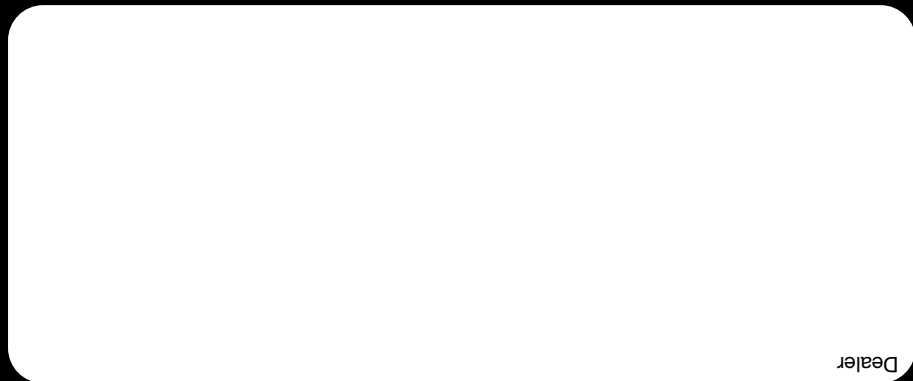




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Dealer



**100**  
**YEARS OF**  
**VICTORIES**  
**1907-2007**  
**PIRELLI**



Visit us on the web site  
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*By clicking on Motorsports on the web site [www.pirellityre.com](http://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.*



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2002	Karamjit Singh	Mitsubishi Lancer Evo
2003	Martin Rowe	Subaru

**WORLD CHAMPIONSHIP RALLY**

1973	Poland	Achim Warmbold	Fiat 124 Abarth
	Austrian Alps	Achim Warmbold	BMW 2002 TII
1974	TAP, (Portugal)	Raffaele Pinto	Fiat 124 Abarth



**J. Kankkunen**  
**Toyota Celica - 1988**

	Sanremo	Sandro Munari	Lancia Stratos
	Corsica	Markku Alen	Lancia Rally
	Acropoli	Walter Röhrl	Lancia Rally
	New Zealand	Walter Röhrl	Lancia Rally
	Sanremo	Markku Alen	Lancia Rally
	C. d'Avorio	Bjorn Waldegard	Toyota Celica TCT
	RAC	Stig Blomqvist	Audi Quattro
1984	Safari	Bjorn Waldegard	Toyota Celica Turbo
	Corsica	Markku Alen	Lancia Rally
1985	Safari	Juha Kankkunen	Toyota Celica Turbo
	C. d'Avorio	Juha Kankkunen	Toyota Celica Turbo
	RAC	Henri Toivonen	Lancia Delta S4
1986	Monte Carlo	Henri Toivonen	Lancia Delta S4
	Safari	Bjorn Waldegard	Toyota Celica T16
	Argentina	Massimo Biasion	Lancia Delta S4
	C. d'Avorio	Bjorn Waldegard	Toyota Celica T16
	Olympus (USA)	Markku Alen	Lancia Delta S4
1987	Monte Carlo	Massimo Biasion	Lancia Delta 4WD
	Portugal	Markku Alen	Lancia Delta 4WD
	Acropoli	Markku Alen	Lancia Delta 4WD
	Olympus (USA)	Juha Kankkunen	Lancia Delta 4WD
	Argentina	Massimo Biasion	Lancia Delta 4WD
	1000 Laghi	Markku Alen	Lancia Delta 4WD
	C. d'Avorio	Kenneth Eriksson	VW Golf GTI 16v
	Sanremo	Massimo Biasion	Lancia Delta 4WD
	RAC	Juha Kankkunen	Lancia Delta 4WD
1989	Australia	Juha Kankkunen	Toyota Celica 4WD
1990	Safari	Bjorn Waldegard	Toyota Celica 4WD
	Acropoli	Carlos Sainz	Toyota Celica 4WD
	New Zealand	Carlos Sainz	Toyota Celica 4WD

	Japan	Solberg-Mills	Subaru Impreza WRC
	RAC	Solberg-Mills	Subaru Impreza WRC
	Sardinia	Solberg-Mills	Subaru Impreza WRC
2005	Sweden	Solberg-Mills	Subaru Impreza WRC
	Mexico	Solberg-Mills	Subaru Impreza WRC
	RAC	Solberg-Mills	Subaru Impreza WRC
	Finland	Gronholm-Rautiainen	Peugeot 307 WRC
	Japan	Gronholm-Rautiainen	Peugeot 307 WRC

