

P7[™] CORSA Classic P7[™] CORSA Classic P7[™] C
ORSA Classic P7[™] CORSA Classic P7[™] CORSA
A Classic P7[™] CORSA Classic P7[™] CORSA Classic
P7[™] CORSA Classic P7[™] CORSA Classic P7[™] C
ORSA Classic **P7[™] CORSA Classic** P7[™] CORSA
A Classic P7[™] CORSA Classic P7[™] CORSA Classic
P7[™] CORSA Classic P7[™] CORSA Classic P7[™] C



TIMELESS PERFORMANCE



P7TM CORSA *Classic*

FOR PIRELLI, INNOVATION IS A TRADITION

Backed by a highly-successful sporting tradition, Pirelli now breathes new life into the illustrious rally cars of the time with the P7TM CORSA Classic range. Rather than a new version, it is an innovative reinterpretation of the “competition king”.

P7TM CORSA Classic combines the Pirelli elements that make the difference: third-millennium technical specifications for structure and special tread pattern, in order to enjoy maximum performance in complete safety, but also the appearance of the sidewall that matches the vehicles for which it is designed, thus helping to maintain the original look, right down to the smallest details.

As part of the design, Pirelli engineers utilised the parameters of prototypes of the time, maintaining the stiffness characteristics specified for the special suspensions that only those rally cars used when racing. Nevertheless, P7TM CORSA Classic is the fruit of current times: it utilises green, highly aromatic oil free (HAOF) compounds and complies with the very latest regulations governing noise levels. A perfect “high-performance” integration of past and present.



PIRELLI

Midway through the 70s, Pirelli revolutionised the story of road sports and rally car tyres with P7™, a concentrated mix of technological innovation: a tubeless, ultra-low-profile radial tyre having 0° nylon belt. The doubled contact patch area, structural stability at high speeds and possibility of fitting rims with larger diameter (ideal for larger, more powerful brakes and more practical suspension housing) have accompanied and assisted the development of increasingly sophisticated, safe and high-performance vehicles.

Following the success and high performance obtained with the legendary P7™, towards the end of the 70s, Pirelli developed P7™ CORSA. The unprecedented level of performance for that time led to the tyre being adopted by the biggest manufacturers and teams in rallying history: Lancia, Fiat-Abarth, Ford. Pirelli P7™ CORSA left its mark on the most exciting pages of world, European and national rally history of the time, offering thrills and spectacle to not only rally enthusiasts, but sports fans in general.

PIRELLI VICTORIES IN THE WORLD RALLY CHAMPIONSHIP 1973-1986

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)

FIA CUP FOR RALLY DRIVERS

1977	Sandro Munari	Lancia Stratos
1978	Markku Alen	Fiat 131 Abarth

WORLD RALLY CHAMPIONSHIP - DRIVERS

1980	Walter Röhrl	Fiat 131 Abarth
1981	Ari Vatanen	Ford Escort RS

WORLD CHAMPIONSHIP RALLIES

1973	Poland	Achim Warmbold	Fiat 124 Abarth
	Austrian Alps	Achim Warmbold	BMW 2002 TII
1974	TAP, (Portugal)	Raffaele Pinto	Fiat 124 Abarth
	Rideau Lakes (CND)	Sandro Munari	Lancia Stratos
	Corse	J. C. Andruet	Lancia Stratos
1975	Monte Carlo	Sandro Munari	Lancia Stratos
	Sweden	Bjorn Waldegard	Lancia Stratos
	Acropoli	Walter Röhrl	Opel Ascona
	Portugal	Markku Alen	Fiat 124 Abarth
	1000 Lakes	Hannu Mikkola	Toyota Corolla
	Sanremo	Bjorn Waldegard	Lancia Stratos
1976	Monte Carlo	Sandro Munari	Lancia Stratos
	Portugal	Sandro Munari	Lancia Stratos
	1000 Lakes	Markku Alen	Fiat 131 Abarth
	Sanremo	Bjorn Waldegard	Lancia Stratos
	Corse	Sandro Munari	Lancia Stratos



