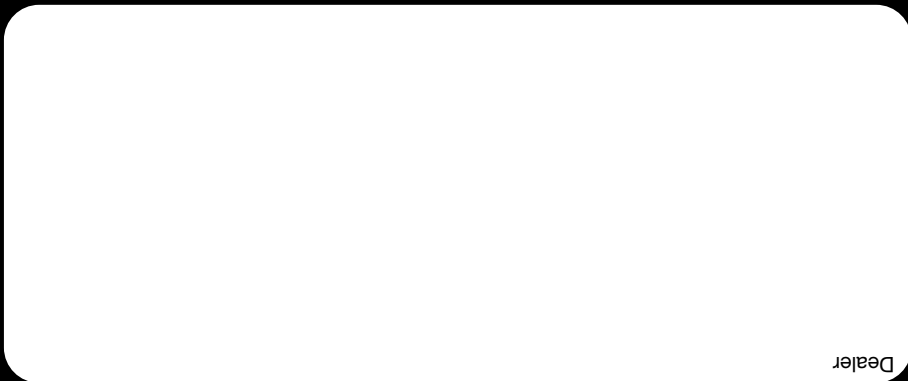


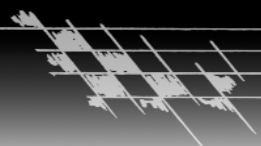
www.pirellityre.com



Dealer



100 YEARS OF VICTORIES 1907-2007



Visit us on the web site www.pirellityre.com

By clicking on Motorsports on the web site www.pirellityre.com, you will be catapulted into the exceptional world of racing where Pirelli is a leading player. Each section of the web site offers dynamic sports such as rallying, track racing and desert rally-raids. In addition to technical information, press releases and photos of the various races in which teams, cars

and racing drivers using Pirelli tyres have taken part, it is also possible to read results and comments from the FIA WRC World Rally Championship, the Grand Am Series (two championships for which the Milan company is the official tyre supplier) and the international FIAGT championship, all fields in which Pirelli plays a leading role, in real time.



www.pirellityre.com



1938 Rio de Janeiro	Carlo Pintacuda	Alfa Romeo 308 3000cc
1939 South Africa	Luigi Villoresi	Maserati 6CM 1500cc
1940 Tripoli	Giuseppe Farina	Alfa Romeo 158 1500cc
1946 Nice	Luigi Villoresi	Maserati 4CL 1500cc
Nations (Geneve)	Giuseppe Farina	Alfa Romeo 158 1500cc
Turin	Achille Varzi	Alfa Romeo 158 1500cc
Barcelona	Giorgio Pelassa	Maserati 4CL 1500cc



N. Piquet
Benetton-Ford - 1991

1947 Switzerland	Jean-Pierre Wimille	Alfa Romeo 158 1500cc
1953 Argentina	Alberto Ascari	Ferrari 500 F2 2000cc
Holland	Alberto Ascari	Ferrari 500 F2 2000cc
Belgium	Alberto Ascari	Ferrari 500 F2 2000cc
France	Mike Hawthorn	Ferrari 500 F2 2000cc
Great Britain	Alberto Ascari	Ferrari 500 F2 2000cc
Germany	Giuseppe Farina	Ferrari 500 F2 2000cc
Switzerland	Alberto Ascari	Ferrari 500 F2 2000cc
Italy	Juan Manuel Fangio	Maserati A6GCM 2000cc
1954 Argentina	Juan Manuel Fangio	Maserati 250F 2500cc
Belgium	Juan Manuel Fangio	Maserati 250F 2500cc
Great Britain	Froilan Gonzales	Ferrari 625 2500cc
Spain	Mike Hawthorn	Ferrari 555 2500cc
1955 Mon./Eur.	Maurice Trintignant	Ferrari 625 2498cc
1956 Monaco	Stirling Moss	Maserati 250F 2500cc
Italy	Stirling Moss	Maserati 250F 2500cc
1957 Argentina	Juan Manuel Fangio	Maserati 250F 2500cc
Monaco	Juan Manuel Fangio	Maserati 250F 2500cc
France	Juan Manuel Fangio	Maserati 250F 2500cc
Great Britain	S.Moss/Tony Brooks	Vanwall 2500cc
Germany	Juan Manuel Fangio	Maserati 250F 2500cc
Pescara	Stirling Moss	Vanwall 2500cc
Italy	Stirling Moss	Vanwall 2500cc
1985 France	Nelson Piquet	Brabham-BMW BT54
1986 Mexico	Gerhard Berger	Benetton-BMW B186
1991 Canada	Nelson Piquet	Benetton-Ford B19