**NATIONAL RALLY CHAMPIONSHIP**

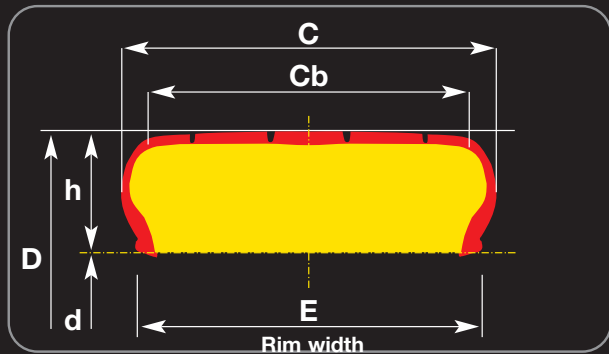
2003	Italy	P. Andreucci	Fiat Punto S 1.6
	Italy	Navarra	Subaru Impreza WRC
	France	J.P. Richelmi	Ford Focus WRC
	France	J.M. Coocq	Citroen Xsara Kit Car
	Switzerland	Jaquillard	Toyota Corolla WRC
	Germany	Gassner	Mitsubishi
	Great Britain	Johnny Milner	Toyota WRC
	Great Britain	R. Munro	Subaru WRC
	Ireland	D.McGarrity	Subaru WRC
	Spain	Jaio-Cruz	Ford Focus WRC
	Austria	R. Baumschlager	Mitsubishi Carisma EV
	Hungary	Benik/Somogyi	Ford Focus WRC
	Turkey	Volkan Isik	Fiat Palio S 1.6
	Sweden	Andreas Eriksson	Focus WRX
	Finland	Petri Kymäläinen	Honda Civic
	Australia	Cody Crocker	Subaru WRX Sti
	Mauritius	Rajsnes Ramdenee	Peugeot 306 Kit Car
	Belgium	L. Cols-P. Godde	Fiat Punto S 1.6
	Middle East	Nasser Al Attiya	Subaru Impreza WRC

# TECHNICAL INFORMATION

## RALLY TYRES

### Tyre identification

The markings that appear 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 rally tyres.



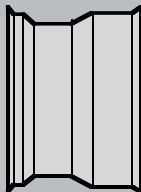
C	D	d	
Nominal section width expressed in mm	Nominal external diameter expressed in mm	Nominal rim diameter, expressed in inches	
↓	↓	↓	↓
<b>225</b>	<b>600</b>	<b>16</b>	
C	h/C	Radial construction	d
Nominal section width expressed in mm	Tyre's technical series This expresses the ratio between the section height (in mm) and the nominal section width (in mm)		Nominal rim diameter, expressed in inches
↓	↓	↓	↓
<b>205</b>	<b>65</b>	<b>R</b>	<b>15</b>

## Marking

*The treads of the various versions of rally tyres are described by one or two letters followed by a number. The letters identify the type of tread. The number after the letter indicates the level to which it belongs (same level means same use), for example: **RS 7***

## 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.*

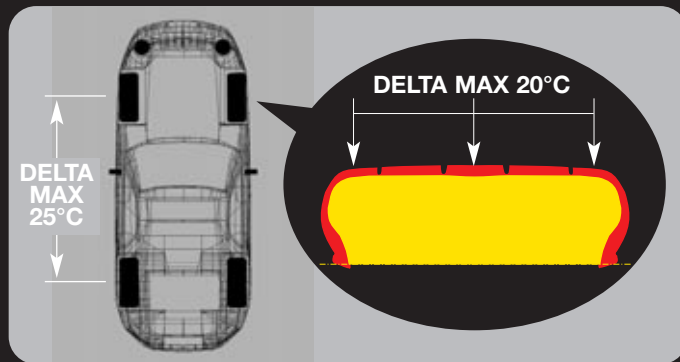
*Before unseating the tyre from the rim during disassembly, make sure that the tyre has been fully deflated, removing the inner valve mechanism.*