1977	Monte Carlo	Sandro Munari	Lancia Stratos	1982	New Zealand	Bjorn Waldegard	Toyota Celica
	Portugal	Markku Alen	Fiat 131 Abarth		1000 Lakes	Hannu Mikkola	Audi Quattro
	South Pacific (NZ)	Fulvio Bacchelli	Fiat 131 Abarth		Sanremo	Stig Blomqvist	Audi Quattro
	Quebec	Timo Salonen	Fiat 131 Abarth	1983	Monte Carlo	Walter Röhrl	Lancia Rally (037)
	Sanremo	J. C. Andruet	Fiat 131 Abarth		Sanremo	Sandro Munari	Lancia Stratos
	Corse	Bernard Darniche	Fiat 131 Abarth		Corse	Markku Alen	Lancia Rally (037)
1978	Portugal	Markku Alen	Fiat 131 Abarth		Acropoli	Walter Röhrl	Lancia Rally (037)
	Acropoli	Walter Röhrl	Fiat 131 Abarth		New Zealand	Walter Röhrl	Lancia Rally (037)
	1000 Lakes	Markku Alen	Fiat 131 Abarth		Sanremo	Markku Alen	Lancia Rally (037)
	Quebec	Walter Röhrl	Fiat 131 Abarth		Ivory Coast	Bjorn Waldegard	Toyota Celica TCT
	Sanremo	Markku Alen	Lancia Stratos		RAC	Stig Blomqvist	Audi Quattro
	Corse	Bernard Darniche	Fiat 131 Abarth	1984	Safari	Bjorn Waldegard	Toyota Celica Turbo
1979	1000 Lakes	Markku Alen	Fiat 131 Abarth		Corse	Markku Alen	Lancia Rally (037)
1980	Monte Carlo	Walter Röhrl	Fiat 131 Abarth	1985	Safari	Juha Kankkunen	Toyota Celica Turbo
	Portugal	Walter Röhrl	Fiat 131 Abarth		Ivory Coast	Juha Kankkunen	Toyota Celica Turbo
	Codasur (RA)	Walter Röhrl	Fiat 131 Abarth		RAC	Henri Toivonen	Lancia Delta S4
	1000 Lakes	Markku Alen	Fiat 131 Abarth			Henri Toivonen	Lancia Delta S4
	Sanremo	Walter Röhrl	Fiat 131 Abarth	1986	Monte Carlo	Bjorn Waldegard	Toyota Celica T16
	Portugal	Markku Alen	Fiat 131 Abarth		Safari	Massimo Biasion	Lancia Delta S4
1981	Corse	Bernard Darniche	Lancia Stratos		Argentina	Bjorn Waldegard	Toyota Celica T16
	Acropoli	Ari Vatanen	Ford Escort RS		Ivory Coast	Markku Alen	Lancia Delta S4
	Brasil	Ari Vatanen	Ford Escort RS		Olympus (USA)		
	1000 Lakes	Ari Vatanen	Ford Escort RS				



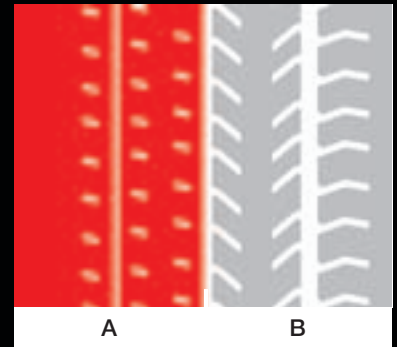
P7™ CORSA *Classic*

The P7™ CORSA Classic sidewall imitates the style of the original tyre from the late 70s. It now features a double set of markings with corresponding road size: a necessity due to the type approval required in order to be able to take part in championship races.

The exclusive tread of the P7™ CORSA Classic (in the current new version approved for road use) incorporates two specific designs: slick for dry conditions and grooved for the wet, drawing on and developing the asymmetrical pattern that has characterised the very best Pirelli UHP tyres.

An extraordinary formula to transform the tyre's multipurpose aspect into grip:

- A outer semi-slick for maximum lateral grip in the dry and solid centre rib to ensure precise trajectories with one's foot down
- B generous inner tread block pattern with grooves to channel water away from the contact patch.





The unique feature of the P7™ CORSA Classic is its versatility. With a single tread pattern, maximum performance is guaranteed under all weather conditions without compromising aesthetic appearance or driving comfort. Simply select the most suitable compound from amongst those offered for made-to-measure solutions under dry, damp or wet conditions. The sizes in the P7™ CORSA Classic range also have road tyre markings and offer the sizes established during the 70s: a Pirelli exclusive for the fitment of the original sizes to some of the most prestigious vehicle models that were at the time actually developed in cooperation with Pirelli. In particular, P7™ CORSA Classic is also available with a 16" rim diameter as originally adopted by the Lancia Rally 037 and Delta S4.



P7™ CORSA Classic



Set-up inflation pressures.

To optimise the performance of a tyre and its structure, it is essential that the pressure settings suit both the type of surface (wet-dry) and the type of vehicle. As a rough guide, the pressure when hot - at the start of a test – should be 1.7 bar and at the end of the test, it should be confirmed to be no more than 2.1 bar.

We recommend increasing the pressure by about +0.5 for use in wet conditions.

The ideal pressures for the following vehicles are:

Ferrari 308		START OF THE STAGE (bar)	END OF THE STAGE (bar)
Front		1.6	> 2.1
Rear		1.5	> 2.1
Fiat 131		START OF THE STAGE (bar)	END OF THE STAGE (bar)
Front		1.6	> 2.1
Rear		1.7	> 2.1
Ford Escort MK2		START OF THE STAGE (bar)	END OF THE STAGE (bar)
Front		1.7	> 2.1
Rear		1.6	> 2.1
Lancia Rally 037		START OF THE STAGE (bar)	END OF THE STAGE (bar)
Front		1.8	> 2.1
Rear		1.6	> 2.1
Lancia Stratos		START OF THE STAGE (bar)	END OF THE STAGE (bar)
Front		1.9	> 2.1
Rear		1.7	> 2.1
Porsche 911		START OF THE STAGE (bar)	END OF THE STAGE (bar)
Front		1.7	> 2.1
Rear		1.6	> 2.1
Renault 5 Maxi Turbo		START OF THE STAGE (bar)	END OF THE STAGE (bar)
Front		1.7	> 2.1
Rear		1.6	> 2.1
4x4		START OF THE STAGE (bar)	END OF THE STAGE (bar)
Front		1.6	> 2.1
Rear		1.8	> 2.1

Ideal mixtures for the best performance.