2005 BMS Scuderia Italia	Pescatori - Cressoni	Ferrari 550 Prodrive (GT1)
2006 AutOrlando SPORT	Lieb-Camathias	Porsche 996 GT3 RSR (GT2)

AMERICAN LE MANS SERIES

2006 Team: IMSA Cup	Aston Martin DBR9
Drivers-Rookie of the year:Stephane Sarrzin	Aston Martin DBR9



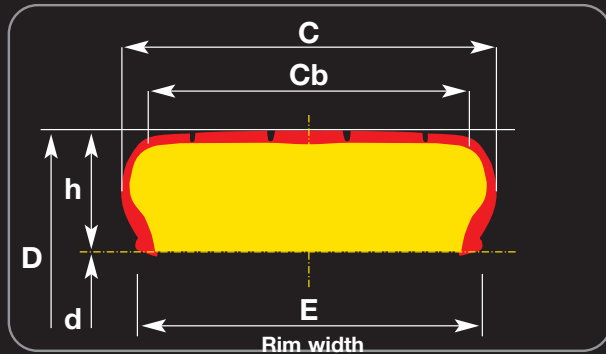
W. Taylor
Oldsmobile Riley & Scott
MARK III - 1996

TECHNICAL INFORMATION

CIRCUIT & RACING TYRES

Tyre identification

The markings that appears on the side of the tyres also tells us the basic size of the tyre, the rim diameter and the width of the rim. We will illustrate how to read two different types of branding that may appear on the side of the tyres.



C	D	d	
Nominal section width expressed in mm	Nominal external diameter expressed in mm	nominal rim diameter of the rim, expressed in inches	
↓	↓	↓	
190	580	15	
C	h/C	Radial construction	d
Nominal section width expressed in mm	Tyre's technical series This expresses the ration between the section height (in mm) and the nominal section width (in mm)	Radial construction	nominal rim diameter of the rim, expressed in inches
↓	↓	↓	↓
315	30	ZR	18

Marking

The tyres are described by 2 letters, for example: **DH**

The first defines the type of tread

D → dry (for use on dry roads)

W → wet (for use on wet roads)

The second letter defines the hardness of the final compound used, that may be:

HARD → **H**

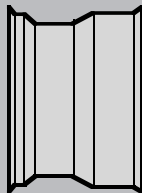
MEDIUM → **M**

SOFT → **S**

SUPERSOFT → **SS**

Rims

The size of the rims indicated in this manual must be respected. If you have any doubts, please contact Pirelli staff.



Fitment

Make sure that tyres are fitted by experts, with specialised dedicated machinery and equipment, who follow safety procedures.

Before mounting the tyres clean the surface of the beads and the area of the rim that comes into contact with the tyre.

Use **ONLY** special tyre lubricants for mounting tyres. Do **NOT** use silicone or petroleum lubricants.

Check the state of the valves to prevent air loss: Check the seals and the tightness for metal ones and check also for any tears or cracks in rubber seals. If necessary, replace them. When the tyre is being used, always use the valve cover top.

Follow the indications provided on the sidewall of the tyre referring to the rolling direction and the correct positioning of the internal and external sidewalls, if specified.

Use the safety cage when inflating tyres.