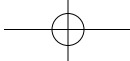
# TECHNICAL INFORMATION

## RALLY 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.





## ASPHALT

COMPOUND		SURFACE			
HARDNESS		WORKING TEMPERATURE	SMOOTH	MEDIUM	ABRASIVE
Soft	RX/RS 9	20° - 60°			
Medium	RX/RS 7	50° - 90°			
Hard	RX/RS 5	80° - 120°			
Medium	RE 7/N3				

CONDITION			TEMPERATURE								
WET	DUMP	DRY	-5	0	5	10	15	20	25	30	30+

## Pressure

Working pressure values depend on the size of the tyre in relation to the load that it is subjected to. In other words, it will vary according to the type of car, the weight and conditions of use.

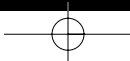
In particular, as the weight of the vehicle, speeds and accelerations that the tyre is subjected to increase, the working pressure must be increased.

In any case, tyres should not be used at pressures below 1.6 bar.

Using excessively low pressures would bring about the breaking of the tyre due to

excess force on the sidewall or unseating from the rim. "Hot" working pressures are usually in the range of 2.2 – 2.5 bar.

Initial inflation pressures vary in order to obtain these values, depending on whether the tyres are preheated or used "cold". Indeed, preheated tyres can be inflated to slightly lower values than cold tyres. The difference will depend on the type of heater the time it remains and the environmental conditions.



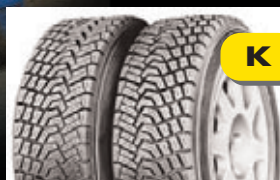
# RALLY TYRES *GRAVEL*



This tyre is suitable for use on inconsistent or gravelly non-asphalted surfaces, usually with low adherence. Not recommended for heavy use on highly abrasive surfaces. The tyre's tread profile is flat with sharp edges, aiding directionality and lateral grip. Tyre for gravel surfaces with flat and sharp edge tread. This aids directionality and side grip. The radial dowels guarantee top traction, especially on soft ground. It has special lateral reinforcement that protect the tyre from any damage caused by impacts.



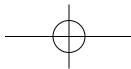
Tyre for heavy use on gravel roads. It is also suitable for use on mixed gravel/asphalt routes, hard, compact and rough surfaces. It is especially protected against any accidental impact thanks to its specifically designed interior structure and special strengthening of the sidewall.



Gravel tyre for universal application, suited to dry or wet/damp surfaces. The internal part of its asymmetric design ensures excellent performance during acceleration and braking, at the same time maintaining an excellent level of wear. The external part, thanks to the arrangement of shoulder blocks, favours high lateral grip. The Reinforced version is specially protected against any accidental impact thanks to its specifically designed interior structure and special strengthening of the sidewall.



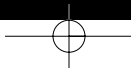
Asymmetric tyre based on the "K" version, designed for use on compacted gravel roads or on wet surfaces irregular or gravelly. It ensures an excellent balance between performance and stability on these types of surfaces.



TYRE SIZE	VERSION	ø mm D	SECTION WDT mm C	TREAD WDT mm Cb	Rolling circumference	RIMS (Min - Max)	NOTES
165/70R14	T4 - T6	591	178	150	1769	5,5	
165/70R15	K4 - K6	615	176	150	1844	5,5	
175/70R15	K4 - K6	625	185	165	1876	6	
185/70R15	K4 - K6	638	198	165	1916	6	
195/65R15	T4 - T6	622	192	160	1866	6	
195/65R15	K4 - K6	638	198	165	1916	6	
195/70R15	KM2 - KM4 - KM6	650	203	170	1954	6	
195/70R15	K2 - K4 - K6	650	202	180	1954	6	
205/65R15	KM2 - KM4 - KM6	649	226	170	1951	7	
205/65R15	K2 - K4 - K6	649	228	180	1951	7	
205/65R15	REINF K2 - REINF K4	649	228	180	1951	7	
225/55R15	XR3 - XR5 - XR7	648	222	210	1948	7	



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# RALLY TYRES ASPHALT



Rally tyre for use on damp or wet surfaces. Even though this tyre has the minimum percentage of grooves permitted by international regulations, it can be used on wet surfaces thanks to its longitudinal grooves. It can be cut further for hard rain conditions.