P7 CORSA™ Classic is a **multipurpose** tyre **also approved for road use**, featuring a sidewall with clear references to its original “ancestor” and a tread designed to meet both aesthetic and performance requirements. However, above all it is optimised for its intended purpose: to excel with a single tread pattern under dry, damp and wet conditions according to the chosen compound.

D3	D5	W5
Hard version for use on tests of over 20 km on abrasive asphalt with temperatures of over 25°C (tyre temperatures: min. 70°C - max. 100°C)	Medium version for use on tests on normal asphalt with temperatures of 10 > 25°C (tyre temperatures: min. 50°C - max. 70°C)	Wet version. Even if recommended mainly for use in wet conditions, this mixture behaves very well on mixed wet/dry surfaces or on a dry surface with a max. temperature of 5°C (tyre temperatures: min. 30°C - max. 60°C)

The W5 mixture tyre has a round profile that is the result of “soft” construction combined with a wet mixture. In making this tyre Pirelli have focused all their technology and the experience they gained from working with the famed RE rally rain tyres.

The P7 CORSA™ Classic with W5 the mixture is a multi-use tyre as it behaves impeccably in both the wet and the dry but, at the same time, it can be used in mixed wet/dry conditions or in dry alone when temperatures are low (in this case, the tyre can be considered a soft version).

COMPOUND		SURFACE			CONDITION			TEMPERATURE									
	WORKING TEMPERATURE	SMOOTH	MEDIUM	ABRASIVE	WET	DAMP	DRY	-5	0	5	10	15	20	25	30	30+	
D3	60° - 100°																
D5	50° - 70°																
W5	30° - 60°																





P7™ CORSA Classic is not a compromise: it offers the market an innovative solution, striking the right balance between looks and performance in such a way as to satisfy the most ardent drivers and collectors of rally cars from the period in question.



P7TM CORSA *Classic*



Size range 2013

Tyre Size	Version					Fitments
225/45R13 (225/45R13)	D3	7 - 7.5 - 8.5	225	205	1658	Opel Kadett / Ford Escort Talbot / Fiat Ritmo
	D5	7 - 7.5 - 8.5	225	205		
	W5	7 - 7.5 - 8.5	225	205		
225/595R15 (235/45R15)	D3	7.5 - 8 - 9	237	210	1860	<i>Front</i> Lancia Rally 037 / Lancia Stratos Fiat 131 Abarth / Porsche 911 / Opel Ascona Opel Manta / Renault 5 Maxi Turbo Ferrari 308 / Audi Quattro Gr.4
	D5	7.5 - 8 - 9	237	210		
	W5	7.5 - 8 - 9	237	210		
265/40VR15 (285/40R15)	D3	9.5 - 10 - 10.5	292	260	1891	<i>Rear</i> Fiat 131 Abarth / Porsche 911 Gr.2 Opel Ascona / Opel Manta Renault 5 Maxi Turbo / Audi Quattro Gr.4
	D5	9.5 - 10 - 10.5	292	260		
	W5	9.5 - 10 - 10.5	292	260		
305/35VR15 (305/35R15)	D3	10 - 11 - 11.5	315	290	1859	<i>Rear</i> Lancia Stratos / Fiat 131 Abarth Porsche 911 Gr.4 Opel Ascona - Manta Ferrari 308 / Renault 5 Maxi Turbo
	D5	10 - 11 - 11.5	315	290		
	W5	10 - 11 - 11.5	315	290		
230/660R16 (255/50R16)	D3	7 - 8 - 9	256	225	2070	<i>Front</i> Lancia Delta S4 Audi Quattro Gr.B / Ford Rs 200 Gr.B Austin Metro Gr.4 Gr.B
	D5	7 - 8 - 9	256	225		
	W5	7 - 8 - 9	256	225		
290/660R16 (315/40R16)	D3	10.5 - 12 - 12.5	310	280	2070	<i>Rear</i> Lancia Rally 037 Lancia Delta S4 / Ford Rs 200 Gr.B Austin Metro Gr.4 Gr.B
	D5	10.5 - 12 - 12.5	310	280		
	W5	10.5 - 12 - 12.5	310	280		

(1) At 2 bars with tyre fitted on the reference rim.



SAFETY WARNING: danger may result from improper use. Follow tyre manufacturer's instructions.
Refer to car manufacturer's recommendations with respect to tyre fitments for each model.







Tour de Corse 1984 - LANCIA RALLY 037

P7 CORSA™ *Classic*



PIRELLI



POWER IS NOTHING WITHOUT CONTROL

www.pirelli.com