



WorldSBK Estoril Round - Preview

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PRESS RELEASE

A new Pirelli front tyre debuts at Estoril

At the penultimate round of the WorldSBK season, Pirelli introduces for the first time the E0672 front, a development version of the medium SC1, while the rear extrasoft E0479 and supersoft E0126 return to allocation.

- The Estoril Circuit will host the **Estoril Round** from 10 to 12 October, the penultimate event of the **FIM Superbike World Championship**. On this occasion, a **new medium front tyre** will make its debut in the championship: the **development SC1 in E0672 specification**. This is an evolved version of the standard SC1, which uses the **same compound** but features a **completely new structure**, developed to offer **greater stability under braking and during corner entry**. It will be available in **eight units** per rider, alongside the two standard options usually provided: **SC1** and **SC2**, supplied in **eight** and **seven units per rider** respectively.
- After the Aragón round, where more conservative solutions were adopted due to the highly abrasive asphalt, Pirelli's allocation returns to softer rear options. In WorldSBK, the **extrasoft development solution E0479** will be available for free practice, qualifying, and the Superpole Race, with **four tyres** allocated per rider. For the long races, the softest rear option will be the **supersoft development solution E0126**, while the **standard SC0 will serve as the alternative**. Each rider will have **eight tyres of both rear specifications**. Both development solutions are already familiar to the riders, having received strong positive feedback in previous rounds.
- In the WorldSSP class, the **supersoft SCX rear** tyre returns to the allocation, joining the **soft SC0** as a possible race option. Riders will have **7 tyres of the former compound and 6 of the latter**. The same quantities will apply to the front, with SC1 and SC2 completing the allocation.



A moderately demanding circuit tackled with new development solutions

"We have a very solid data history on Estoril, which gives us a fairly clear picture of tyre performance on this track. The asphalt hasn't been resurfaced since 2006, and we know that grip levels are not particularly high, while the layout is quite varied. That's why we consider the Portuguese circuit moderately demanding for tyres, which are subjected to numerous stresses. The main new feature of this round is the introduction of a new medium front development tyre, the E0672. It derives from the standard SC1, sharing the same compound but featuring a different structure, designed to provide better support under braking and during corner entry. As for the rear, two previously known development specs return. If conditions allow its use, we'll see how the extrasoft E0479 performs—this tyre was well received at its debut but still needs to be evaluated on different tracks, and Estoril offers a great opportunity in that sense. For the long races, we're relying on the supersoft E0126, which has already proven to be extremely versatile, with strong performance and consistency. Both

compounds should play a key role in compensating for the naturally low grip of the track, as well as in managing the typical temperature differences between the right and left sides of the tyre. In case of cooler asphalt temperatures, the standard SC0 remains an excellent alternative, as demonstrated by Razgatlioglu win in Race1 last year using this option."