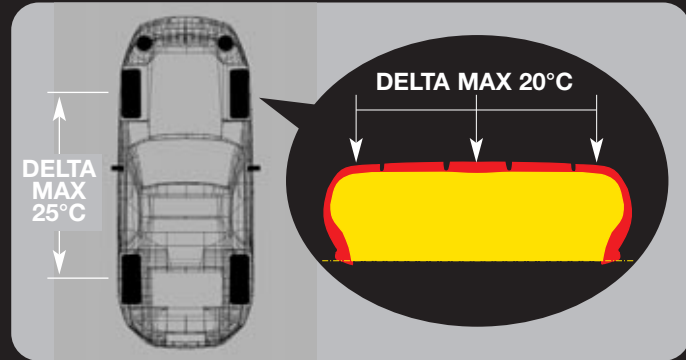
Before unseating the tyre from the rim during disassembly, make sure that the tyre has been fully deflated, removing the inner valve mechanism.

TECHNICAL INFORMATION

CIRCUIT & RACING TYRES

Track temperatures

Temperatures measured on the tread are an excellent indicator for deciding the best choice of final compound and for optimising corner adjustments of the vehicle, such as camber and convergence. We recommend measuring the temperature at three different points: Inner (innermost side of the vehicle), centre, external tread. In particular, average temperatures must be the ones shown in the table, the difference between the values measured internally, in the centre and externally must be maximum 20°, while the difference between the front and rear axis must be no more than 25°. If these values are exceeded, we recommend a different final compound should be used or the vehicle's geometry should be adjusted.



CIRCUIT TYRES *RACING*



Slick

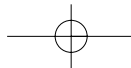
A tyre with a smooth tread, to be used on dry or damp surfaces. Slick tyres are available in a range of compounds with varying levels of hardness, to be selected according to the temperature and the abrasiveness of the asphalt. Slick tyres are exclusively for competition use.



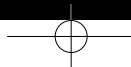
Rain

A tyre to be used on wet surfaces, with a tread formed by a series of longitudinal and cross grooves, which have been designed for an optimal expulsion of water from the surface that comes into contact with the ground, aimed to limit the occurrence of aquaplaning. Rain tyres are exclusively for competition use.

PIRELLI



TYRE SIZE	VERSION	ø mm D	SECTION WDT mm C	TREAD WTD mm Cb	Rolling circumference	RIMS (Min - Max)	NOTES
190/580-15	N3 - D2 - D3 - D5 - D7	577	202 / 7	185	1778	6.5 - 7 - 7.5	NEW SPEC
200/600-16	RE7 - D3 - D5	595	202 / 7	192	1835	6.5 - 7 - 7.5	NEW
225/625-17	WS - DH - DM - DS	622	226 / 8	216	1920	7.5 - 8 - 8.5	
235/625-18	WS - DH	628	233 / 8	225	1938	7.5 - 8 - 8.5	
235/645-18	W5 - D3 - D5	650	235 / 8	226	2007	7.5 - 8 - 8.5	
235/645-19	WS - DM - DS	651	230 / 8	226	2011	7.5 - 8 - 8.5	
245/620-17	W6 - D3 - D5	621	238 / 8	235	1916	7.5 - 8 - 8.5	
245/645-18	WS - DH - DM - DS	649	258 / 9	240	2004	8.5 - 9 - 9.5	
265/640-17	W6 - D3 - D4 - D5	645	263 / 9	249	1992	8.5 - 9 - 9.5	
265/645-18	WS - DH - DM - DS	650	276 / 10	260	2007	9.5 - 10 - 10.5	
285/645-18	W6 - D3 - D5	655	285 / 10	280	2023	9.5 - 10 - 10.5	
295/680-18	W5 - D3	689	290 / 10.5	275	2130	10 - 10.5 - 11	
295/680-19	WS - DM - DS	690	285 / 10.5	275	2133	10 - 10.5 - 11	
305/645-18	WS - DH - DM - DS	654	305 / 11	285	2020	10.5 - 11 - 11.5	
305/660-18	W6 - D3 - D4	668	297 / 10.5	285	2064	10 - 10.5 - 11	
305/680-18	WH - WS - DH - DM - DS	684	304 / 11	285	2114	10.5 - 11 - 11.5	NEW
325/650-18	WS - DH - DM - DS - DSS	650	324 / 12	300	2007	11.5 - 12 - 12.5	NEW
325/705-18	WS - DH - DM - DS - DSS	707	353 / 13	315	2187	12.5 - 13 - 13.5	NEW



