

# MAGNY-COURS – FRANCE

## RIDERS TYRE SELECTION

FRONT		
SOLUTIONS	RACE 1	RACE 2
A	4	4
B	9	7
C	6	8
INTERMEDIATE	0	0
RAIN	0	0

REAR		
SOLUTIONS	RACE 1	RACE 2
A	17	18
B	1	1
C	1	0
INTERMEDIATE	0	0
RAIN	0	0

	SOLUTIONS	DESCRIPTION
FRONT	A	Standard SC1 in soft compound already brought to all 2013 rounds, ideal for low air temperatures and/or moderately severe circuits. It maximises tread contact on the ground and the "presence" of the front.
	B	Development SC1 which debuted at Nürburgring. In comparison to standard SC1 should offer more robustness.
	C	Standard SC2 with medium hardness compound already brought to all 2013 rounds, this is excellent for high air temperatures because it guarantees solidity on the tread band. This is the solution favoured by the more aggressive riders who prefer a compact tread band.
	INTER	New Intermediate tyre with a tread pattern halfway between slick solutions and the rain solution designed to improve working conditions on a wet/damp track
	RAIN	A grooved wet solution to use in the event of rain.
REAR	A	Standard SC0, is the softest solution of the range which debuted at Monza with the reinforced central area has been used at Donington, Portimão, Imola, Nürburgring and Laguna Seca with success. This slick solution has a soft compound, ideal for tackling smooth asphalt and high temperatures. It offers, in fact, maximum tread contact on smooth asphalt and maximum traction development at high temperatures as well as higher resistance to thermal performance decay.
	B	Development tyre in medium compound, brought for the first time to Imola and used by all riders at Moscow and Silverstone and brought to Nürburgring also, it should be able to provide with better resistance to laceration but same grip of standard SC1.
	C	A medium compound range solution seen at the first three rounds and at Imola, Silverstone, Nürburgring and Laguna Seca, it has been used by all riders at Motorland Aragón.
	INTER	New Intermediate tyre with a tread pattern halfway between slick solutions and the rain solution designed to improve working conditions on a wet/damp track and ensures that the race can be completed in conditions of a completely dry track.
	RAIN	A grooved wet solution to use in the event of rain.

RACE 1 ASPHALT TEMPERATURE	16° C
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RACE 2 ASPHALT TEMPERATURE	17° C
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