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	Giuseppe Farina	Alfa Romeo 158 1500cc
	(Geneve)		
	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)

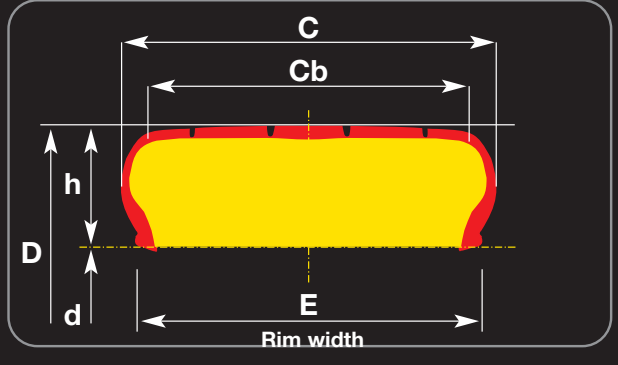
AMERICAN LE MANS SERIES

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

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		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***

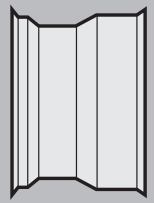
MEDIUM → ***M***

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.

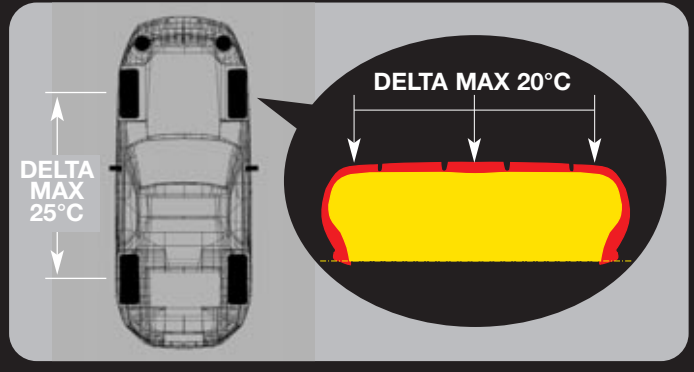
Follow the indications provided on the sidewall of the tyre referring to the rolling direction and the correct positioning of the internal and external sidewalls, if specified.

Use the safety cage when inflating tyres.

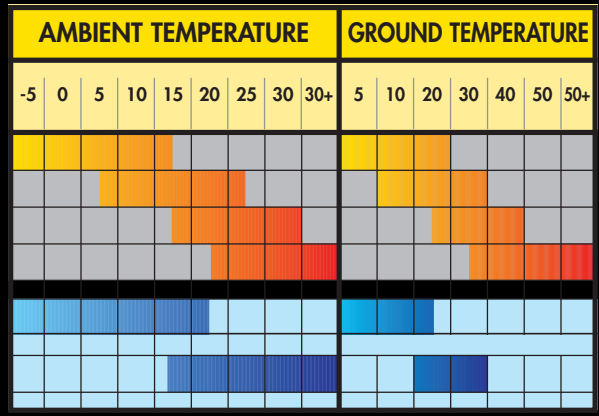
Before unseating the tyre from the rim during disassembly, make sure that the tyre has been fully deflated, removing the inner valve mechanism.

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.



	COMPOUND			SURFACE		
	HARDNESS		TREAD WORKING TEMPERATURE	SMOOTH	MEDIUM	ABRASIVE
DRY	Super soft	DSS	50° - 75°	●		
DRY	Soft	DS	70° - 85°	●	●	
DRY	Medium	DM	80° - 95°		●	●
DRY	Hard	DH	80° - 105°		●	●
WET	Soft	WS		●	●	
WET	Hard	WH			●	●



Track pressures

Working pressure values depend on the size of the tyre in relation to the load that it is subjected to.

In other words, the pressure will vary according to the type of vehicle, its weight, the position of the engine, the aerodynamics and the conditions of use.

As the weight of the vehicle, the aerodynamic load, speed and acceleration that the tyre is subjected to increase, the working pressure must be increased.

In any case, pressure should not fall below 1.6 bar.

Attention: Using excessively low pressures would bring about the breaking of the tyre due to excess force on the sidewall and unbeading from the rim.

Generally speaking, "heated up" working pressures vary from 1.9 to 2.2 bar for GT cars and 2.0 to 2.5 bar for tourism cars. 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 lower values than cold tyres. The difference may amount to 0.3 to 0.5 bar, depending on the type of heater, the time it remains and the environmental conditions. The use of nitrogen or dry air to inflate the tyres means that the variation in pressure, as the temperature increases due to use, is limited, meaning greater precision in deciding optimal conditions of use.

CIRCUIT TYRES
RACING

A tyre with a smooth tread, to be used on dry or dump 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.

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.

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 TYRES

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.

PIRELLI

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	

PIRELLI

www.pirellityre.com

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