CIRCUIT TYRE *CLUB* *RACING*



P Zero Corsa™

The most significant feature of the P Zero Corsa™ is that its tread pattern is both directional and asymmetric in design. The asymmetric concept features an outer shoulder area which is almost a racing slick, therefore offering maximum adhesion particularly in hard cornering, whilst the directional grooves in the centre and inner part of the tread are designed to partially maintain the wet handling and anti-aquaplaning features necessary for all-weather performance.



P Zero™ C

A tyre mainly intended for use on the circuit. Excellent road holding capabilities under limit conditions, constant performance at very high speeds and high resistance to the physical/mechanical stresses arising from circuit use. Homologated for road use too, it bears a DOT number and ZR speed category (over 240 km/h). P Zero™ C has an asymmetric design, with an outer zone having extra large blocks to allow maximum road holding and stability in bends, as well as considerable abrasion resistance.

The inner area, with rhomboidal blocks, is designed to ensure good handling even in wet conditions.

TYRE SIZE	VERSION	ø mm D	SECTION WDT mm C	TREAD WTD mm Cb	Rolling circumference	RIMS (Min - Max)	NOTES
205/50ZR17TL 89Y	PZERO CORSA™	639	219	185	1954	7	
225/40ZR18TL(88Y)	PZERO CORSA™	634	225	210	1938	8	
235/40ZR18TL (91Y)	PZERO CORSA™	639	243	220	1954	8.5	
235/35ZR19TL (87Y)	PZERO CORSA™	648	241	220	1982	8.5	
255/40ZR17TL (94Y)	PZERO CORSA™	639	262	237	1954	9	
265/35ZR18TL (93Y)	PZERO CORSA™	637	280	260	1948	10	
265/40ZR18XLTL (101Y)	PZERO CORSA™	671	280	250	2055	10	
285/30ZR18TL (93Y)	PZERO CORSA™	633	285	260	1935	10	
295/30ZR18TL (94)	PZERO CORSA™	635	297	270	1942	11	
295/30ZR19XLTL (100Y)	PZERO CORSA™	664	320	272	2033	10.5	
305/30ZR19XLTL (102Y)	PZERO CORSA™	671	330	295	2055	12	NEW
315/30ZR18TL (98Y)	PZERO CORSA™	647	320	295	1979	11	
325/30R19 (101Y)	PZERO CORSA™	675	335	295	2070	12	
195/50ZR15TL 82W	PZERO™ C	575	220	185	1753	7.5	
205/45ZR16TL 83W	PZERO™ C	587	221	185	1791	7	
225/45ZR16TL 90Y	PZERO™ C	609	235	210	1860	8	
225/45ZR17TL 90Y	PZERO™ C	634	241	210	1938	9	
245/45ZR16TL 94Y	PZERO™ C	626	264	235	1913	9	



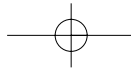
CIRCUIT TYRES

FERRARI CHALLENGE



Ferrari and Pirelli, two top Italian companies, have been cooperating for the success of the famous Ferrari Challenge for 15 years on the most attractive racetracks in Italy, Europe and North America.

In line with the evolution of the Maranello cars, over the years Pirelli has perfected its slick and rain tyres specifically for the trofeo, characterised as always by excellent adherence, versatility and ease in driving.



