





## CIRCUIT TECHNICAL BULLETIN no. 2/2011

### PORSCHE CUP 997 2010 /2011

SLICK		old ip cpde	new ip code	possible mix	TYRE SIZE	RIM WIDTH	P. TARGET (bar)	P. MIN (bar)	CAMBER MAX
	FRONT		2011300		265/645-18 SLICK DH	9,5	2	1,45	4,30°
	REAR		2128600		315/680-18 SLICK DH*	11,5	2.05	1,5	4,60°
WET									
	FRONT		1796900		245/645-18 RAIN WS ***	9,5	2,2	1,7	4,00°
	REAR		1798600		305/680-18 RAIN WS ***	11,5	2,2	1,7	4,50°

#### P. TARGET :

is the optimum pressure value for the tyre. The pressure should be measured immediately after the use of the tyre on the track. NEVER set the pressure at lower values than suggested.

#### P. MIN :

is the minimum pressure value. NEVER use the tyre below the minimum pressure otherwise you will compromise the integrity of the tyre. The minimum pressure needs to be checked before the car is moved

**Pressure below the minimum value will cause excessive deflection of the sidewall and risk of air loss, compromising the integrity of the tyre.**

During the first lap out from the pit and the warm up lap we strongly recommend to avoid impacts with rumble strips and curbs to prevent any tyre pressure loss

#### P. COLD :

is the pressure that is measured before mounting the tyre on the car, or before the use of tyre warmers, or before the start of any track session

This value need to be determined with respect to the P. MIN value so you can achieve the P TARGET during the use of the tyre on the track

This value need to be checked and adjusted to the calculated value at the same time every day until the end of the event.

#### P. RAIN :

pressure for the rain tyre changes according to the depth of standing water on the track. The cold pressure should not be less than 1.55 bar when the track is damp.

#### CAMBER (negative) MAX :

is the maximum negative camber permitted. Negative camber greater than this value can compromise the integrity of the tyre.

\*\*\* Will be a new tyres coming after meddle of the season, please let me know the stock you have available from this spec 2010

**Pirelli strongly recommends the use of metal valves.**