RS

A Rally tyre for use on dry or damp asphalt with the minimum percentage of grooves permitted by international regulations, in order to guarantee maximum duration and efficiency, even in the most severe conditions.



RX

An evolution of the RS tread which increases rigidity and duration even further in the same conditions of use.



RE



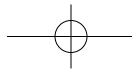
N

Rally tyre for wet surfaces, with a high percentage of grooves and sipes. It guarantees excellent adherence even in extreme rain conditions and at low temperatures. It can be considered as a further option in addition to the RE in races with no limitations on the number of treads available.



B

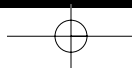
Tread for all conditions of use, from dry to thoroughly wet surfaces. It can be further hand-cut for better water drainage in pouring rain conditions.

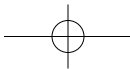


TYRE SIZE	VERSION	ø mm D	SECTION WDT mm C	TREAD WDT mm Cb	Rolling circumference	RIMS E	NOTES
160/560-14	B7 - RS5 - RS7	562	175	155	1731	5,5	
190/580-15	N3 - RS5 - RS7 - RS9	578	203	190	1781	7	
200/600-16	RE7 - RS5 - RS7 - RS9	601	203	195	1854	7	
200/625-17	RE7 - RS5 - RS7 - RS9	625	203	205	1929	7	
225/625-17	RE7 - RS5 - RS7 - RS9	625	220	205	1929	8	
225/650-17	RE7 - RS5 - RS7 - RS9	645	227	205	1992	8	
225/650-18	N3 - RE7 - RX5 - RX7 - RX9	646	227	215	1995	8	



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# TECHNICAL INFORMATION

## RALLY TYRES

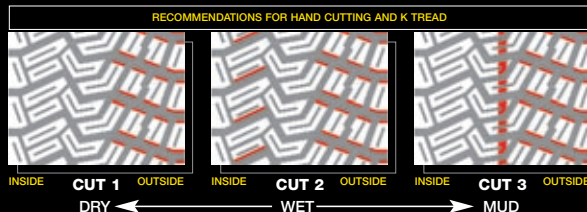
### Tread hand-cutting

The tread on some types of tyres can be hand cut to increase the size of the existing grooves. Hand-cutting is useful for improving adherence in certain intermediate situations, between dry and thoroughly wet surfaces, or on mixed gravel/rock and sandy surfaces.

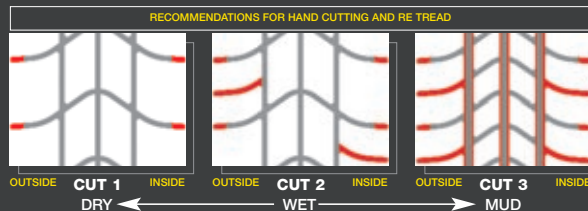
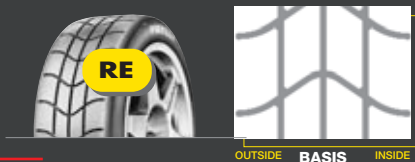
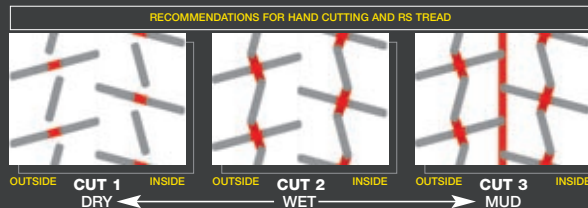
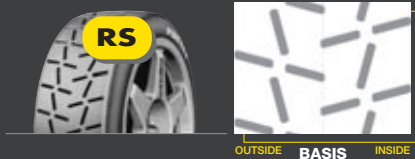
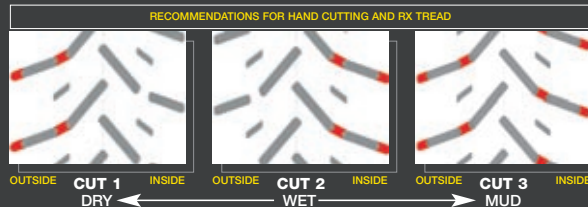
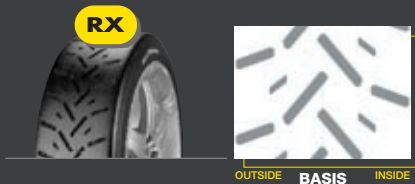
The tread efficiency in the conditions for which it was originally designed will no longer be the same. Hand-cutting must be carried out by experts using specialised equipment, suitable for use while observing safety regulations.