MEASUREMENT	VERSION	ø mm D	CORD mm C	CORD BTS mm Cb	Rolling circumference	RIMS (Min - Max)	NOTES
235/645-19	WS - DM	651	230 / 8	226	2011	7.5 - 8 - 8.5	
295/680-19	WS - DM	690	285 / 10.5	275	2133	10 - 10.5 - 11	



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ACTIVITIES

RACETRACK



Track competitions have given Pirelli many satisfactions over the last century. From the success achieved with Gastone Brilli Peri in his Alfa Romeo P2 in the first world championship (1925) to the victories with Maserati in the FIA-GT International Championship (2005-2006), in the meantime collecting success in F1 with Alfa Romeo, Ferrari, Maserati, Vanwall, Benetton and Brabham. There has also been satisfaction in extraordinary races such as the 24-hour Le Mans or the 24-hour Daytona races. On all these occasions, Pirelli has continued to be a leading, winning player in all the categories in which it has taken part over the years. The Milan-based company has been the exclusive supplier for the Ferrari Challenge from the beginning, and is also been the supplier in important championships such as the American Grand Am

The victories



A. Ascari
Ferrari 500 F2 - 1952

GRAND PRIX WORLD CHAMPIONSHIP

1925 Alfa Romeo P2 2000cc

FORMULA ONE WORLD CHAMPIONSHIP - DRIVERS

1950 Giuseppe Farina Alfa Romeo 158 1500cc
 1951 Juan Manuel Fangio Alfa Romeo 159 1500cc
 1952 Alberto Ascari Ferrari 500 F2 2000cc
 1953 Alberto Ascari Ferrari 500 F2 2000cc
 1954 Juan Manuel Fangio Mercedes W 196 2500cc
 1957 Juan Manuel Fangio Maserati 250F 2500cc

GRANDS PRIX

1913 France Georges Boillot Peugeot 5.6
 1921 Italy Jules Goux Ballott 3000cc
 Le Mans Rene Thomas Talbot Darracq1500cc
 Barcelona Ferdinand de Vizcaya Bugatti T23 1500cc
 1922 France Felice Nazzaro Fiat 804/404 2000cc
 Italy Pietro Bordino Fiat 804/404 2000cc
 1923 Italy Carlo Salamano Fiat 805/405 2000cc
 1924 France Giuseppe Campari Alfa Romeo P2 2000cc
 Italy Antonio Ascari Alfa Romeo P2 2000cc
 1925 Belgium Antonio Ascari Alfa Romeo P2 2000cc
 Italy Gastone Brilli Peri Alfa Romeo P2 2000cc
 1933 France Giuseppe Campari Maserati 8C 3000cc
 Italy Luigi Fagioli Alfa Romeo P3 2600cc
 1934 Tripoli Achille Varzi Alfa Romeo P3 2900cc
 Barcelona Achille Varzi Alfa Romeo P3 2900cc
 1936 Barcelona Tazio Nuvolari Alfa Romeo 12C 4100cc
 Hungary Tazio Nuvolari Alfa Romeo 8C 3800cc
 Milan Tazio Nuvolari Alfa Romeo 12C 4100cc
 Sao Paulo Carlo Pintacuda Alfa Romeo 8C 2900cc A
 1937 Rio de Janeiro Carlo Pintacuda Alfa Romeo 8C 3800cc

Belgium Jean-Pierre Wimille Alfa Romeo 158 1500cc
 Italy Carlo Felice Trossi Alfa Romeo 158 1500cc
 1948 Nations Giuseppe Farina Maserati 8CL 3000cc
 (Geneve)
 Monaco Giuseppe Farina Maserati 4CLT 1500cc
 Switzerland Carlo Felice Trossi Alfa Romeo 158 1500cc
 France Jean-Pierre Wimille Alfa Romeo 158 1500cc
 Italy Jean-Pierre Wimille Alfa Romeo 158 1500cc
 Great Britain Luigi Villorosi Maserati 4CLT/481500cc
 Barcelona Luigi Villorosi Maserati 4CLT/481500cc
 1949 Great Britain M. de Graffenried Maserati 4CLT/481500cc
 Switzerland Alberto Ascari Ferrari 125 F1 1500cc
 Holland Luigi Villorosi Ferrari 125 F1 1500cc
 Italy Alberto Ascari Ferrari 125 F1 1500cc
 1950 GB/Europe Giuseppe Farina Alfa Romeo 158 1500cc
 Monaco Juan Manuel Fangio Alfa Romeo 158 1500cc
 Switzerland Giuseppe Farina Alfa Romeo 158 1500cc
 Belgium Juan Manuel Fangio Alfa Romeo 158 1500cc
 France Juan Manuel Fangio Alfa Romeo 158 1500cc
 Italy Giuseppe Farina Alfa Romeo 159 1500cc
 1951 Switzerland Juan Manuel Fangio Alfa Romeo 159 1500cc
 Belgium Giuseppe Farina Alfa Romeo 159 1500cc
 Fra/Europe Juan Manuel Fangio/ Luigi Fagioli Alfa Romeo 159 1500cc
 Great Britain Froilan Gonzales Ferrari 375 4493cc



