaniards have been working together since the 2011 season. They clicked straight away. Even before his career in MotoGP, Marc Márquez had thrown his lot in with Santi. You can't have one without the other, and the partnership has benefited Honda. Together they have become by far the most successful pairing in the last decade. Delving further into the statistics, it is easy to see the importance of continuity in motorcycle racing World Championships. In the entire history of the premier class (500cc from 1949 to 2001, MotoGP from 2002), only five riders have managed to win titles on different bikes: Geoff Duke (Norton and Gilera), Giacomo Agostini (MV Agusta and Yamaha), Eddie Lawson (Yamaha and Honda), Valentino Rossi (Honda and Yamaha) and Casey Stoner (Ducati and Honda).

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Inseparable  
for more  
than a  
decade:  
Marc and his  
crew chief  
Santi  
Hernández.