**THE COLOUR RED IS USED TO HIGHLIGHT WHERE GROOVES CAN BE HAND-CUT**

### GRAVEL GROOVES



# ASPHALT GROOVES



# RALLY TYRES *SNOW*



**SA**

This is the specialist tyre for harsh winter terrain. It has a highly shouldered design and a high stud-retaining capacity. For use on Super 1.6 cars. Only "Montecarlo" studs.



**S**

This is the specialist tyre for harsh winter terrain. It has a highly shouldered design and a high stud-retaining capacity. For use on Super N and WRC cars. Only "Montecarlo" studs.



**WX**

Tyre for mixed terrain conditions, up to 30/40% of snow/ice and asphalt. Can be hand-cut in the event of heavier snow and ice. For use on Super N and WRC cars. **STUDDING**  
100% (inner and outer tread area)  
- 50% (only inner area) - not studded



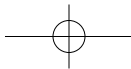
**W**

Studded "Svezia" tyre, with directional traction design which is ideal for deep snow conditions. The studs are fitted using a patented Pirelli technology that guarantees exceptional stability and resistance of the studding system. Available with "Svezia" type studding only.



**J**

Studded "Svezia" tyre, with directional asymmetric design which is ideal for snow-covered and icy surfaces. The special direction of the plugs, together with the patented Pirelli studding, guarantees maximum stability and grip of the studs, even in the most extreme surface conditions. Available with "Svezia" type studding only.

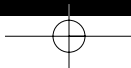


TYRE SIZE	VERSION	ø mm D	SECTION WDT mm C	TREAD WDT mm Cb	Rolling circumference	RIMS E	NOTES
135/85R15	SA1	627*	146	95	1882*	5	
135/90R16	S1	648*	140	100	1948*	4	
145/85R16	J	648*	159	110	1948*	5.25	
145/85R16	W	648*	147	100	1948*	5.25	
225/55R18	WX	646*	225	192	1951*	8	

(\*) not studded



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# RALLY TYRES

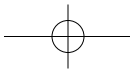
## *RAID*

**SCORPION RALLY**

**SCORPION ENDURANCE**



TYRE SIZE	VERSION	ø mm D	SECTION WDT mm C	TREAD WDT mm Cb	Rolling circumference	RIMS (min - max)	NOTES
235/85-16	SCORPION RALLY	801	243	232	2428	6.5	
235/85-16	SCORPION ENDURANCE	801	243	232	2428	6.5	



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# RALLY TYRES **WRC**

THE OFFICIAL TYRE SUPPLIER TO THE  
FIA WORLD RALLY CHAMPIONSHIP



For Pirelli, competitions are the first development platform for the evolution of their products.

For both standard tyres and racing tyres, competitions have always generated an essential evolution impulse which, together with the expertise of the technicians at the Milan-based company, has ensured countless victories on racetracks and roads worldwide in the past one hundred and one years.

When creating tyres for rallies, Pirelli has made full use of their thirty-five years \*experience in the World Rally Championship.