C. Pescatori
Ferrari 575 GTC - 2003

Germany Alberto Ascari Ferrari 375 4493cc
 Italy Alberto Ascari Ferrari 375 4493cc
 Spain Juan Manuel Fangio Alfa Romeo 159 1500cc
 1952 Switzerland Piero Taruffi Ferrari 500 F2 2000cc
 Bel./Eur. Alberto Ascari Ferrari 500 F2 2000cc
 France Alberto Ascari Ferrari 500 F2 2000cc
 Great Britain Alberto Ascari Ferrari 500 F2 2000cc
 Germany Alberto Ascari Ferrari 500 F2 2000cc
 Holland Alberto Ascari Ferrari 500 F2 2000cc
 Italy Alberto Ascari Ferrari 500 F2 2000cc

ISMA CHAMPIONSHIP - MANUFACTURERS

1995 Ferrari 333 SP
 1996 Oldsmobile Riley & Scott Mark III

ISMA CHAMPIONSHIP - DRIVERS

1995 Fermin Velez Ferrari 333 SP
 1996 Wayne Taylor Oldsmobile Riley & Scott Mark III

ISMA CHAMPIONSHIP - EVENTS

1995 Sebring 12 Hrs F. Velez-A. Evans- E. Van de Poele Ferrari 333 SP
 Halifax M. Baldi-F. Velez Ferrari 333 SP
 Phoenix F. Velez Ferrari 333 SP
 1996 Daytona 24 Hrs W. Taylor-S. Sharp- J. Pace Oldsmobile Riley & Scott Mark III
 Sebring 12 Hrs W. Taylor-J. Pace- E. Van de Poele Oldsmobile Riley & Scott Mark III
 Texas World 500 W. Taylor-J. Pace Oldsmobile Riley & Scott Mark III
 Sears Point W. Taylor-S. Sharp Oldsmobile Riley & Scott Mark III

FIA GT CHAMPIONSHIP - MANUFACTURERS

2005 GT1 Maserati Maserati MC12 GT1

FIA GT - TEAM

2005 Vitaphone racing team M. Bartels - T.Scheider Maserati MC12 GT1
 F.Babini - T.Biagi
 2006 Vitaphone racing team M. Bartels - A.Bertolini Maserati MC12 GT1
 T.Biagi - J.Davies
 AF Corse J.Melo - M Bobbi Ferrari 430 GT2
 M. Salo - R. Aguas

FIA GT - DRIVERS

2005 Vitaphone racing team M. Bartels - T.Scheider Maserati MC12 GT1
 AF Corse J.Melo Ferrari 430 GT2

LE MANS SERIES - DRIVERS

2005 (endurance series) Pescatori - Cressoni Ferrari 550 Prodrive (GT1)
 2006 Lieb-Camathias Porsche 996 GT3 RSR (GT2)

LE MANS SERIES - TEAM

(2008-2010), the French GT FFSA, the Asian Supercar Challenge and the Italian GT Championship. The company proposes advanced, competitive products to its clients which have been created on the basis of experience gained in the several different types of championships, trophies and challenges – all challenging – that are held throughout the world. Pirelli can supply the most suitable tyres to a wide range of vehicles: For example, from the Seat León in the European single-brand series which will start in 2008, to the more sophisticated Grand Touring cars which race in the national and international competitions in the categories GT1, GT2, GT3 and GT4.

