



EXCLUSIVE TYRE

PRESS RELEASE

Pirelli brings standard allocation to the "Cathedral of Speed"

For the historic Dutch GP, Moto2™ and Moto3™ riders will have at their disposal the standard allocation decided for 2024, consisting of standard tyres available on the market

More than three weeks after the Mugello race, where, thanks in part to the contribution of Pirelli tyres, all track records were broken, the Moto2™ and Moto3™ riders will next weekend tackle the historic **TT circuit of Assen**, in Holland. Also known as the **"Cathedral of Speed"** because of the high speeds and sudden changes of direction that, especially in the past, make it one of the most challenging tracks in the championship.

It is not a particularly demanding track for tyres and, for this reason, Pirelli will supply riders in both classes with the **standard allocation** planned for the 2024 season, made up entirely of tyres that are regularly on the market and can be purchased by any riders.



The range is suitable for Dutch conditions, even in the rain

"As at Mugello, for the Assen race we will use the standard allocation for both classes, consisting of tyres that are regularly sold on the market. We are convinced that the range solutions are adequate for the characteristics of the Dutch circuit, a track that is 'traditional' in layout, with many changes of direction taken at high speed and slow corners, but without any major braking. This makes it less demanding for the front tyre, for which the only point to watch out for may be the operating temperature, especially on the left-hand side, which is the least used. At the rear, on the other hand, a high level of grip is required, especially at accentuated lean angles. The asphalt, resurfaced in 2020, offers a good level of grip and not too much abrasiveness, but the real unknown factor will be the weather conditions: we are already in the summer season, so it is likely to expect higher temperatures than those we usually find when racing in WorldSBK, but even in the summer in this area rain can be a variant to be taken into account. In that case, the riders will be able to count on our standard SCR1 wet-weather tyres."



KEEP AN EYE ON

- **Allocation:** DIABLO Superbike slicks, on the front 6 units per rider in SC1 (soft) compound and the same number in SC2 (medium) for both classes; on the rear 8 units in SC0 (soft) compound and the same number in SC1 (medium) for Moto2™ riders and 7 units in SC1 (soft) and the same number in SC2 (medium) for Moto3™ riders. As always, in the event of rain, there is for both classes the DIABLO Rain solution in SCR1 compound for both the front (5 units) and rear (6 units).
- **Layout:** The TT Circuit at Assen is considered one of the most difficult tracks in the championship, with its series of long, constant corners, a couple of hairpins, fast chicanes and strong acceleration on the exit. Given these characteristics, the tyres are not under much stress from a thermal point of view but are still required to provide great precision and a lot of directional stability to the riders.
- **Low temperatures:** when the asphalt is cold, as it might be early in the morning, the rear tyres can suffer from tearing problems, especially when using soft compounds and when the track is still lightly rubberized, as is usually the case on Friday.