# The victories



S. Munari - Lancia Stratos - 1974

Rideau Lakes (CND)	Sandro Munari	Lancia Stratos	1000 Laghi RAC	Carlos Sainz	Toyota Celica 4WD
Corsica	J. C. Andruet	Lancia Stratos	1991 Monte Carlo	Carlos Sainz	Toyota Celica 4WD
1975 Monte Carlo	Sandro Munari	Lancia Stratos	Portugal	Carlos Sainz	Toyota Celica 4WD
Sweden	Bjorn Waldegard	Lancia Stratos	Corsica	Carlos Sainz	Toyota Celica 4WD
Acropoli	Walter Röhr	Opel Ascona	New Zealand	Carlos Sainz	Toyota Celica 4WD
Portugal	Markku Alen	Fiat 124 Abarth	Argentina	Carlos Sainz	Toyota Celica 4WD
1000 Laghi	Hannu Mikkola	Toyota Corolla	Catalunya	Armin Schwarz	Toyota Celica 4WD
Sanremo	Bjorn Waldegard	Lancia Stratos	RAC	Carlos Sainz	Toyota Celica 4WD
1976 Monte Carlo	Sandro Munari	Lancia Stratos	1992 Safari	Carlos Sainz	Toyota Celica 4WD
Portugal	Sandro Munari	Lancia Stratos	N. Zeland	Carlos Sainz	Toyota Celica 4WD
1000 Lakes	Markku Alen	Fiat 131 Abarth	Catalunya	Carlos Sainz	Toyota Celica 4WD
Sanremo	Bjorn Waldegard	Lancia Stratos	RAC	Carlos Sainz	Toyota Celica 4WD
Corsica	Sandro Munari	Lancia Stratos	1993 Sanremo	Gianfranco Cunico	Ford Super Escort
1977 Monte Carlo	Sandro Munari	Lancia Stratos	1994 Acropoli	Carlos Sainz	Subaru Impreza 555
Portugal	Sandro Munari	Lancia Stratos	New Zealand	Colin McRae	Subaru Impreza 555
South Pacific (NZ)	Markku Alen	Fiat 131 Abarth	RAC	Colin McRae	Subaru Impreza 555
Quebec	Fulvio Bacchelli	Fiat 131 Abarth	1995 Montecarlo	Carlos Sainz	Subaru Impreza 555
Sanremo	Timo Salonen	Fiat 131 Abarth	Portugal	Carlos Sainz	Subaru Impreza 555
Corsica	J. C. Andruet	Fiat 131 Abarth	New Zealand	Colin McRae	Subaru Impreza 555
1978 Portugal	Bernard Darniche	Fiat 131 Abarth	Catalunya	Carlos Sainz	Subaru Impreza 555
Acropoli	Markku Alen	Fiat 131 Abarth	RAC	Colin McRae	Subaru Impreza 555
1000 Laghi	Walter Röhr	Fiat 131 Abarth	1996 Acropoli	Colin McRae	Subaru Impreza 555
Quebec	Markku Alen	Fiat 131 Abarth	Sanremo	Colin McRae	Subaru Impreza 555
Sanremo	Walter Röhr	Lancia Stratos	Catalunya	Colin McRae	Subaru Impreza 555
Corsica	Bernard Darniche	Fiat 131 Abarth	1997 Montecarlo	Piero Liatti	Subaru Impreza 555
1979 1000 Laghi	Markku Alen	Fiat 131 Abarth	Sweden	Kenneth Eriksson	Subaru Impreza 555
1980 Monte Carlo	Walter Röhr	Fiat 131 Abarth	Safari Rally	Colin McRae	Subaru Impreza 555
Portugal	Walter Röhr	Fiat 131 Abarth	Corsica	Colin McRae	Subaru Impreza 555
Codasur (RA)	Walter Röhr	Fiat 131 Abarth	New Zealand	Kenneth Eriksson	Subaru Impreza 555
1000 Laghi	Markku Alen	Fiat 131 Abarth	Sanremo	Colin McRae	Subaru Impreza 555
			Australia	Colin McRae	Subaru Impreza 555
			RAC	Colin McRae	Subaru Impreza 555
			1998 Portugal	Colin McRae	Subaru Impreza 555
			Corsica	Colin McRae	Subaru Impreza 555
			Acropoli	Colin McRae	Subaru Impreza 555
			1999 Argentina	Juha Kankkunen	Subaru Impreza
			Acropoli	Richard Burns	Subaru Impreza
			Finland	Juha Kankkunen	Subaru Impreza
			Australia	Richard Burns	Subaru Impreza
			RAC	Richard Burns	Subaru Impreza
			2000 Safari	Richard Burns	Subaru Impreza
			Portugal	Richard Burns	Subaru Impreza
			Argentina	Richard Burns	Subaru Impreza
			Great Britain	Richard Burns	Subaru Impreza
			2001 Argentina	Colin McRae	Ford Focus RS WRC
			Cyprus	Colin McRae	Ford Focus RS WRC
			Acropoli	Colin McRae	Ford Focus RS WRC
			New Zealand	Richard Burns	Subaru Impreza
			2002 Montecarlo	Tommi Makinen	Subaru Impreza
			Great Britain	Petter Solberg	Subaru Impreza
			Argentina	Carlos Sainz	Ford Focus RS WRC
			Acropoli	Colin McRae	Ford Focus RS WRC
			Safari	Colin McRae	Ford Focus RS WRC
			Great Britain	Petter Solberg	Subaru Impreza
			2003 Cyprus	Petter Solberg	Subaru Impreza WRC
			Australia	Petter Solberg	Subaru Impreza WRC
			Corsica	Petter Solberg	Subaru Impreza WRC
			Great Britain	Petter Solberg	Subaru Impreza WRC
			2004 New Zealand	Solberg-Mills	Subaru Impreza WRC
			Acropolis	Solberg-Mills	Subaru Impreza WRC



M. Alen Fiat 131 Abarth - 1980

## WORLD RALLY CHAMPIONSHIP (MANUFACTURERS)

1974	Lancia-Pirelli	Stratos
1975	Lancia-Pirelli	Stratos
1976	Lancia-Pirelli	Stratos
1977	Fiat	131 Abarth
1978	Fiat	131 Abarth
1980	Fiat	131 Abarth
1983	Lancia	Rally 037
1987	Lancia	Delta 4WD
1995	Subaru	Impreza 555
1996	Subaru	Impreza 555
1997	Subaru	Impreza 555

## FIA RALLY DRIVERS CUP

1977	Sandro Munari	Lancia Stratos
1978	Markku Alen	Fiat 131 Abarth

## WORLD RALLY CHAMPIONSHIP (DRIVERS)

1980	Walter Röhr	Fiat 131 Abarth
1981	Ari Vatanen	Ford Escort RS
1987	Juha Kankkunen	Lancia Delta 4WD
1990	Carlos Sainz	Toyota Celica 4WD
1992	Carlos Sainz	Toyota Celica 4WD
1995	Colin McRae	Subaru Impreza 555
2001	Richard Burns	Subaru WRC
2003	Petter Solberg	Subaru WRC

## WORLD DRIVERS' CHAMPIONSHIP GROUP A

1986	Kenneth Eriksson	Volkswagen Golf GT116v
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## FIA STANDARD PRODUCTION CAR DRIVERS CUP (GROUP N)

1987	Alessandro Fiorio	Lancia Delta 4WD
1992	Gregoire de Mevius	Nissan Sunny GTi-R
1996	Gustavo Trelles	Mitsubishi
1997	Gustavo Trelles	Mitsubishi
1998	Gustavo Trelles	Mitsubishi
1999	Gustavo Trelles	Mitsubishi Lancer Evo
2000	Manfred Stohl	Mitsubishi Lancer Evo
2001	Gabriel Pozzo	Mitsubishi Lancer Evo

Sanremo	Walter Röhr	Fiat 131 Abarth
1981 Portugal	Markku Alen	Fiat 131 Abarth
Corsica	Bernard Darniche	Lancia Stratos
Acropoli	Ari Vatanen	Ford Escort RS
Brasile	Ari Vatanen	Ford Escort RS
1000 Laghi	Ari Vatanen	Ford Escort RS
1982 New Zealand	Bjorn Waldegard	Toyota Celica
1000 Laghi	Hannu Mikkola	Audi Quattro
Sanremo	Stig Blomqvist	Audi Quattro
1983 Monte Carlo	Walter Röhr	Lancia Rally

The FIA WRC World Rally Championship is a sport in which Pirelli will be the official tyre supplier for all the registered teams for the next three years (2008-2010) – together with the competitors in the FIA production car World Rally Championship and the FIA Junior World Rally Championship.

Of course, Pirelli's work in the rally world is not just limited to the World Championship. Indeed, the development work carried out by Italian technicians on tyres for sports clients throughout the world is continuing,

with operational platforms such as national championships and various top international series such as the Intercontinental Rally Challenge (IRC) and the FIA Asia-Pacific Championship.

This work is a reason to be proud for the company founded in 1872 by Giovanbattista Pirelli, and is also an extra guarantee for its customers, who can count on competitive, state-of-the-art products.

